



Transit & Bus Committee Meeting

February 2016

Committee Members

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

New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Board Room

New York, NY 10004

Monday, 2/22/2016

10:00 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JANUARY 25, 2016

January Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 9

4. OPERATIONS PERFORMANCE SUMMARY

a. December Operations Report

December Operations Report - Page 17

5. FINANCIAL REPORTS

a. December NYCT Financial & Ridership Report

Preliminary Review NYCT 2015 Operating Results - Page 54

b. December SIR Financial & Ridership Report

Preliminary Review SIR 2015 Operating Results - Page 77

c. December MTA Bus Financial & Ridership Report

Preliminary Review MTA Bus 2015 Operating Results - Page 88

d. Capital Program Status Report

Capital Program Status Report - Page 102

6. PROCUREMENTS

NYCT February Procurement Staff Summary and Resolution - Page 112

a. Non-Competitive (None)

b. Competitive

NYCT Competitive Actions - Page 116

c. Ratifications

NYCT and MTACC Ratifications - Page 124

7. ACTION ITEMS Approve

a. MTACC Second Avenue Subway Acceleration Agreements

MTACC Second Avenue Subway Acceleration Agreements - Page 130

8. SERVICE CHANGES

a. NYCT Request for Public Hearing on Proposed 2nd Ave Subway Phase I Service Plan

NYCT Request for Public Hearing on Proposed 2nd Avenue Subway Phase I Service Plan - Page 132

9. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 138

b. NYCT Adopted Budget/Financial Plan 2016-2019

NYCT Adopted Budget and Financial Plan 2016-2019 - Page 142

c. SIR Adopted Budget/Financial Plan 2016-2019

SIR Adopted Budget and Financial Plan 2016-2019 - Page 164

d. MTA Bus Adopted Budget/Financial Plan 2016-2019

MTA Bus Adopted Budget and Financial Plan 2016-2019 - Page 184

10. STANDARD FOLLOW-UP REPORTS

a. ADA Compliance Report

ADA Compliance Report - Page 206

b. Service Quality/PES Indicators Report (NYCT & MTA Bus)

NYCT Service Quality Indicators, 2nd Half 2015 - Page 215

MTA Bus Service Quality Indicators, 2nd Half 2015 - Page 249

c. Elevator & Escalator Report

Elevator and Escalator Report, 4th Quarter 2015 - Page 257

d. Transit Adjudication Bureau Report

TAB Report, 4th Quarter 2015 - Page 287

e. EEO & Diversity Report, 2015 Year-End Report (NYCT & MTA Bus)

NYCT and MTA Bus EEO and Diversity Report, 2015 Year-End Report - Page 289

11. MTACC REPORT

a. MTACC Report

MTACC Report - Page 301

b. Second Avenue Subway Presentation

Second Avenue Subway Presentation - Page 308

**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
January 25, 2016**

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. Ira Greenberg
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy

The following Members were absent:

Hon. John H. Banks III, Vice-Chair
Hon. Allen P. Cappelli
Hon. Jeffrey Kay
Hon. Polly Trottenberg

Also present were:

Veronique Hakim, President, New York City Transit
Michael Chubak, Acting Executive Vice President
Wynton Habersham, Acting Senior Vice President, Subways
Joseph McGrann, Assistant Chief, NYPD Transit Bureau
Owen J. Monaghan, Vice President, Security
Cheryl Kennedy, Vice President, Office of System Safety
Stephen Plochochi, Vice President, Materiel
Peter Cafiero, Chief, Operations Planning
John O'Grady, Acting Senior Vice President, CPM
Darryl Irick, President, MTA Bus
Robert Lai, Director, Service Design and Support Planning, MTA Bus
Michael Horodniceanu, President, MTA Capital Construction

Chair Ferrer opened the meeting.

II. Public Speakers

Murray Bodin commended NYCT for its flexibility in managing bus and subway service during the weekend's blizzard, noting that other transit properties should follow suit.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the December 14, 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.

Acting EVP Chubak presented the proposed 2016 Committee Work Plan for approval, noting that the EEO Diversity Report for the 3rd quarter of 2016 will be given to the Committee in December, and not in November as indicated in the draft work plan presented at December's Committee meeting.

Upon motion duly made and seconded, the Committee approved the 2016 Committee Work Plan as presented.

IV. Agenda Items

Chair Ferrer introduced Veronique Hakim as the new President of NYCT.

President Hakim expressed her commitment to providing safe, reliable, high quality service to NYCT's customers, noting the importance of Governor Cuomo's and Chairman Prendergast's planned initiatives to improve the transit experience by advancing NYCT's digital assets, developing a new fare payment system, improving the station environment, purchasing new equipment, and expanding the availability of real time train information.

President Hakim also thanked NYCT staff for its exemplary efforts during the weekend's snowstorm.

A. Operations Report

Acting SVP Habersham reported to the Committee on the Department of Subways' operating performance, also expressing his commitment for the Governor's vision for improving the system and thanking NYCT's leadership, its union leaders and employees for the dedication they demonstrated during the blizzard.

In response to a request from Member Moerdler, President Hakim agreed to look into the factors that are negatively affecting delay statistics on the 5 and 6 lines, with the aim of improving performance.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus, also expressing his support for the Governor's proposed initiatives.

VP Kennedy presented the Safety Report.

Assistant Chief McGrann presented the NYPD Transit Bureau statistics.

In response to a request from Member Moerdler, Chief McGrann agreed to provide the Committee with statistics on the number of prosecutions for transit offenses.

In response to a question from Member Ballan, Chief McGrann noted that fewer summonses were issued in the early part of 2015 as a result of conditions within the NYPD during that period, and that it is expected that the number of summonses will increase in 2016.

In response to a comment from Member Albert, Chief McGrann agreed that video surveillance could be an effective means of reducing fare evasion at subway entrances where slam gates are used.

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 four action items totaling \$7.9 million in expenditures. VP Plochochi highlighted for the Committee two procurement agenda items: (1) an Omnibus Approval request for the purchase of sole source signal and switch equipment from Alstom Signaling, Inc., for a period of three years at a total estimated value of \$5,275,000; and (2) the award of a pilot program for fleet maintenance of non-revenue vehicles to Automotive Rentals, Inc., for two years in the estimated amount of \$958,650.

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

NYCT's non-competitive procurement requiring a two-thirds vote (Schedule A in the Agenda), and its competitive procurements requiring a majority vote (Schedules G and L in the Agenda) were approved and forwarded to the full Board for consideration.

MTA CC's proposed ratification requiring a majority vote (Schedule K in the Agenda), was also 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 Moerdler, VP Plochochi advised that the signal and switch system parts to be procured are proprietary components that only Alstom is qualified to provide.

In response to a question from Member Moerdler, VP Plochochi informed the Committee that to achieve conclusive results, the pilot program for fleet maintenance and management services needs to have a two year duration.

In response to a question from Member Ballan regarding the ratification of a contract modification addressing changes to the Intrusion Access Control System on the  Flushing Line Extension, VP Plochochi advised that the funds are being provided by the Hudson Yard Development Corporation. Member Ballan commended VP Plochochi on the negotiations.

V. Service Changes

Mr. Cafiero presented the reconfiguration of fare control lines at the 7th Avenue   station and the Borough Hall  and  stations in Brooklyn for the Committee's approval.

In response to a question from Member Albert regarding access changes at the Borough Hall station, Mr. Cafiero noted that the Brooklyn and Manhattan bound platforms will continue to be accessible from all entrances.

Upon motion duly made and seconded, the Committee approved the station reconfiguration changes.

Mr. Cafiero then presented the following for the Committee's information: (1) a request to hold a public hearing on splitting the M5 bus route at 37th/38th Street, and also extending the M1 bus route by one mile from Astor Place to Worth Street; (2) a proposal to make permanent the northbound routing of the B20 and Q24 bus routes in the vicinity of Broadway Junction in Brooklyn; (3) a planned increase to the evening span of the Q30 branch serving Queensborough Community College; and (4) the spring bus schedules, set to go into effect in April 2016, which include 96 schedule changes on 74 routes.

Mr. Lai presented for the Committee's information a revision to the MTA Bus schedule, improving service frequency on the Q70 LaGuardia Airport Limited bus, which connects airport Terminals B, C and D to regional transit hubs in Jackson Heights and Woodside.

In response to an inquiry from Member Moerdler regarding spring bus schedules, VP Tendler explained that these routine quarterly bus service changes were submitted to the

community boards for comment on January 14th and that the schedules do not go into effect until April, allowing time for further modification if necessary.

Members Moerdler and Albert agreed that providing community boards with service change information should occur as early as possible in the process.

Member Albert spoke in favor of the Q70 bus route, recommending that it be advertised in LIRR stations as a convenient means for traveling to LaGuardia airport.

Member Greenberg asked that the Committee be provided with the schedule for public review of service changes.

In response to a question from Member Greenberg, President Irick noted that the City subsidizes the Q70 bus route.

In response to Member Greenberg's concern regarding the lack of signage at LaGuardia airport directing customers to transit connections, Member Moerdler noted the Governor's ongoing efforts to address the issue with the Port Authority.

VI. Special Reports and Presentations

President Hakim presented the MetroCard Report to the Committee for its information.

VII. MTA CC Project Report

President Horodniceanu reported on the status of the Second Avenue Subway project, noting the Capital Program Oversight Committee (CPOC) also would be receiving a report on the project at its meeting.

MTA's Independent Engineering Consultant commented on President Horodniceanu's presentation, indicating he would also be presenting comments on the project at the CPOC meeting.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary



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
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

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

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

May 2016

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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	Management & Budget
2016 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2016 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2017 Preliminary NYC Transit Budget	Management & Budget
2017 Preliminary SIR Budget	Management & Budget
2017 Preliminary MTA Bus Budget	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report, 2 nd Qtr, 2016	Subways
Transit Adjudication Bureau Report, 2 nd Qtr, 2016	Law
NYCT & MTA Bus EEO & Diversity Report, 2 nd Qtr, 2016	EEO & Human Resources

October 2016

Public Comment/Committee review of budget	
2017 Preliminary NYC Transit Budget	Management & Budget
2017 Preliminary SIR Budget	Management & Budget
2017 Preliminary MTA Bus Budget	Management & Budget

November 2016

Charter for Transit Committee	Law
Elevator & Escalator Service Report, 3 rd Qtr, 2016	Subways
Transit Adjudication Bureau Report, 3 rd Qtr, 2016	Law

December 2016

NYCT 2017 Adopted Budget/Financial Plan 2017-2020	Management & Budget
SIR 2017 Adopted Budget/Financial Plan 2017-2020	Management & Budget
MTA Bus 2017 Adopted Budget/Financial Plan 2017-2020	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 3 rd Qtr, 2016	EEO & Human Resources

January 2017

Approval of 2017 NYC Transit Committee Work Plan	Committee Chair & Members
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2016 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

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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

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

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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

NYCT 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.

SIR 2017 Adopted Budget/Financial Plan 2017-2020

NYCT 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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

JANUARY 2017

Approval of Committee Work Plan

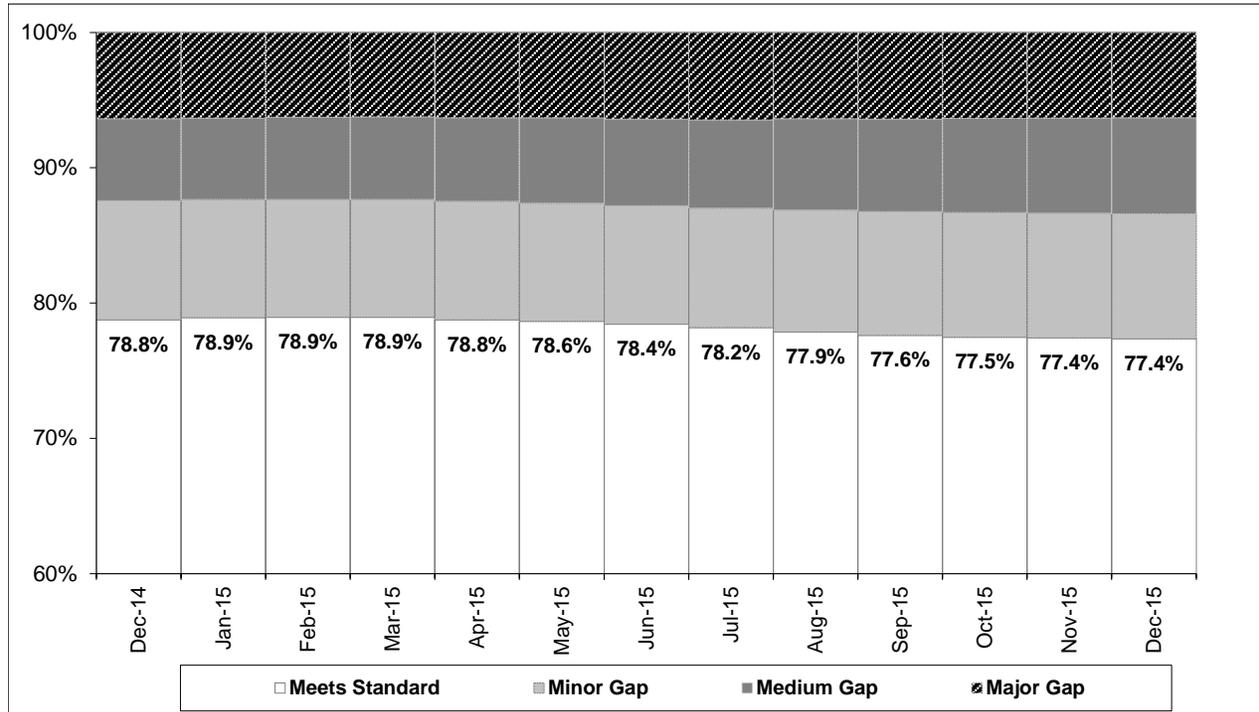
The Committee will be provided with the work plan for 2017 and will be asked to approve its use for the year.

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: December 2015			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				77.4%	78.8%	-1.4%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	72.5%	73.4%	-0.9%	72.2%	72.8%	-0.6%
A Division Weekday Wait Assessment - (All Lines)				74.8%	75.4%	-0.6%
B Division Weekday Wait Assessment	80.4%	81.5%	-1.1%	78.7%	80.6%	-1.9%
System Weekend Wait Assessment (Charts 3)				84.4%	85.2%	-0.8%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	82.3%	80.1%	+2.2%	81.1%	83.5%	-2.4%
A Division Weekend Wait Assessment - (All Lines)				83.1%	85.2%	-2.1%
B Division Weekend Wait Assessment	83.8%	91.4%	-7.6%	85.3%	85.1%	+0.2%
System Weekday Terminal On-Time Performance (Charts 4-5)	69.5%	72.2%	-2.7%	69.6%	74.1%	-4.5%
A Division Weekday Terminal On-Time Performance	65.6%	68.6%	-3.0%	65.6%	69.0%	-3.4%
B Division Weekday Terminal On-Time Performance	72.8%	75.2%	-2.4%	72.9%	78.1%	-5.2%
System Number of Terminal Delays (Charts 6)	52,164	47,422	+10.0%	49,856	43,338	+15.0%
System Weekend Terminal On-Time Performance (Charts 7-8)	76.9%	81.6%	-4.7%	74.4%	81.2%	-6.8%
A Division Weekend Terminal On-Time Performance	73.5%	78.6%	-5.1%	71.9%	78.9%	-7.0%
B Division Weekend Terminal On-Time Performance	79.1%	83.7%	-4.6%	76.1%	82.7%	-6.6%
System Number of Weekend Terminal Delays (Charts 9)	11,520	8,922	+29.1%	13,235	9,468	+39.8%
Mean Distance Between Failures (Charts 10-11)	116,135	159,179	-27.0%	131,325	141,202	-7.0%
A Division Mean Distance Between Failures	116,411	123,791	-6.0%	114,718	124,860	-8.1%
B Division Mean Distance Between Failures	115,927	201,151	-42.4%	147,047	156,209	-5.9%
System Weekday Service-KPI (Charts 12-13)	76.1%	77.3%	-1.2%	76.0%	78.0%	-2.0%
A Division Weekday Service-KPI	72.5%	72.9%	-0.4%	72.2%	73.4%	-1.2%
B Division Weekday Service-KPI	78.9%	80.3%	-1.4%	78.9%	81.2%	-2.3%
System Weekday PES-KPI (Charts 14-16)				91.6%	90.9%	+0.7%
Staten Island Railway						
24 Hour On-Time Performance	95.9%	90.1%	+5.8%	95.3%	91.4%	+3.9%
AM Rush On-Time Performance	95.5%	89.4%	+6.1%	95.2%	92.1%	+3.1%
PM Rush On-Time Performance	98.5%	88.1%	+10.4%	97.4%	94.4%	+3.0%
Percentage of Completed Trips	99.9%	100.0%	-0.1%	99.8%	99.7%	+0.1%
Mean Distance Between Failures	113,242	106,746	+6.1%	52,947	69,518	-23.8%
Staten Island Railway PES-KPI (Charts 17)				90.2%	90.0%	+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>	
Jan '15 - Dec '15	77.4%	9.2%	7.1%	6.3%	2015 GOAL: 80.7%
Jan '14 - Dec '14	78.8%	8.8%	6.1%	6.4%	2014 ACTUAL: 78.8%

Chart 1

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

Line	<u>Jan '15 - Dec '15</u>				<u>Jan '14 - Dec '14</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>Headways*</u>			<u>Meets Standard</u>	<u>Headways*</u>			
		<u>GAP</u>				<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
①	78.5%	9.3%	6.8%	5.4%	79.8%	8.4%	6.0%	5.8%	-1.3%
②	72.2%	10.1%	9.3%	8.4%	71.7%	10.0%	9.2%	9.0%	+0.5%
③	78.0%	9.6%	7.0%	5.5%	77.4%	9.7%	7.0%	5.9%	+0.6%
④	71.1%	9.7%	8.6%	10.6%	71.4%	9.6%	8.8%	10.3%	-0.3%
⑤	66.5%	10.0%	10.7%	12.7%	67.4%	9.9%	10.1%	12.5%	-0.9%
⑥	66.8%	9.8%	10.6%	12.8%	68.8%	8.7%	9.4%	13.1%	-2.0%
⑦	74.9%	10.5%	7.8%	6.8%	75.7%	9.5%	6.9%	7.9%	-0.8%
④ S 42nd	90.6%	4.3%	2.6%	2.5%	90.5%	3.7%	2.3%	3.5%	+0.1%
Subdivision A	74.8%	9.2%	7.9%	8.1%	75.4%	8.7%	7.5%	8.5%	-0.6%
① A	67.4%	9.9%	10.0%	12.7%	69.6%	10.3%	8.1%	12.0%	-2.2%
① B	78.1%	10.3%	6.9%	4.7%	79.9%	9.5%	5.5%	5.2%	-1.8%
① C	78.0%	10.5%	6.4%	5.0%	81.0%	9.6%	4.9%	4.6%	-3.0%
① D	78.4%	10.5%	6.9%	4.2%	82.3%	8.8%	5.1%	3.8%	-3.9%
① E	74.4%	10.2%	8.3%	7.1%	74.5%	9.7%	7.5%	8.3%	-0.1%
① F	72.1%	10.2%	8.7%	9.1%	71.0%	9.1%	7.9%	12.1%	+1.1%
④ S Fkln	96.5%	1.3%	1.0%	1.1%	95.5%	2.1%	1.1%	1.3%	+1.0%
① G	81.3%	10.3%	5.6%	2.7%	80.9%	10.4%	5.2%	3.4%	+0.4%
④ S Rock	91.7%	4.4%	2.5%	1.4%	89.7%	6.4%	1.7%	2.2%	+2.0%
① J Z	77.1%	10.1%	7.3%	5.5%	81.7%	9.5%	5.2%	3.6%	-4.6%
① L	78.2%	10.3%	7.2%	4.3%	82.0%	9.5%	4.7%	3.8%	-3.8%
① M	77.1%	10.1%	7.4%	5.4%	78.6%	10.3%	6.6%	4.6%	-1.5%
① N	77.7%	10.5%	7.3%	4.5%	80.9%	9.0%	5.2%	4.9%	-3.2%
① Q	78.5%	11.0%	6.1%	4.4%	80.0%	9.6%	5.7%	4.7%	-1.5%
① R	74.4%	9.8%	7.7%	8.1%	81.3%	9.0%	5.3%	4.4%	-6.9%
Subdivision B	78.7%	9.3%	6.6%	5.4%	80.6%	8.8%	5.3%	5.3%	-1.9%
Systemwide	77.4%	9.2%	7.1%	6.3%	78.8%	8.8%	6.1%	6.4%	-1.4%

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)

Line	Jan '15 - Dec '15				Jan '14 - Dec '14				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
1	88.5%	6.6%	3.3%	1.6%	87.8%	6.4%	3.5%	2.3%	+0.7%
2	78.3%	10.3%	7.2%	4.2%	81.0%	10.0%	5.9%	3.1%	-2.7%
3	84.9%	8.1%	4.3%	2.7%	88.3%	6.8%	2.9%	1.9%	-3.4%
4	74.0%	10.1%	8.6%	7.3%	78.2%	9.7%	6.6%	5.4%	-4.2%
5	82.8%	7.9%	5.3%	4.0%	84.4%	7.6%	4.5%	3.5%	-1.6%
6	77.7%	9.4%	7.5%	5.4%	81.5%	8.5%	5.6%	4.3%	-3.8%
7	79.4%	11.3%	4.9%	4.3%	81.8%	9.4%	4.5%	4.2%	-2.4%
S 42nd	98.8%	0.6%	0.2%	0.4%	98.5%	0.7%	0.2%	0.5%	+0.3%
Sub Division A	83.1%	8.0%	5.2%	3.8%	85.2%	7.4%	4.2%	3.2%	-2.1%
A	73.9%	10.5%	8.2%	7.5%	79.0%	9.6%	5.3%	6.1%	-5.1%
C	84.5%	8.0%	4.0%	3.5%	80.8%	9.5%	6.0%	3.7%	+3.7%
D	88.1%	7.1%	4.1%	0.7%	82.1%	8.2%	4.0%	5.6%	+6.0%
E	79.6%	10.2%	5.1%	5.1%	86.2%	7.9%	3.0%	3.0%	-6.6%
F	84.4%	7.6%	3.6%	4.4%	80.6%	8.8%	4.8%	5.8%	+3.8%
S Fkln	92.2%	3.9%	2.2%	1.7%	95.9%	3.0%	0.4%	0.7%	-3.7%
G	92.5%	4.8%	1.9%	0.9%	89.2%	7.0%	2.0%	1.8%	+3.3%
J Z	91.0%	6.2%	1.9%	1.0%	90.7%	6.2%	1.9%	1.2%	+0.3%
L	81.2%	7.9%	6.8%	4.2%	84.4%	7.7%	3.7%	4.2%	-3.2%
N	84.6%	8.8%	4.1%	2.5%	85.2%	7.3%	4.6%	2.9%	-0.6%
Q	86.5%	5.8%	4.4%	3.3%	87.4%	7.6%	4.2%	0.8%	-0.9%
R	85.8%	5.1%	5.1%	4.1%	80.3%	10.4%	4.4%	4.9%	+5.5%
Sub Division B	85.3%	7.1%	4.3%	3.2%	85.1%	7.8%	3.7%	3.4%	+0.2%
Systemwide	84.4%	7.5%	4.6%	3.4%	85.2%	7.6%	3.9%	3.3%	-0.8%

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

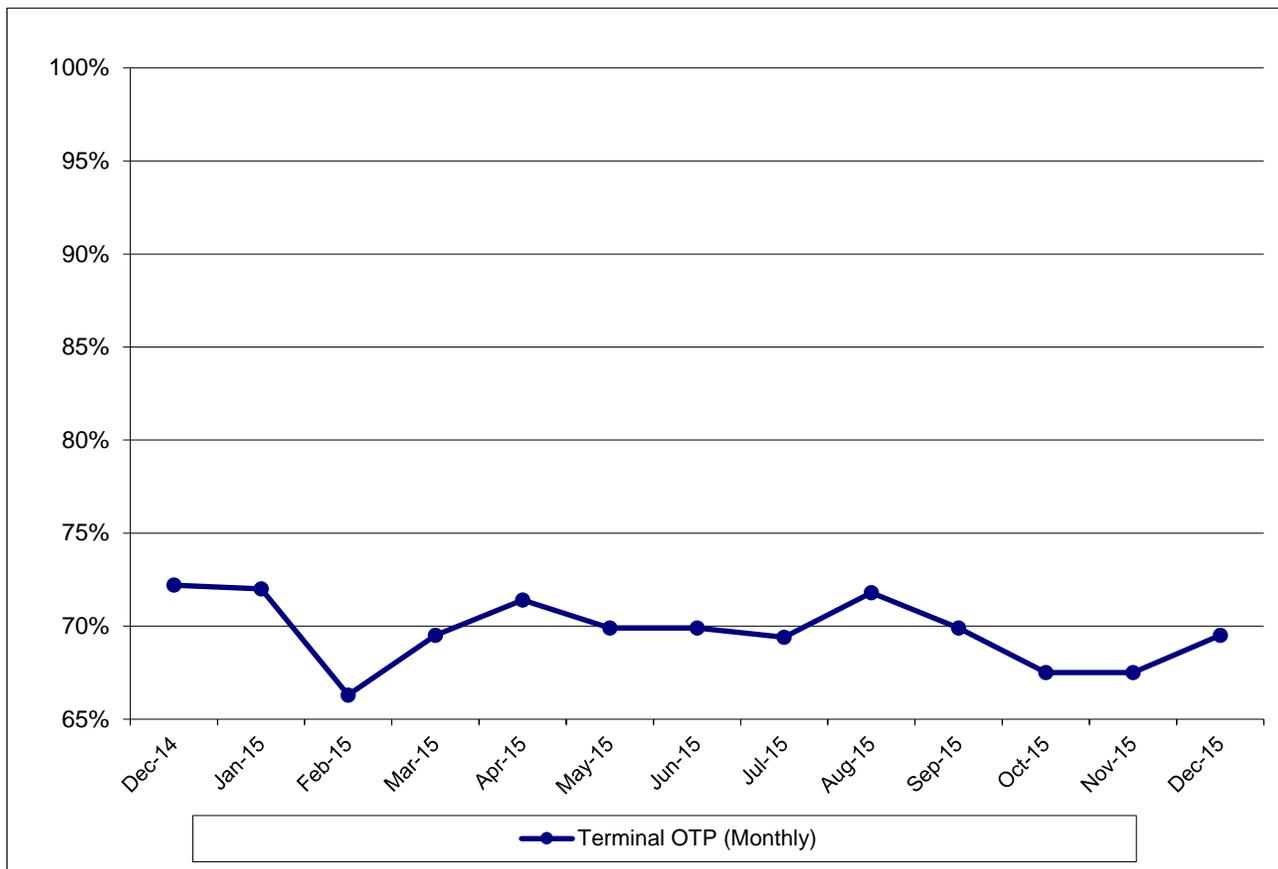
* Headway Definitions

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

Dec 2015: 69.5%
 Dec 2014: 72.2%
 12-Mon Avg: 69.6%
 (Jan '15-Dec '15)

Subdivision A

Monthly Results

Dec 2015: 65.6%
 Dec 2014: 68.6%
 12-Mon Avg: 65.6%
 (Jan '15-Dec '15)

Subdivision B

Monthly Results

Dec 2015: 72.8%
 Dec 2014: 75.2%
 12-Mon Avg: 72.9%
 (Jan '15-Dec '15)

Discussion of Results

In December 2015, Over Crowding (20,113 delays), Right-Of-Way (8,994 delays), and Track Gangs (7,241 delays) were the highest categories of delays, representing 69.7% of the total 52,164 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jan '15 - Dec '15</u>	<u>Jan '14 - Dec '14</u>	<u>% Difference</u>
①	76.3%	78.7%	-2.4%
②	42.9%	46.6%	-3.7%
③	65.2%	66.2%	-1.0%
④	43.2%	45.8%	-2.6%
⑤	39.8%	43.1%	-3.3%
⑥	46.1%	54.0%	-7.9%
⑦	82.9%	87.8%	-4.9%
Ⓢ 42 St	98.8%	97.5%	+1.3%
Subdivision A	65.6%	69.0%	-3.4%
Ⓐ	66.4%	72.5%	-6.1%
Ⓑ	76.5%	74.6%	+1.9%
Ⓒ	78.8%	83.8%	-5.0%
Ⓓ	73.9%	75.1%	-1.2%
Ⓔ	69.1%	71.9%	-2.8%
Ⓕ	57.3%	54.9%	+2.4%
Ⓢ Fkln	99.5%	99.1%	+0.4%
Ⓖ	67.6%	78.1%	-10.5%
Ⓢ Rock	95.7%	95.4%	+0.3%
Ⓙ	72.7%	86.4%	-13.7%
Ⓛ	91.8%	93.9%	-2.1%
Ⓜ	69.5%	74.9%	-5.4%
Ⓝ	66.1%	71.2%	-5.1%
Ⓠ	70.6%	75.7%	-5.1%
Ⓡ	59.1%	82.8%	-23.7%
Subdivision B	72.9%	78.1%	-5.2%
Systemwide	69.6%	74.1%	-4.5%

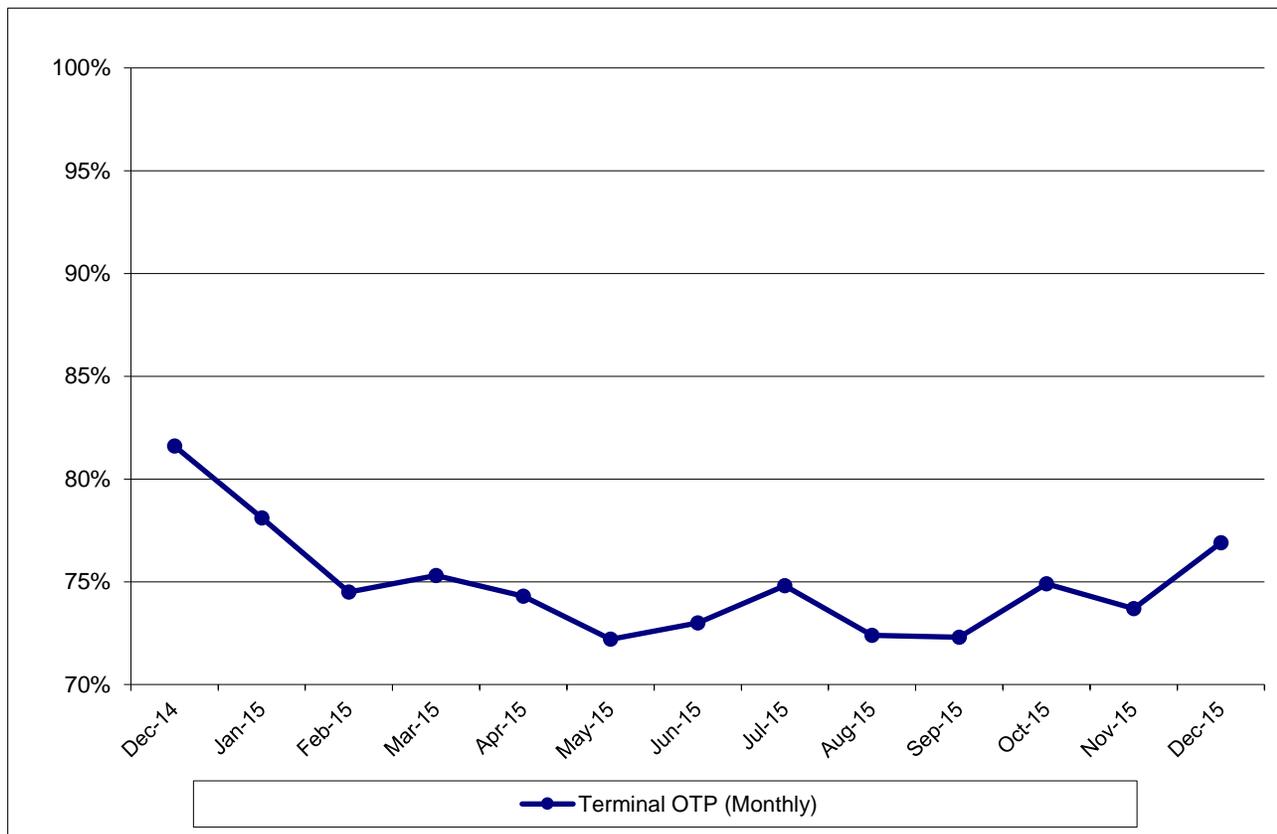
Chart 5

**December 2015 Weekday Terminal Delays
Systemwide Summary**

<u>Categories</u>	<u>Delays</u>
Over Crowding	20,113
ROW Delays	8,994
Track Gangs	7,241
Work Equipment/G. O.	3,156
Sick Customer	2,469
Car Equipment	2,450
Operational Diversions	1,650
Unruly Customer	1,581
Police	1,520
Inclement Weather	1,240
Employee	785
Fire	583
Infrastructure	200
External	172
Collision/Derailment	10
Total Delays	<u><u>52,164</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

Dec 2015: 76.9%
 Dec 2014: 81.6%
 12-Mon Avg: 74.4%
 (Jan '15-Dec '15)

Subdivision A Monthly Results

Dec 2015: 73.5%
 Dec 2014: 78.6%
 12-Mon Avg: 71.9%
 (Jan '15-Dec '15)

Subdivision B Monthly Results

Dec 2015: 79.1%
 Dec 2014: 83.7%
 12-Mon Avg: 76.1%
 (Jan '15-Dec '15)

Discussion of Results

In December 2015, Track Gangs (3,320 delays), Over Crowding (3,085 delays), and Work Equipment/G.O. (1,188 delays) were the highest categories of delays, representing 65.9% of the total 11,520 delays.

Chart 7

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jan '15 - Dec '15</u>	<u>Jan '14 - Dec '14</u>	<u>% Difference</u>
①	88.1%	86.1%	+2.0%
②	43.2%	44.6%	-1.4%
③	62.2%	75.9%	-13.7%
④	47.8%	63.1%	-15.3%
⑤	73.7%	74.5%	-0.8%
⑥	56.2%	72.5%	-16.3%
⑦	86.9%	93.3%	-6.4%
Ⓢ 42 St	99.6%	99.5%	+0.1%
Subdivision A	71.9%	78.9%	-7.0%
Ⓐ	61.7%	75.3%	-13.6%
Ⓒ	60.5%	75.2%	-14.7%
Ⓓ	71.1%	80.8%	-9.7%
Ⓔ	61.2%	70.2%	-9.0%
Ⓕ	41.5%	55.9%	-14.4%
Ⓢ Fkln	99.8%	98.9%	+0.9%
Ⓖ	84.0%	88.9%	-4.9%
Ⓢ Rock	97.7%	97.3%	+0.4%
Ⓙ	89.1%	94.7%	-5.6%
Ⓛ	89.7%	95.7%	-6.0%
Ⓜ	96.4%	97.9%	-1.5%
Ⓝ	70.6%	76.6%	-6.0%
Ⓞ	82.0%	86.8%	-4.8%
Ⓡ	71.7%	72.0%	-0.3%
Subdivision B	76.1%	82.7%	-6.6%
Systemwide	74.4%	81.2%	-6.8%

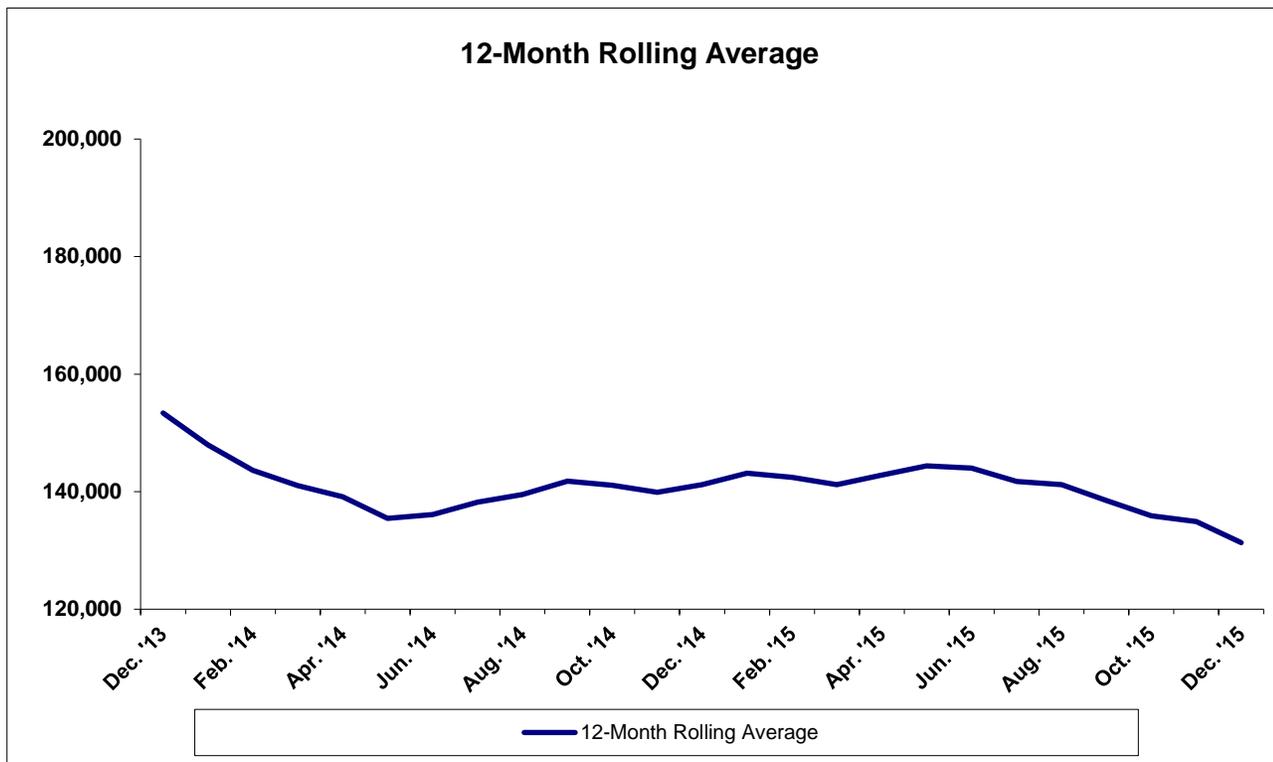
Chart 8

**December 2015 Weekend Terminal Delays
Systemwide Summary**

Categories	Delays
Track Gangs	3,320
Over Crowding	3,085
Work Equipment/G. O.	1,188
ROW Delays	1,182
Sick Customer	567
Unruly Customer	522
Car Equipment	480
Operational Diversions	367
Police	300
Employee	268
External	93
Inclement Weather	72
Fire	66
Infrastructure	11
Collision/Derailment	1
Total Delays	11,520

* 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

Dec 2015: 116,135

Dec 2014: 159,179

12-Month Average

Jan 15 - Dec 15: 131,325

Jan 14 - Dec 14: 141,202

Annual Result

2015 Goal: 150,000

2014 Actual: 141,202

Discussion of Results

MDBF in December 2015 decreased 27.0% from December 2014. Over the past year, the MDBF 12-month average decreased 6.9%.

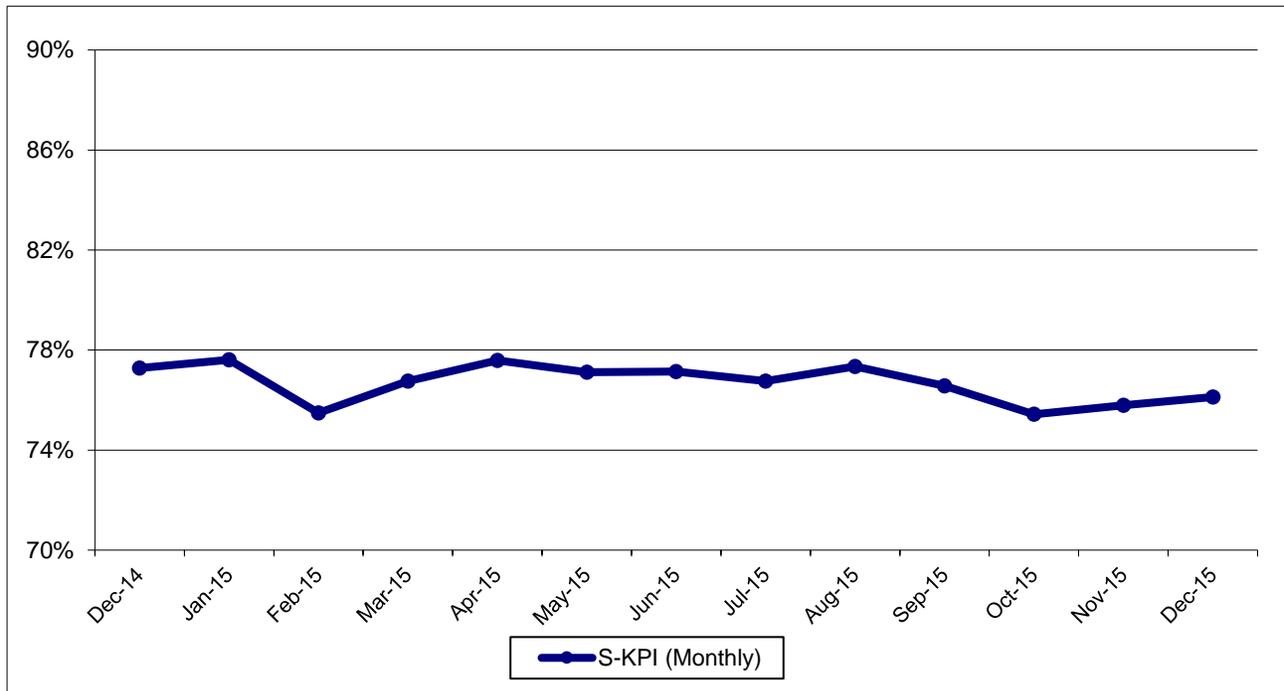
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	December '15	December '14	% Change
R32	222	40,704	58,397	-30.30%
R42	50	39,934	58,131	-31.30%
R46	752	102,701	89,322	14.98%
R62	315	189,960	210,409	-9.72%
R62A	824	97,719	118,163	-17.30%
R68	425	129,498	157,089	-17.56%
R68A	200	124,358	84,912	46.46%
R142	1,030	155,577	141,209	10.17%
R142A	275	60,216	84,769	-28.96%
R143	212	66,835	84,924	-21.30%
R160	1,662	365,267	378,346	-3.46%
R188 - New	118	316,396	589,022	-46.28%
R188 - Conversion	300	102,329	93,374	9.59%
FLEET	6,385	131,325	141,202	-6.99%

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

Dec. 2015: 76.1%
 Dec. 2014: 77.3%
 12 Mon Avg: 76.0%
 (Jan '15 - Dec '15)

Subdivision A

Monthly Results

Dec. 2015: 72.5%
 Dec. 2014: 72.9%
 12 Mon Avg: 72.2%
 (Jan '15 - Dec '15)

Subdivision B

Monthly Results

Dec. 2015: 78.9%
 Dec. 2014: 80.3%
 12 Mon Avg: 78.9%
 (Jan '15 - Dec '15)

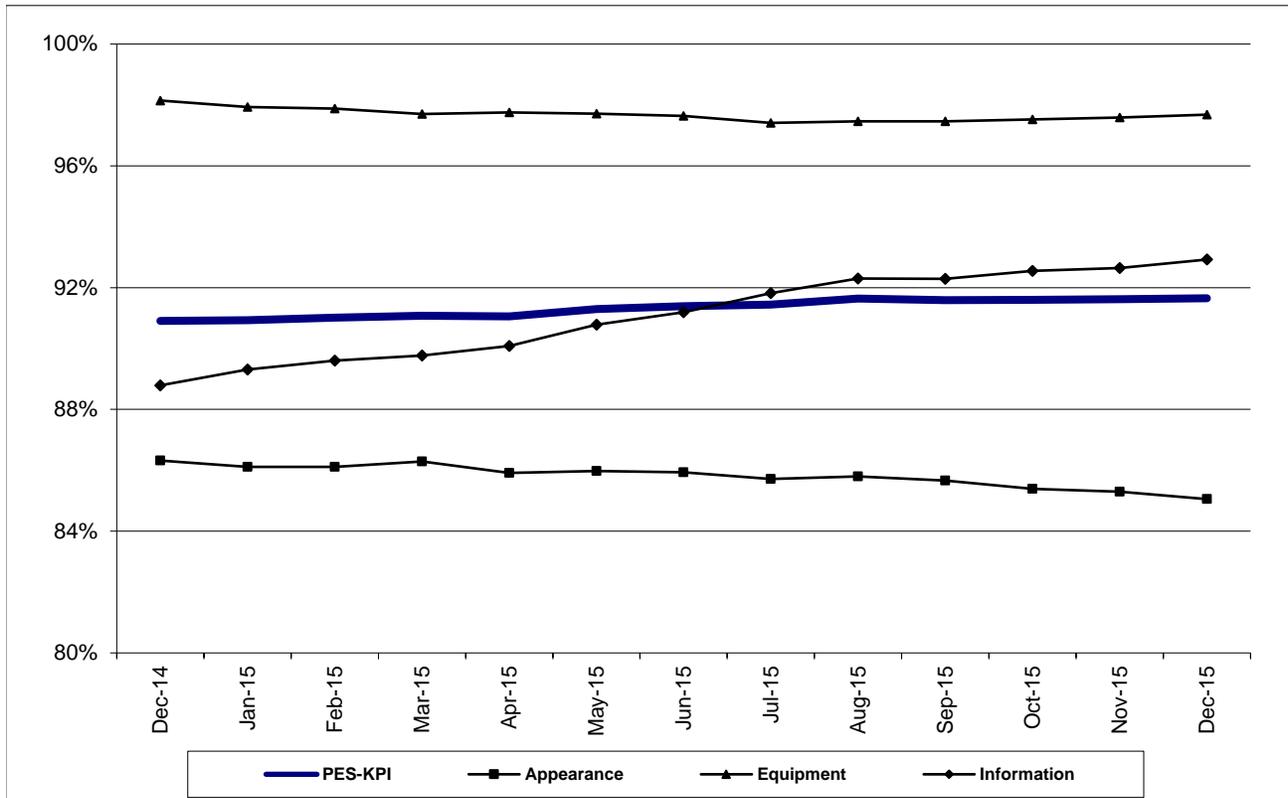
Chart 12

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Jan '15 - Dec '15</u>	<u>Jan '14 - Dec '14</u>	<u>% Difference</u>
①	78.1%	78.2%	-0.1%
②	66.2%	65.0%	+1.2%
③	76.3%	76.3%	+0.0%
④	61.4%	63.7%	-2.3%
⑤	61.8%	61.5%	+0.3%
⑥	58.2%	62.5%	-4.3%
⑦	79.8%	81.8%	-2.0%
⑤ 42nd	86.1%	85.4%	+0.7%
SubDivision A	72.2%	73.4%	-1.2%
①	67.6%	68.9%	-1.3%
②	78.1%	76.1%	+2.0%
③	74.5%	77.7%	-3.2%
④	79.2%	81.9%	-2.7%
⑤	75.4%	76.2%	-0.8%
⑥	70.5%	69.0%	+1.5%
⑤ Fkln	90.3%	89.7%	+0.6%
⑦	73.7%	77.5%	-3.8%
⑤ Rock	87.6%	85.9%	+1.7%
① ②	72.4%	84.4%	-12.0%
③	79.4%	82.9%	-3.5%
④	77.1%	79.6%	-2.5%
⑤	76.4%	79.9%	-3.5%
⑥	78.3%	80.7%	-2.4%
⑦	69.6%	83.6%	-14.0%
SubDivision B	78.9%	81.2%	-2.3%
Systemwide	76.0%	78.0%	-2.0%

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>
December 2015:	91.6%	85.1%	97.7%	92.9%
December 2014:	90.9%	86.3%	98.1%	88.8%
% Difference:	+0.7%	-1.2%	-0.4%	+4.1%

Chart 14

PES-KPI - Subway Car

Line	December 2015				December 2014				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	94.1%	96.1%	95.1%	91.0%	93.2%	92.4%	95.0%	92.2%	+0.9%
②	95.9%	92.8%	99.1%	95.8%	95.6%	92.2%	96.9%	97.9%	+0.3%
③	95.2%	96.9%	97.9%	90.6%	95.4%	94.5%	98.8%	92.9%	-0.2%
④	94.8%	92.4%	95.9%	96.1%	95.7%	92.6%	97.6%	97.2%	-0.9%
⑤	95.9%	93.5%	97.6%	96.7%	95.4%	93.5%	97.5%	95.4%	+0.5%
⑥	94.4%	94.4%	95.7%	93.1%	95.2%	91.1%	97.6%	97.0%	-0.8%
⑦	97.1%	97.4%	98.8%	95.0%	95.6%	96.8%	98.1%	91.9%	+1.5%
⑤ 42nd	93.6%	96.4%	93.2%	91.0%	95.6%	95.2%	99.0%	92.6%	-2.0%
SubDivision A	95.1%	94.7%	97.0%	93.7%	95.0%	93.2%	97.3%	94.8%	+0.1%
①	94.3%	92.3%	96.9%	93.8%	94.8%	94.8%	95.0%	94.6%	-0.5%
②	92.4%	92.0%	93.3%	92.0%	93.8%	93.6%	95.0%	92.7%	-1.4%
③	94.9%	94.4%	96.5%	93.6%	95.1%	93.5%	98.9%	93.0%	-0.2%
④	91.0%	88.9%	93.6%	90.6%	94.4%	94.2%	96.6%	92.5%	-3.4%
⑤	96.2%	93.9%	96.6%	98.2%	96.3%	93.9%	99.3%	95.8%	-0.1%
⑥	95.9%	93.5%	98.3%	95.8%	94.3%	91.3%	98.8%	92.7%	+1.6%
⑤ Fkln	94.2%	92.1%	95.4%	95.2%	92.8%	93.6%	96.5%	88.3%	+1.4%
⑦	94.6%	95.6%	95.8%	92.3%	94.4%	94.3%	95.1%	94.0%	+0.2%
⑧/⑨	95.8%	92.6%	98.9%	96.0%	95.0%	91.9%	95.2%	98.1%	+0.8%
⑩	95.3%	92.5%	95.7%	97.9%	95.6%	91.3%	99.0%	96.8%	-0.3%
⑪	95.3%	90.2%	96.7%	99.1%	96.1%	91.2%	98.8%	98.4%	-0.8%
⑫	96.0%	92.6%	97.3%	98.2%	95.4%	88.9%	99.5%	98.0%	+0.6%
⑬	95.4%	88.5%	98.5%	99.5%	95.5%	90.4%	99.7%	96.4%	-0.1%
⑭	95.4%	94.6%	97.7%	93.9%	95.1%	90.5%	98.4%	96.5%	+0.3%
SubDivision B	94.8%	92.5%	96.6%	95.6%	95.0%	92.2%	97.7%	95.2%	-0.2%
Systemwide	95.0%	93.3%	96.7%	94.9%	95.0%	92.6%	97.6%	95.0%	+0.0%

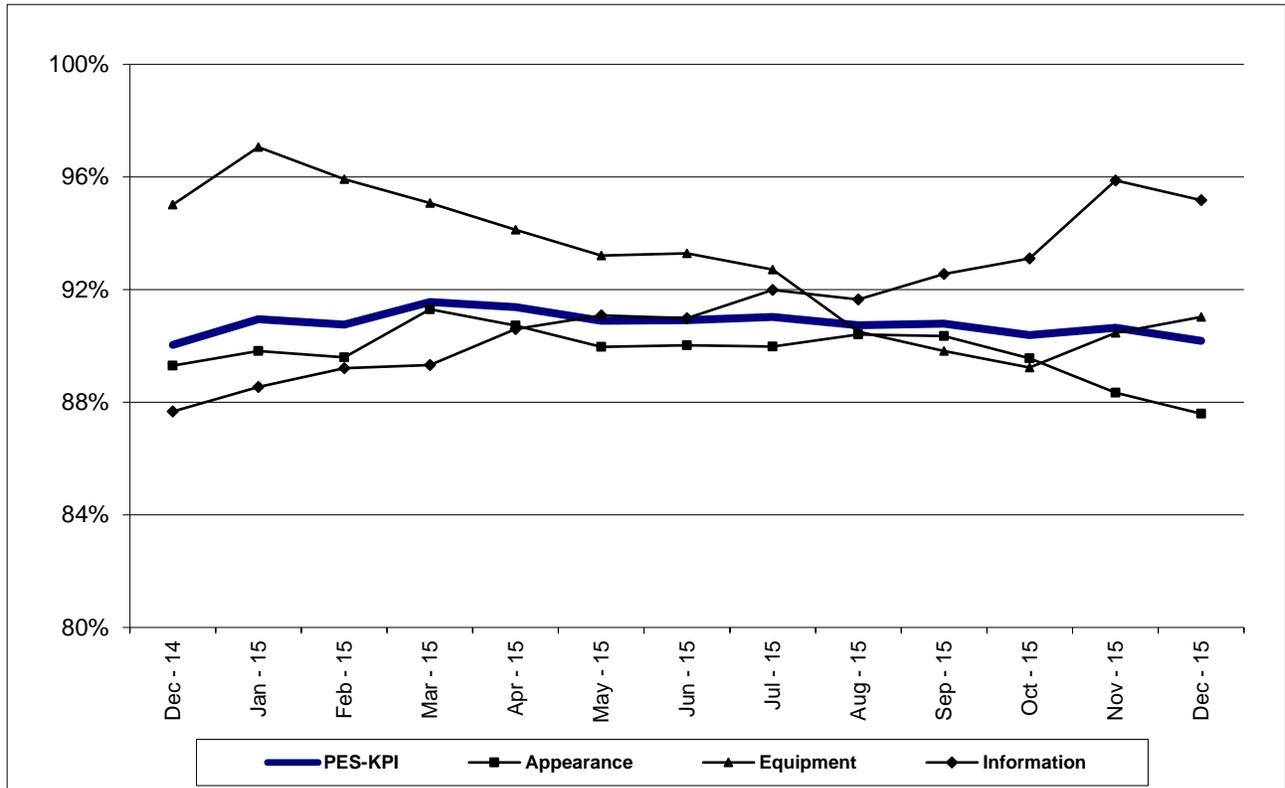
Chart 15

PES-KPI - Station

<u>Borough</u>	December 2015				December 2014				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	85.7%	71.9%	98.0%	89.9%	86.4%	80.8%	98.1%	81.5%	-0.7%
Manhattan	87.7%	76.7%	98.4%	90.0%	86.0%	78.1%	98.8%	82.8%	+1.7%
Brooklyn	89.3%	78.9%	98.7%	92.3%	86.4%	81.3%	98.6%	80.5%	+2.9%
Queens	89.7%	80.8%	99.7%	90.2%	88.9%	83.1%	99.1%	85.5%	+0.8%
Systemwide	88.3%	77.5%	98.7%	90.9%	86.8%	80.6%	98.8%	82.3%	+1.5%

Chart 16

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>
December 2015:	90.2%	87.6%	91.0%	95.2%
December 2014:	90.0%	89.3%	95.0%	87.7%
% Difference:	+0.2%	-1.7%	-4.0%	+7.5%

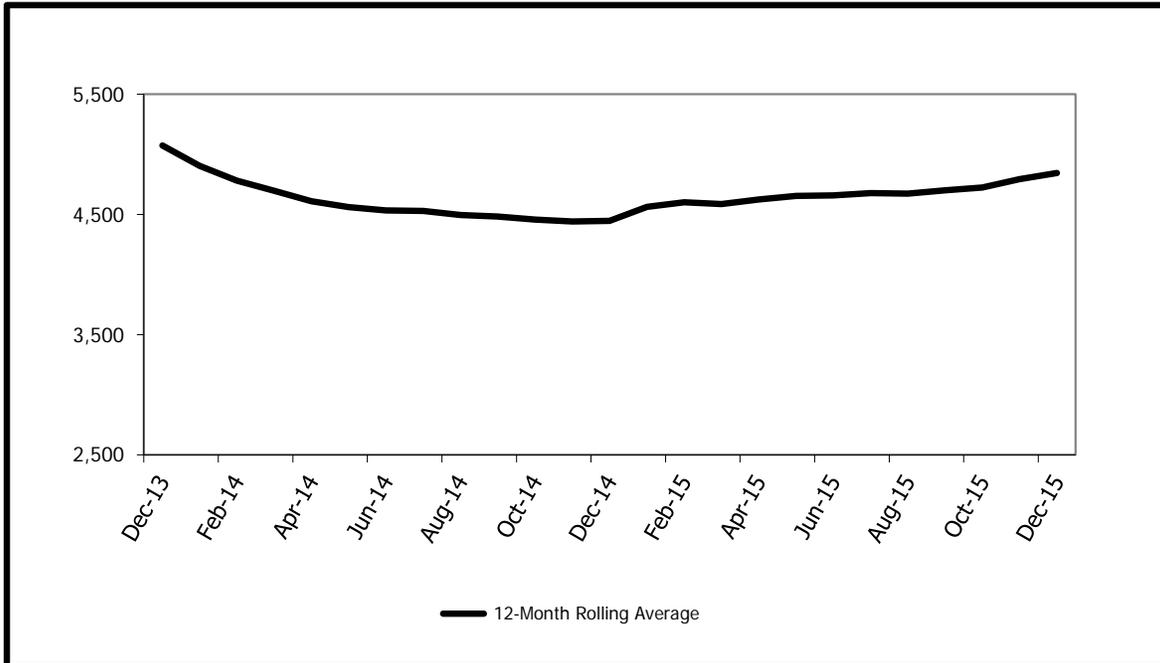
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: December 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	6,004	5,210	+15.2%	4,844	4,447	+8.9%
NYCT Bus	5,736	4,883	+17.5%	4,618	4,221	+9.4%
MTA Bus	7,046	6,611	+6.6%	5,741	5,366	+7.0%
System MDBSI (chart 2)	2,788	2,631	+6.0%	2,474	2,394	+3.3%
NYCT Bus	2,632	2,523	+4.3%	2,375	2,345	+1.3%
MTA Bus	3,434	3,041	+12.9%	2,857	2,569	+11.2%
System Trips Completed (chart 3)	99.26%	99.05%	+0.2%	98.90%	98.88%	+0.0%
NYCT Bus	99.26%	99.12%	+0.1%	98.96%	99.04%	-0.1%
MTA Bus	99.26%	98.75%	+0.5%	98.66%	98.21%	+0.4%
System AM Pull Out (chart 4)	99.85%	99.57%	+0.3%	99.55%	99.32%	+0.2%
NYCT Bus	99.89%	99.59%	+0.3%	99.60%	99.51%	+0.1%
MTA Bus	99.68%	99.51%	+0.2%	99.34%	98.65%	+0.7%
System PM Pull Out (chart 5)	99.86%	99.68%	+0.2%	99.77%	99.56%	+0.2%
NYCT Bus	99.89%	99.82%	+0.1%	99.88%	99.80%	+0.1%
MTA Bus	99.76%	99.18%	+0.6%	99.35%	98.72%	+0.6%
System Buses >= 12 years	20%	28%				
NYCT Bus	22%	32%				
MTA Bus	10%	12%				
System Fleet Age	7.65	8.90				
NYCT Bus	7.38	9.07				
MTA Bus	8.60	8.32				
Paratransit						
% of Trips Completed	94.69%	94.54%	+0.1%	94.60%	94.10%	+0.5%
Trips Requested	657,662	665,141	-1.1%	651,044	650,262	+0.1%
Trips Scheduled	567,491	574,472	-1.2%	560,241	568,076	-1.4%
Trips Completed	537,360	543,132	-1.1%	530,014	534,541	-0.8%
Early Cancellations as a Percentage of Trips Requested	12.95%	12.90%	+0.0%	13.18%	11.84%	+1.3%
Late Cancellations as a Percentage of Trips Scheduled	2.83%	2.84%	-0.0%	2.92%	3.67%	-0.7%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.68%	1.71%	-0.0%	1.56%	1.47%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.80%	0.91%	-0.1%	0.91%	0.76%	+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	0.76%	0.73%	+0.0%	0.77%	0.80%	-0.0%
New Applications Received	3,042	3,163	-3.8%	3,043	3,041	+0.1%

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

December 2015: 6,004
December 2014: 5,210

12-Month Average

January 15 - December 15: 4,844
January 14 - December 14: 4,447

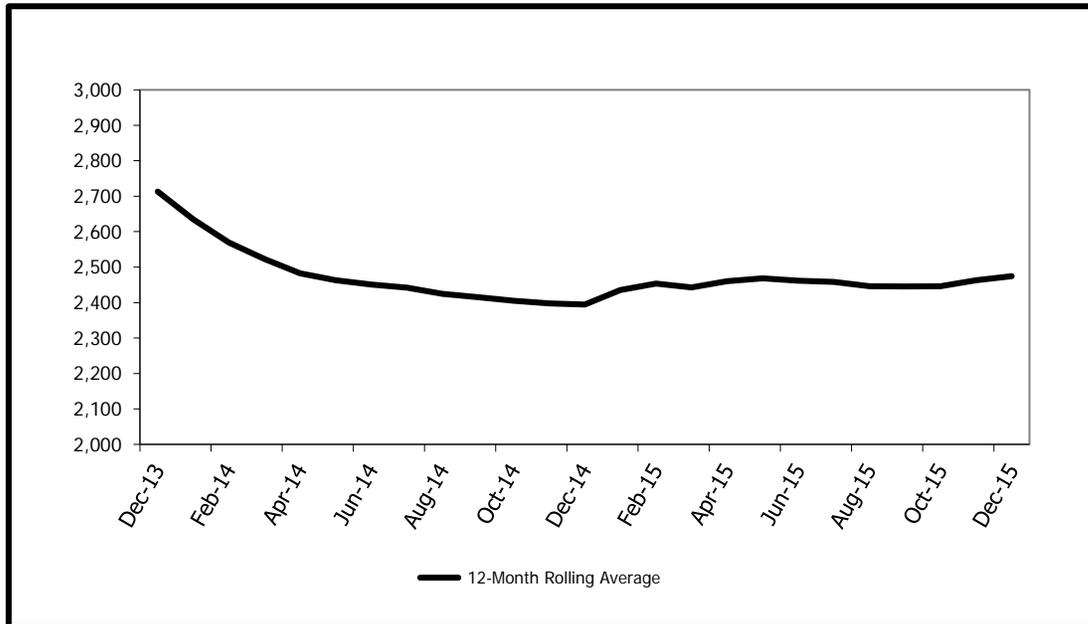
Annual Results

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

December 2015: 2,788
 December 2014: 2,631

12-Month Average

January 15 - December 15: 2,474
 January 14 - December 14: 2,394

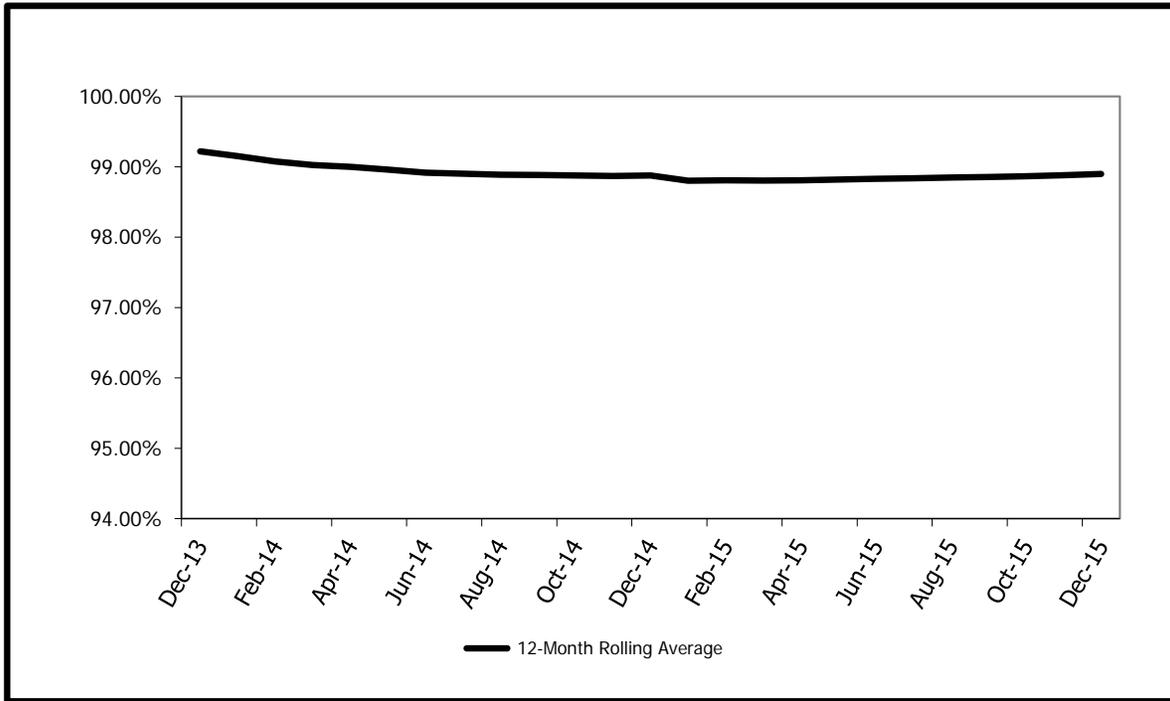
Annual Results

2015 YTD: 2,474
 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

December 2015: 99.26%
 December 2014: 99.05%

12-Month Average

January 15 - December 15 98.90%
 January 14 - December 14 98.88%

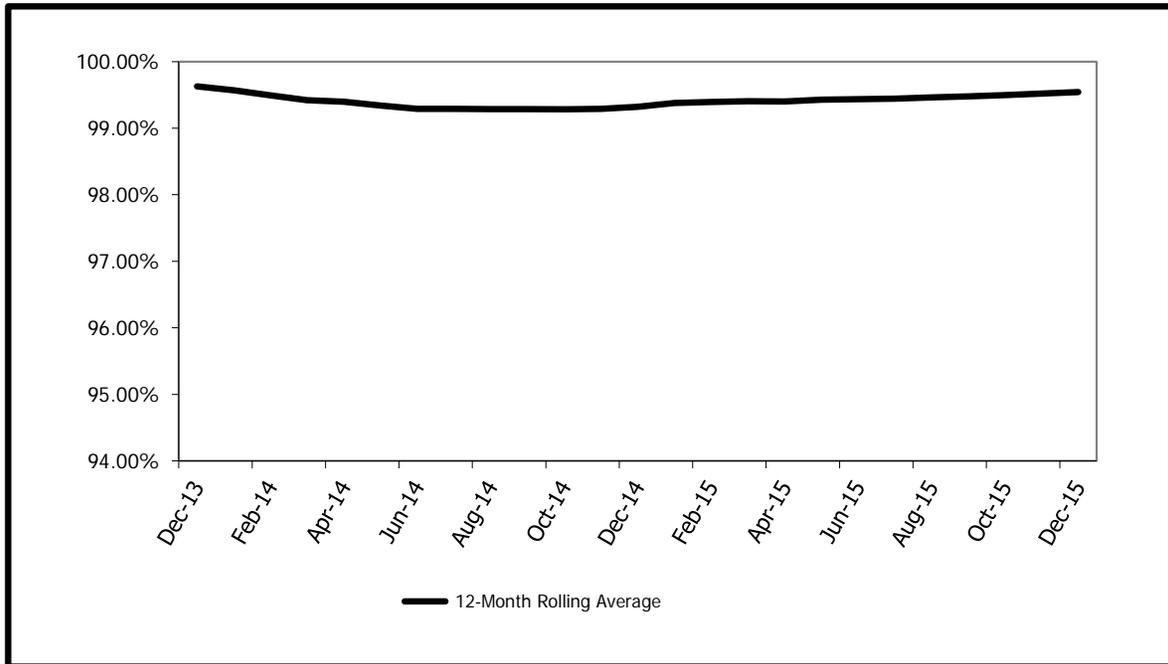
Annual Results

2015 YTD: 98.90%
 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

December 2015: 99.85%

December 2014: 99.57%

12-Month Average

January 15 - December 15

January 14 - December 14

99.55%

99.32%

Annual Results

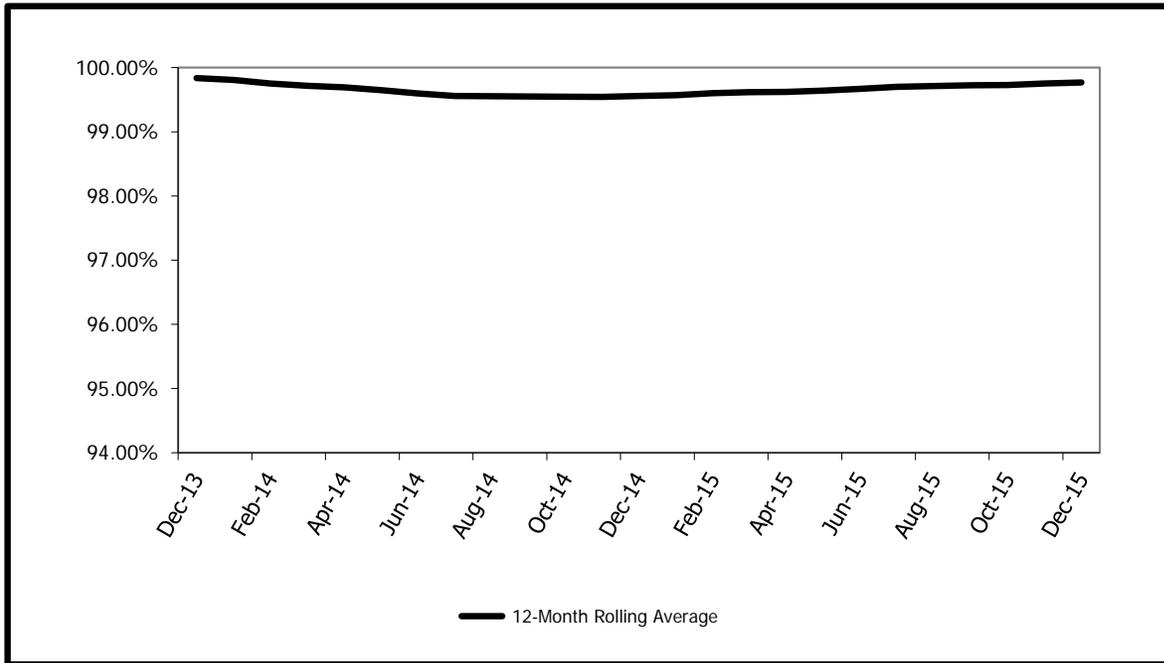
2015 YTD: 99.55%

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

December 2015: 99.86%	January 15 - December 15	99.77%	2015 YTD:	99.77%
December 2014: 99.68%	January 14 - December 14	99.56%	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 December 2015 are shown below.

Safety Report						
Performance Indicator	Current Month: December 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	2.47	2.71	-8.7%	2.61	2.64	-1.1%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	2.46	2.69	-8.7%	2.60	2.67	-2.6%
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)	66	50	+32.0%	1,049	949	+10.5%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.67	2.53	+5.6%	2.93	2.56	+14.4%

Bus Collisions Per Million Miles (chart 7)						
Regional	52.18	51.03	+2.3%	52.89	49.33	+7.2%
NYCT Bus	52.58	51.73	+1.7%	54.14	50.25	+7.7%
MTA Bus	50.92	48.81	+4.3%	48.89	46.38	+5.4%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	6.57	7.23	-9.2%	6.44	6.29	+2.4%
NYCT Bus	7.44	7.59	-2.0%	6.68	6.50	+2.7%
MTA Bus	3.82	6.10	-37.4%	5.68	5.61	+1.2%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	0.85	0.97	-12.2%	1.13	1.07	+5.8%
NYCT Bus	0.82	1.07	-23.3%	1.15	1.12	+3.2%
MTA Bus	1.05	0.48	+119.3%	1.04	0.84	+24.6%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	0.90	0.99	-9.2%	1.21	1.12	+7.6%
NYCT Bus	0.87	1.09	-19.9%	1.23	1.16	+5.8%
MTA Bus	1.05	0.48	+119.3%	1.09	0.91	+20.0%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	5.43	5.18	+5.0%	5.71	5.57	+2.5%
MTA Bus	4.18	8.11	-48.5%	7.02	7.91	-11.3%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.20	3.19	+0.3%	3.52	3.29	+7.0%

Subways Crime Report						
Performance Indicator	Current Month: January 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	206	151	+36.4%	206	151	+36.4%
Robberies ^{3,4}	40	43	-7.0%	40	43	-7.0%

SIR Crime Report						
Performance Indicator	Current Month: January 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	2	1	+100.0%	2	1	+100.0%
Robberies ^{3,4}	0	1	-100.0%	0	1	-100.0%

¹ Current month data are for November 2015.

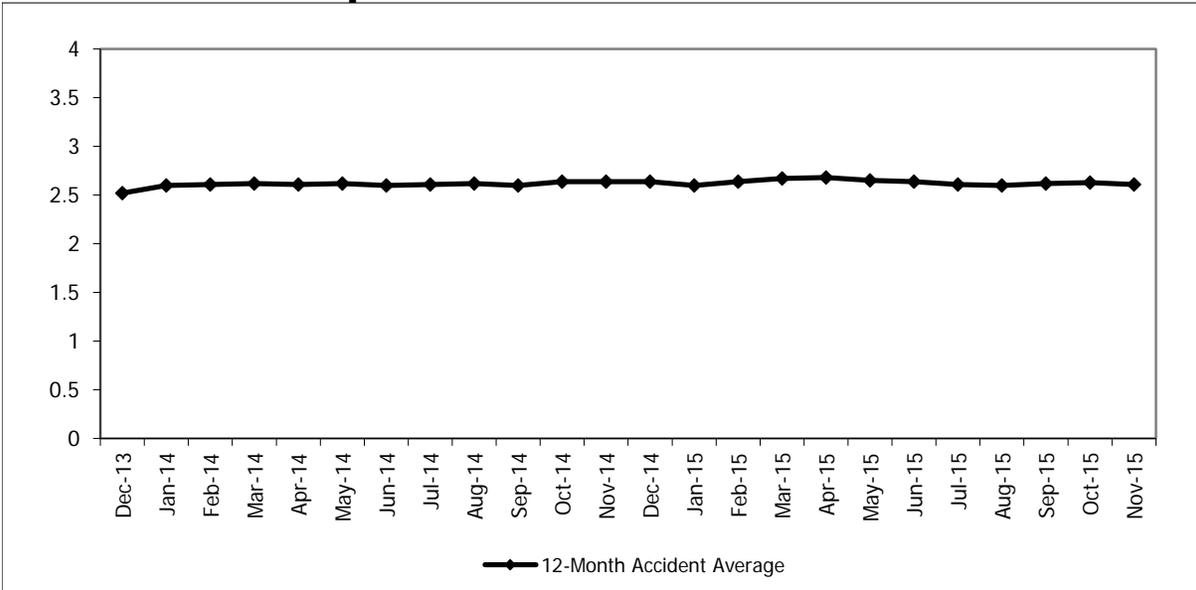
² 12-month figures shown are totals rather than averages.

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 January 2016.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

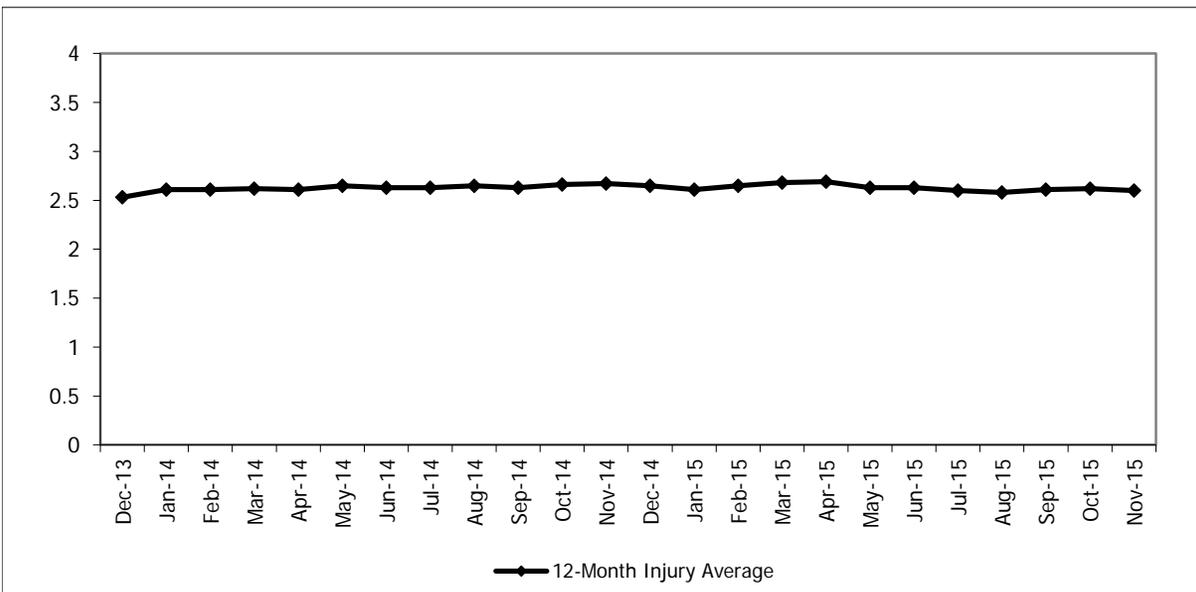
Nov 2015: 2.47
Nov 2014: 2.71

12-Month Average

Dec 14 – Nov 15: 2.61
Dec 13 – Nov 14: 2.64

Annual Results

2015 YTD: 2.57
2014 Actual: 2.64



Monthly Results

Nov 2015: 2.46
Nov 2014: 2.69

12-Month Average

Dec 14 – Nov 15: 2.60
Dec 13 – Nov 14: 2.67

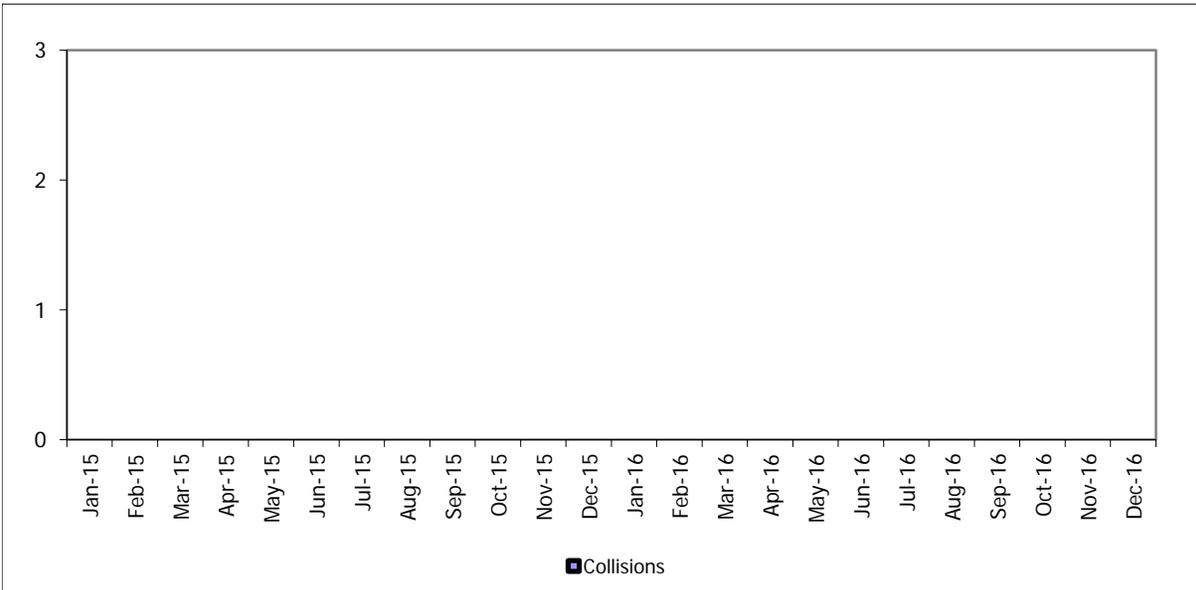
Annual Results

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

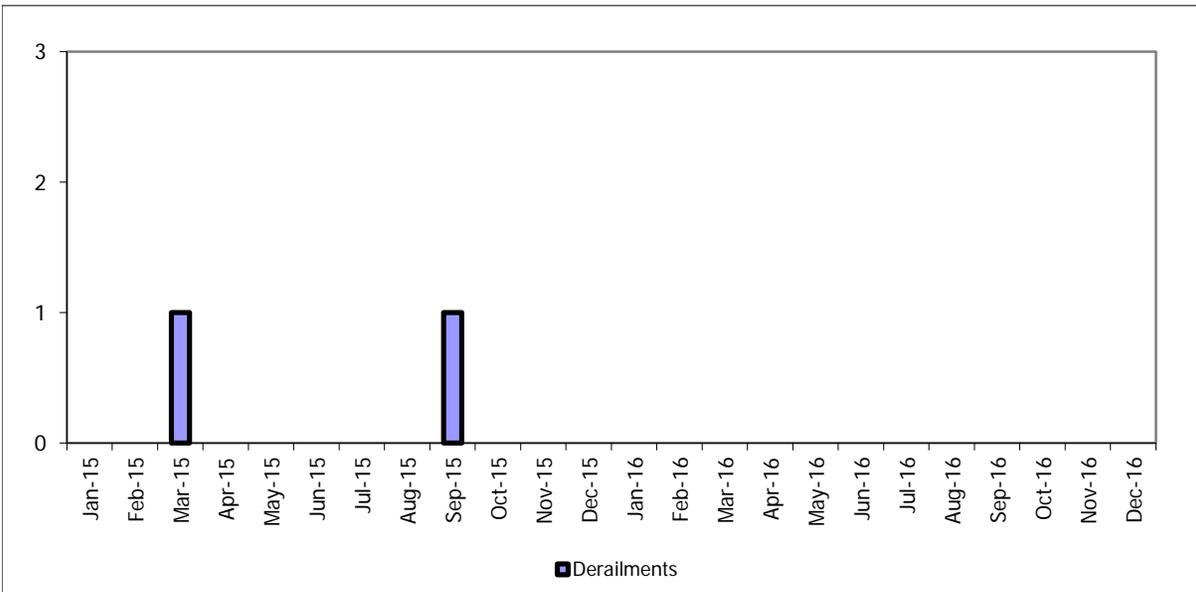
Jan 2016: 0
Jan 2015: 0

12-Month Average

Feb 15 – Jan 16: 0
Feb 14 – Jan 15: 1

Annual Results

2016 YTD: 0
2015 Actual: 0



Monthly Results

Jan 2016: 0
Jan 2015: 0

12-Month Average

Feb 15 – Jan 16: 2
Feb 14 – Jan 15: 2

Annual Results

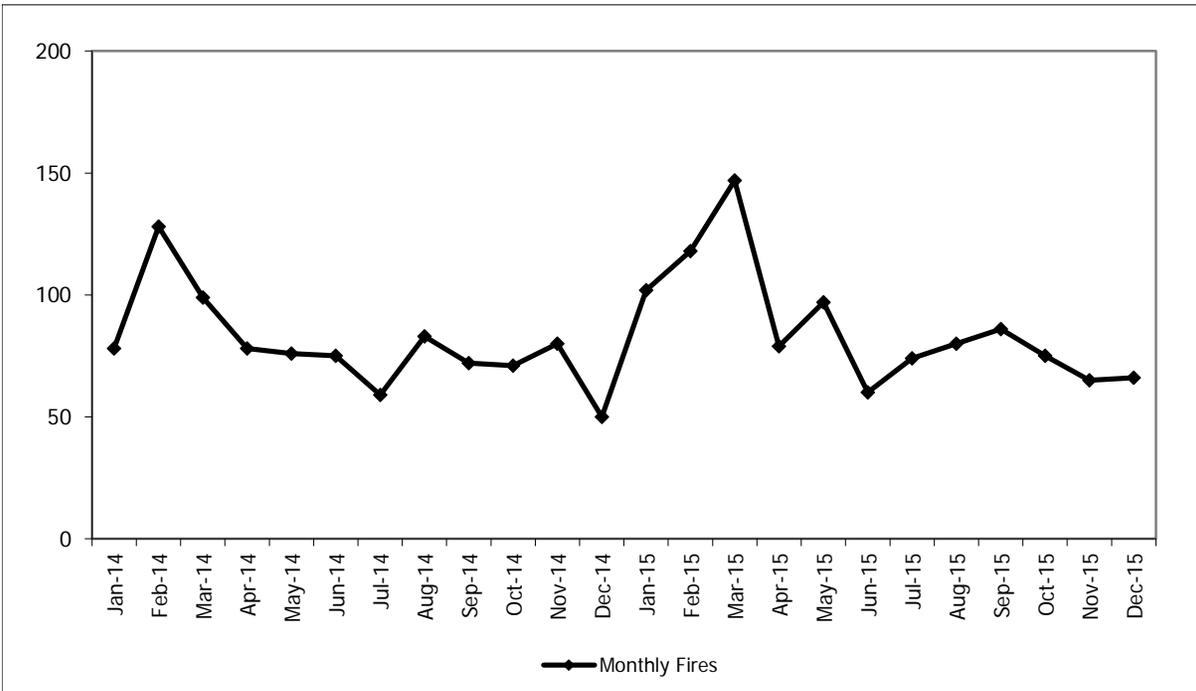
2016 YTD: 0
2015 Actual: 2

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.

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. (3-24-15, 9-10-15)

Subway Fires



Monthly Results

Dec 2015: 66
Dec 2014: 50

12-Month Average

Jan 15 – Dec 15: 1049
Jan 14 – Dec 14: 949

Annual Results

2015 YTD: 1049
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

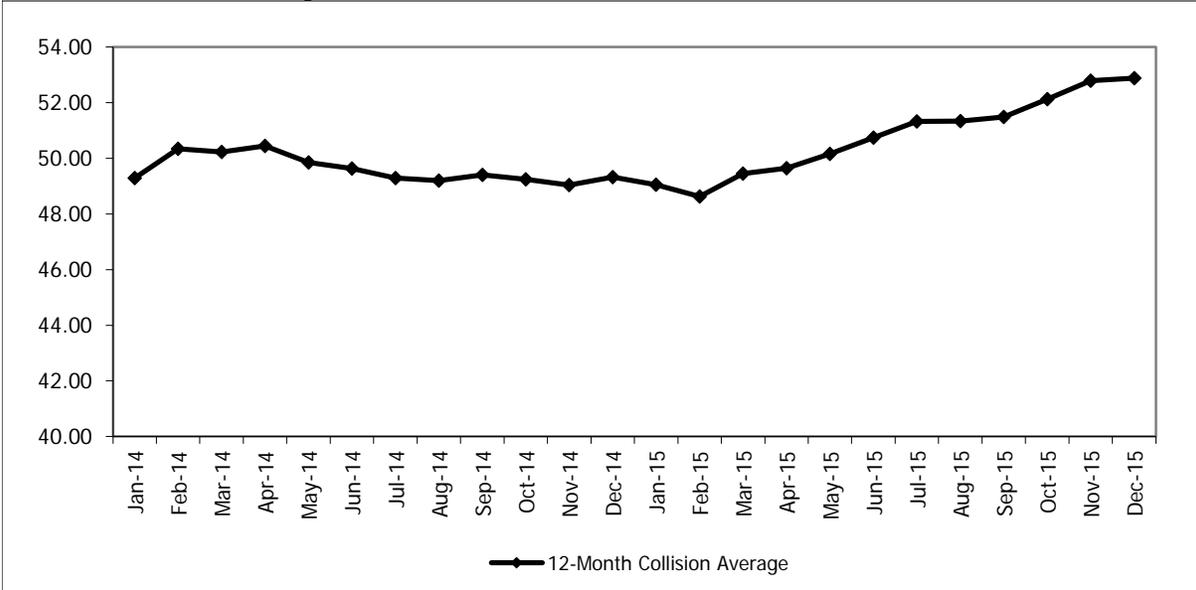
Severity & Location of fires during the current month were as follows:

Low:	97.0%	Train:	9
Average:	3.0%	Right-of-way:	42
Above Average:	0.0%	Station:	13
High:	0.0%	Other:	2
		Total:	66

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

Train:		Right-of-Way:		Station:	
Brake Shoes:	2	Debris:	32	Debris:	10
Hot Wheels:	2	Cable:	3	Electrical:	2
Low Volt Wiring:	1	Insulator:	3	Advertisement:	1
High Volt Wiring:	1	Tie:	2		
Traction Motor:	1	Undetermined:	1		

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

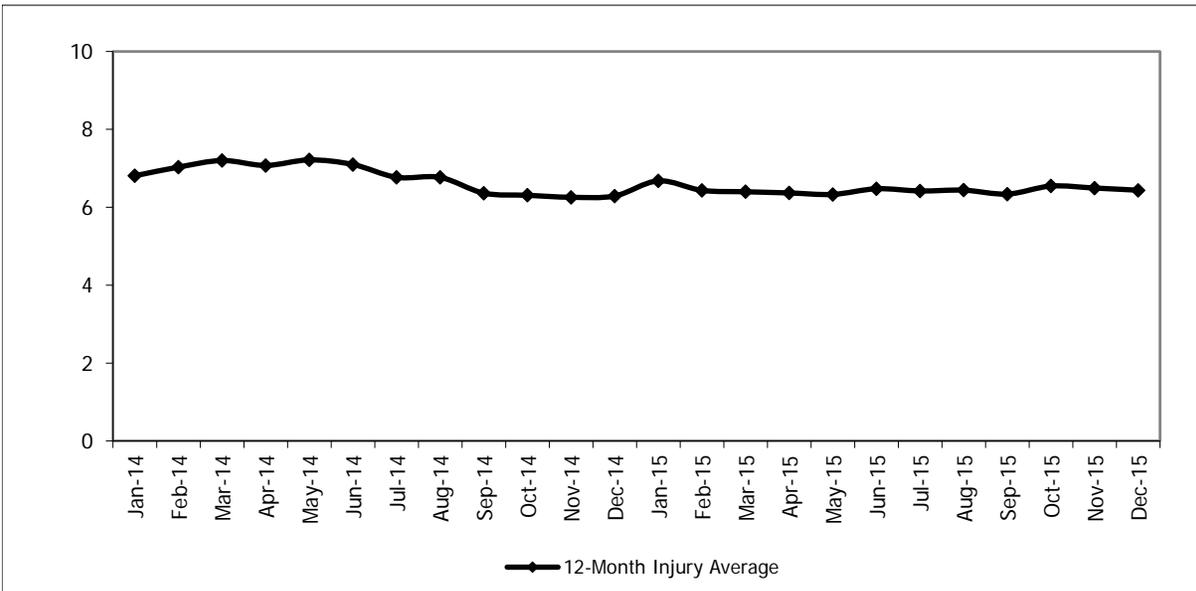
Dec 2015: 52.18
Dec 2014: 51.03

12-Month Average

Jan 15 – Dec 15: 52.89
Jan 14 – Dec 14: 49.33

Annual Results

2015 YTD: 52.89
2014 Actual: 49.33



Monthly Results

Dec 2015: 6.57
Dec 2014: 7.23

12-Month Average

Jan 15 – Dec 15: 6.44
Jan 14 – Dec 14: 6.29

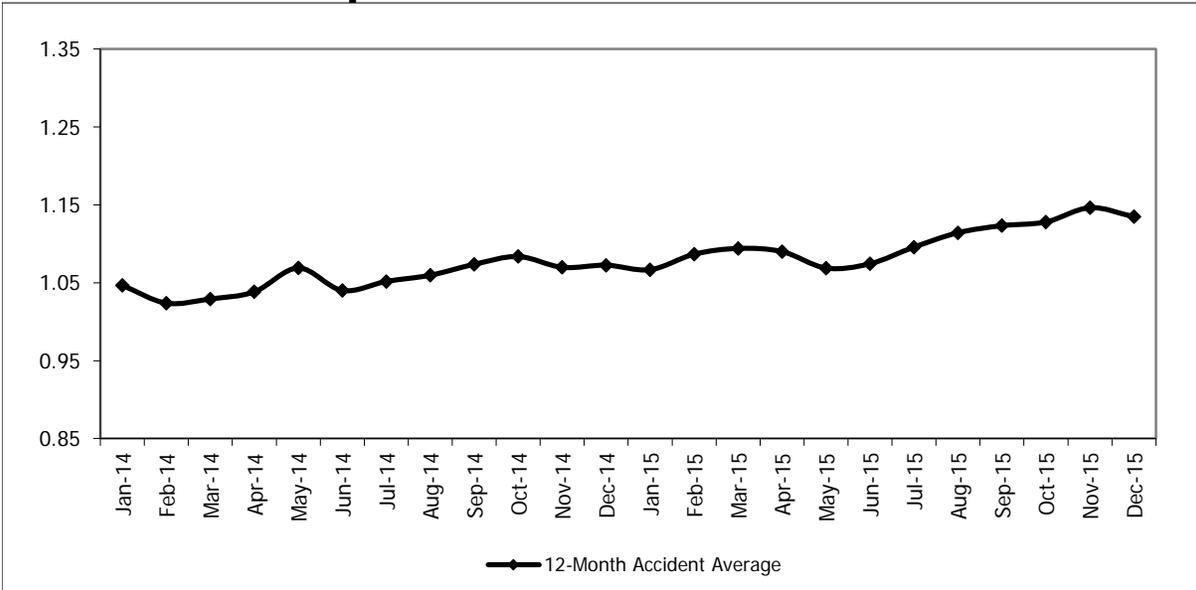
Annual Results

2015 YTD: 6.44
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

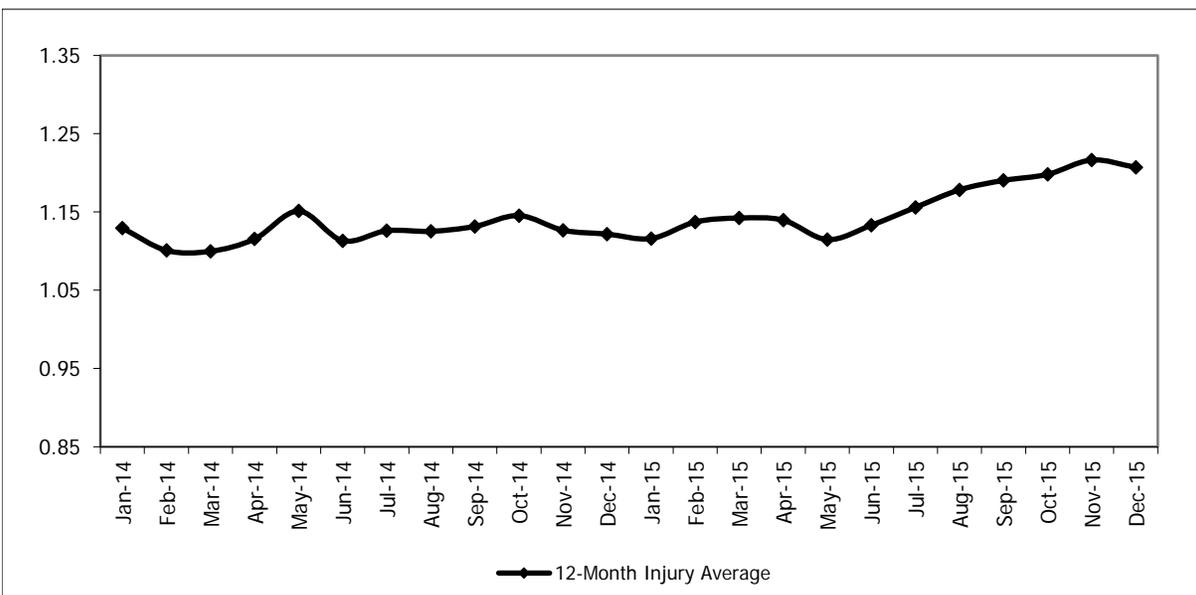
Dec 2015: 0.85
Dec 2014: 0.97

12-Month Average

Jan 15 – Dec 15: 1.13
Jan 14 – Dec 14: 1.07

Annual Results

2015 YTD: 1.13
2014 Actual: 1.07



Monthly Results

Dec 2015: 0.90
Dec 2014: 0.99

12-Month Average

Jan 15 – Dec 15: 1.21
Jan 14 – Dec 14: 1.12

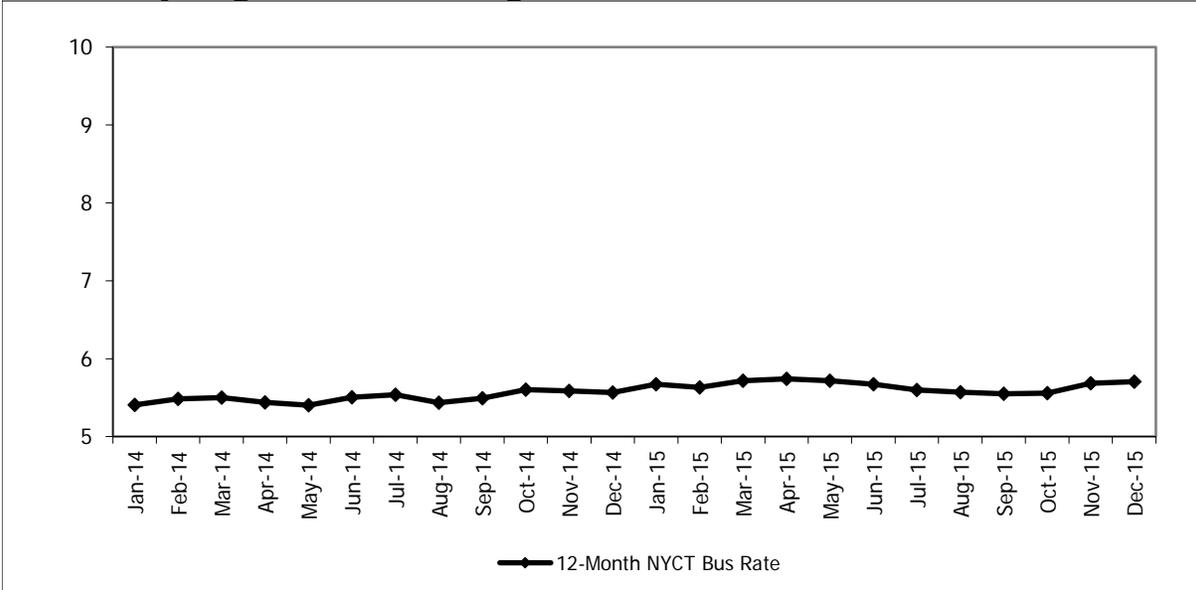
Annual Results

2015 YTD: 1.21
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

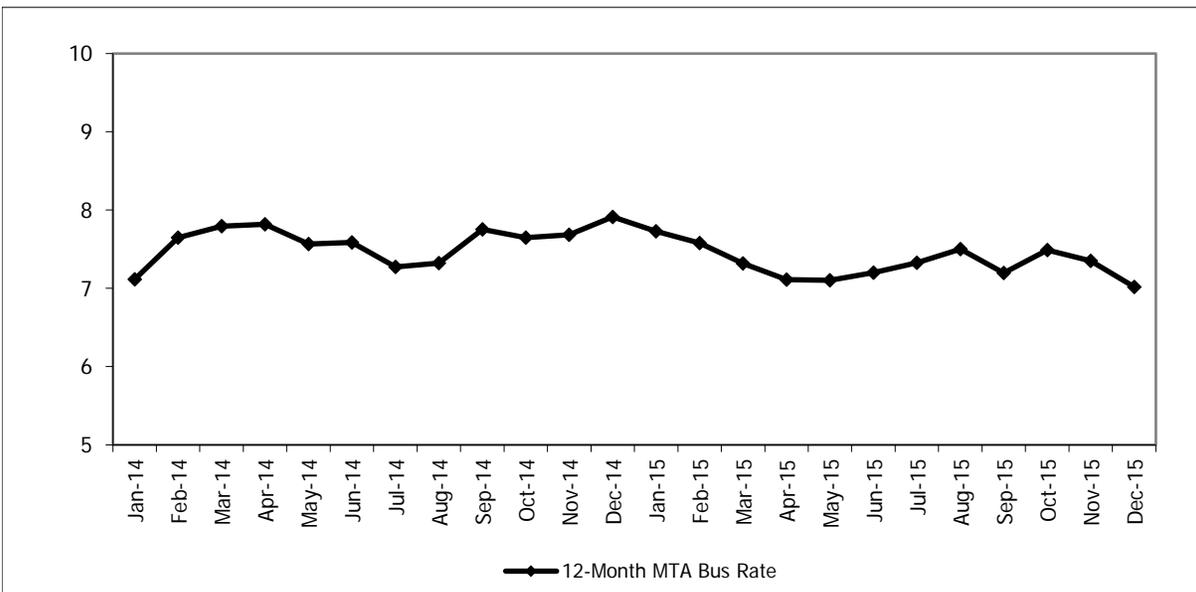
Dec 2015: 5.43
Dec 2014: 5.18

12-Month Average

Jan 15 – Dec 15: 5.71
Jan 14 – Dec 14: 5.57

Annual Results

2015 Goal: 5.49
2014 Actual: 5.57



Monthly Results

Dec 2015: 4.18
Dec 2014: 8.11

12-Month Average

Jan 15 – Dec 15: 7.02
Jan 14 – Dec 14: 7.91

Annual Results

2015 Goal: 7.36
2014 Actual: 7.91

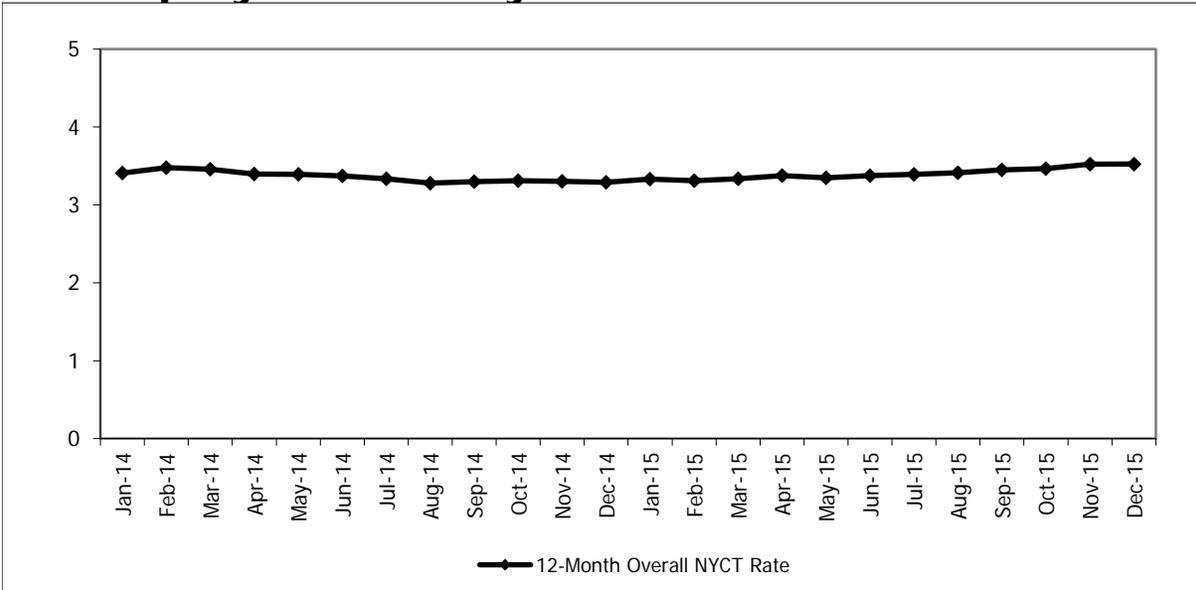
Definitions

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.)

Chart 11

NYCT Overall & Subways

Employee On-Duty Lost-Time Accident Rate



Monthly Results

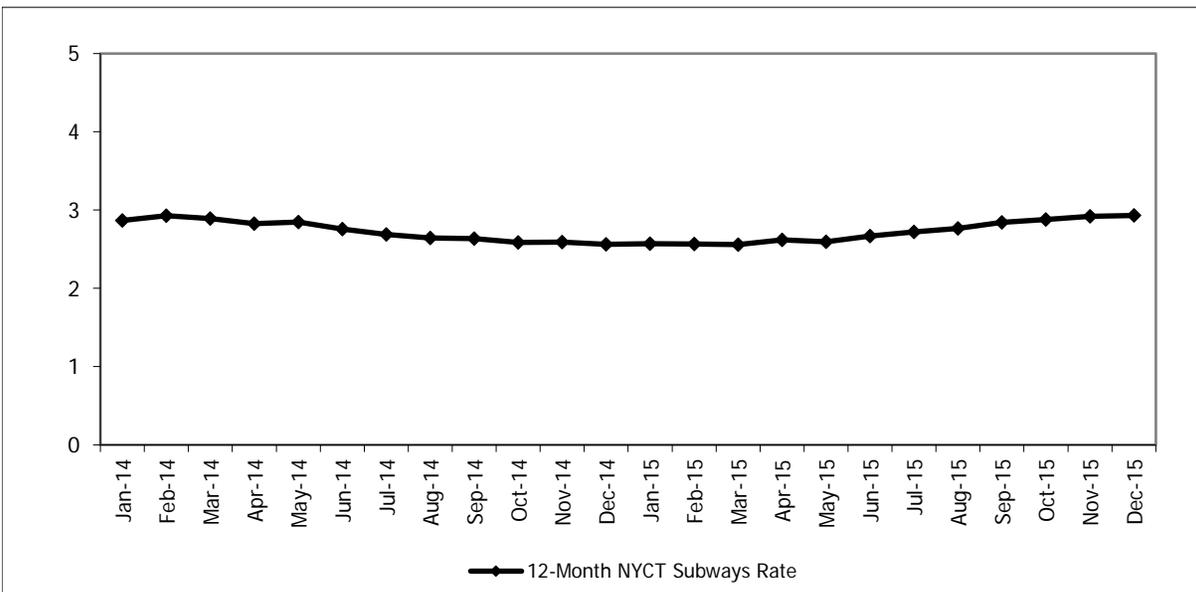
Dec 2015: 3.20
Dec 2014: 3.19

12-Month Average

Jan 15 – Dec 15: 3.52
Jan 14 – Dec 14: 3.29

Annual Results

2015 Goal: 3.20
2014 Actual: 3.29



Monthly Results

Dec 2015: 2.67
Dec 2014: 2.53

12-Month Average

Jan 15 – Dec 15: 2.93
Jan 14 – Dec 14: 2.56

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.)



CRIME STATISTICS JANUARY

	2016	2015	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	40	43	-3	-7.0%
GL	126	95	31	32.6%
FELASSAULT	37	12	25	208.3%
BURGLARY	3	1	2	200.0%
<u>TOTAL MAJOR FELONIES</u>	<u>206</u>	<u>151</u>	<u>55</u>	<u>36.4%</u>

During January, the daily Robbery average decreased from 1.4 to 1.3

During January, the daily Major Felony average increased from 4.9 to 6.6

CRIME STATISTICS JANUARY

	2016	2015	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	40	43	-3	-7.0%
GL	126	95	31	32.6%
FELASSAULT	37	12	25	208.3%
BURGLARY	3	1	2	200.0%
<u>TOTAL MAJOR FELONIES</u>	<u>206</u>	<u>151</u>	<u>55</u>	<u>36.4%</u>

Year to date the daily Robbery average decreased from 1.4 to 1.3

Year to date the daily Major Felony average increased from 4.9 to 6.6

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

MTA Report

JANUARY ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	4303	3550	753	21.2%
TOS Arrests	2425	1906	519	27.2%
Summons	6957	5550	1407	25.4%

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FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY																				
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	
<i>Murder</i>	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	
<i>Rape</i>	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0	0	
<i>Robbery</i>	224	174	152	126	124	111	104	93	119	99	75	73	71	84	64	88	61	49	43	40	
<i>Assault</i>	37	39	35	24	33	23	17	27	23	13	17	12	19	15	20	11	14	14	12	37	
<i>Burglary</i>	7	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	4	1	3	
<i>GL</i>	275	212	185	201	170	181	151	161	197	113	101	122	135	92	110	153	171	152	95	126	
TOTAL MAJOR FELONIES	544	427	374	351	328	315	272	282	339	226	193	209	225	192	194	252	248	222	151	206	
<i>Major Fel Per Day</i>	<i>17.55</i>	<i>13.77</i>	<i>12.06</i>	<i>11.32</i>	<i>10.58</i>	<i>10.16</i>	<i>8.77</i>	<i>9.10</i>	<i>10.94</i>	<i>7.29</i>	<i>6.23</i>	<i>6.74</i>	<i>7.26</i>	<i>6.19</i>	<i>6.26</i>	<i>8.13</i>	<i>8.00</i>	<i>7.16</i>	<i>4.87</i>	<i>6.65</i>	



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

January 2016 vs. 2015

	2016	2015	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	2	0	2	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	1	1	100%

Year to Date 2016 vs. 2015

	2016	2015	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	2	0	2	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	1	1	100%

FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for 2015 are presented in the table below.

Category (\$ in millions)	December 2015 Year-to-Date			Favorable/(Unfavorable)			
	Adpt Bud	Final Est	Prel Act	Adopted Budget		Final Estimate	
				\$	%	\$	%
Total Farebox Revenue	4,354.5	4,343.8	4,357.7	3.2	0.1	13.9	0.3
Nonreimb. Exp. before Dep./OPEB	7,385.9	7,308.0	7,438.2	(52.2)	(0.7)	(130.2)	(1.8)
Net Cash Deficit*	(2,596.6)	(2,541.7)	(2,459.0)	137.6	5.3	82.6	3.3

*Excludes Subsidies and Debt Service

Preliminary Actual Results Compared to the Final Estimate (estimate)

Farebox revenue was \$4,357.7 million, \$13.9 million (0.3 percent) above the estimate, due mostly to higher than estimated average fares.

The 2015 non-student **average fare** of \$1.87 increased 6.8¢ from 2014, mainly due to the March 22, 2015 fare increase.

Total **ridership** in 2015 of 2,422.0 million was 2.0 million (0.1 percent) below the estimate. Average weekday ridership in 2015 was 7.7 million, virtually unchanged from 2014.

Nonreimbursable expenses before depreciation and OPEB of \$7,438.2 million were higher than the estimate by \$130.2 million (1.8 percent). Labor expenses overran by \$138.3 million (2.5 percent), due primarily to additional Workers' Compensation reserve requirements (reported in other fringe benefits), based on a current actuarial update, partly offset by underruns in health & welfare/OPEB current expenses. Non-labor expenses were less than the estimate by a net \$8.1 million (0.5 percent), mostly attributable to favorable results in energy and other accounts, partly offset by additional Public Liability claims reserve requirements, also based on a current actuarial update.

The **net cash deficit** was \$2,459.0 million, favorable to the estimate by \$82.6 million (3.3 percent), due primarily to favorable fringe benefit cash results.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox revenue was \$3.2 million (0.1 percent) above budget, mainly due to higher than budgeted average fares partially offset by lower than expected ridership.

Nonreimbursable expenses before depreciation and OPEB of \$7,438.2 million were above budget by a net \$52.2 million (0.7 percent). Labor expenses exceeded budget by \$93.6 million (1.7 percent), due to additional Workers' Compensation reserve requirements (reported in other fringe benefits) and increased overtime costs related to adverse weather, operational requirements, service delays and vacancy coverage requirements, partly offset by underruns in health & welfare and pension expenses and favorable reimbursable overhead credits. Non-labor expenses were lower than budget by \$41.4 million (2.4 percent), as significant savings in fuel prices and in several other accounts were partly offset by additional Public Liability claims reserve requirements.

Note: Final 2015 results and their impact on 2016 will be reported in April.

FINANCIAL RESULTS

Farebox Revenue

2015 Farebox Revenue - (\$ in millions)

	2015			Favorable/(Unfavorable)			
			Preliminary Actual	Budget		Estimate	
	Budget	Estimate		Amount	Percent	Amount	Percent
Subway	3,305.0	3,303.5	3,313.6	8.5	0.3%	10.1	0.3%
NYCT Bus	987.2	960.6	964.7	(22.5)	(2.3%)	4.1	0.4%
Paratransit	17.5	17.8	17.5	0.0	0.1%	(0.3)	(1.8%)
Subtotal	4,309.7	4,281.9	4,295.8	(13.9)	(0.3%)	13.9	0.3%
Fare Media Liability	44.8	61.9	61.9	17.1	38.3%	0.0	0.0%
Total - NYCT	4,354.5	4,343.8	4,357.7	3.2	0.1%	13.9	0.3%
MTA Bus Company	209.4	210.4	210.1	0.6	0.3%	(0.3)	(0.2%)
<i>Total - Regional Bus</i>	<i>1,196.6</i>	<i>1,171.0</i>	<i>1,174.8</i>	<i>(21.8)</i>	<i>(1.8%)</i>	<i>3.8</i>	<i>0.3%</i>

Note: Totals may not add due to rounding.

- The positive revenue variance from estimate is mainly due to higher than expected subway and bus average fares.
- The positive variance from budget is due to higher than expected average fares, partially offset by lower than expected subway and bus ridership.
- Fare Media Liability does not include year-end adjustments.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2014	Prelim.	Change		2014	Prelim.	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	1.883	1.952	0.069	3.7%	1.515	1.581	0.065	4.3%
Local Bus	1.500	1.557	0.058	3.9%	1.515	1.581	0.065	4.3%
Subway & Local Bus	1.783	1.851	0.068	3.8%	1.515	1.581	0.065	4.3%
Express Bus	4.963	5.080	0.117	2.3%	4.956	5.092	0.136	2.7%
Total	1.799	1.867	0.068	3.8%	1.781	1.836	0.055	3.1%

- 2015 non-student subway and bus average fares were higher than 2014 due mainly to the March 22, 2015 fare increase.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the average fare of \$1.20 in 2015 was 18¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Other operating revenue exceeded the estimate by \$13.6 million (3.2 percent), largely from increased advertising, real estate, paratransit Urban Tax and MetroCard surcharge revenues.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB were above the estimate by \$130.2 million (1.8 percent). The major causes of this variance are reviewed below:

Labor expenses were higher by \$138.3 million (2.5 percent), including an overrun in other fringe benefits of \$198.9 million (62.8 percent), resulting primarily by an increase in Workers' Compensation reserve requirements, based on a current actuarial update, caused mostly by a statutory increase in weekly payments, an increase in the rate of lost days per claim and higher medical costs. Partly offsetting the impact of this reserve requirement were underruns in health & welfare/OPEB current expenses of \$43.5 million (3.8 percent), due mainly to favorable rates and the timing of expenses, as well as retiree healthcare Affordable Care Act credits. Pension expenses were also favorable by \$12.1 million (1.4 percent), due to lower MaBSTOA expenses than anticipated. **Non-labor expenses** were less than the estimate by a net \$8.1 million (0.5 percent). Fuel expenses were favorable by \$21.7 million (17.9 percent), mainly from lower prices, consumption, heating fuel expenses and favorable CNG credits. Professional service contract expenses were below the estimate by \$18.1 million (17.3 percent), primarily from the favorable timing of bond service expenses and underruns in several other accounts. Electric power expenses underran the estimate by \$11.5 million (3.8 percent), mostly related to favorable billing adjustments and lower consumption, partly offset by higher prices. Materials and supplies expenses were lower by \$6.3 million (2.1 percent), largely due to favorable inventory adjustments and higher scrap sales, partly offset by increased maintenance material requirements. Mostly offsetting the above favorable results was an increase in Public Liability claims expenses of \$48.0 million (35.3 percent), due to additional reserve requirements, based on a current actuarial update, resulting mainly from a significant increase in the number of major cases.

Depreciation expenses were higher than the estimate by \$54.0 million (3.3 percent), due mostly to the unfavorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$1,733.9 million of accrued expenses, unfavorable to the estimate by \$117.6 million (7.3 percent). This preliminary result is subject to a year-end adjustment, based on final actuarial information.

Net Cash Deficit

The net cash deficit was \$2,459.0 million, favorable to the estimate by \$82.6 million (3.3 percent), due primarily to favorable fringe benefit cash results.

Incumbents

Excluding 164 temporary hourly paid incumbents, there were 47,151 full-time paid incumbents at the end of December 2015, 19 more than in November, and 410 more than in December 2014 (excluding 115 temporary hourly paid incumbents).

Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox Revenue

Preliminary 2015 farebox revenue of \$4,357.7 million was \$3.2 million (0.1 percent) above budget. Subway revenue was \$8.5 million (0.3 percent) above budget, bus revenue was \$22.5 million (2.3 percent) below budget, and paratransit revenue was less than \$0.1 million (0.1 percent) above budget. Preliminary Fare Media Liability, not including year-end adjustments, was \$17.1 million (38.3 percent) above budget.

Other Operating Revenue

Other operating revenue was under budget by \$11.5 million (2.5 percent), due principally to the elimination of assumed Sandy insurance reimbursements.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB exceeded budget by \$52.2 million (0.7 percent).

Labor expenses were higher by \$93.6 million (1.7 percent), including an overrun in other fringe benefits of \$199.6 million (63.2 percent), principally resulting from an increase in Workers' Compensation reserve requirements, based on a current actuarial update, caused mostly by a statutory increase in weekly payments, an increase in the rate of lost days per claim and higher medical costs. Overtime expenses were in excess by \$71.1 million (18.5 percent), due mainly to adverse weather early in the year, additional track/operational requirements, subway service delays/overcrowding and bus traffic/ramp delays, and vacancy/absentee coverage requirements. Pension expenses underran budget by \$90.2 million (9.4 percent), based on current actuarial updates. Health & welfare/OPEB current expenses were lower than budget by \$40.8 million (3.6 percent), due principally to favorable rates and the timing of expenses, and retiree healthcare Affordable Care Act credits. Reimbursable overhead credits were favorable by \$35.8 million (17.5 percent), resulting from a significant increase in reimbursable program labor requirements. Payroll expenses were under by \$10.3 million (0.3 percent), resulting mainly from vacancies and miscellaneous expense underruns.

Non-labor expenses were under budget by \$41.4 million (2.4 percent). Fuel expenses were significantly below budget by \$66.1 million (39.9 percent), due primarily to lower prices. Professional service contract expenses were under by \$22.4 million (20.7 percent), mostly attributable to the favorable timing of bond service expenses and underruns in several other accounts. Materials & supplies expenses underran by \$8.9 million (3.0 percent), largely due to favorable inventory adjustments and higher scrap sales, partly offset by increased maintenance material requirements. Maintenance contract expenses were less by \$7.9 million (4.0 percent), due mostly to the timing of subways scheduled maintenance and bus shop requirements. Largely offsetting the above favorable results was an increase in Public Liability claims expenses of \$76.8 million (71.8 percent), due largely to additional reserve requirements, resulting mainly from a significant increase in the number of major cases.

RIDERSHIP RESULTS

2015 Ridership vs. Budget and Estimate - (millions)

	2015			More/(Less)			
	Budget	Estimate	Preliminary	Budget		Estimate	
			Actual	Amount	Percent	Amount	Percent
Subway	1,777.4	1,763.2	1,762.5	(14.8)	(0.8%)	(0.7)	(0.0%)
NYCT Bus	675.5	652.0	650.7	(24.9)	(3.7%)	(1.4)	(0.2%)
Subtotal	2,452.9	2,415.2	2,413.2	(39.7)	(1.6%)	(2.0)	(0.1%)
Paratransit	9.7	8.8	8.8	(0.9)	(9.4%)	0.0	0.2%
Total - NYCT	2,462.6	2,424.0	2,422.0	(40.6)	(1.6%)	(2.0)	(0.1%)
MTA Bus Company	125.8	125.7	125.4	(0.4)	(0.3%)	(0.3)	(0.2%)
<i>Total - Regional Bus</i>	<i>801.3</i>	<i>777.7</i>	<i>776.1</i>	<i>(25.3)</i>	<i>(3.2%)</i>	<i>(1.7)</i>	<i>(0.2%)</i>

Notes: Totals may not add due to rounding.

- Total NYCT ridership decreased 0.2 percent from 2014.
- 2015 annual subway ridership increased 0.6 percent from 2014, and was the highest since 1948.
- Paratransit ridership underran the budget due in part to initiatives that diverted ridership to more efficient modes.

2015 Average Weekday and Weekend Ridership vs. Prior Year

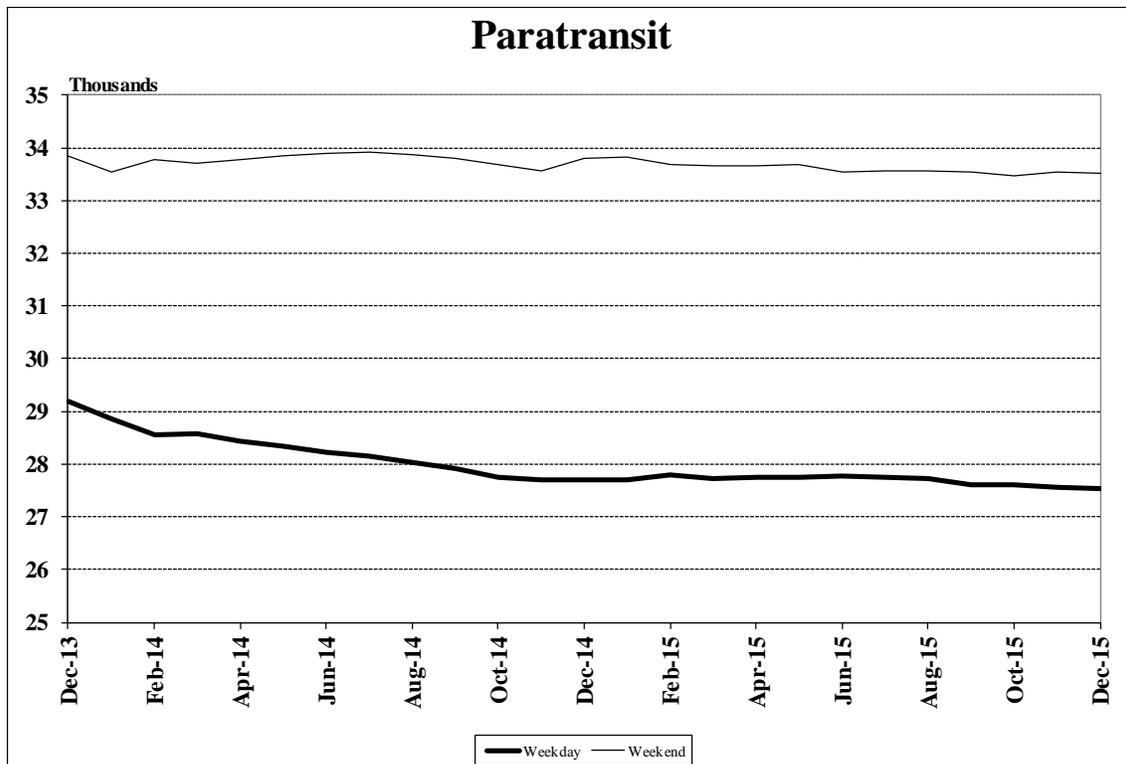
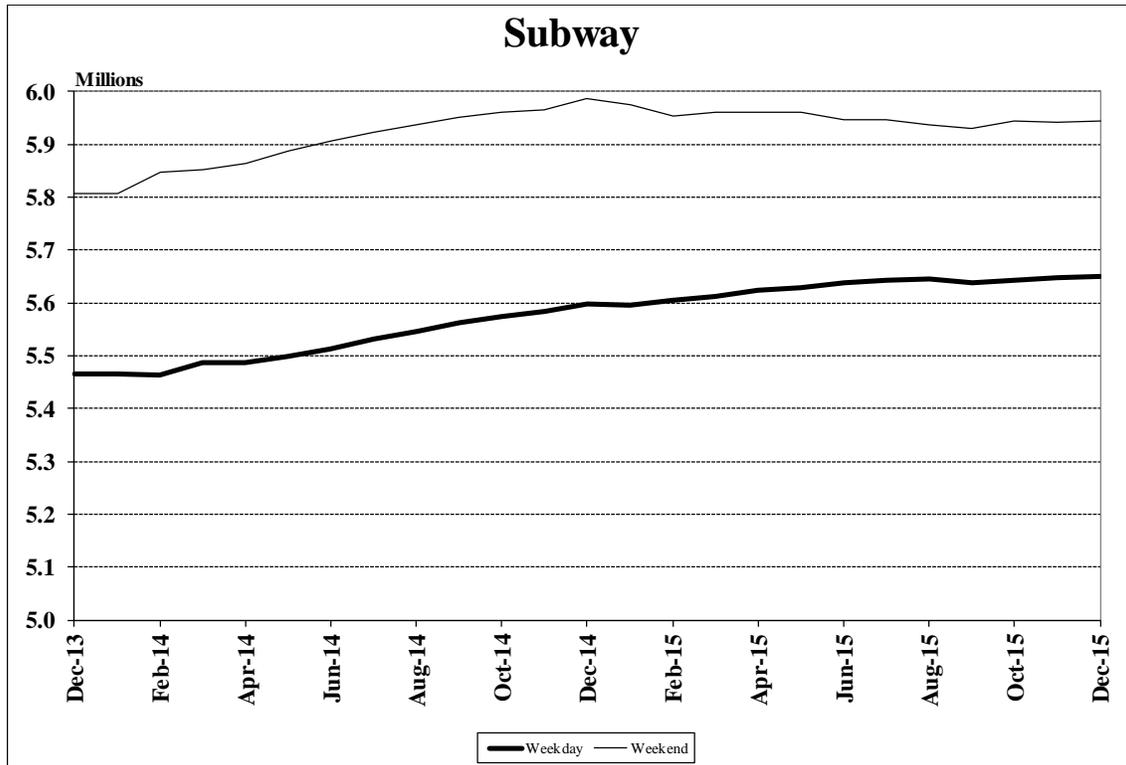
	Average Weekday (thousands)				Average Weekend (thousands)			
	2014	Preliminary	Change		2014	Preliminary	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	5,598	5,650	+53	+0.9%	5,986	5,943	-43	-0.7%
NYCT Local Bus	2,081	2,030	-51	-2.5%	2,317	2,262	-56	-2.4%
NYCT Express Bus	42	41	-2	-3.9%	12	12	-0	-1.3%
Paratransit	28	28	-0	-0.6%	34	34	-0	-0.8%
TOTAL - NYCT	7,748	7,748	-0	-0.0%	8,349	8,250	-99	-1.2%
MTABC Local Bus	375	376	+1	+0.2%	391	393	+2	+0.5%
MTABC Express Bus	32	30	-2	-5.5%	13	12	-0	-3.4%
Total - MTA Bus	407	406	-1	-0.3%	404	405	+2	+0.4%
<i>Total - Regional Bus</i>	<i>2,530</i>	<i>2,476</i>	<i>-54</i>	<i>-2.1%</i>	<i>2,734</i>	<i>2,679</i>	<i>-54</i>	<i>-2.0%</i>

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

- 2015 average weekday subway ridership was the highest since 1948.
- Subway ridership exceeded 6 million riders on 48 weekdays in 2015
- Thursday October 29, 2015 had 6,222,769 riders, the highest one-day subway ridership since daily records began in 1985, and likely the highest since the late 1940s.

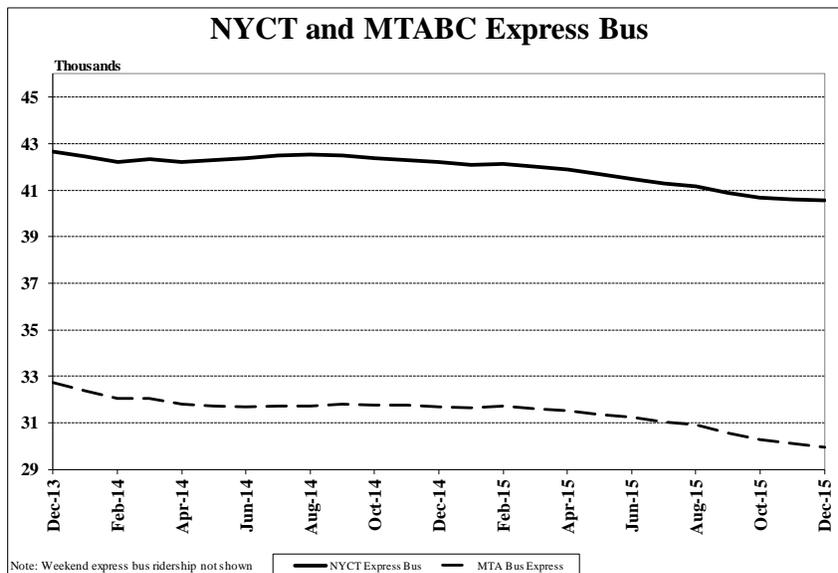
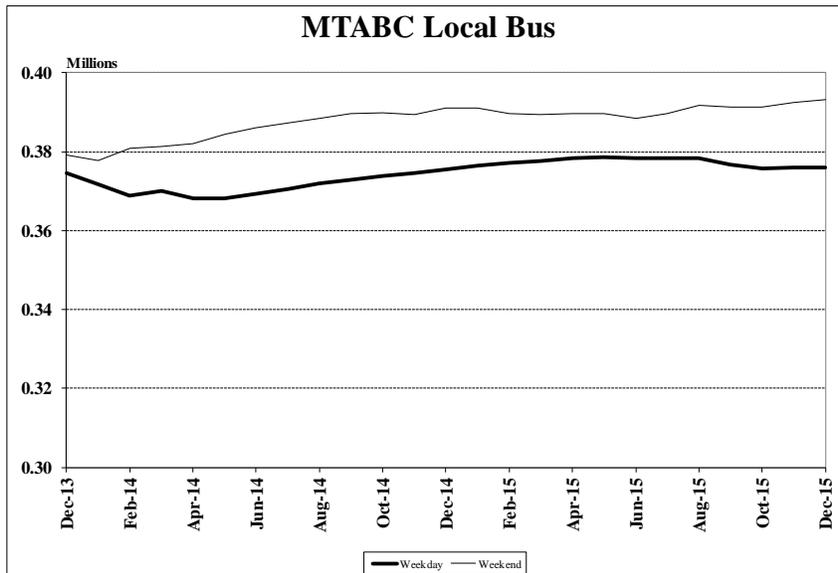
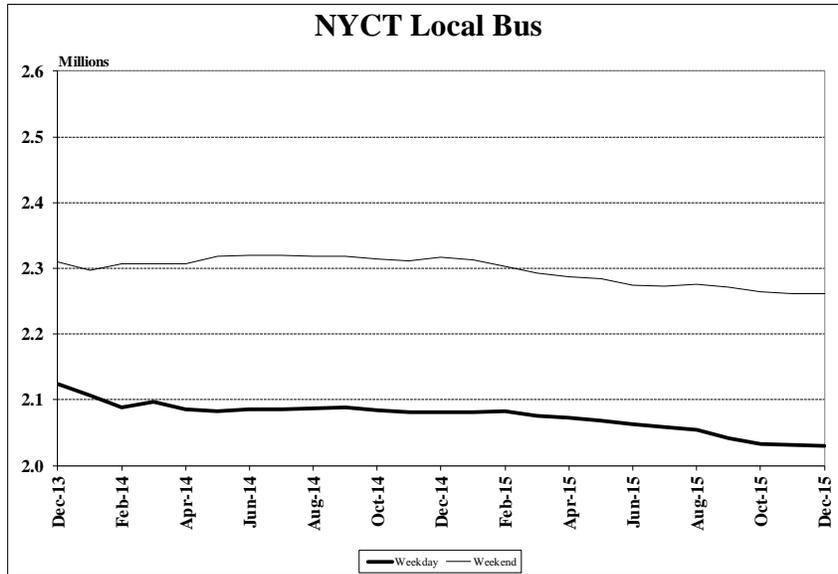
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From 2014 to 2015, average weekday ridership increased on all rail services, and decreased on all bus services except for a small increase on MTA Local Bus. The largest decreases were on MTA Bus express bus (down 5.5 percent) and NYCT express bus (down 3.9 percent). The largest weekday increase was on the Staten Island Railway (up 3.7 percent), which along with the NYCT express bus decline, indicates a shift from Staten Island express buses to the Staten Island Railway after the March 22, 2015 fare increase.

Bridge and Tunnel traffic increased on both weekdays and weekends in 2015.

Ridership on Transit Services in the New York Area			
(thousands)			
Transit Service	2014	Preliminary 2015	Percent Change
<u>Average Weekday</u>			
NYCT Subway	5,598	5,650	+0.9%
NYCT Local Bus	2,081	2,030	-2.5%
NYCT Express Bus	42	41	-3.9%
NYCT Paratransit	28	28	-0.6%
Staten Island Railway	15	16	+3.7%
MTA Local Bus	375	376	+0.2%
MTA Express Bus	32	30	-5.5%
Long Island Rail Road	298	305	+2.2%
Metro-North Railroad	279	283	+1.5%
Staten Island Ferry	69	71	+2.9%
PATH	250	258	+3.1%
<u>Average Weekend</u>			
NYCT Subway	5,986	5,943	-0.7%
NYCT Local Bus	2,317	2,262	-2.4%
NYCT Express Bus	12	12	-1.3%
NYCT Paratransit	34	34	-0.8%
Staten Island Railway	8	8	-2.9%
MTA Local Bus	391	393	+0.5%
MTA Express Bus	13	12	-3.4%
Long Island Rail Road	197	200	+1.5%
Metro-North Railroad	227	231	+2.0%
Staten Island Ferry	97	99	+1.7%
PATH	190	204	+7.5%

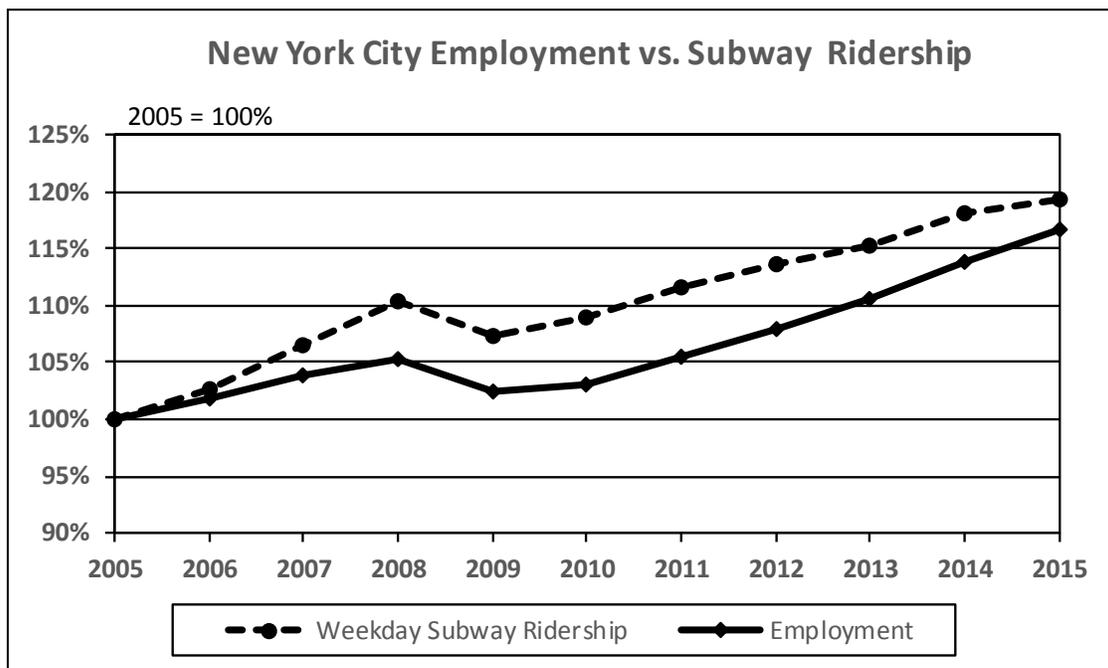
MTA Bridges and Tunnels			
(thousands)			
Average Weekday	805	836	+3.9%
Average Weekend	1,488	1,553	+4.3%

Note: Percentages are based on unrounded data.

Economy

From 2014 to 2015, preliminary New York City employment increased 2.4 percent (100,500 jobs). Private sector employment increased 2.7 percent (97,700 jobs) and government employment increased 0.5 percent (2,800 jobs). The sub-sector with the largest absolute increases was education/health services (up 30,600 jobs or 3.6 percent). The sub-sector with the largest percentage increase was other service (up 4.3 percent or 7,600 jobs). Employment increased from 2014 to 2015 in every private employment sub-sector, except manufacturing, which was down 2.3 percent (1,700 jobs).

The chart below compares changes in New York City employment levels to average weekday subway ridership over the past ten years. Subway ridership is correlated with employment levels, as shown by the similar patterns of increases and decreases. However, average weekday subway ridership out-performed employment from 2006 to 2008. In the recession year of 2009 subway ridership and employment both declined by 2.7 percent. Employment growth has outpaced subway growth each year since 2011, and the 0.9 percent weekday subway increase in 2015 was 1.5 percentage points lower than the 2015 employment increase.



MTA NEW YORK CITY TRANSIT
Preliminary 2015 Year-End Report
Accrual Statement of Operations by Category
2015 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual*	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
NON-REIMBURSABLE							
Revenue							
Farebox Revenue:							
Subway	3,305.012	3,303.475	3,313.550	8.538	0.3	10.075	0.3
Bus	987.204	960.608	964.723	(22.481)	(2.3)	4.115	0.4
Paratransit	17.474	17.823	17.498	0.024	0.1	(0.325)	(1.8)
Fare Media Liability	44.770	61.900	61.902	17.132	38.3	0.002	0.0
Total Farebox Revenue	4,354.460	4,343.806	4,357.673	3.213	0.1	13.867	0.3
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	182.474	187.634	191.064	8.590	4.7	3.430	1.8
Other	186.051	155.779	165.993	(20.058)	(10.8)	10.214	6.6
Total Other Operating Revenue	452.541	427.429	441.073	(11.468)	(2.5)	13.644	3.2
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	4,807.001	4,771.235	4,798.746	(8.255)	(0.2)	27.511	0.6
Expenses							
Labor:							
Payroll	3,082.524	3,079.089	3,072.260	10.264	0.3	6.829	0.2
Overtime	384.706	450.310	455.795	(71.089)	(18.5)	(5.485)	(1.2)
Total Salaries & Wages	3,467.230	3,529.399	3,528.055	(60.825)	(1.8)	1.344	0.0
Health and Welfare	754.812	741.101	724.985	29.827	4.0	16.116	2.2
OPEB Current Payment	376.846	393.258	365.894	10.952	2.9	27.364	7.0
Pensions	957.902	879.805	867.659	90.243	9.4	12.146	1.4
Other Fringe Benefits	316.030	316.714	515.634	(199.604)	(63.2)	(198.920)	(62.8)
Total Fringe Benefits	2,405.590	2,330.878	2,474.172	(68.582)	(2.9)	(143.294)	(6.1)
Reimbursable Overhead	(205.095)	(237.290)	(240.903)	35.808	17.5	3.613	1.5
Total Labor Expenses	5,667.725	5,622.987	5,761.324	(93.599)	(1.7)	(138.337)	(2.5)
Non-Labor:							
Electric Power	291.618	301.437	289.913	1.705	0.6	11.524	3.8
Fuel	165.814	121.376	99.680	66.134	39.9	21.696	17.9
Insurance	78.483	72.439	72.444	6.039	7.7	(0.005)	(0.0)
Claims	107.031	135.827	183.827	(76.796)	(71.8)	(48.000)	(35.3)
Paratransit Service Contracts	385.562	383.014	379.938	5.624	1.5	3.076	0.8
Maintenance and Other Operating Contracts	200.191	191.323	192.271	7.920	4.0	(0.948)	(0.5)
Professional Service Contracts	108.657	104.301	86.216	22.441	20.7	18.085	17.3
Materials & Supplies	296.738	294.125	287.856	8.882	3.0	6.269	2.1
Other Business Expenses	84.123	81.139	84.704	(0.581)	(0.7)	(3.565)	(4.4)
Total Non-Labor Expenses	1,718.217	1,684.981	1,676.849	41.368	2.4	8.132	0.5
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	7,385.942	7,307.968	7,438.173	(52.231)	(0.7)	(130.205)	(1.8)
Depreciation	1,638.144	1,638.144	1,692.141	(53.997)	(3.3)	(53.997)	(3.3)
Other Post Employment Benefits	1,616.261	1,616.261	1,733.889	(117.628)	(7.3)	(117.628)	(7.3)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	10,640.347	10,562.373	10,864.203	(223.856)	(2.1)	(301.830)	(2.9)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(5,833.346)	(5,791.138)	(6,065.457)	(232.111)	(4.0)	(274.319)	(4.7)

*Subject to year-end audit
Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
Preliminary 2015 Year-End Report
Accrual Statement of Operations by Category
2015 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

REIMBURSABLE

	December 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual*	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	979.601	1,152.817	1,182.908	203.307	20.8	30.091	2.6
Total Revenue	979.601	1,152.817	1,182.908	203.307	20.8	30.091	2.6
Expenses							
Labor:							
Payroll	407.507	438.567	436.699	(29.192)	(7.2)	1.868	0.4
Overtime	75.714	126.397	133.561	(57.847)	(76.4)	(7.164)	(5.7)
Total Salaries & Wages	483.221	564.964	570.260	(87.039)	(18.0)	(5.296)	(0.9)
Health and Welfare	20.325	20.221	20.432	(0.107)	(0.5)	(0.211)	(1.0)
OPEB Current Payment	8.675	7.854	7.602	1.073	-	0.252	-
Pensions	29.259	30.097	29.795	(0.536)	(1.8)	0.302	1.0
Other Fringe Benefits	137.899	167.410	172.282	(34.383)	(24.9)	(4.872)	(2.9)
Total Fringe Benefits	196.158	225.582	230.111	(33.953)	(17.3)	(4.529)	(2.0)
Reimbursable Overhead	205.095	237.290	240.903	(35.808)	(17.5)	(3.613)	(1.5)
Total Labor Expenses	884.474	1,027.836	1,041.274	(156.800)	(17.7)	(13.438)	(1.3)
Non-Labor:							
Electric Power	0.252	0.252	0.553	(0.301)	(119.4)	(0.301)	(119.4)
Fuel	0.023	0.023	0.019	0.004	17.4	0.004	17.4
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	26.465	37.219	42.081	(15.616)	(59.0)	(4.862)	(13.1)
Professional Service Contracts	8.234	21.720	27.489	(19.255)	(233.8)	(5.769)	(26.6)
Materials & Supplies	58.229	71.349	75.367	(17.138)	(29.4)	(4.018)	(5.6)
Other Business Expenses	1.924	(5.582)	(3.875)	5.799	301.4	(1.707)	30.6
Total Non-Labor Expenses	95.127	124.981	141.634	(46.507)	(48.9)	(16.653)	(13.3)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	979.601	1,152.817	1,182.908	(203.307)	(20.8)	(30.091)	(2.6)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	0.000	0.000	0.000	0.000	-	0.000	-

*Subject to year-end audit
Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
Preliminary 2015 Year-End Report
Accrual Statement of Operations by Category
2015 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE & REIMBURSABLE	December 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual*	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	3,305.012	3,303.475	3,313.550	8.538	0.3	10.075	0.3
Bus	987.204	960.608	964.723	(22.481)	(2.3)	4.115	0.4
Paratransit	17.474	17.823	17.498	0.024	0.1	(0.325)	(1.8)
Fare Media Liability	44.770	61.900	61.902	17.132	38.3	0.002	0.0
Total Farebox Revenue	4,354.460	4,343.806	4,357.673	3.213	0.1	13.867	0.3
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	182.474	187.634	191.064	8.590	4.7	3.430	1.8
Other	186.051	155.779	165.993	(20.058)	(10.8)	10.214	6.6
Total Other Operating Revenue	452.541	427.429	441.073	(11.468)	(2.5)	13.644	3.2
Capital and Other Reimbursements	979.601	1,152.817	1,182.908	203.307	20.8	30.091	2.6
Total Revenue	5,786.602	5,924.052	5,981.654	195.052	3.4	57.602	1.0
Expenses							
Labor:							
Payroll	3,490.031	3,517.656	3,508.959	(18.928)	(0.5)	8.697	0.2
Overtime	460.420	576.707	589.356	(128.936)	(28.0)	(12.649)	(2.2)
Total Salaries & Wages	3,950.451	4,094.363	4,098.315	(147.864)	(3.7)	(3.952)	(0.1)
Health and Welfare	775.137	761.322	745.417	29.720	3.8	15.905	2.1
OPEB Current Payment	385.521	401.112	373.496	12.025	3.1	27.616	6.9
Pensions	987.161	909.902	897.454	89.707	9.1	12.448	1.4
Other Fringe Benefits	453.929	484.124	687.916	(233.987)	(51.5)	(203.792)	(42.1)
Total Fringe Benefits	2,601.748	2,556.460	2,704.283	(102.535)	(3.9)	(147.823)	(5.8)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	6,552.199	6,650.823	6,802.598	(250.399)	(3.8)	(151.775)	(2.3)
Non-Labor:							
Electric Power	291.870	301.689	290.466	1.404	0.5	11.223	3.7
Fuel	165.837	121.399	99.699	66.138	39.9	21.700	17.9
Insurance	78.483	72.439	72.444	6.039	7.7	(0.005)	(0.0)
Claims	107.031	135.827	183.827	(76.796)	(71.8)	(48.000)	(35.3)
Paratransit Service Contracts	385.562	383.014	379.938	5.624	1.5	3.076	0.8
Maintenance and Other Operating Contracts	226.656	228.542	234.352	(7.696)	(3.4)	(5.810)	(2.5)
Professional Service Contracts	116.891	126.021	113.705	3.186	2.7	12.316	9.8
Materials & Supplies	354.967	365.474	363.223	(8.256)	(2.3)	2.251	0.6
Other Business Expenses	86.047	75.557	80.829	5.218	6.1	(5.272)	(7.0)
Total Non-Labor Expenses	1,813.344	1,809.962	1,818.483	(5.139)	(0.3)	(8.521)	(0.5)
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	8,365.543	8,460.785	8,621.081	(255.538)	(3.1)	(160.296)	(1.9)
Depreciation	1,638.144	1,638.144	1,692.141	(53.997)	(3.3)	(53.997)	(3.3)
Other Post Employment Benefits	1,616.261	1,616.261	1,733.889	(117.628)	(7.3)	(117.628)	(7.3)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	11,619.948	11,715.190	12,047.111	(427.163)	(3.7)	(331.921)	(2.8)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(5,833.346)	(5,791.138)	(6,065.457)	(232.111)	(4.0)	(274.319)	(4.7)

*Subject to year-end audit

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance		
		\$	%	
Farebox Revenue	NR	13.9	0.3	Mostly from higher pass average fares
Other Operating Revenue	NR	13.6	3.2	Largely due to increased advertising, real estate, paratransit Urban Tax and MetroCard surcharge revenues
Payroll	NR	6.8	0.2	Primarily due to vacancies and miscellaneous expense underruns
Overtime	NR	(5.5)	(1.2)	Mainly due to subway service delays & overcrowding, buses traffic and ramp delays, and vacancy/absentee coverage requirements
Health & Welfare (including OPEB Current Payment)	NR	43.5	3.8	Due principally to favorable rates and the timing of expenses, and retiree healthcare Affordable Care Act credits
Pension	NR	12.1	1.4	Lower MaBSTOA pension expenses than anticipated
Other Fringe Benefits	NR	(198.9)	(62.8)	Principally resulting from an increase in Workers' Compensation reserve requirements, based on a current actuarial update, caused mostly by a statutory increase in weekly payments, an increase in the rate of lost days per claim and higher medical costs.
Reimbursable Overhead Credits	NR	3.6	1.5	Favorable credits, resulting from higher reimbursable overtime expenses
Electric Power	NR	11.5	3.8	Mostly favorable billing adjustments and lower consumption, partly offset by higher prices
Fuel	NR	21.7	17.9	Primarily lower prices, consumption, heating fuel expenses and favorable CNG credits

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		Reason for Variance
		Favorable (Unfavorable) Variance		
		\$	%	
Claims	NR	(48.0)	(35.3)	This increase was due to additional public liability claims reserve requirements, resulting mainly from a significant increase in the number of major cases
Paratransit Service Contracts	NR	3.1	0.8	Due mainly to lower trips and expense underruns regarding eligibility services, scheduling system upgrades/maintenance and vehicle rehabs
Maintenance Contracts	NR	(0.9)	(0.5)	Mostly higher building rental costs, partly offset by maintenance & repair expense underruns and lower auto purchases
Professional Service Contracts	NR	18.1	17.3	Primarily the favorable timing of bond service expenses and underruns in several other accounts, including IT-related accounts
Materials & Supplies	NR	6.3	2.1	Largely due to favorable inventory adjustments and higher scrap sales, partly offset by increased maintenance material requirements
Other Business Expenses	NR	(3.6)	(4.4)	Due mainly to miscellaneous unfavorable debits/credits and higher MVM credit card fees
Depreciation Expense	NR	(54.0)	(3.3)	The unfavorable timing of assets reaching beneficial use.
Other Long-Term Post-Employment Benefits	NR	(117.6)	(7.3)	Preliminary estimate, subject to year-end adjustment based on final actuarial information
Payroll	R	1.9	0.4	Mostly an underrun in non-capital expenses, partly offset by additional capital construction requirements

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
		YEAR TO DATE		
Overtime	R	(7.2)	(5.7)	Mainly due to Subways Capital Track Program work concentrated on weekends to take advantage of track availability, other Capital Program support and greater than anticipated bus shuttle services support
Other Fringe Benefits	R	(4.9)	(2.9)	Largely higher direct overhead expenses, resulting from increased reimbursable overtime expenses
Maintenance and Other Operating Contracts	R	(4.9)	(13.1)	Primarily overruns in revenue vehicle maintenance and construction services requirements
Professional Service Contracts	R	(5.8)	(26.6)	Mostly due to special Information-Technology project requirements

MTA NEW YORK CITY TRANSIT
Preliminary 2015 Year-End Report
Cash Receipts and Expenditures
2015 Adopted Budget and Final Estimate vs Actual
(\$ in millions)

	December 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	4,364.691	4,348.703	4,386.386	21.695	0.5	37.683	0.9
Other Operating Revenue:							
Fare Reimbursement	84.016	114.016	114.052	30.036	35.8	0.036	0.0
Paratransit Reimbursement	182.127	173.091	171.705	(10.422)	(5.7)	(1.386)	(0.8)
Other	82.971	47.496	50.680	(32.291)	(38.9)	3.184	6.7
Total Other Operating Revenue	349.114	334.603	336.437	(12.677)	(3.6)	1.834	0.5
Capital and Other Reimbursements	991.602	1,236.854	1,218.461	226.859	22.9	(18.393)	(1.5)
Total Receipts	5,705.407	5,920.160	5,941.284	235.877	4.1	21.124	0.4
Expenditures							
Labor:							
Payroll	3,499.159	3,530.080	3,529.016	(29.857)	(0.9)	1.064	0.0
Overtime	463.540	580.846	589.356	(125.816)	(27.1)	(8.510)	(1.5)
Total Salaries & Wages	3,962.699	4,110.926	4,118.372	(155.673)	(3.9)	(7.446)	(0.2)
Health and Welfare	770.931	773.167	742.113	28.818	3.7	31.054	4.0
OPEB Current Payment	385.521	401.112	373.496	12.025	3.1	27.616	6.9
Pensions	987.235	934.828	922.441	64.794	6.6	12.387	1.3
Other Fringe Benefits	415.475	451.010	433.525	(18.050)	(4.3)	17.485	3.9
Total Fringe Benefits	2,559.162	2,560.117	2,471.575	87.587	3.4	88.542	3.5
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	6,521.861	6,671.043	6,589.947	(68.086)	(1.0)	81.096	1.2
Non-Labor:							
Electric Power	291.870	301.689	296.712	(4.842)	(1.7)	4.977	1.6
Fuel	165.837	121.399	105.861	59.976	36.2	15.538	12.8
Insurance	81.261	72.822	72.796	8.465	10.4	0.026	0.0
Claims	96.402	125.197	125.855	(29.453)	(30.6)	(0.658)	(0.5)
Paratransit Service Contracts	383.562	381.014	380.751	2.811	0.7	0.263	0.1
Maintenance and Other Operating Contracts	237.356	239.242	225.033	12.323	5.2	14.209	5.9
Professional Service Contracts	101.891	115.194	136.483	(34.592)	(34.0)	(21.289)	(18.5)
Materials & Supplies	335.966	356.689	387.599	(51.633)	(15.4)	(30.910)	(8.7)
Other Business Expenses	86.048	77.557	79.289	6.759	7.9	(1.732)	(2.2)
Total Non-Labor Expenditures	1,780.193	1,790.803	1,810.379	(30.186)	(1.7)	(19.576)	(1.1)
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	8,302.054	8,461.846	8,400.326	(98.272)	(1.2)	61.520	0.7
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(2,596.647)	(2,541.686)	(2,459.042)	137.605	5.3	82.644	3.3

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - CASH BASIS
December Year-to-Date 2015
(\$ in millions)

Operating Receipts or Disbursements	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Farebox Receipts	37.7	0.9	Primarily higher receipts mostly representing trips paid for but not used and higher average fares
Capital Reimbursements	(18.4)	(1.5)	Mostly the unfavorable timing of reimbursements, partly offset by increased project work/billing
Health & Welfare (including OPEB Current Payment)	58.7	5.0	Due principally to favorable rates and the timing of expenses, retiree healthcare Affordable Care Act credits, and the favorable timing of payments
Pensions	12.4	1.3	Lower MaBSTOA pension expenses than anticipated
Fuel	15.5	12.8	Primarily lower expenses, partly offset by the unfavorable timing of payments
Maintenance Contracts	14.2	5.9	Substantially due to the favorable timing of payments, partly offset by expense overruns
Professional Service Contracts	(21.3)	(18.5)	The unfavorable timing of interagency Information-Technology payments
Materials & Supplies	(30.9)	(8.7)	Largely an increase in material purchases

MTA NEW YORK CITY TRANSIT
Preliminary 2015 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2015 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	10.231	4.897	28.713	18.482	180.6	23.816	486.3
Other Operating Revenue:							
Fare Reimbursement	0.000	30.000	30.036	30.036	-	0.036	-
Paratransit Reimbursement	(0.347)	(14.543)	(19.359)	(19.012)	5,479.0	(4.816)	33.1
Other	(103.080)	(108.283)	(115.313)	(12.233)	11.9	(7.030)	6.5
Total Other Operating Revenue	(103.427)	(92.826)	(104.636)	(1.209)	1.2	(11.810)	12.7
Capital and Other Reimbursements	12.001	84.037	35.553	23.552	196.3	(48.484)	57.7
Total Receipts	(81.195)	(3.892)	(40.370)	40.825	(50.3)	(36.478)	(937.3)
Expenditures							
Labor:							
Payroll	(9.128)	(12.424)	(20.057)	(10.929)	119.7	(7.633)	61.4
Overtime	(3.120)	(4.139)	0.000	3.120	(100.0)	4.139	(100.0)
Total Salaries & Wages	(12.248)	(16.563)	(20.057)	(7.809)	63.8	(3.494)	21.1
Health and Welfare	4.206	(11.845)	3.304	(0.902)	(21.4)	15.149	127.9
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	(0.074)	(24.926)	(24.987)	(24.913)	33,666.2	(0.061)	0.2
Other Fringe Benefits	38.454	33.114	254.391	215.937	561.5	221.277	668.2
Total Fringe Benefits	42.586	(3.657)	232.708	190.122	446.4	236.365	(6,463.4)
GASB Account	0.000	0.000	0.000	0.000	#DIV/0!	0.000	#DIV/0!
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	30.338	(20.220)	212.651	182.313	600.9	232.871	(1,151.7)
Non-Labor:							
Electric Power	0.000	0.000	(6.246)	(6.246)	-	(6.246)	#DIV/0!
Fuel	0.000	0.000	(6.162)	(6.162)	-	(6.162)	#DIV/0!
Insurance	(2.778)	(0.383)	(0.352)	2.426	87.3	0.031	(8.1)
Claims	10.629	10.630	57.972	47.343	445.4	47.342	445.4
Paratransit Service Contracts	2.000	2.000	(0.813)	(2.813)	140.6	(2.813)	(140.6)
Maintenance and Other Operating Contracts	(10.700)	(10.700)	9.319	20.019	187.1	20.019	187.1
Professional Service Contracts	15.000	10.827	(22.778)	(37.778)	(251.9)	(33.605)	(310.4)
Materials & Supplies	19.001	8.785	(24.376)	(43.377)	(228.3)	(33.161)	377.5
Other Business Expenses	(0.001)	(2.000)	1.540	1.541	-	3.540	-
Total Non-Labor Expenditures	33.151	19.159	8.104	(25.047)	(75.6)	(11.055)	(57.7)
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures Before GASB Adjs.	63.489	(1.061)	220.755	157.266	247.7	221.816	(20,906.3)
Depreciation	1,638.144	1,638.144	1,692.141	53.997	3.3	53.997	3.3
Other Post Employment Benefits	1,616.261	1,616.261	1,733.889	117.628	7.3	117.628	7.3
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	3,317.894	3,253.344	3,646.785	328.891	9.9	393.441	12.1
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	3,236.699	3,249.452	3,606.415	369.716	11.4	356.963	11.0

Totals may not add due to rounding.

MTA New York City Transit
2015 Year-End Report
Non-Reimbursable and Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents

	December 31, 2015			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Administration							
Office of the President	62	54	59	3	4.8%	(5)	-9.3%
Law	278	285	290	(12)	-4.3%	(5)	-1.8%
Office of the EVP	42	45	42	-	0.0%	3	6.7%
Human Resources	227	227	239	(12)	-5.3%	(12)	-5.3%
Office of Management and Budget	41	42	39	2	4.9%	3	7.1%
Capital Planning & Budget	33	35	31	2	6.1%	4	11.4%
Corporate Communications	262	261	251	11	4.2%	10	3.8%
Non-Departmental	(117)	(33)	-	(117)	100.0%	(33)	-
Labor Relations	97	97	95	2	2.1%	2	2.1%
Material	282	284	272	10	3.5%	12	4.2%
Controller	137	137	123	14	10.2%	14	10.2%
Total Administration	1,344	1,434	1,441	(97)	-7.2%	(7)	-0.5%
Operations							
Subways Service Delivery	7,772	7,814	7,867	(95)	-1.2%	(53)	-0.7%
Subways Operations Support	369	365	386	(17)	-4.6%	(21)	-5.8%
Subways Stations	2,630	2,640	2,620	10	0.0%	20	0.8%
Subtotal- Subways	10,771	10,819	10,873	(102)	-0.9%	(54)	-0.5%
Buses	10,789	10,946	11,005	(216)	-2.0%	(59)	-0.5%
Paratransit	213	213	200	13	6.1%	13	6.1%
Operations Planning	381	401	395	(14)	-3.7%	6	1.5%
Revenue Control	448	579	546	(98)	-21.9%	33	5.7%
Total Operations	22,602	22,958	23,019	(417)	-1.8%	(61)	-0.3%
Maintenance							
Subways Operations Support	152	184	149	3	2.0%	35	
Subways Engineering	340	363	358	(18)	-5.3%	5	1.4%
Subways Car Equipment	4,434	4,434	4,396	38	0.9%	38	0.9%
Subways Infrastructure	1,449	1,528	1,503	(54)	-3.7%	25	1.6%
Subways Elevator & Escalators	442	442	408	34	7.7%	34	
Subways Stations	3,635	3,689	3,649	(14)	-0.4%	40	1.1%
Subways Track	2,795	2,805	2,755	40	1.4%	50	1.8%
Subways Power	594	592	609	(15)	-2.5%	(17)	-2.9%
Subways Signals	1,460	1,505	1,484	(24)	-1.6%	21	1.4%
Subways Electronics Maintenance	1,556	1,578	1,493	63	4.0%	85	5.4%
Subtotal- Subways	16,857	17,120	16,804	53	0.3%	316	1.8%
Buses	3,768	3,644	3,675	93	2.5%	(31)	-0.9%
Revenue Control	137	-	-	137	100.0%	-	#DIV/0!
Supply Logistics	558	558	553	5	0.9%	5	0.9%
System Safety	91	99	89	2	2.2%	10	10.1%
Non-Departmental	-	(61)	-	-	0.0%	(61)	100.0%
Total Maintenance	21,411	21,360	21,121	290	1.4%	239	1.1%
Engineering/Capital							
Capital Program Management	1,319	1,319	1,369	(50)	-3.8%	(50)	-3.8%
Total Engineering/Capital	1,319	1,319	1,369	(50)	-3.8%	(50)	-3.8%
Public Safety							
Security	634	635	622	12	1.9%	13	2.0%
Total Public Safety	634	635	622	12	1.9%	13	2.0%
Baseline Total Positions							
	47,310	47,706	47,572	(262)	-0.6%	134	0.3%
Non-Reimbursable	42,457	42,650	43,449	(992)	-2.3%	(799)	-1.9%
Reimbursable	4,853	5,056	4,123	730	15.0%	933	18.5%
Total Full-Time	47,169	47,552	47,315	(146)	-0.3%	237	0.5%
Total Full-Time Equivalents	141	154	257	(116)	-82.3%	(103)	-66.9%

**MTA New York City Transit
2015 Year-End Report
Full-Time Positions and Full-Time Equivalents
by Function and Occupation Group**

	<u>December 31, 2015</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>		<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Administration:							
Managers/Supervisors	547	545	468	79	14.4%	77	14.1%
Professional, Technical, Clerical	850	858	948	(98)	-11.5%	(90)	-10.5%
Operational Hourlies	(53)	31	25	(78)	147.2%	6	19.4%
Total Administration	1,344	1,434	1,441	(97)	-7.2%	(7)	-0.5%
Operations							
Managers/Supervisors	2,618	2,712	2,689	(71)	-2.7%	23	0.8%
Professional, Technical, Clerical	481	500	490	(9)	-1.9%	10	2.0%
Operational Hourlies	19,503	19,746	19,840	(337)	-1.7%	(94)	-0.5%
Total Operations	22,602	22,958	23,019	(417)	-1.8%	(61)	-0.3%
Maintenance							
Managers/Supervisors	3,852	3,862	3,826	26	0.7%	36	0.9%
Professional, Technical, Clerical	1,021	1,067	1,016	5	0.5%	51	4.8%
Operational Hourlies	16,538	16,431	16,279	259	1.6%	152	0.9%
Total Maintenance	21,411	21,360	21,121	290	1.4%	239	1.1%
Engineering/Capital							
Managers/Supervisors	339	339	348	(9)	-2.7%	(9)	-2.7%
Professional, Technical, Clerical	978	978	1,019	(41)	-4.2%	(41)	-4.2%
Operational Hourlies	2	2	2	-	0.0%	-	0.0%
Total Engineering/Capital	1,319	1,319	1,369	(50)	-3.8%	(50)	-3.8%
Public Safety							
Managers/Supervisors	254	261	265	(11)	-4.3%	(4)	-1.5%
Professional, Technical, Clerical	40	39	38	2	5.0%	1	2.6%
Operational Hourlies	340	335	319	21	6.2%	16	4.8%
Total Public Safety	634	635	622	12	1.9%	13	2.0%
Total Positions							
Managers/Supervisors	7,610	7,719	7,596	14	0.2%	123	1.6%
Professional, Technical, Clerical	3,370	3,442	3,511	(141)	-4.2%	(69)	-2.0%
Operational Hourlies	36,330	36,545	36,465	(135)	-0.4%	80	0.2%
Total Positions	47,310	47,706	47,572	(262)	-0.6%	134	0.3%

MTA New York City Transit
Preliminary 2015 Year-End
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2015 Adopted Budget		2015 Final Estimate		Actuals		2015 Adopted vs. Actuals		2015 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
							Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	4,040,524	\$123.403	4,018,020	\$122.715	3,963,440	\$123.875	77,084	(\$0.472)	54,580	(\$1.160)
								-0.4%		-0.9%
<u>Unscheduled Service</u>	3,172,645	99.962	3,468,851	109.294	3,740,918	116.260	(568,273)	(16.298)	(272,067)	(6.966)
								-16.3%		-6.4%
<u>Programmatic/Routine Maintenance</u>	3,787,221	121.177	4,472,576	143.106	4,461,223	142.900	(674,002)	(21.723)	11,353	0.206
								-17.9%		0.1%
<u>Unscheduled Maintenance</u>	-	0.000	-	0.000	11,479	0.370	(11,479)	(0.370)	(11,479)	(0.370)
								0.0%		0.0%
<u>Vacancy/Absentee Coverage</u>	477,732	15.168	929,675	29.517	977,174	31.685	(499,442)	(16.517)	(47,499)	(2.168)
								0.0%		-7.3%
<u>Weather Emergencies</u>	372,713	14.071	762,657	28.793	840,786	27.517	(468,073)	(13.446)	(78,129)	1.276
								-95.6%		4.4%
<u>Safety/Security/Law Enforcement</u>	110,485	3.508	105,815	3.360	122,780	3.535	(12,294)	(0.027)	(16,965)	(0.175)
								-0.8%		-5.2%
<u>Other</u>	99,403	7.417	181,254	13.525	292,310	9.653	(192,907)	(2.236)	(111,056)	3.871
								-30.1%		28.6%
Sub-Total	12,060,724	\$384.706	13,938,848	\$450.310	14,410,110	\$455.795	(2,349,387)	(\$71.089)	(471,262)	(\$5.485)
								-18.5%		-1.2%
REIMBURSABLE OVERTIME	2,293,228	\$75.714	3,828,307	\$126.397	3,958,559	\$133.561	(1,665,331)	(\$57.846)	(130,252)	(\$7.163)
								-76.4%		-5.7%
TOTAL NR & R OVERTIME	14,353,952	\$460.420	17,767,155	\$576.707	18,368,669	\$589.356	(4,014,718)	(\$128.936)	(601,514)	(\$12.649)
								0.0%		-2.2%

* Above 100%

MTA New York City Transit
Preliminary 2015 Year-End
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

December 2015 Year-to-Date

	Var. - Fav./(Unfav)		Explanations
	Hours	\$	
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u>	54,580	(\$1.160)	Unfavorable results in scheduled service mainly due to additional work in DoB - supervisors (set-up and close-out of shift) and hourlyies (fueling). underruns.
	0.0%	-0.9%	
<u>Unscheduled Service</u>	(272,067)	(6.966)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.
	0.0%	-6.4%	
<u>Programmatic/Routine Maintenance</u>	11,353	0.206	
	0.0%	0.1%	
<u>Unscheduled Maintenance</u>	-11,479	(0.370)	Due to G Line Derailment.
	0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	(47,499)	(2.168)	Mainly due to vacancy / absentee coverage for bus operators and maintainers, signal and track maintainers.
	0.0%	-7.3%	
<u>Weather Emergencies</u>	(78,129)	1.276	Favorable due to mild December weather.
	0.0%	4.4%	
<u>Safety/Security/Law Enforcement</u>	(16,965)	(0.175)	
	0.0%	-5.2%	
<u>Other</u>	(111,056)	3.871	Favorable due to timing of expenses.
	0.0%	28.6%	
Sub-Total	(471,262)	(\$5.485)	
	0.0%	-1.2%	
REIMBURSABLE OVERTIME	(130,252)	(\$7.163)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, other capital program support and greater than anticipated shuttle services support in buses.
	0.0%	-5.7%	
TOTAL OVERTIME	(601,514)	(\$12.649)	
	0.0%	-2.2%	

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

* Above 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 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, and miscellaneous overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.



FINANCIAL AND RIDERSHIP REPORT

December 2015 Year-to-Date

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Operating revenues were \$8.9 million in 2015, less than \$0.1 million (0.4 percent) above the estimate. Total **ridership** in 2015 was 4.502 million, 0.7 percent (31,000 riders) below the estimate. 2015 average weekday ridership for the twelve months ending December 2015 was 16,025 riders, 3.7 percent (567 riders) higher than the previous year, due to a shift from express buses to SIR and the SI Ferry after the 3/22/15 fare increase.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$47.9 million in 2015, \$1.9 million (3.7 percent) below the estimate. Labor expenses exceeded the estimate by \$0.6 million (1.6 percent), due primarily to increased overtime expenses of \$1.0 million (54.7 percent), resulting from additional operating coverage requirements for vacancies, represented employee training, multiple projects, reimbursable project timing, Workers' Compensation, and sick leave. Other fringe benefit expenses were also higher than the estimate by \$0.5 million (14.1 percent), due mainly to an overrun of interagency personnel charges. Payroll expenses were favorable by \$1.2 million (5.1 percent), due principally to vacancy savings. Non-labor expenses were below the estimate by \$2.5 million (19.9 percent), resulting primarily from an underrun in maintenance contract expenses of \$2.3 million (68.4 percent), due mostly to the timing of fleet maintenance charges and other project requirements.

Depreciation expenses of \$8.1 million were \$0.2 million (2.7 percent) below the estimate.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$2.4 million of accrued expenses, slightly higher than the estimate.

The **operating cash deficit** (excluding subsidies) was \$40.2 million, \$5.5 million (12.1 percent) favorable to the estimate, due mainly to the timing retro-wage payments to March 2016 based on new labor contracts.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenues were below budget by \$1.6 million (15.1 percent), due to the elimination of assumed Sandy insurance reimbursements.

Non-reimbursable expenses were \$7.4 million (13.4 percent) below budget. Labor expenses were higher by \$4.3 million (12.9 percent), due principally to an update in planned represented wages consistent with recent MTA railroad settlements, and higher Workers' Compensation requirements and interagency personnel charges. Non-labor expenses were below budget by \$11.8 million (54.4 percent), due mainly to the timing of a car fleet maintenance program delayed five months in 2015, thus extending the 18 month program into 2017.

Note: Final 2015 results and their impact on 2016 will be reported in April.

MTA STATEN ISLAND RAILWAY
Preliminary 2015 Year-End Report
Accrual Statement of Operations by Category
2015 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE	December 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Preliminary Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6.300	\$6.373	\$6.401	\$0.101	1.6	\$0.028	0.4
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	4.175	2.486	2.494	(1.681)	(40.3)	0.008	0.3
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$10.475	\$8.859	\$8.895	(\$1.580)	(15.1)	\$0.036	0.4
Expenses							
Labor:							
Payroll	\$19.536	\$22.715	\$21.550	(\$2.014)	(10.3)	\$1.165	5.1
Overtime	2.685	1.780	2.754	(0.069)	(2.6)	(0.974)	(54.7)
Health and Welfare	3.967	3.938	3.969	(0.002)	0.0	(0.031)	(0.8)
OPEB Current Payment	1.317	1.309	1.429	(0.112)	(8.5)	(0.120)	(9.2)
Pensions	5.917	6.007	6.000	(0.083)	(1.4)	0.007	0.1
Other Fringe Benefits	2.031	3.437	3.921	(1.890)	(93.1)	(0.484)	(14.1)
Reimbursable Overhead	(1.754)	(1.754)	(1.590)	(0.164)	(9.4)	(0.164)	(9.4)
Total Labor Expenses	\$33.699	\$37.432	\$38.033	(\$4.334)	(12.9)	(\$0.601)	(1.6)
Non-Labor:							
Electric Power	\$4.326	\$3.837	\$3.812	\$0.514	11.9	\$0.025	0.7
Fuel	0.548	0.216	0.258	0.290	52.9	(0.042)	(19.4)
Insurance	1.601	1.241	1.555	0.046	2.9	(0.314)	(25.3)
Claims	0.085	0.904	0.884	(0.799)	*	0.020	2.2
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	11.611	3.396	1.072	10.539	90.8	2.324	68.4
Professional Service Contracts	0.795	0.754	0.536	0.259	32.6	0.218	28.9
Materials & Supplies	2.663	1.964	1.613	1.050	39.4	0.351	17.9
Other Business Expenses	0.030	0.030	0.154	(0.124)	*	(0.124)	*
Total Non-Labor Expenses	\$21.659	\$12.342	\$9.884	\$11.775	54.4	\$2.458	19.9
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$55.358	\$49.774	\$47.917	\$7.441	13.4	\$1.857	3.7
Depreciation	8.300	8.300	8.072	0.228	2.7	0.228	2.7
Other Post Employment Benefits	2.300	2.300	2.371	(0.071)	(3.1)	(0.071)	(3.1)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$65.958	\$60.374	\$58.360	\$7.598	11.5	\$2.014	3.5
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$55.483)	(\$51.515)	(\$49.465)	\$6.018	10.8	\$2.050	4.0

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2015 Year-End Report
Accrual Statement of Operations by Category
2015 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

REIMBURSABLE	December 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	5.154	3.871	3.812	(1.342)	(26.0)	(0.059)	(1.5)
Total Revenue	\$5.154	\$3.871	\$3.812	(\$1.342)	(26.0)	(\$0.059)	(1.5)
Expenses							
Labor:							
Payroll	\$2.005	\$1.717	\$1.024	\$0.981	48.9	\$0.693	40.4
Overtime	0.707	0.400	0.697	0.010	1.4	(0.297)	(74.3)
Health and Welfare	0.517	0.000	0.000	0.517	100.0	0.000	-
OPEB Current Payment	0.000	0.000	0.011	(0.011)	-	(0.011)	-
Pensions	0.094	0.000	0.000	0.094	100.0	0.000	-
Other Fringe Benefits	0.077	0.000	0.000	0.077	100.0	0.000	-
Reimbursable Overhead	1.754	1.754	1.591	0.163	9.3	0.163	9.3
Total Labor Expenses	\$5.154	\$3.871	\$3.323	\$1.831	35.5	\$0.548	14.2
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.008	(\$0.008)	-	(\$0.008)	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.013	(0.013)	-	(0.013)	-
Materials & Supplies	0.000	0.000	0.468	(0.468)	-	(0.468)	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.489	(\$0.489)	-	(\$0.489)	-
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$5.154	\$3.871	\$3.812	\$1.342	26.0	\$0.059	1.5
Depreciation	0.000	0.000	0.000	0.000	-	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$5.154	\$3.871	\$3.812	\$1.342	26.0	\$0.059	1.5
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2015 Year-End Report
Accrual Statement of Operations by Category
2015 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	December 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6.300	\$6.373	\$6.401	\$0.101	1.6	\$0.028	0.4
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	4.175	2.486	2.494	(1.681)	(40.3)	0.008	0.3
Capital and Other Reimbursements	5.154	3.871	3.812	(1.342)	(26.0)	(0.059)	(1.5)
Total Revenue	\$15.629	\$12.730	\$12.707	(\$2.922)	(18.7)	(\$0.023)	(0.2)
Expenses							
Labor:							
Payroll	\$21.541	\$24.432	\$22.574	(\$1.033)	(4.8)	\$1.858	7.6
Overtime	3.392	2.180	3.451	(0.059)	(1.7)	(1.271)	(58.3)
Health and Welfare	4.484	3.938	3.969	0.515	11.5	(0.031)	(0.8)
OPEB Current Payment	1.317	1.309	1.440	(0.123)	(9.3)	(0.131)	(10.0)
Pensions	6.011	6.007	6.000	0.011	0.2	0.007	0.1
Other Fringe Benefits	2.108	3.437	3.921	(1.813)	(86.0)	(0.484)	(14.1)
Reimbursable Overhead	0.000	0.000	0.001	(0.001)	-	(0.001)	-
Total Labor Expenses	\$38.853	\$41.303	\$41.356	(\$2.503)	(6.4)	(\$0.053)	(0.1)
Non-Labor:							
Electric Power	\$4.326	\$3.837	\$3.820	\$0.506	11.7	\$0.017	0.4
Fuel	0.548	0.216	0.258	0.290	52.9	(0.042)	(19.4)
Insurance	1.601	1.241	1.555	0.046	2.9	(0.314)	(25.3)
Claims	0.085	0.904	0.884	(0.799)	*	0.020	2.2
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	11.611	3.396	1.072	10.539	90.8	2.324	68.4
Professional Service Contracts	0.795	0.754	0.549	0.246	30.9	0.205	27.2
Materials & Supplies	2.663	1.964	2.081	0.582	21.9	(0.117)	(6.0)
Other Business Expenses	0.030	0.030	0.154	(0.124)	*	(0.124)	*
Total Non-Labor Expenses	\$21.659	\$12.342	\$10.373	\$11.286	52.1	\$1.969	16.0
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$60.512	\$53.645	\$51.729	\$8.783	14.5	\$1.916	3.6
Depreciation	8.300	8.300	8.072	0.228	2.7	0.228	2.7
Other Post Employment Benefits	2.300	2.300	2.371	(0.071)	(3.1)	(0.071)	(3.1)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$71.112	\$64.245	\$62.172	\$8.940	12.6	\$2.073	3.2
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$55.483)	(\$51.515)	(\$49.465)	\$6.018	10.8	\$2.050	4.0

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2015 Year-End Report
Cash Receipts and Expenditures
2015 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	December 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$6.299	\$5.932	\$6.336	\$0.037	0.6	\$0.404	6.8
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	4.175	3.396	1.892	(2.283)	(54.7)	(1.504)	(44.3)
Capital and Other Reimbursements	5.154	3.871	3.034	(2.120)	(41.1)	(0.837)	(21.6)
Total Receipts	\$15.628	\$13.199	\$11.262	(\$4.366)	(27.9)	(\$1.937)	(14.7)
Expenditures							
Labor:							
Payroll	\$23.286	\$28.137	\$21.634	\$1.652	7.1	\$6.503	23.1
Overtime	3.392	2.380	3.121	0.271	8.0	(0.741)	(31.1)
Health and Welfare	4.484	3.938	5.097	(0.613)	(13.7)	(1.159)	(29.4)
OPEB Current Payment	1.317	1.309	0.620	0.697	52.9	0.689	52.6
Pensions	6.011	6.007	6.000	0.011	0.2	0.007	0.1
Other Fringe Benefits	2.242	3.644	4.000	(1.758)	(78.4)	(0.356)	(9.8)
GASB Account	0.000	0.000	0.000	0.000	-	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$40.732	\$45.415	\$40.472	\$0.260	0.6	\$4.943	10.9
Non-Labor:							
Electric Power	\$4.326	\$3.837	\$3.934	\$0.392	9.1	(\$0.097)	(2.5)
Fuel	0.548	0.430	0.105	0.443	80.8	0.325	75.6
Insurance	1.601	2.092	1.895	(0.294)	(18.4)	0.197	9.4
Claims	0.085	1.039	1.004	(0.919)	*	0.035	3.4
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	11.611	3.396	0.956	10.655	91.8	2.440	71.8
Professional Service Contracts	0.795	0.754	0.857	(0.062)	(7.8)	(0.103)	(13.7)
Materials & Supplies	2.663	1.964	2.114	0.549	20.6	(0.150)	(7.6)
Other Business Expenses	0.030	0.030	0.160	(0.130)	*	(0.130)	*
Total Non-Labor Expenditures	\$21.659	\$13.542	\$11.025	\$10.634	49.1	\$2.517	18.6
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$62.391	\$58.957	\$51.497	\$10.894	17.5	\$7.460	12.7
Operating Cash Deficit	(\$46.763)	(\$45.758)	(\$40.235)	\$6.528	14.0	\$5.523	12.1

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2015 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2015 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	December 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	(\$0.001)	(\$0.441)	(\$0.065)	(\$0.064)	*	0.376	85.3
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.910	(0.602)	(0.602)	-	(1.512)	*
Capital and Other Reimbursements	0.000	0.000	(0.778)	(0.778)	-	(0.778)	-
Total Receipts	(\$0.001)	\$0.469	(\$1.445)	(\$1.444)	*	(\$1.914)	*
Expenditures							
Labor:							
Payroll	(\$1.745)	(\$3.705)	\$0.940	2.685	*	4.645	*
Overtime	0.000	(0.200)	0.330	0.330	-	0.530	*
Health and Welfare	0.000	0.000	(1.128)	(1.128)	-	(1.128)	-
OPEB Current Payment	0.000	0.000	0.820	0.820	-	0.820	-
Pensions	0.000	0.000	0.000	0.000	-	0.000	-
Other Fringe Benefits	(0.134)	(0.207)	(0.079)	0.055	41.0	0.128	61.8
GASB Account	0.000	0.000	0.001	0.001	-	0.001	-
Reimbursable Overhead	0.000	0.000	0.001	0.001	-	0.001	-
Total Labor Expenditures	(\$1.879)	(\$4.112)	\$0.885	\$2.764	*	\$4.997	*
Non-Labor:							
Electric Power	\$0.000	\$0.000	(\$0.114)	(0.114)	-	(0.114)	-
Fuel	0.000	(0.214)	0.153	0.153	-	0.367	*
Insurance	0.000	(0.851)	(0.340)	(0.340)	-	0.511	60.0
Claims	0.000	(0.135)	(0.120)	(0.120)	-	0.015	11.1
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.116	0.116	-	0.116	-
Professional Service Contracts	0.000	0.000	(0.308)	(0.308)	-	(0.308)	-
Materials & Supplies	0.000	0.000	(0.033)	(0.033)	-	(0.033)	-
Other Business Expenses	0.000	0.000	(0.006)	(0.006)	-	(0.006)	-
Total Non-Labor Expenditures	\$0.000	(\$1.200)	(\$0.652)	(\$0.652)	-	\$0.548	45.7
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures Before Depreciation	(\$1.879)	(\$5.312)	\$0.233	\$2.112	*	\$5.545	*
Depreciation	8.300	8.300	8.072	(0.228)	(2.7)	(0.228)	(2.7)
Other Post Employment Benefits	2.300	2.300	2.371	0.071	3.1	0.071	3.1
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	\$8.721	\$5.288	\$10.676	\$1.955	22.4	\$5.388	*
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$8.720	\$5.757	\$9.231	\$0.511	5.9	\$3.474	60.3

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Explanation of Variances Between Final Estimate and Actual: Accrual & Cash
December 2015 Year-to-Date

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
<u>ACCRUAL</u>				
Payroll	Non Reimb.	1.165	5.1%	Mostly vacancy savings
Overtime	Non Reimb.	(0.974)	(54.7)%	Additional operating coverage requirements for vacancies, represented employee training, multiple projects, reimbursable project timing, Workers' Compensation and sick leave
Health and Welfare/OPEB Current Expenses	Non Reimb.	(0.151)	(2.9)%	Unanticipated expense overrun
Other Fringe Benefits	Non Reimb.	(0.484)	(14.1)%	Mostly higher interagency charges than expected
Reimbursable Overhead	Non Reimb.	(0.164)	(9.4)%	Primarily the unfavorable timing of reimbursable labor cost for project work requirements
Fuel	Non Reimb.	(0.042)	(19.4)%	Mostly higher consumption
Insurance	Non Reimb.	(0.314)	(25.3)%	The unfavorable timing of expenses
Maintenance and Other Operating Contracts	Non Reimb.	2.324	68.4%	Mainly the favorable timing of car fleet maintenance and other project charges
Professional Service Contracts	Non Reimb.	0.218	28.9%	Mostly underruns in Information Technology and various professional service accounts
Materials & Supplies	Non Reimb.	0.351	17.9%	Mainly unplanned reimbursable material requirements
Depreciation	Non Reimb.	0.228	2.7%	Largely a lower asset base reaching beneficial use than anticipated
Other Post-Employment Benefits	Non Reimb.	(0.071)	(3.1)%	Subject to a final year-end actuarial valuation
Payroll	Reimb.	0.693	40.4%	Mainly the timing of project work and vacancies
Overtime	Reimb.	(0.297)	(74.3)%	Mainly vacancy coverage and project requirements
Materials & Supplies	Reimb.	(0.468)	n/a	Increase in materials in support of capital project requirements
<u>CASH</u>				
Farebox Receipts	-	0.404	6.8%	Favorable timing of cash settlements with NYCT
Other Operating Receipts	-	(1.504)	(44.3)%	Mostly unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	-	(0.837)	(21.6)%	Mostly the unfavorable timing of capital reimbursements
Payroll	-	6.503	23.1%	Primarily the favorable timing of retro-wage payments to March 2016, based on new labor contracts
Overtime	-	(0.741)	(31.1)%	Primarily the unfavorable timing of reimbursable labor cost for project work requirements
Health & Welfare/OPEB Current	-	(0.470)	(9.0)%	Largely payment catchup and unanticipated expense overrun
Other Fringe Benefits	-	(0.356)	(9.8)%	Mostly higher inter-agency charges/payments than anticipated
Fuel	-	0.325	75.6%	Favorable timing of payments
Insurance	-	0.197	9.4%	Favorable timing of interagency payments to MTA
Maintenance and Other Operating Contracts	-	2.440	71.8%	Mainly the favorable timing of car fleet maintenance charges and other

**MTA Staten Island Railway
Preliminary 2015 Year-End Report
Non-Reimbursable-Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents**

	<u>December 31, 2015</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Prel.</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Administration							
Executive	13	13	11	2	15.4	2	15.4
General Office	6	9	9	(3)	(50.0)	0	0.0
Purchasing/Stores	6	6	5	1	16.7	1	16.7
Total Administration	25	28	25	0	0.0	3	10.7
Operations							
Transportation	103	107	106	(3)	(2.9)	1	0.9
Total Operations	103	107	106	(3)	(2.9)	1	0.9
Maintenance							
Mechanical	43	43	38	5	11.6	5	11.6
Electronics/Electrical	15	15	14	1	6.7	1	6.7
Power/Signals	26	26	22	4	15.4	4	15.4
Maintenance of Way	46	47	49	(3)	(6.5)	(2)	(4.3)
Infrastructure	25	25	28	(3)	(12.0)	(3)	(12.0)
Total Maintenance	155	156	151	4	2.6	5	3.2
Engineering/Capital							
Capital Project Support	26	26	26	0	0.0	0	0.0
Public Safety							
Total Public Safety	0	0	0	0	0.0	0	0.0
Grand Total	309	317	308	1	0.3	9	2.8
Non-Reimbursable	280	291	282	(2)	(0.7)	9	3.1
Reimbursable	29	26	26	3	10.3	0	0.0
Total Full-Time	309	317	308	1	0.3	9	2.8
Total Full-Time Equivalents	0	0	0	0	0.0	0	0.0

**MTA Staten Island Railway
Preliminary 2015 Year-End Report
Full-Time Positions and Full-Time Equivalents by Function and Occupational Group**

	December 31, 2015			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Administration							
Managers/Supervisors	14	17	18	(4)	(28.6)	(1)	(5.9)
Professional, Technical, Clerical	11	11	7	4	36.4	4	36.4
Operational Hourlies	-	-	-	0	0.0	0	0.0
Total Administration	25	28	25	0	0.0	3	10.7
Operations							
Managers/Supervisors	5	5	3	2	40.0	2	40.0
Professional, Technical, Clerical	3	3	4	(1)	(33.3)	(1)	(33.3)
Operational Hourlies	95	99	99	(4)	(4.2)	0	0.0
Total Operations	103	107	106	(3)	(2.9)	1	0.9
Maintenance							
Managers/Supervisors	8	9	12	(4)	(50.0)	(3)	(33.3)
Professional, Technical, Clerical	3	3	3	0	0.0	0	0.0
Operational Hourlies	144	144	136	8	5.6	8	5.6
Total Maintenance	155	156	151	4	2.6	5	3.2
Engineering/Capital (Sandy)							
Managers/Supervisors	4	4	3	1	0.0	1	0.0
Professional, Technical, Clerical	2	2	2	0	0.0	0	0.0
Operational Hourlies	20	20	21	(1)	0.0	(1)	0.0
Total Engineering/Capital	26	26	26	0	0.0	0	0.0
Public Safety							
Managers/Supervisors	-	-	-	0	0.0	0	0.0
Professional, Technical, Clerical	-	-	-	0	0.0	0	0.0
Operational Hourlies (other than un	-	-	-	0	0.0	0	0.0
Total Public Safety	0	0	0	0	0.0	0	0.0
Total Positions							
Managers/Supervisors	31	35	36	(5)	(16.1)	(1)	(2.9)
Professional, Technical, Clerical	19	19	16	3	15.8	3	15.8
Operational Hourlies	259	263	256	3	1.2	7	2.7
Total Positions	309	317	308	1	0.3	9	2.8

MTA STATEN ISLAND RAILWAY
2015 ADOPTED BUDGET and FINAL ESTIMATE vs. ACTUAL
Ridership (Utilization)

	<u>December 2015 Year-to-Date</u>			<u>Favorable/(Unfavorable)</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
<u>RIDERSHIP</u>							
Ridership	4.496	4.533	4.502	0.006	0.1%	(0.031)	(0.7%)
Total Utilization	4.496	4.533	4.502	0.006	0.1%	(0.031)	(0.7%)
<u>FAREBOX REVENUE</u>							
Total Farebox Revenue	6.300	6.373	6.401	0.101	1.6%	0.028	0.4%
Total Revenue	\$6.300	\$6.373	\$6.401	\$0.101	1.6%	0.028	0.4%

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

	<u>2014</u>	<u>2015</u>	<u>Variance</u>		<u>Explanation</u>
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.015	0.016	0.001	3.7%	The shift from express buses to SIR and the SI Ferry after the March 22, 2015 fare increase
Average Weekend	0.008	0.008	(0.000)	(2.9%)	More weekends with service changes in 2015 than in 2014

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

**FINANCIAL AND RIDERSHIP REPORT
December 2015 Year-to-Date**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Operating revenue was \$230.6 million in 2015, \$0.3 million (0.1 percent) below the estimate, due primarily to an underrun in farebox revenue from lower ridership.

Total MTA Bus ridership in 2015 was 125.4 million, 0.2 percent (0.3 million riders) below the estimate. 2015 average weekday ridership was 405,978, a decrease of 0.3 percent (1,137 riders) from 2014.

Nonreimbursable expenses before depreciation, Other Post-Employment Benefits and environmental remediation, were \$666.9 million, \$33.1 million (5.2 percent) higher than the estimate. Labor expenses exceeded the estimate by \$40.4 million (8.5 percent), including a payroll expense overrun of \$20.7 million (8.2 percent), resulting from additional retro-wage adjustments covering prior period accrual underruns. Other fringe benefits were also unfavorable to the estimate by \$16.5 million ((34.7 percent), due principally to additional Workers' Compensation reserve requirements, based on a current actuarial update. Overtime expenses were above the estimate by \$5.5 million (10.4 percent), due to maintenance requirements in support of an aging bus fleet and vacancy/absentee coverage requirements. Non-labor expenses were below the estimate by \$7.4 million (4.7 percent), including favorable results in professional service contracts of \$7.9 million (29.1 percent) and maintenance contracts of \$6.1 million (21.7 percent), both due mostly to the favorable timing of expenses. These favorable results were partly offset by an overrun in Public Liability claims expenses of \$4.8 million (16.8 percent), due to additional reserve requirements based on a current actuarial update.

Depreciation expenses were in excess of the estimate by \$7.8 million (18.4 percent) and Other Post-Employment Benefit expenses of \$100.2 million were slightly above the estimate.

The **operating cash deficit** (excluding subsidies) was \$396.5 million, \$10.5 million (2.6 percent) favorable to the estimate.

Preliminary Actual Results Compared to the Adopted Budget

Operating revenue was below budget by \$5.5 million (2.3 percent), due largely to the elimination of assumed Sandy insurance reimbursements.

Non-reimbursable expenses exceeded budget by \$34.9 million (5.5 percent). Labor expenses were higher by \$52.7 million (11.3 percent), including increased payroll expenses of \$22.9 million (9.2 percent), caused by the need for additional retro-wage adjustments. Other fringe benefits was also above budget by \$17.1 million (36.4 percent), due to additional Workers' Compensation reserve requirements. Overtime expenses were in excess of budget by \$10.1 million (21.0 percent), due to overage fleet maintenance and vacancy/absentee coverage requirements. Non-labor expenses were below budget by \$17.8 million (10.6 percent), due mostly to lower fuel prices and the favorable timing of expenses, partly offset by higher Public Liability claims reserve requirements.

Note-Final 2015 results and their impact on 2016 will be reported in April.

MTA BUS COMPANY
Accrual Statement of Operations by Category
2015 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE

	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Operating Revenue							
Farebox Revenue	\$ 209.413	\$ 210.400	\$ 210.060	\$ 0.647	0.3	\$ (0.340)	(0.2)
Other Operating Revenue	26.735	20.560	20.586	(6.149)	(23.0)	0.026	0.1
Capital and Other Reimbursements				-	-	-	-
Total Revenue	\$ 236.148	\$ 230.960	\$ 230.646	\$ (5.502)	(2.3)	\$ (0.314)	(0.1)
Operating Expenses							
<u>Labor:</u>							
Payroll	\$ 249.207	\$ 251.409	\$ 272.088	\$ (22.881)	(9.2)	\$ (20.679)	(8.2)
Overtime	48.208	52.841	58.327	(10.119)	(21.0)	(5.486)	(10.4)
Health and Welfare	53.822	56.928	57.399	(3.577)	(6.6)	(0.471)	(0.8)
OPEB Current Payment	20.905	22.098	20.003	0.902	4.3	2.095	9.5
Pensions	45.676	46.240	45.672	0.004	0.0	0.568	1.2
Other Fringe Benefits	46.842	47.437	63.895	(17.053)	(36.4)	(16.458)	(34.7)
GASB Account				-	-	-	-
Reimbursable Overhead				-	-	-	-
Total Labor Expenses	\$ 464.660	\$ 476.953	\$ 517.384	\$ (52.724)	(11.3)	\$ (40.431)	(8.5)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ 1.804	\$ 1.773	\$ 1.696	\$ 0.108	6.0	\$ 0.077	4.3
Fuel for Buses and Trains	35.667	23.661	23.149	12.518	35.1	0.512	2.2
Insurance	5.514	5.345	3.448	2.066	37.5	1.897	35.5
Claims	28.000	28.768	33.605	(5.605)	(20.0)	(4.837)	(16.8)
Maintenance and Other Operating Contracts	28.806	28.075	21.976	6.830	23.7	6.099	21.7
Professional Service Contracts	27.423	27.281	19.332	8.091	29.5	7.949	29.1
Materials & Supplies	37.564	39.509	42.416	(4.852)	(12.9)	(2.907)	(7.4)
Other Business Expenses	2.496	2.441	3.855	(1.359)	(54.4)	(1.414)	(57.9)
Total Non-Labor Expenses	\$ 167.274	\$ 156.853	\$ 149.477	\$ 17.797	10.6	\$ 7.376	4.7
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 631.934	\$ 633.806	\$ 666.861	\$ (34.927)	(5.5)	\$ (33.055)	(5.2)
Depreciation	\$ 42.236	\$ 42.236	\$ 50.014	\$ (7.778)	(18.4)	\$ (7.778)	(18.4)
OPEB Obligation	100.150	100.150	100.201	(0.051)	0.0	(0.051)	0.0
Environmental Remediation	-	-	(0.597)	0.597	-	0.597	-
Total Expenses	\$ 774.320	\$ 776.192	\$ 816.479	\$ (42.159)	(5.4)	\$ (40.287)	(5.2)
Baseline Surplus/(Deficit)	\$ (538.172)	\$ (545.232)	\$ (585.833)	\$ (47.661)	(8.9)	\$ (40.601)	(7.4)

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2015 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	REIMBURSABLE			Favorable/(Unfavorable) Variance			
	2015						
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
	\$	%	\$	%	\$	%	
Revenue							
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Other Operating Revenue							
Capital and Other Reimbursements	5.738	5.738	5.252	(0.486)	(8.5)	(0.486)	(8.5)
Total Revenue	\$5.738	\$5.738	\$5.252	(\$0.486)	(8.5)	(\$0.486)	(8.5)
Expenses							
<u>Labor:</u>							
Payroll	\$ 2.714	\$ 2.714	\$ 2.936	\$ (0.222)	(8.2)	\$ (0.222)	(8.2)
Overtime	-	-	-	-	-	-	-
Health and Welfare	1.038	1.038	0.921	0.117	11.3	0.117	11.3
OPEB Current Payment	-	-	-	-	-	-	-
Pensions	0.470	0.470	0.439	0.031	6.6	0.031	6.6
Other Fringe Benefits	0.462	0.462	0.440	0.022	4.8	0.022	4.8
GASB Account	-	-	-	-	-	-	-
Reimbursable Overhead			0.379	(0.379)	-	(0.379)	-
Total Labor Expenses	\$ 4.684	\$ 4.684	\$ 5.115	\$ (0.431)	(9.2)	\$ (0.431)	(9.2)
<u>Non-Labor:</u>							
Traction and Propulsion Power				\$ -	-	\$ -	-
Fuel for Buses and Trains				-	-	-	-
Insurance				-	-	-	-
Claims				-	-	-	-
Paratransit Service Contracts				-	-	-	-
Maintenance and Other Operating Contracts	0.227	0.227	-	0.227	100.0	0.227	100.0
Professional Service Contracts				-	-	-	-
Materials & Supplies	0.827	0.827	0.137	0.690	83.4	0.690	83.4
Other Business Expenses				-	-	-	-
Total Non-Labor Expenses	\$ 1.054	\$ 1.054	\$ 0.137	\$ 0.917	87.0	\$ 0.917	87.0
<u>Other Expense Adjustments:</u>							
Other	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Depreciation	\$ 5.738	\$ 5.738	\$ 5.252	\$ 0.486	8.5	\$ 0.486	8.5
Depreciation	-	-	-	-	-	-	-
OPEB Obligation	-	-	-	-	-	-	-
Environmental Remediation	-	-	-	-	-	-	-
Total Expenses	\$ 5.738	\$ 5.738	\$ 5.252	\$ 0.486	8.5	\$ 0.486	8.5
Net Surplus/(Deficit)	\$ -	\$ -	\$ -	\$ -	-	\$ -	-

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2015 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE

	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	209.413	210.400	\$ 210.060	\$ 0.647	0.3	\$ (0.340)	(0.2)
Other Operating Revenue	26.735	20.560	20.586	(6.149)	(23.0)	0.026	0.1
Capital and Other Reimbursements	5.738	5.738	5.252	(0.486)	(8.5)	(0.486)	(8.5)
Total Revenue	\$ 241.886	\$ 236.698	\$ 235.898	\$ (5.988)	(2.5)	\$ (0.800)	(0.3)
Expenses							
<u>Labor:</u>							
Payroll	\$ 251.921	\$ 254.123	\$ 275.024	\$ (23.103)	(9.2)	\$ (20.901)	(8.2)
Overtime	48.208	52.841	58.327	(10.119)	(21.0)	(5.486)	(10.4)
Health and Welfare	54.860	57.966	58.320	(3.460)	(6.3)	(0.354)	(0.6)
OPEB Current Payment	20.905	22.098	20.003	0.902	4.3	2.095	9.5
Pensions	46.146	46.710	46.111	0.035	0.0	0.599	1.3
Other Fringe Benefits	47.304	47.899	64.335	(17.031)	(36.0)	(16.436)	(34.3)
Reimbursable Overhead	0.000	0.000	0.379	(0.379)	-	(0.379)	-
Total Labor Expenses	\$ 469.344	\$ 481.637	\$ 522.499	\$ (53.155)	(11.3)	\$ (40.862)	(8.5)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ 1.804	\$ 1.773	\$ 1.696	\$ 0.108	6.0	\$ 0.077	4.3
Fuel for Buses and Trains	35.667	23.661	23.149	12.518	35.1	0.512	2.2
Insurance	5.514	5.345	3.448	2.066	37.5	1.897	35.5
Claims	28.000	28.768	33.605	(5.605)	(20.0)	(4.837)	(16.8)
Maintenance and Other Operating Contracts	29.033	28.302	21.976	7.057	24.3	6.326	22.4
Professional Service Contracts	27.423	27.281	19.332	8.091	29.5	7.949	29.1
Materials & Supplies	38.391	40.336	42.553	(4.162)	(10.8)	(2.217)	(5.5)
Other Business Expenses	2.496	2.441	3.855	(1.359)	(54.4)	(1.414)	(57.9)
Total Non-Labor Expenses	\$ 168.328	\$ 157.907	\$ 149.614	\$ 18.714	11.1	\$ 8.293	5.3
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Depreciation and GASB Adjs.	\$ 637.672	\$ 639.544	\$ 672.113	\$ (34.441)	(5.4)	\$ (32.569)	(5.1)
Depreciation	\$ 42.236	\$ 42.236	\$ 50.014	\$ (7.778)	(18.4)	\$ (7.778)	(18.4)
OPEB Obligation	\$ 100.150	\$ 100.150	\$ 100.201	\$ (0.051)	0.0	\$ (0.051)	0.0
Environmental Remediation	\$ -	\$ -	\$ (0.597)	\$ 0.597	-	\$ 0.597	-
Total Expenses	\$ 780.058	\$ 781.930	\$ 821.731	\$ (41.673)	(5.3)	\$ (39.801)	(5.1)
Baseline Surplus/(Deficit)	\$ (538.172)	\$ (545.232)	\$ (585.833)	\$ (47.661)	(8.9)	\$ (40.601)	(7.4)

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2015 Final Estimate and Preliminary Actual: Accrual
December 2015 Year-to-Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
Farebox Revenue	Non Reimb	(\$0.340)	(0.2)	Lower ridership
Other Operating Revenue	Non Reimb	\$0.026	0.1	(a)
Capital and Other Reimbursements	Reimb	(\$0.486)	(8.5)	Less than expected capital reimbursements due to timing of receipts and vacancies.
Payroll	Non Reimb	(\$20.679)	(8.2)	Mainly due to RWA adjustment for under accrual in prior periods
Overtime	Non Reimb	(\$5.486)	(10.4)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare	Non Reimb	(\$0.471)	(0.8)	} Timing of expenses
OPEB Current Payment	Non Reimb	\$2.095	9.5	
Pensions	Non Reimb	\$0.568	1.2	Latest estimate includes an increase in expenses
Other Fringe Benefits	Non Reimb	(\$16.458)	(34.7)	Unfavorable variance due to latest actuarial analysis of workers' compensation cost.
Traction and Propulsion Power	Non Reimb	\$0.077	4.3	(a)
Fuel for Buses and Trains	Non Reimb	\$0.512	2.2	Lower average rates
Insurance	Non Reimb	\$1.897	35.5	Lower expenses than planned
Claims	Non Reimb	(\$4.837)	(16.8)	Higher claims due to actuarial adjustment
Maintenance and Other Operating Contracts	Non Reimb	\$6.099	21.7	Timing of expenses and mischarge of security costs in Material and Supplies.
Professional Service Contracts	Non Reimb	\$7.949	29.1	Delay in billing cycle
Materials & Supplies	Non Reimb	(\$2.907)	(7.4)	Prior period expenses and mischarges of security costs belonging in Maintenance and Other Operating Services
Other Business Expenses	Non Reimb	(\$1.414)	(57.9)	Greater than budgeted Automatic Fare Collection fees.
Depreciation	Non Reimb	(\$7.778)	(18.4)	Non cash expense
Other Post Employment Benefits	Non Reimb	(\$0.051)	0.0	(a)
Environmental Remediation	Non Reimb	\$0.597	-	Reversal of prior year expenses
Payroll	Reimb	(\$0.222)	(8.2)	Timing of charges
Health and Welfare	Reimb	\$0.117	11.3	Timing of charges
Pension	Reimb	\$0.031	6.6	Timing of charges
Other Fringe Benefits	Reimb	\$0.022	4.8	Timing of charges
Reimbursable Overhead	Reimb	(\$0.379)	-	Timing of charges
Maintenance and Other Operating Contracts	Reimb	\$0.227	-	Timing of charges
Materials & Supplies	Reimb	\$0.690	83.4	Timing of charges
Total Expense Variance		(\$39.801)		
Net Variance		(\$40.601)		

* Variance exceeds 100%.
(a) - Variance less than 5% or below \$ threshold

MTA BUS COMPANY
Cash Receipts and Expenditures
2015 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ 209.413	\$ 210.650	\$ 209.816	\$ 0.403	0.2	\$ (0.834)	(0.4)
Other Operating Revenue	26.735	21.560	20.529	(6.206)	(23.2)	(1.031)	(4.8)
Capital and Other Reimbursements	10.590	11.790	5.560	(5.030)	(47.5)	(6.230)	(52.8)
Total Receipts	\$ 246.738	\$ 244.000	\$ 235.905	\$ (10.833)	(4.4)	\$ (8.095)	(3.3)
Expenditures							
<u>Labor:</u>							
Payroll	\$ 259.049	\$ 261.251	\$ 246.476	\$ 12.573	4.9	\$ 14.775	5.7
Overtime	48.208	52.841	58.371	(10.163)	(21.1)	(5.530)	(10.5)
Health and Welfare	54.446	57.552	62.071	(7.625)	(14.0)	(4.519)	(7.9)
OPEB Current Payment	20.905	22.098	20.005	0.900	4.3	2.093	9.5
Pensions	45.973	46.537	46.001	(0.028)	0.0	0.536	1.2
Other Fringe Benefits	47.832	49.863	45.798	2.034	4.3	4.065	8.2
GASB Account	0.001	0.001	-	0.001	100.0	0.001	100.0
Reimbursable Overhead	-	-	0.238	(0.238)	-	(0.238)	-
Total Labor Expenditures	\$ 476.414	\$ 490.144	\$ 478.960	\$ (2.546)	(0.5)	\$ 11.184	2.3
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ 1.804	\$ 1.773	\$ 1.696	0.108	6.0	0.077	4.3
Fuel for Buses and Trains	35.667	23.661	24.750	10.917	30.6	(1.089)	(4.6)
Insurance	5.514	8.245	1.762	3.752	68.0	6.483	78.6
Claims	24.000	24.768	26.484	(2.484)	(10.4)	(1.716)	(6.9)
Maintenance and Other Operating Contracts	29.033	27.302	27.438	1.595	5.5	(0.136)	(0.5)
Professional Service Contracts	27.423	31.281	20.202	7.221	26.3	11.079	35.4
Materials & Supplies	38.391	40.336	47.608	(9.217)	(24.0)	(7.272)	(18.0)
Other Business Expenses	2.496	3.441	2.948	(0.452)	(18.1)	0.493	14.3
Total Non-Labor Expenditures	\$ 164.328	\$ 160.807	\$ 152.888	\$ 11.440	7.0	\$ 7.919	4.9
<u>Other Expenditure Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenditures Before Depreciation	\$ 640.742	\$ 650.951	\$ 631.848	\$ 8.894	1.4	\$ 19.103	2.9
Depreciation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
OPEB Obligation	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Environmental Remediation	\$ -	\$ -	\$ 0.546	(0.546)	-	(0.546)	-
Total Expenditures	\$ 640.742	\$ 650.951	\$ 632.394	\$ 8.348	1.3	\$ 18.557	2.9
Baseline Cash Deficit	\$ (394.004)	\$ (406.951)	\$ (396.489)	\$ (2.485)	(0.6)	\$ 10.462	2.6

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2015 Final Estimate and Preliminary Actual: Cash
December 2015 Year-to-Date

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Farebox Revenue	(\$0.834)	(0.4)	Lower ridership
Other Operating Revenue	(\$1.031)	(4.8)	Delay in Student fare reimbursements
Capital and Other Reimbursements	(\$6.230)	(52.8)	Timing of reimbursement receipts
Payroll	\$14.775	5.7	Mainly due to the delay in union RWA payments due to unsettled contracts
Overtime	(\$5.530)	(10.5)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare	(\$4.519)	(7.9)	} Prior period payments
OPEB Current Payment	\$2.093	9.5	
Pensions	\$0.536	1.2	Delay in payments
Other Fringe Benefits	\$4.065	8.2	Related to the delayed RWA payroll payments
Reimbursable Overhead	(\$0.238)	-	
GASB account	\$0.001	-	(a)
Traction and Propulsion Power	\$0.077	4.3	(a)
Fuel for Buses and Trains	(\$1.089)	(4.6)	Delay in receipt of CNG rebate
Insurance	\$6.483	78.6	Lower premium payments than planned
Claims	(\$1.716)	(6.9)	Higher settlements than budget
Maintenance and Other Operating Contracts	(\$0.136)	(0.5)	(a)
Professional Service Contracts	\$11.079	35.4	Timing of payments
Materials & Supplies	(\$7.272)	(18.0)	Prior period expenses
Other Business Expenses	\$0.493	14.3	Timing of payments
Environmental Remediation	(\$0.546)	-	

Total Expense Variance \$18.557

Net Variance \$10.462

* Variance exceeds 100%.
(a) - Variance less than 5% or below \$ threshold

MTA BUS COMPANY
2015 Adopted Budget and Final Estimate vs. Preliminary Actual
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2015			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue		\$ 0.250	\$ (0.244)	\$ (0.244)	-	\$ (0.494)	*
Other Operating Revenue	-	1.000	(0.057)	(0.057)	-	(1.057)	*
Capital and Other Reimbursements	4.852	6.052	0.308	(4.544)	(93.7)	(5.744)	(94.9)
Total Receipts	\$ 4.852	\$ 7.302	\$ 0.007	\$ (4.845)	(99.9)	\$ (7.295)	(99.9)
Expenditures							
Labor:							
Payroll	\$ (7.128)	\$ (7.128)	\$ 28.548	\$ 35.676	*	\$ 35.676	*
Overtime	-	(0.000)	(0.044)	(0.044)	-	(0.044)	*
Health and Welfare	0.414	0.414	(3.751)	(4.165)	*	(4.165)	*
OPEB Current Payment	-	-	(0.002)	(0.002)	-	(0.002)	-
Pensions	0.173	0.173	0.110	(0.063)	(36.4)	(0.063)	(36.4)
Other Fringe Benefits	(0.528)	(1.964)	18.537	19.065	*	20.501	*
GASB Account	(0.001)	(0.001)	-	0.001	100.0	0.001	100.0
Reimbursable Overhead	-	-	0.141	0.141	-	0.141	-
Total Labor Expenditures	\$ (7.070)	\$ (8.507)	\$ 43.539	\$ 50.609	*	\$ 52.046	*
Non-Labor:							
Traction and Propulsion Power	-	-	-	-	-	-	-
Fuel for Buses and Trains	-	-	(1.601)	(1.601)	-	(1.601)	-
Insurance	-	(2.900)	1.686	1.686	-	4.586	*
Claims	4.000	4.000	7.121	3.121	78.0	3.121	78.0
Maintenance and Other Operating Contracts	-	1.000	(5.462)	(5.462)	-	(6.462)	*
Professional Service Contracts	-	(4.000)	(0.870)	(0.870)	-	3.130	78.3
Materials & Supplies	-	-	(5.055)	(5.055)	-	(5.055)	-
Other Business Expenses	-	(1.000)	0.907	0.907	-	1.907	*
Total Non-Labor Expenditures	\$ 4.000	\$ (2.900)	\$ (3.274)	\$ (7.274)	*	\$ (0.374)	(12.9)
Other Expenditure Adjustments:							
Other	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$ 1.782	\$ (4.105)	\$ 40.272	\$ 38.490	*	\$ 44.377	*
Depreciation	42.236	42.236	50.014	7.778	18.4	7.778	18.4
OPEB Obligation	\$ 100.150	\$ 100.150	\$ 100.201	\$ 0.051	0.0	\$ 0.051	0.0
Environmental Remediation	\$ -	\$ -	\$ (1.143)	\$ 1.143	-	\$ (1.143)	-
Baseline Total Cash Conversion Adjustments	\$ 144.168	\$ 138.281	\$ 189.344	\$ 45.176	31.3	\$ 51.063	36.9

*Totals may not add due to rounding

**MTA BUS COMPANY
2015 YEAR-END REPORT
UTILIZATION
(in millions)**

	<u>December Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>2015 Adopted Budget</u>	<u>2015 Final Estimate</u>	<u>Preliminary Actual</u>	<u>2015 Adopted Budget</u>		<u>2015 Final Estimate</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
<u>Farebox Revenue</u>							
Fixed Route	\$ 209.413	\$ 210.400	\$ 210.060	\$ 0.647	0.3	\$ (0.340)	(0.2)
Total Farebox Revenue	209.413	210.400	210.060	0.647	0.3	(0.340)	(0.2)
Other Revenue	26.735	20.560	20.586	(6.149)	(23.0)	0.026	0.1
Capital & Other	5.738	5.738	5.252	(0.486)	(8.5)	(0.486)	(8.5)
Total Revenue	\$ 241.886	\$ 236.698	\$ 235.898	\$ (5.988)	(2.5)	\$ (0.800)	(0.3)
<u>Ridership</u>							
Fixed Route	125.812	125.700	125.399	(0.413)	(0.3)	(0.301)	(0.2)
Total Ridership	125.812	125.700	125.399	(0.413)	(0.3)	(0.301)	(0.2)

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Function and Department
Full-Time Positions and Full -Time Equivalents
December 2015 Year-to-Date

FUNCTION/DEPARTMENT	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	6	3	3	
Human Resources	16	10	6	
Office of Management and Budget	17	13	4	
Technology & Information Services	-	-	-	
Material	18	15	3	
Controller	15	19	(4)	
Office of the President	2	5	(3)	
System Safety Administration	5	1	4	
Law	21	23	(2)	
Corporate Communications	-	-	-	
Labor Relations	4	3	1	
Strategic Office	16	11	5	
Non-Departmental	27	-	27	
Total Administration	147	103	44	Vacancies to be filled
Operations				
Buses	2,220	2,229	(9)	
Office of the Executive VP	4	4	-	
Safety & Training	29	66	(37)	Students in Training
Road Operations	119	120	(1)	
Transportation Support	22	25	(3)	
Operations Planning	31	29	2	
Revenue Control	27	26	1	
Total Operations	2,452	2,499	(47)	
Maintenance				
Buses	756	752	4	
Maintenance Support/CMF	176	181	(5)	
Facilities	73	60	13	
Supply Logistics	93	92	1	
Total Maintenance	1,098	1,085	13	Vacancies to be filled
Capital Program Management	37	29	8	
Total Engineering/Capital	37	29	8	Vacancies to be filled
Security	18	16	2	
Total Public Safety	18	16	2	
Total Positions	3,752	3,732	20	
Non-Reimbursable	3,714	3,693	21	
Reimbursable	38	39	(1)	
Total Full-Time	3,737	3,718	19	
Total Full-Time Equivalents	15	14	1	

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Function and Department
Full-Time Positions and Full-Time Equivalents
December 2015 Year-to-Date

FUNCTION/OCCUPATIONAL GROUP	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	57	43	14	
Professional, Technical, Clerical	65	60	5	
Operational Hourlies	25	-	25	
Total Administration	147	103	44	Vacancies to be filled
Operations				
Managers/Supervisors	301	309	(8)	
Professional, Technical, Clerical	50	52	(2)	
Operational Hourlies	2,101	2,138	(37)	
Total Operations	2,452	2,499	(47)	
Maintenance				
Managers/Supervisors	220	218	2	
Professional, Technical, Clerical	18	19	(1)	
Operational Hourlies	860	848	12	
Total Maintenance	1,098	1,085	13	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	18	3	
Professional, Technical, Clerical	16	11	5	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	29	8	Vacancies to be filled
Public Safety				
Managers/Supervisors	14	12	2	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	-	-	-	
Total Public Safety	18	16	2	
Total Baseline Positions				
Managers/Supervisors	613	600	13	
Professional, Technical, Clerical	153	146	7	
Operational Hourlies	2,986	2,986	-	
Total Baseline Positions	3,752	3,732	20	

MTA Bus Company
Preliminary 2015 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2015 Adoptd Budget		2015 Final Estimate		Actuals		2015 Adopted vs. Actuals		2015 Final Estimate vs. Actuals	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
							Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	627,139	\$25.966	627,139	\$25.966	603,912	\$26.569	23,227	(\$0.604)	23,227	(\$0.604)
							3.7%	-2.3%	3.7%	-2.3%
<u>Unscheduled Service</u>	126,886	5.545	126,886	5.545	120,937	5.195	5,949	\$0.350	5,949	\$0.350
							4.7%	6.3%	4.7%	6.3%
<u>Programmatic/Routine Maintenance</u>	155,869	6.690	208,369	9.416	284,176	12.617	(128,307)	(\$5.926)	(75,807)	(\$3.200)
							-82.3%	-88.6%	-36.4%	-34.0%
<u>Unscheduled Maintenance</u>	0	0.000	0	0.000	0	0.000	-	\$0.000	-	\$0.000
							0.0%	0.0%	0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	177,649	7.869	262,441	8.398	245,326	11.431	(67,677)	(\$3.562)	17,114	(\$3.033)
							-38.1%	-45.3%		
<u>Weather Emergencies</u>	45,565	1.693	72,311	3.071	41,869	1.968	3,696	(\$0.274)	30,443	\$1.104
							*	*		
<u>Safety/Security/Law Enforcement</u>	2,641	0.128	2,641	0.128	2,225	0.095	416	\$0.033	416	\$0.033
							15.8%	26.0%	15.8%	26.0%
<u>Other</u>	3,802	0.316	3,802	0.316	7,980	0.453	(4,178)	(\$0.137)	(4,178)	(\$0.137)
							-109.9%	-43.3%	-109.9%	-43.3%
TOTAL NON-REIMBURSABLE OVERTIME:	1,139,550	\$48.208	1,303,588	\$52.841	1,306,425	\$58.327	(166,874)	(\$10.119)	(2,836)	(\$5.486)
							-14.6%	-21.0%	-0.2%	-10.4%
REIMBURSABLE OVERTIME ¹	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
TOTAL OVERTIME	1,139,550	\$48.208	1,303,588	\$52.841	1,306,425	\$58.327	(166,874)	(\$10.119)	(2,836)	(\$5.486)
									-0.2%	-10.4%

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

* Above 100%

MTA Bus Company
Preliminary 2015 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

December 2015 Year-to-Date vs. Final Estimate

	Var. - Fav./(Unfav)		Explanations
	Hours	\$	
<u>Scheduled Service</u>	23,227 3.7%	(\$0.604) -2.3%	Less than schedule service operated.
<u>Unscheduled Service</u>	5,949 4.7%	\$0.350 6.3%	
<u>Programmatic/Routine Maintenance</u>	(75,807) -36.4%	(3.200) -34.0%	Maintenance work for accelerated completion of defects found on schedule inspection and the impact of aging bus fleet.
<u>Unscheduled Maintenance</u>	- 0.0%	- 0.0%	
<u>Vacancy/Absentee Coverage</u>	17,114 0.0%	(\$3.033) 0.0%	
<u>Weather Emergencies</u>	30,443 0.0%	\$1.104 0.0%	
<u>Safety/Security/Law Enforcement</u>	416 15.8%	\$0.033 26.0%	
<u>Other</u>	(4,178) -109.9%	(\$0.137) -43.3%	
TOTAL NON-REIMBURSABLE OVERTIME:	(2,836) -0.2%	(\$5.486) -10.4%	
REIMBURSABLE OVERTIME ¹	-	\$0.000	
TOTAL OVERTIME	(2,836) -0.2%	(\$5.486) -10.4%	

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

* Above 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.

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through December 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	\$103.4	517
Design Completions	\$188.2	\$112.3	60
Construction Awards	\$2,367.6	\$1,454.3	61
Substantial Completions	\$1,824.2	\$1,508.6	83
Closeouts	\$8,149.3	\$3,304.2	41

During December, NYCT awarded projects totaling \$89.0 million, including:

- Component repair at Manhattanville and East New York Bus Depots; and
- Three projects addressing assets impacted by Superstorm Sandy including, repair at Tower B Employee Facilities at St. George Terminal in Staten Island and two mitigation contracts: Purchase 14 Backup Generators and Coastal Storm Mechanical Closure Devices.

During the same period, NYCT substantially completed projects totaling \$433.2 million, including:

- Communication Based Train Control Test Track Pilot on the Culver Line;
- Phase 3 of Culver Viaduct Rehabilitation; and
- Bus Time Customer Information System.

Also during December, NYCT started seven design projects for \$3.2 million, completed four design projects for \$6.7 million, and closed out 31 projects for \$885.5 million.

Capital Program Status
February 2016
(December 2015)

During December, NYCT awarded \$89.0 million in projects, including \$21.0 million for component repairs at Manhattanville and East New York Bus Depots. The project at Manhattanville Bus Depot will include comprehensive repairs to the brick masonry façade. The project at East New York Bus Depot is a Small Business Mentoring contract for the replacement of a bus lift, for maintenance and repair of articulated buses. Repair of fleet storage and maintenance facilities supports customer safety and service reliability.

NYCT also awarded \$14.7 million across three contracts to address restoration and improvement of facilities affected by Superstorm Sandy. The repair contract awarded will involve long-term restoration measures for Tower B employee facilities at St. George Terminal in Staten Island. The two mitigation contracts awarded, Purchase of 14 Backup Generators and Coastal Storm Mechanical Closure Devices, will include the acquisition of devices to be utilized under emergency conditions. Purchase of 14 backup generators will provide backup power for pump rooms in under-river tubes, across 12 locations in Manhattan and Brooklyn. Finally, the contract for Coastal Storm Mechanical Closure Device will involve fabrication and installation of mechanical closure devices at vent gratings at critical locations in lower Manhattan, as a method of long-term mitigation.

During December, NYCT substantially completed projects totaling \$433.2 million, including \$97.5 million for Communication Based Train Control interoperability testing on the Culver Line. This project equipped a section of track on the Culver Line with Communication Based Train Control systems from two different vendors, in order to test interoperability for safe operations of revenue service, which will allow for increased competitiveness with respect to the award of future Communication Based Train Control contracts. This scope will support the implementation of Communication Based Train Control throughout the transit system, which will improve both customer safety and service reliability.

NYCT also completed \$62.96 million for Phase 3 of structural repairs to the Culver Viaduct. Scope for this phase involved rehabilitation of the underside of the Culver Viaduct deck on the Culver Line in Brooklyn, as well as of related support components, as part of ongoing work to maintain a state of good repair. Phase 1 completed repair of other deficient components in 2003 and Phase 2 addressed waterproofing, in addition to replacement of track, power, electrical and communication components, as completed in 2013. Rehabilitation of elevated structures supports customer safety and service reliability.

In addition, NYCT completed \$47.4 million for Bus Time Customer Information System. This contract installed both onboard equipment to identify the location of the buses, as well as, software and hardware systems to deliver real-time bus arrival information to customers via text message, mobile applications and the internet.

Also during December, NYCT started seven design projects for \$3.2 million, completed four design projects for \$6.7 million, and closed out 31 projects for \$885.5 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the 31 projects that NYCT closed out in December.

Projects Closed During December 2015
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Stillwell Avenue Terminal: Communications	\$4.35	\$4.64	10/2011	50
Overcoating: Rockaway Boulevard - Hammels Wye / Rockaway	\$4.49	\$5.28	3/2015	9
Viaduct Structure Rehab: Rockaway & Far Rockaway	\$42.17	\$41.69	3/2015	9
Sandy Repairs: Signals in the Greenpoint Tube	\$5.41	\$7.00	3/2015	9
Jay Street Systems Relocation: New PBX Room	\$16.71	\$18.24	5/2015	7
Church Ave Interlocking & Automatics / Culver	\$197.15	\$195.01	5/2015	7
Sandy Repairs: Montague Tube Signal Circuit Modifications	\$1.24	\$1.22	5/2015	7
Sandy Repairs: Install PLC Signal Equipment - Rockaway Line	\$6.03	\$6.03	6/2015	6
Mainline Track Replacement 2014 / White Plains Road	\$19.96	\$23.22	7/2015	5
4 Bus Washers at 2 Depots (East NY & Yukon) [SBFP]	\$4.17	\$4.81	7/2015	5
Station Ventilators: Clinton-Wash Aves / BCT [SBMP]	\$1.01	\$0.90	7/2015	5
4 Bus Washers at 2 Depots/Flatbush & Ulmer Park [SBFP]	\$4.17	\$3.97	8/2015	4
Jay St Sys Reloc: PBX Switch Furnish & Install	\$5.81	\$12.53	9/2015	3
Clara Hale Depot Reconstruction	\$250.15	\$256.37	10/2015	2
Sandy Repairs: Mainline Switches Montague Tube	\$3.30	\$2.14	11/2015	1
Sandy Repairs: 1 Fan Plant (Montague Tube)	\$5.11	\$3.95	11/2015	1
Sandy Mitigation: Power Cable & Ducts Montague Tube	\$56.36	\$56.36	11/2015	1
Sandy Repairs: Two Substations (Montague Tube)	\$1.36	\$1.36	11/2015	1
Sandy Repairs: 3 CBHs (Montague Tube)	\$10.86	\$6.79	11/2015	1
Sandy Repairs: Power/Cable/Ducts: Greenpoint Tube	\$20.11	\$24.18	11/2015	1
Sandy Repairs: Tunnel Lighting Montague Tube	\$32.84	\$17.70	11/2015	1
Sandy Repairs: Power Cable & Ducts Montague Tube	\$76.20	\$93.36	11/2015	1
Sandy Repairs: 2 Pump Room (Montague Tube)	\$9.41	\$8.07	11/2015	1
Sandy Repairs: Track (Montague Tube)	\$27.89	\$15.47	11/2015	1
Mainline Track Replacement 2014 / Brighton	\$28.41	\$24.76	12/2015	0
Install Positive & Control Power Cable 141-147 St / LNX	\$2.44	\$2.44	12/2015	0
Substations (IND): Cabling: Central Substation / 6th Av - Ph 2	\$14.39	\$12.03	1/2016	(1)
Structure Repairs / Dyre Avenue Line	\$10.87	\$10.92	2/2016	(2)
Jay St Systems Reloc: Support & Miscellaneous	\$3.89	\$3.98	2/2016	(2)
Rehab CBH 403 Vanderbilt / Flushing	\$15.11	\$11.88	7/2016	(7)

The closeout of Stillwell Ave Terminal: Communications was delayed 50 months due to a number of administrative issues, including acquisition of rights to software for the public address system, payment procedures and procurement of equipment for operations. The closeout of Overcoating and Viaduct Rehabilitation on the Rockaway Line was delayed 9 months due to a contractor insurance issue. The delay of the closeout for Jay Street: New PBX Room was due to a delay in the submittal of final deliverables, including operations and management manuals. For Church Ave Interlocking-Culver Line and associated Sandy signal repair scope in Greenpoint and Montague Tubes, closeout was delayed due to modifications required to achieve Final Acceptance for scope at Church Avenue, as well as final submittal of as-built drawings and General Order availability to complete punchlist items for Greenpoint Tube scope.

Status of Fan Plants and Fans
(as of December 31, 2015)

<u>Fan Plants</u>	<u>December '14</u>	<u>December '15</u>	<u>More/(Less)</u>
All	189	193	4
Operable	174	180	6
Inoperable	15	13	(2)
Reduced Capacity	0	0	0

<u>Fan Units</u>	<u>December '14</u>	<u>December '15</u>	<u>More/(Less)</u>
All	400	414	14
Operable	359	382	23
Inoperable	41	32	(9)
Reduced Capacity	0	0	0

Inoperable Fan Plants and Fans
(as of December 31, 2015)

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	9	25
MOW / Hydraulics	3	3
Warranty Work, Test Section Repair, MTA-CC or Cable Sct.	1	4
Total	13	32

**CAPITAL PROJECT MILESTONE SUMMARY
2015
(THROUGH DECEMBER 31, 2015)**

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

December

Design Starts	\$0.0	0	\$3.2	7	N/A	N/A
Design Completions	16.2	8	6.7	4	41.6	50.0
Construction Awards	344.3	8	89.0	12	25.8	150.0
Substantial Completions	234.9	25	433.2	33	184.4	132.0
Closeouts	705.3	21	885.5	31	125.6	147.6

2015 Year-To-Date

Design Starts	\$20.0	20	\$103.4	92	516.9	460.0
Design Completions	188.2	96	112.3	69	59.7	71.9
Construction Awards	2,367.6	152	1,454.3	131	61.4	86.2
Substantial Completions	1,824.2	201	1,508.6	162	82.7	80.6
Closeouts	8,149.3	236	3,304.2	144	40.5	61.0

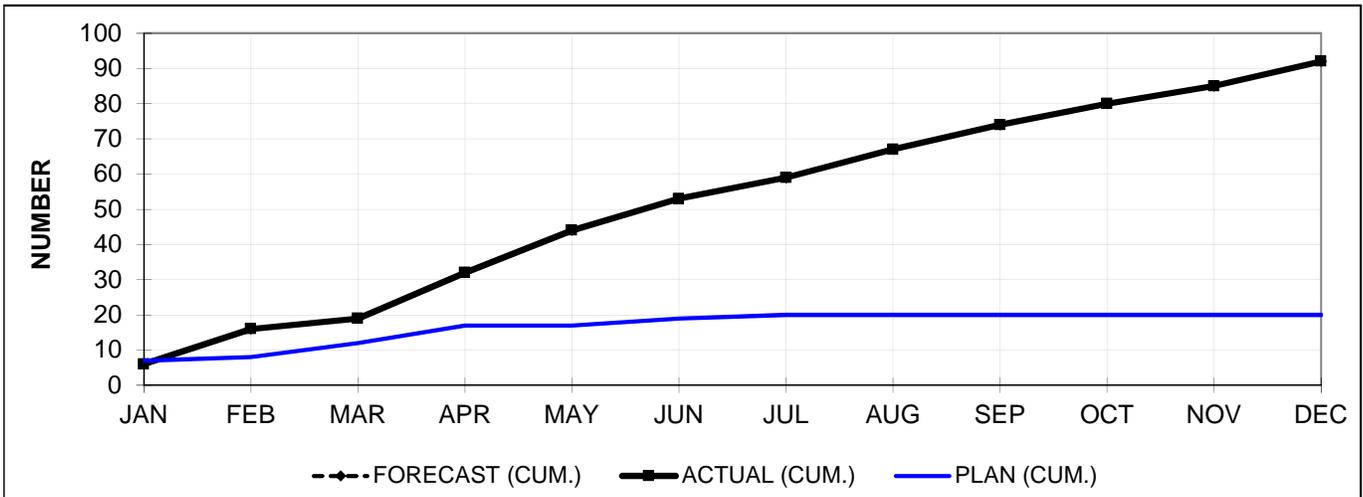
2015 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$20.0	20	\$103.4	92	516.9	460.0
Design Completions	188.2	96	112.3	69	59.7	71.9
Construction Awards	2,367.6	152	1,454.3	131	61.4	86.2
Substantial Completions	1,824.2	201	1,508.6	162	82.7	80.6
Closeouts	8,149.3	236	3,304.2	144	40.5	61.0

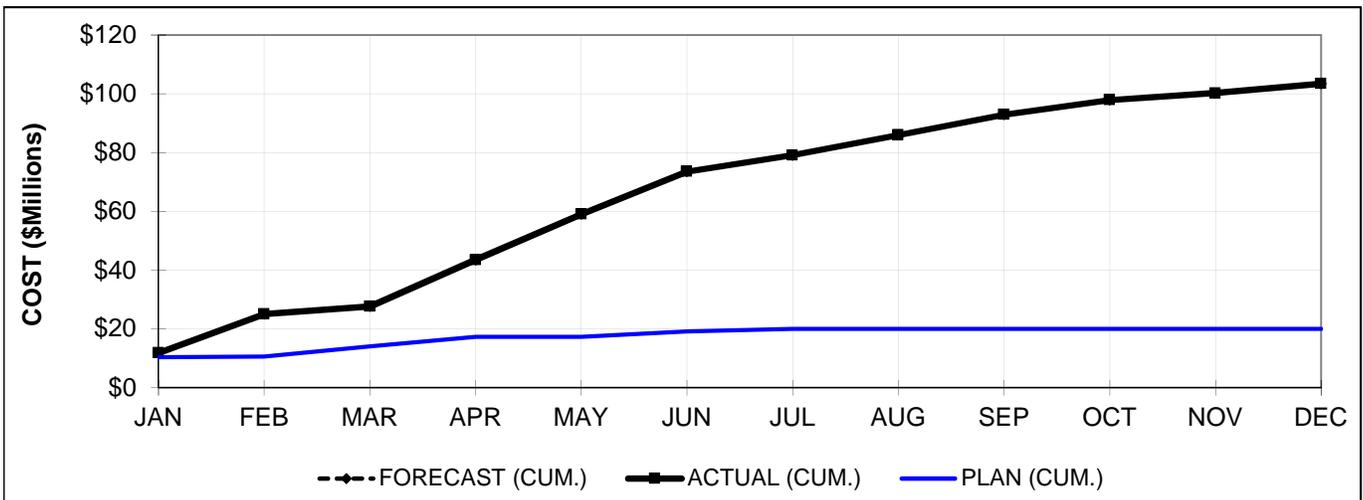
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2015 Design Starts Charts

As of December 2015



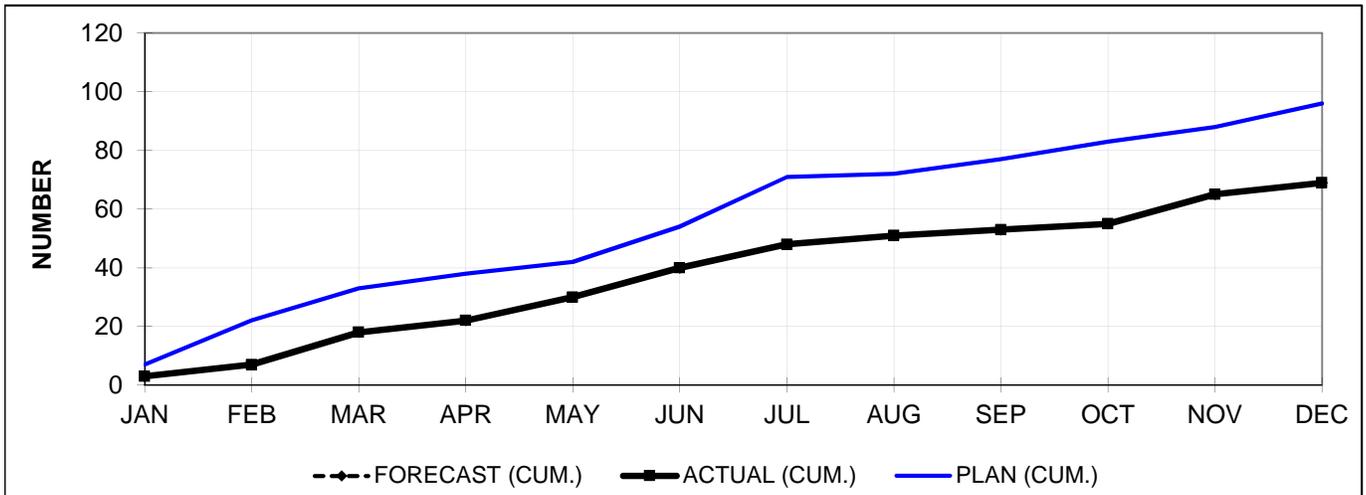
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	6	10	3	13	12	9	6	8	7	6	5	7
PLAN (NON-CUM.)	7	1	4	5	0	2	1	0	0	0	0	0
FORECAST (CUM.)												
ACTUAL (CUM.)	6	16	19	32	44	53	59	67	74	80	85	92
PLAN (CUM.)	7	8	12	17	17	19	20	20	20	20	20	20



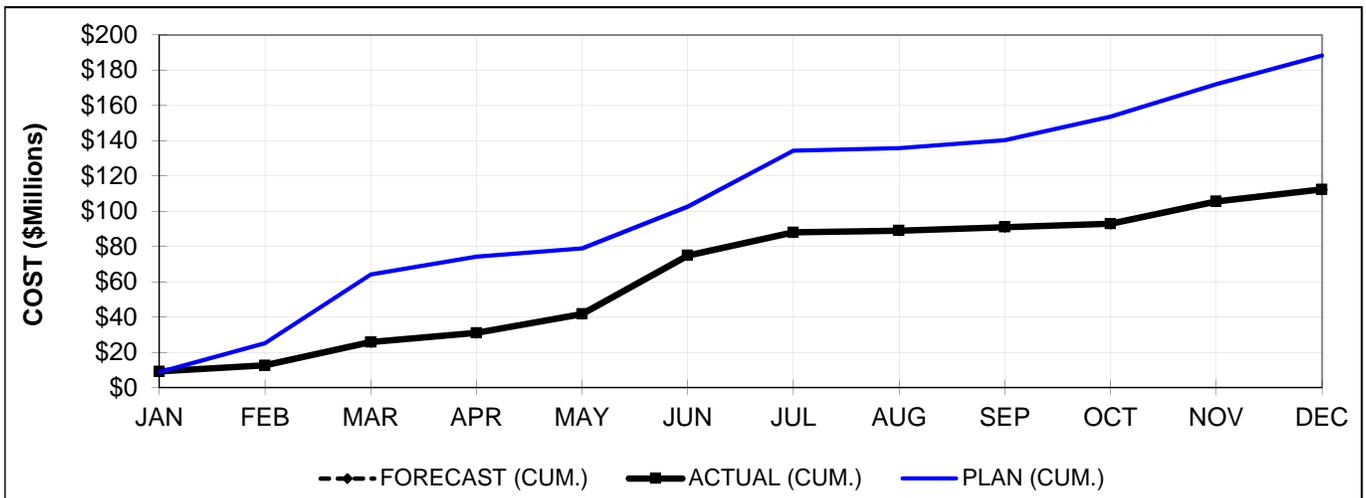
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	11.8	13.2	2.6	15.9	15.5	14.5	5.6	6.9	6.9	5.0	2.4	3.2
PLAN (NON-CUM.)	10.4	0.2	3.5	3.2	0.0	1.9	0.8	0.0	0.0	0.0	0.0	0.0
FORECAST (CUM.)												
ACTUAL (CUM.)	11.8	25.0	27.6	43.5	59.0	73.5	79.1	86.0	92.9	97.9	100.2	103.4
PLAN (CUM.)	10.4	10.6	14.1	17.3	17.3	19.2	20.0	20.0	20.0	20.0	20.0	20.0

2015 Design Completions Charts

As of December 2015



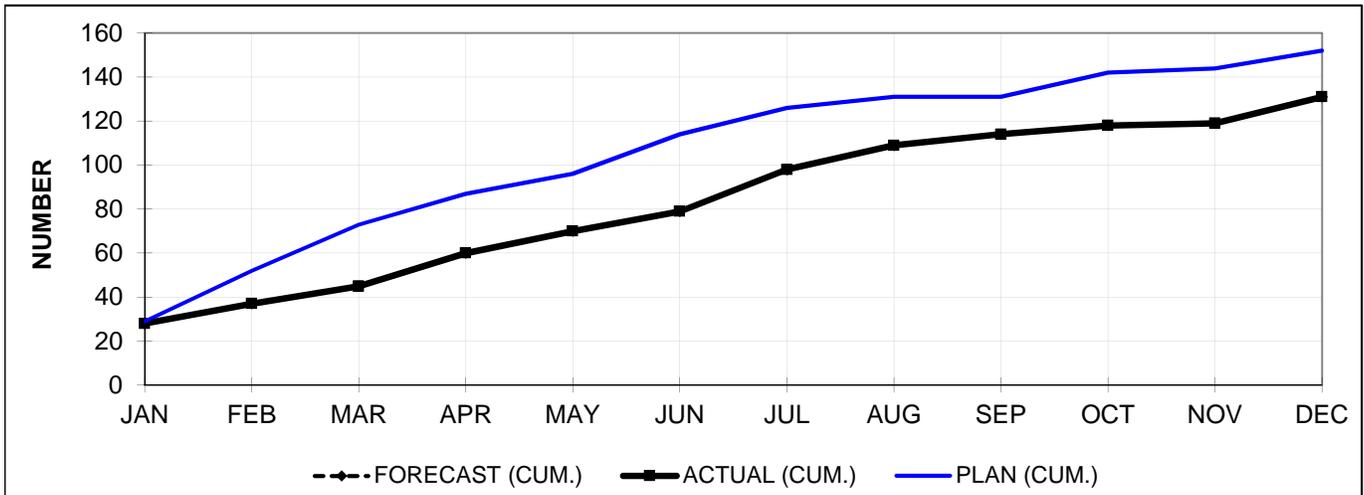
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	3	4	11	4	8	10	8	3	2	2	10	4
PLAN (NON-CUM.)	7	15	11	5	4	12	17	1	5	6	5	8
FORECAST (CUM.)												
ACTUAL (CUM.)	3	7	18	22	30	40	48	51	53	55	65	69
PLAN (CUM.)	7	22	33	38	42	54	71	72	77	83	88	96



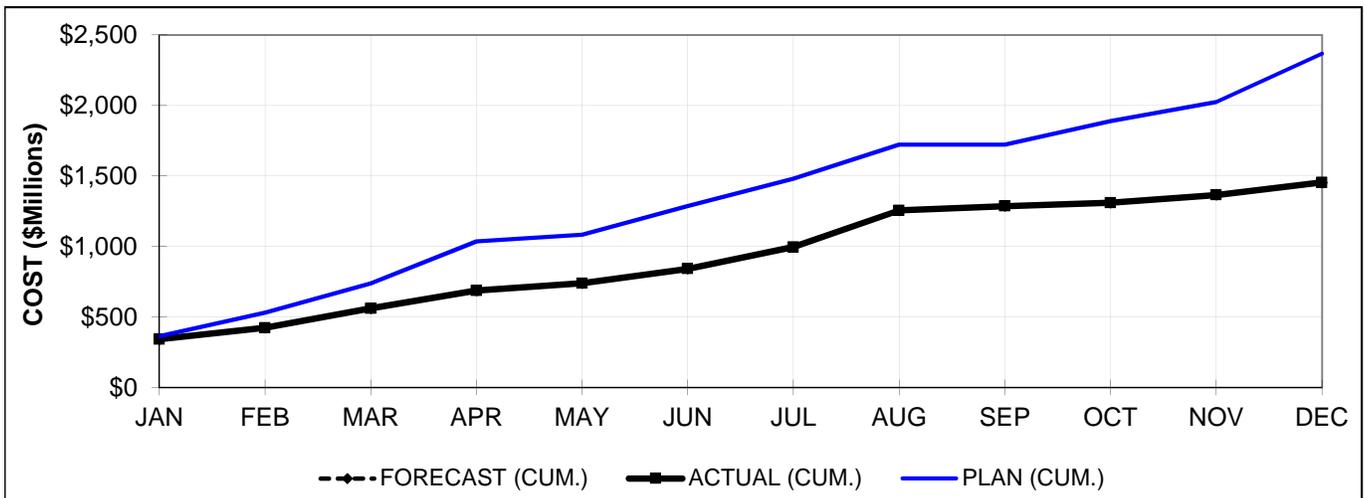
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	9.2	3.4	13.2	5.2	10.8	33.2	13.0	1.0	2.0	1.9	12.7	6.8
PLAN (NON-CUM.)	8.8	16.4	39.0	10.1	4.7	23.6	31.8	1.4	4.5	13.3	18.4	16.2
FORECAST (CUM.)												
ACTUAL (CUM.)	9.2	12.6	25.8	31.0	41.7	74.9	88.0	89.0	91.0	92.9	105.6	112.4
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 December 2015



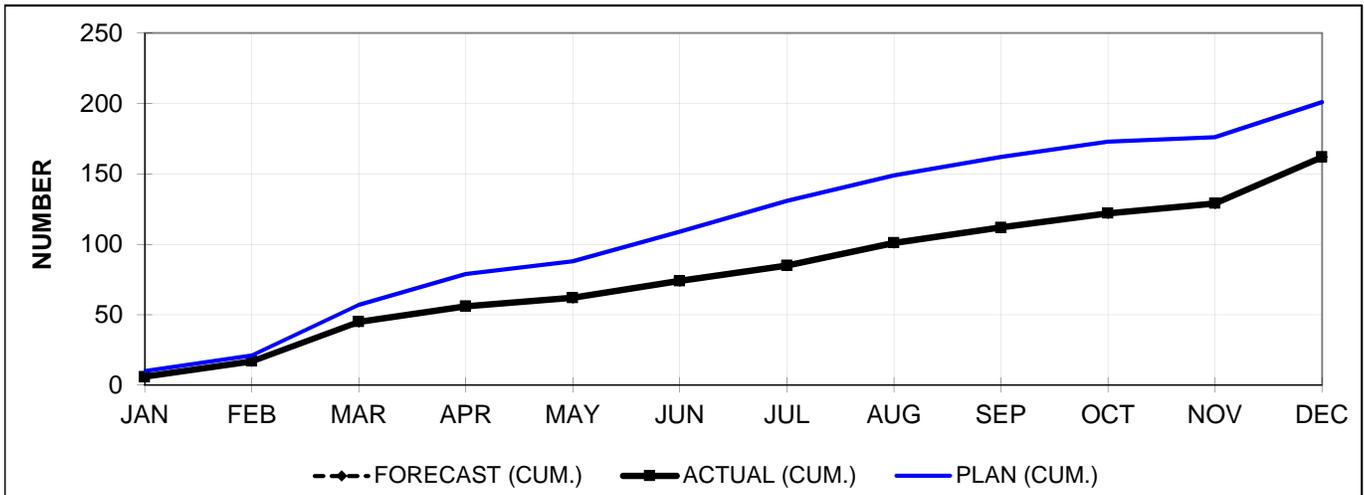
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	28	9	8	15	10	9	19	11	5	4	1	12
PLAN (NON-CUM.)	29	23	21	14	9	18	12	5	0	11	2	8
FORECAST (CUM.)												
ACTUAL (CUM.)	28	37	45	60	70	79	98	109	114	118	119	131
PLAN (CUM.)	29	52	73	87	96	114	126	131	131	142	144	152



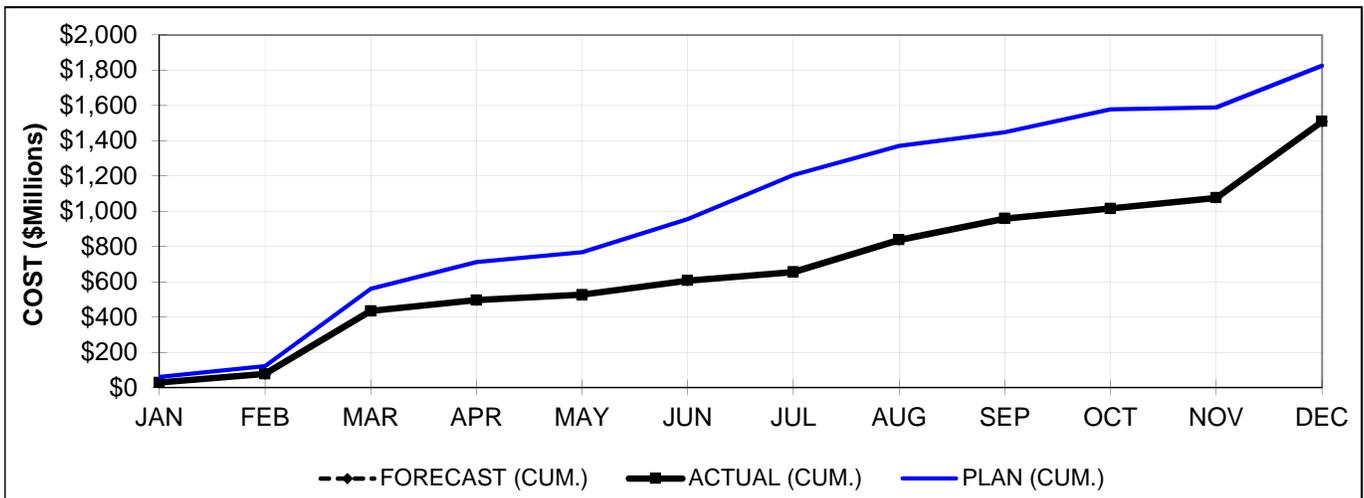
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	342.4	81.5	137.8	126.3	51.4	102.2	154.8	259.8	30.3	23.3	55.5	89.0
PLAN (NON-CUM.)	364.9	167.3	207.2	296.4	47.7	204.1	193.6	241.5	0.0	165.6	135.1	344.3
FORECAST (CUM.)												
ACTUAL (CUM.)	342.4	423.8	561.7	687.9	739.4	841.6	996.4	1,256.2	1,286.5	1,309.8	1,365.3	1,454.3
PLAN (CUM.)	364.9	532.2	739.5	1,035.8	1,083.5	1,287.6	1,481.2	1,722.7	1,722.7	1,888.2	2,023.3	2,367.6

2015 Substantial Completions Charts

As of December 2015



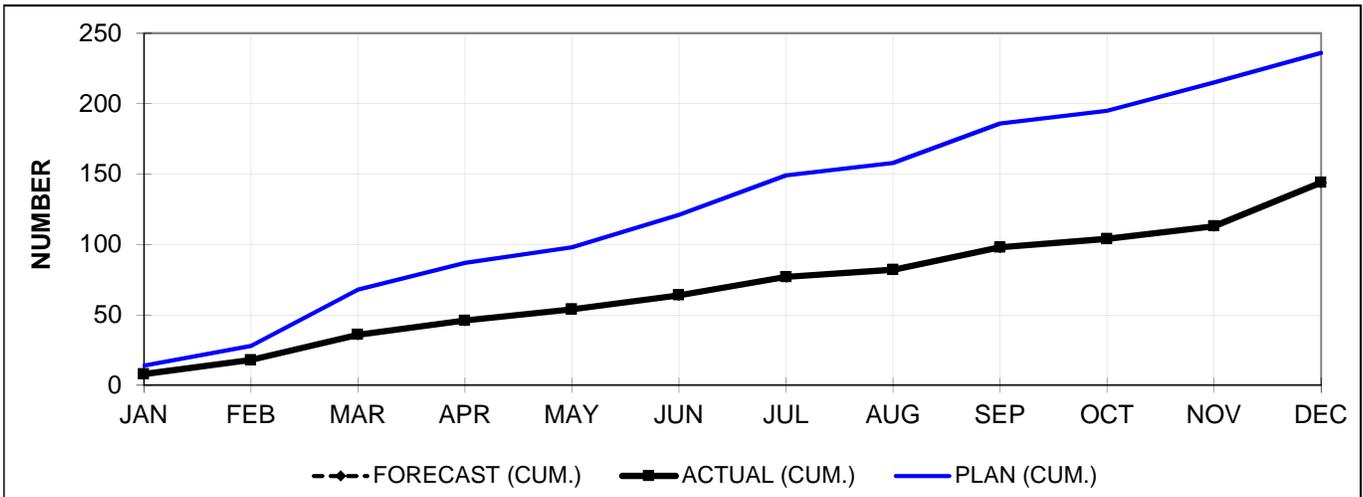
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	6	11	28	11	6	12	11	16	11	10	7	33
PLAN (NON-CUM.)	10	11	36	22	9	21	22	18	13	11	3	25
FORECAST (CUM.)												
ACTUAL (CUM.)	6	17	45	56	62	74	85	101	112	122	129	162
PLAN (CUM.)	10	21	57	79	88	109	131	149	162	173	176	201



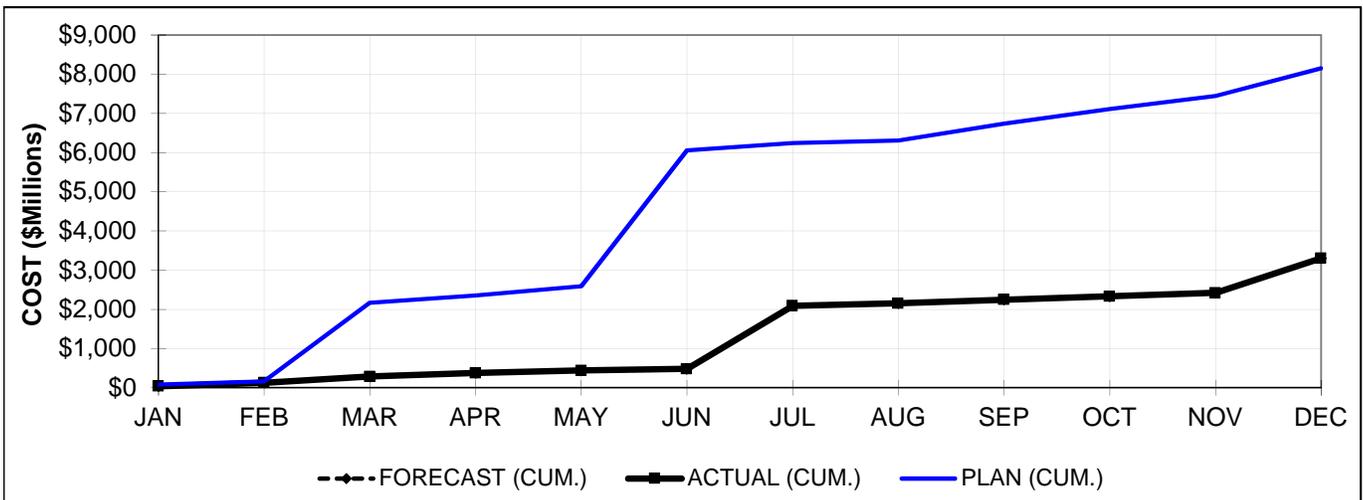
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	28.3	49.3	357.1	61.3	30.9	79.6	48.7	182.4	121.2	56.4	60.2	433.2
PLAN (NON-CUM.)	60.6	61.4	437.8	151.6	56.5	186.9	250.1	164.7	78.9	128.5	12.3	234.9
FORECAST (CUM.)												
ACTUAL (CUM.)	28.3	77.6	434.7	496.0	526.9	606.5	655.3	837.7	958.9	1,015.3	1,075.5	1,508.6
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 December 2015



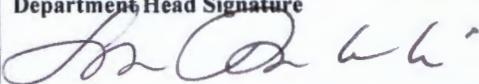
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	8	10	18	10	8	10	13	5	16	6	9	31
PLAN (NON-CUM.)	14	14	40	19	11	23	28	9	28	9	20	21
FORECAST (CUM.)												
ACTUAL (CUM.)	8	18	36	46	54	64	77	82	98	104	113	144
PLAN (CUM.)	14	28	68	87	98	121	149	158	186	195	215	236



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	35.3	90.8	156.0	90.2	64.8	39.5	1612.8	62.4	92.0	83.0	91.8	885.5
PLAN (NON-CUM.)	79.5	80.5	2010.4	183.5	239.6	3461.8	186.8	64.6	433.2	369.3	334.8	705.3
FORECAST (CUM.)												
ACTUAL (CUM.)	35.3	126.1	282.1	372.4	437.2	476.7	2,089.5	2,151.9	2,243.9	2,326.9	2,418.7	3,304.2
PLAN (CUM.)	79.5	160.0	2,170.4	2,353.9	2,593.5	6,055.3	6,242.1	6,306.7	6,739.9	7,109.2	7,444.0	8,149.3

PROCUREMENTS

The Procurement Agenda this month includes 10 actions for a proposed expenditure of \$232.2M.

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	2/22/16			
2	Board	2/24/16			

February 18, 2016			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Internal Approvals			
	Approval		
	President NYCT		President MTACC
	Executive VP (ACTING)		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: NONE

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	\$ 202.1 M
<u>Schedules Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts	3	\$ 7.7 M
Schedule G: Miscellaneous Service Contracts	1	\$ 13.2 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	1	\$.4 M
SUBTOTAL	6	\$ 223.4 M

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

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

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

NYC Transit proposes to award Ratifications in the following categories:

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	1	\$ 3.2 M
SUBTOTAL	1	\$ 3.2 M

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

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	3	\$ 5.6 M
SUBTOTAL	3	\$ 5.6 M
TOTAL	10	\$ 232.2 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.

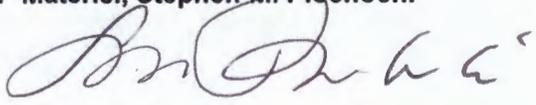
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.

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.

Staff Summary

Item Number 1			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi 			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel <i>WD</i>	6 X	CPM
2 X	Law	7 2/15/16	President MTABC/SVP Buses <i>CP, RS, OI</i>
3 X	Budget	8	EVP, NYCT (ACTING) <i>MPC 2/18/16</i>
4 X	DDCR	9	President, NYCT <i>VH</i>
5 X	Subways		

SUMMARY INFORMATION	
Vendor Name Parsons Transportation Group of New York, Inc.	Contract No. W-32366
Description 700/800 MHz Bus Radio System for New York City Transit Authority	
Total Amount \$202,100,000	
Contract Term (including Options, if any) 58 months	
Option(s) incl. in Total Amt?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: City	

PURPOSE:

To obtain Board approval to award a contract for the 700/800 MHz Bus Radio System for NYC Transit Authority and the MTA Bus Company (MTABC) to Parsons Transportation Group of New York, Inc. (Parsons) in the amount of \$202,100,000 and a duration of 58 months. The contract also includes three 5-year options for maintenance and training support services, the pricing for which is not included in the total amount listed above, as separate approval and funding will be sought prior to the execution of any option.

DISCUSSION:

The objective of this project is to design, furnish and install a new land mobile digital radio system in the 700/800 MHz band servicing both the NYC Transit Department of Buses (DOB) and MTABC. Upon completion of this project, DOB and MTABC will share a common radio network, base station sites and a new unified Bus Command Center (BCC) that is currently being built under a separate contract.

The current DOB analog radio system utilizes 20 channels in the 800 MHz band. This system is more than 25 years old, technologically obsolete and does not satisfy DOB requirements for quality of service and growth, including the addition of dispatching responsibility for MTABC. The MTABC operates on a leased analog radio system on nine channels in the 900 MHz band. Under the new Bus Radio System, all NYCT-allocated channels in the 700/800 MHz bands will be utilized in the system to communicate with personnel in buses, support vehicles and on portable radios. The work includes the retrofitting of 6,250 existing buses and support vehicles with new mobile radios, providing 1,250 portable radios, outfitting the new BCC with dispatch consoles, computer-aided dispatch equipment, network, telephone, video and audio systems, other furniture and all the hardware and software necessary for a functioning dispatch/command center.

An Authorizing Resolution requesting the use of a competitive Request for Proposals (RFP) procurement process was approved by the Board in July 2013. To encourage competition for this RFP, outreach efforts were made to the industry, including the release of a Request for Information (RFI) in 2013, in which all known potential proposers were invited to participate. As a result of the RFI, several potential Proposers were identified and all participants were contacted directly for this RFP. Selection was accomplished through the use of a one-step RFP process in which prospective Proposers submitted technical and cost proposals that were evaluated by a Selection Committee (SC) in accordance with pre-established selection criteria, which prioritized technical factors, including: Proposer's capability to design, furnish, integrate and install a system which meets the coverage and capacity requirements set forth in the RFP while maintaining existing radio operations; experience with the integration of various subsystems including Radio Systems, CAD systems, Dispatch Consoles, Microwave Backhails, GPS Systems; and FCC Coordination and licensing. After technical factors, the overall project cost and other relevant matters were a consideration. Following advertising, the RFP package was purchased by four radio manufacturers as well as other potential primes, subcontractors and suppliers. Two radio manufacturers did not propose; despite Transit's inquiry, we were not able to ascertain why. The remaining two manufacturers submitted proposals, one as a prime and the other as a subcontractor to a system integrator.

Staff Summary

Technical and cost proposals were received as follows: Motorola Solutions Inc. (Motorola) - \$223,948,017 (plus \$76,133,601 for a five-year optional maintenance support service) and Parsons - \$248,678,868 (plus \$39,997,229 for a five-year optional maintenance support service). The internal estimate was \$192,400,000 (not including optional maintenance). Both proposers certified compliance with the Federal Buy America requirements. Due to the complexity of this project, a Technical Committee (TC) comprised of members from various NYC Transit and MTABC Departments including engineering, communications and electronics maintenance, was established in order to conduct an evaluation of the technical proposals and report its findings to the SC. Both proposers were invited to give oral presentations. After oral presentations, the technical review was completed and the TC ranked Parsons' technical proposal very good, meeting all aspects and in some cases exceeding the critical requirements, while Motorola's technical proposal was ranked marginal, lacking essential information and having significant weaknesses, which may be correctable. The SC, considering the selection criteria, unanimously recommended the two teams for negotiations, affording Motorola an opportunity to remedy its technical deficiencies.

Parsons' technical solution utilizes 35 radio sites and it is based on a TETRA technology radio, a global standard extensively used in Europe and recently introduced in the US. TETRA standard is an open architecture that will permit any manufacturers' product meeting this requirement to be used. The TETRA radio is manufactured by PowerTrunk (a U.S. subsidiary of Sepura PLC, a European company), which has deployed numerous radio systems throughout the world, including the US, and has full FCC certification for its proposed equipment as required by the RFP. Motorola is a radio manufacturer; its technical solution, as first submitted, utilized 19 sites and is based on TETRA technology for the 800 MHz band and a combined TETRA/P25 radio solution operating on the 700 MHz band. Although Motorola's proposed 800 MHz radio equipment currently exists and is FCC certified, the TETRA radios for the 700 MHz band that Motorola proposed would require future design and manufacture using TETRA technology that Motorola has not previously deployed in the U.S. Moreover, Motorola does not have FCC certification for its TETRA equipment operating in the 700 MHz band, a pre-requisite in order to be eligible for award.

Negotiations were conducted with both firms and included discussions of commercial and contractual terms and conditions, technical requirements and overall cost, and focused on ensuring that each technical solution complied with all requirements contained in the scope of work and technical specifications, especially with respect to coverage areas. During negotiations, Motorola was made aware that its technical solution did not meet the RFP requirements with respect to coverage (including signal strength requirements), and reminded that it would need to obtain FCC certification for its proposed 700 MHz equipment in order to be eligible for award. Parsons was advised that it needed to address post installation support in the NY operating area.

Following negotiations, a Post Proposal Addendum (PPA) was issued to both Proposers in order to allow Motorola, in particular, additional time to address those areas in which its proposal was deemed to be lacking and to submit an interim proposal so as to bring it into compliance with Transit's requested coverage, signal strength and FCC certification requirements. The PPA also further clarified the technical specifications and allowed Parsons to submit an interim proposal, although its original technical proposal met or exceeded Transit's requirements. Finally, the optional maintenance support services requirements were also revised and the term of the maintenance was extended from one five-year period to three five-year periods to ensure maintenance coverage at competitive pricing for the useful life of the system. The PPA also requested that both proposers submit interim cost proposals. The internal estimate was revised to \$204,027,868 (plus \$79,993,607 for optional maintenance).

Interim proposals were received by the established November 3, 2015 deadline. The interim cost proposals received were as follows: Parsons - \$209,521,409 (plus \$84,004,193 for the three 5-year optional maintenance terms) and Motorola - \$214,763,536 (plus \$115,161,755 for the three five-year optional maintenance terms) for Motorola. The interim proposals represented a 16 % and 4% reduction, respectively, from the initial proposals received. Parsons' optional maintenance cost included limitations on service calls. As Parsons' technical proposal needed no improvement to comply with the specifications, its interim technical proposal included only minor revisions. Motorola's revised technical proposal, on the other hand, included substantial changes from the initial proposal, including eight additional radio sites, bringing the total number of sites to 27. Of those 27 sites, only a subset of 13 were proposed to be outfitted with 700 MHz radio base station equipment to support communications between bus operators and the Bus Command Center. Despite the additional sites and numerous changes to its technical proposal however, Motorola's revised solution still lacked FCC certification for the 700 MHz equipment and was deemed marginal by the TC due to its inability to demonstrate compliance with the minimum requirements of Transit's specifications with respect to coverage and signal strength on the 700 MHz system.

A second round of negotiations was scheduled with each of the proposers to discuss the interim proposals. As a result of the outstanding deficiencies with Motorola's proposed solution, on November 23, 2015, NYC Transit requested clarification on three technical items. On December 2, 2015, Motorola submitted its response which contained, rather than answers to NYC Transit's three questions, a paragraph-long "commitment" to building an entirely new mobile radio different from that set forth in either their initial or their interim proposal. The email introduced, for the first time, the concept of developing this new mobile radio that would operate in both 700 MHz and 800 MHz. Under this "solution," Motorola did not offer a TETRA radio that was presently designed and FCC

Staff Summary

certified for combined 700/800 MHz operation, but would have to design and manufacture a brand new radio capable of operating across both bands, which it would then have to submit for FCC certification. This last minute conceptual "solution," which lacked technical specifications or detail, was deficient on its face.

At the conclusion of negotiations, Parsons was requested to submit its Best and Final Offer (BAFO), and while Motorola was informed that its BAFO would be reviewed if it chose to submit one, Motorola was reminded that its technical proposal remained non-compliant with the RFP requirements and that those areas of non-compliance would be carefully evaluated in the award determination. BAFO requests included negotiated terms and conditions specific to each proposer and introduced a pricing request for various training modules. As a cost savings measure, each proposer was also given the option of submitting an alternate BAFO based on an advanced payment, a different Milestone/Progress payment ratio, and changes to the Authority Damages in Case of Delay provision. BAFOs were received on January 8, 2016. Parsons' BAFO was \$205,564,010 (plus \$109,418,868 for the three 5-year optional maintenance periods and \$9,126,875 for training modules); at NYC Transit request, the optional maintenance amount did not include limitations on service calls) and Motorola's BAFO was \$172,498,875 (plus \$81,915,506 for the three 5-year optional maintenance periods and \$15,616,906 for training modules). Parsons' alternate BAFO was in the amount of \$204,749,143 (no changes to the optional maintenance and training modules amounts) and Motorola's alternate BAFO was in the amount of \$168,992,119 (no changes to the optional maintenance and training modules amounts).

The SC unanimously recommended Parsons for award, determining that its proposal offered the best overall value to NYC Transit based on the selection criteria. Notwithstanding the lower BAFO price, Motorola's BAFO proposal failed to rectify its technical deficiencies and, as a result, was not recommended for award by the SC. A further review of Parsons' BAFO identified areas that warranted clarification, such as concessions Parsons had indicated during negotiations that it was willing to make, but did not appear to be reflected in the BAFO price. Parsons was contacted regarding these items to be clarified, and, as a result, Parsons submitted a letter in which it offered to reduce its BAFO's price as follows: \$202,100,000 (plus \$90,715,600 for the three 5-year optional maintenance periods. This amount includes limitations on service calls; however on a higher number from the interim proposal) representing reductions of \$3,464,010 on the base portion and \$18,703,268 on the optional maintenance. Parsons' BAFO of \$202,100,000 was \$1,927,868 (1%) lower than the in-house estimate of \$204,027,868 and \$46,578,868 (19%) less than the initial proposal. This price is considered fair and reasonable.

Parsons' past experience as prime and systems integrator includes projects of similar magnitude performed in the US and throughout the world. PowerTrunk has deployed radio systems worldwide and its TETRA radio system is currently being implemented for another US transit property. Reference checks on Parsons and PowerTrunk prior projects were satisfactory.

A background check performed by Materiel on Parsons revealed no "Significant Adverse Information" (SAI) within the meaning of the All Agency Responsibility Guidelines. However, a background check performed on one of its subcontractors, RailWorks Transit, Inc., disclosed information that is considered SAI. Approval of this SAI issue is being sought concurrently with this request. After consideration of all relevant information, Parsons has been found fully responsible for award.

M/W/DBE INFORMATION:

The MTA Department of Diversity and Civil Rights has established goals at 3% DBE. Award will not be made until the Department of Diversity and Civil Rights' approval is obtained. Parsons Transportation Group has achieved its previous MWDBE goals on previous MTA contracts.

CAPITAL PROGRAM REPORTING:

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

IMPACT ON FUNDING:

This project is funded by the FTA, MTA, and City (MTABC) and will be managed by NYC Transit under the MTA Capital Program.

ALTERNATIVES:

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

RECOMMENDATION:

That the Board approve the award of a contract for the 700/800 MHz Bus Radio System for NYC Transit Authority and the MTA Bus Company to Parsons Transportation Group of New York, Inc. in the amount of \$202,100,000 and a duration of 58 months. The contract also includes three 5-year options for maintenance and training support services. Separate approval and funding will be sought prior to the execution of any option.

Staff Summary

Item Number 2-4			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
Internal Approvals			
Order	Approval		Approval
1 <i>SJS</i>	Materiel	6	EVP <i>MPC</i> (ACTING)
2 X	Law	7	President <i>VA</i>
3 X	Human Resources	8	
4 X	Budget	9	
5 X	DDCR	10	

SUMMARY INFORMATION	
Vendor(s) Name The Kohl Group, Inc. Material & Contract Services, Inc. Industrial Staffing Services, Inc.	Contract No. RFQ 83888
Description Professional Recruitment Services	
Total Amount \$3,000,000 (Est) – The Kohl Group, Inc. \$1,700,000 (Est) – Material & Contract Services, Inc. \$3,000,000 (Est) - Industrial Staffing Services, Inc.	
Contract Term (including Options, if any) March 1, 2016 – February 28, 2021	
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 checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval from the Board to award three competitively negotiated personal service contracts to provide professional recruitment services primarily in the areas of engineering and procurement for a term of five years. One awardee, Industrial Staffing Services, Inc., is a certified WBE.

DISCUSSION:

NYC Transit has encountered challenges recruiting and retaining staff in the areas of engineering and procurement. Within the field of engineering, it has been particularly difficult to recruit and retain staff in the specialized areas of electrical engineering, communication engineering, cost estimating and scheduling. It is anticipated that these contracts will be utilized to help fill approximately 58 vacancies per year in engineering and procurement. The contracts to be awarded are expected to improve the quality of the candidate pools for positions in these areas and to reduce the time required to fill such positions. High market demand for these specialties, with higher salaries available in the region, result in difficulty attracting a sufficient pool of quality talent to satisfy the agency's staffing needs.

Under these contracts, the consultants will provide professional recruitment services primarily in the areas of engineering and procurement on an "as-needed" basis. When requested by NYC Transit, the consultants will conduct searches to identify potential candidates for vacant positions, conduct preliminary interviews and perform initial screening for relevant experience, skills and education. These contracts will be awarded on an estimated quantity basis with fees paid only for candidates selected by NYC Transit. There is no minimum guarantee of any number of placements. The consultant services will be utilized to help fill vacancies in hard to fill titles.

The Request for Proposal was advertised in March 2015 and was structured to allow for multiple awards. Eight proposals were received on May 19, 2015 from the following firms: Career Point Staffing, Inc. (Career Point), Infosys International, Inc. (Infosys), Material and Contract Services, Inc. (MACS), The Kohl Group, Inc. (Kohl), Industrial Staffing Services, Inc. (ISS), Dominion Temps, Inc. (Dominion), World Networking Services, Inc. (WNS) and Madison Approach Staffing, Inc. (Madison). Proposals were evaluated by the Selection Committee in accordance with the evaluation criteria in the RFP which included such technical criteria as: proposer's demonstrated knowledge, proven industry experience with established professional networks, qualifications and track record in recruiting qualified individuals in specific fields; qualifications and experience of proposer's employees; and recruitment strategy.

Staff Summary

After the technical evaluation, four firms were invited to give oral presentations: Kohl, MACS, Career Point and ISS. The firms not selected for further consideration did not have enough experience providing recruitment services in the areas of engineering and procurement.

Following oral presentations, and in accordance with the evaluation criteria in the RFP, the Selection Committee unanimously selected three firms for contract negotiations: Kohl, MACS and ISS. Career Point did not sufficiently demonstrate its experience in finding the types of professional staff that NYC Transit seeks or its understanding of the project requirements.

Negotiations with the remaining proposers focused on the fees and contractual terms and conditions. Upon completion of negotiations, Best and Final Offers (BAFOs) were requested from the three remaining proposers and were received on October 27, 2015. The price schedule required proposers to provide a percentage of annual salary as the fee for a successful placement. The price schedule was tiered and allowed proposers to provide different percentages based on the number of candidates successfully placed. In order to compare proposals, a weighted average percentage fee was computed for each proposer. What follows is a summary of the proposers' initial proposed weighted average fees and BAFO weighted average fees:

<u>FIRM</u>	<u>ORIGINAL PROPOSED FEE</u>	<u>BAFO FEE</u>
Kohl	18.2%	16.2%
MACS	16.4%	14.1%
ISS	14.0%	13.4%

BAFO fees were found to be fair and reasonable for all three proposed awardees based on a comparison to market rates for recruiting services.

The Selection Committee reviewed BAFOs and, in accordance with the evaluation criteria in the RFP, unanimously selected all three firms for award. It was determined that all three firms were technically qualified to perform the contract work. Kohl has provided similar services to large private sector firms, including AT&T and Avaya. In addition, Kohl has had prior contracts with NYC Transit for temporary engineering support; Kohl's performance has been satisfactory on these contracts. ISS has provided similar services to the NYS Office of General Services, the NY Power Authority and the Port Authority of NY and NJ. MACS has provided similar services to the Los Angeles MTA, the Bay Area Rapid Transit District, the Alameda County Transit District and other public and private firms. Reference checks for all three firms were positive.

Kohl and ISS specialize in the engineering industry, while MACS specializes in procurement positions. Contracting with two firms that specialize in engineering will allow NYC Transit to solicit resumes from both firms in order to obtain a better pool of candidates; only one firm specializing in procurement staff was selected since MACS was the only proposer with the requisite experience and a proven track record providing procurement personnel.

The estimated amounts for the five year term for each consultant are: Kohl \$3,000,000; MACS \$1,700,000; ISS \$3,000,000. The estimated contract values include contingency amounts to allow for more intensive utilization of either Kohl or ISS for engineering personnel and for potential use of the three firms to help fill vacancies in other engineering and procurement areas.

A background search and review of documents submitted by The Kohl Group, Inc., Industrial Staffing Services, Inc. and MACS, Inc. disclosed no "significant adverse information" within the meaning of the All-Agency Responsibility Guidelines. Having evaluated all of the available facts, Procurement finds all three firms responsible for award.

M/W/DBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) has established goals of 10% MBE and 10% WBE for this contract. DDCR has approved the utilization plans for Kohl, ISS and MACS. One awardee, ISS, is a certified WBE. ISS and MACS have not completed any MTA contracts; therefore, no assessment of their MWBE performance can be determined at this time. Kohl has completed previous MTA contracts, however, no goals were assigned to those contracts; therefore, no assessment of the firm's MWBE performance can be determined at this time.

IMPACT ON FUNDING:

Approved funding is available in Human Resource's Operating Budget under Account No. 712209, Responsibility Center No. 7132 and Function No. 900.

ALTERNATIVES:

None recommended.

RECOMMENDATION:

It is recommended that the Board approve the award as described in the "Purpose" section.

Schedule G: Miscellaneous Service Contracts

Item Number: 5

Vendor Name (& Location) Republic Parking System (Chattanooga, TN)
Description Operation of the Transit Adjudication Bureau
Contract Term (including Options, if any) Five Years
Option(s) included in Total Amt? <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 checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number RFQ 116346	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$13,178,741 (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: Law Department, James Henly	

Discussion:

This estimated quantity contract is for staffing to support the operation of the Transit Adjudication Bureau (TAB). TAB provides a forum for the processing and adjudication of Notices of Violations issued for violations of the Transit Rules of Conduct governing the use of the Transit System. The contractor will provide staff who will conduct significant components of the operation of TAB under the supervision of NYC Transit’s Executive Director of TAB.

Under the current contract, the incumbent, CGI Technologies and Solutions, Inc. (CGI), provides both the staffing for operation of TAB as well as a computer system that tracks fines, payments, outstanding balances, hearing outcomes and enforcement and collection efforts. This computer system was originally designed and built by American Management Systems in 1986. American Management Systems was subsequently acquired by CGI. The computer system has reached the end of its useful life and is in need of replacement. In order to enhance competition for this RFP, a decision was made to develop a replacement computer system in-house. The new system, known as the Transit Adjudication Bureau Information System (TABIS), has been under development for several years by MTA IT. It is currently in user acceptance testing with full implementation planned during the second quarter of 2016. This procurement commenced in the third quarter of last year in anticipation of awarding a competitive contract for staffing to support TAB operations using the new system.

In order to ensure adequate competition for this contract, Procurement conducted extensive outreach to the marketplace. The Request for Proposal was advertised in September 2015 and, as a result of the outreach effort, four proposals were received in December 2015 from the following firms: CGI, Global Contact Services (GCS), Republic Parking System (RPS) and Prutech Solutions (Prutech). Proposals were evaluated by the Selection Committee in accordance with the evaluation criteria in the RFP. All four firms were invited to give oral presentations.

Following oral presentations, and in accordance with the evaluation criteria in the RFP, the Selection Committee unanimously selected three firms for negotiations: CGI, RPS and Prutech. The evaluation criteria included such criteria as: proposer’s approach to the work including the required transition plan; demonstrated, relevant experience of proposer’s management team; and proposer’s demonstrated experience implementing projects of similar size and service requirements; overall project cost; and other relevant matters. GCS was not selected for negotiations as it did not sufficiently demonstrate its experience in implementing projects having similar service requirements or demonstrate the requisite experience of its proposed management team.

Negotiations with the remaining proposers focused on the pricing and contractual terms and conditions. Upon completion of negotiations, Best and Final Offers (BAFOs) were requested from the three remaining proposers and were received on January 28, 2016. What follows is a summary of the initial price proposals and BAFOs:

<u>PROPOSER</u>	<u>INITIAL PRICE</u>	<u>BAFO PRICE</u>
CGI	\$17,520,583	\$16,537,549
RPS	\$10,529,543	\$13,178,741
Prutech	\$13,748,732	\$13,748,732

The Selection Committee reviewed BAFOs and, in accordance with the evaluation criteria, unanimously selected RPS for award. RPS was the highest technically ranked proposer. RPS demonstrated experience performing similar contracts providing adjudication services for parking violations for various US cities including Hartford, CT; Albany, NY; Louisville, KY; and Chattanooga, TN. RPS’ proposed project management personnel were experienced in managing contracts for adjudication services. Prutech did not demonstrate the same level of experience with contracts for similar service requirements, and CGI’s price proposal far exceeded that of its competitors.

The annual price is approximately 16.8% less than the annual price for the current contract after deducting computer system fees from the current contract price. The BAFO for RPS was found to be fair and reasonable based on adequate price competition. A background search and review of documents submitted by RPS disclosed no significant adverse information within the meaning of the All-Agency Responsibility Guidelines. Having evaluated all of the available facts, Procurement finds RPS fully responsible for award.

<p>6. E-Solutions USA, LLC Contract # 8193 June 10, 2014 – June 9, 2019</p>	<p>Original Amount: Prior Modifications: Prior Budgetary Increases: Current Amount:</p>	<p>\$ 249,505 \$ 0 \$ 0 \$ <u>249,505</u></p>
	<p>This Request:</p>	<p>\$ 392,278</p>
	<p>% of This Request to Current Amount:</p>	<p>157.2%</p>
	<p>% of Mods/Budget Adjustments (including This Request) to Original Amount:</p>	<p>157.2%</p>

Discussion:

This Budget Adjustment will provide additional funding for the continued removal, transportation and recycling of obsolete computer and other electronic equipment from Agency facilities.

This competitively awarded all-agency contract provides for the removal and recycling of obsolete computer and other electronic equipment (e-waste) from various MTA facilities including NYC Transit, MTA Headquarters, Bridges and Tunnels, Long Island Rail Road, MTA Bus Company, Metro-North Railroad, MTA Capital Construction and the MTA Business Service Center. All requests for service are coordinated by NYC Transit’s Asset Recovery Unit. This is a five-year estimated quantity contract with fixed unit prices; there are approximately 40 months remaining in the contract term.

The contractor is required to utilize New York State Department of Environmental Conservation (NYSDEC) approved recycling facilities and recycle equipment in an environmentally responsible manner that is compliant with NYSDEC guidelines. Additionally, the contractor is required to de-manufacture the equipment into its original components, guarantee that data stored in any electronic devices will be destroyed or otherwise rendered into a condition from which data cannot be recovered, and recycle all material. Since 2012, NYSDEC regulations have not allowed for disposal of computer equipment and other electronic equipment, including office machines such as copiers, in landfills.

This Budget Adjustment is necessary because usage of the contract increased significantly after contract award. The most significant factors driving the increase include the following. First, retirement of copiers, which must be disposed of through this contract, have increased due to replacement of copiers. Second, DC-AC inverters for R68 and R68A subway car blower motors were replaced under the SMS program in 2014 and 2015; these inverters were not included in the original projections. Third, some equipment which was previously disposed of under the obsolete computer equipment line item of the prior contract must now be disposed of under a more expensive contract line item. Finally, while all agencies were included in the contract scope, some had negligible projected usage prior to contract award and began utilizing the contract more intensively than planned after award.

A 5% price reduction was negotiated with E-Solutions based on the unanticipated additional volume.

FEBRUARY 2016

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. **Henningson, Durham & Richardson** **\$3,200,000 (NTE)** **Staff Summary Attached**
Architecture and Engineering, P.C.
Contract# 1333.8

Modification to the contract for design and construction support services for the rehabilitation of nine stations on the Sea Beach Line, in order to perform additional Phase II Design Services.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) Henningson, Durham & Richardson Architecture and Engineering, P.C. (New York, NY)	Contract Number CM-1333	AWO/Mod. #: 8
Rehabilitation of Nine Stations on the Sea Beach Line	Original Amount: \$ 9,754,283 Option Amount: \$ 3,144,833 Total Amount: \$ 12,899,116	
Contract Term (including Options, if any) June 20, 2007 – July 13, 2019	Prior Modifications: \$ 5,255,931	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	Prior Budgetary Increases: \$ 0	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount: \$ 18,155,047	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request (NTE): \$ 3,200,000	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount: 17.6%
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, John O’Grady	% of Modifications (including This Request) to Total Amount: 65.6%	

Discussion:

This retroactive modification is for additional design services performed by Henningson, Durham & Richardson Architecture and Engineering, P.C. (HDR) for the Rehabilitation of Nine Stations and Line Structure on the Sea Beach Line, Borough of Brooklyn. These additional design services were performed during the period February 2014 through March 2015.

HDR was awarded Consultant Contract CM-1333 in June 2007 for Design and Optional Construction Support Services (CSS) for the Rehabilitation of Nine Stations and Line Structure on the Sea Beach Line, Borough of Brooklyn. The CSS Option was exercised in March 2015. Under the base contract, the consultant is providing design services for the rehabilitation of nine stations (8th Avenue, Fort Hamilton Parkway, New Utrecht Avenue, 18th Avenue, 20th Avenue, Bay Parkway, Kings Highway, Avenue U, and 86th Street) and the structural repair of the retaining walls and the associated infrastructure from north of the 8th Avenue station to south of the 86th Street station.

The consultant began design work in 2007. The design was suspended in 2009 due to lack of funding in the MTA Capital Plan for construction, at which time approximately 90% of the design work was completed. Funds were secured in 2012 and design was restarted with a projected construction award in December 2014. Subsequent to restart of the design, in an effort to reduce construction costs, the project was split into two construction contracts, comprised of six and three stations, and changed from a full station rehabilitation approach to a component renewal approach. Following that split, and change in approach, beginning in early 2014, additional revisions were made to the project and are the subject of this modification. The major revisions included extensive ADA related tasks and a change from platform slab repair to full platform replacement. These revisions required significant effort as there were approximately 3000 design drawings that had to be reviewed or revised. The additional work by HDR had to be completed prior to award of the construction contracts. Due to the critical nature of the work and the need to expedite the completion of the design effort, HDR was directed by the NYC Transit Design Manager to proceed with the additional work. HDR completed all tasks under this modification and the construction contracts were awarded as planned. A retroactive memo was approved by the Acting Senior Vice President, CPM for the performance of the completed design work.

HDR submitted a proposal for the additional design services in the amount of \$4.1 million which was higher than the final in-house estimate of \$2.9 million for the completed work. HDR provided copies of actual payroll records to substantiate their proposal. After detailed analyses of the HDR payroll records by CPM, MTA Audit and Procurement, in addition to several scope clarification meetings with HDR, agreement was reached in the amount of \$3.2 million. The final negotiated price is considered fair and reasonable.

FEBRUARY 2016

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | | |
|----|---|--------------------|--------------------------------------|
| 1. | Judlau Contracting, Inc.
Contract# C-26011.194 | \$913,867 | <u>Staff Summary Attached</u> |
| | Modification to the contract for station finishes for the Second Avenue Subway, 72 nd Street Station, in order to address additional costs associated with conduit and wiring changes from the mimic panels to the substation and SCADA equipment. | | |
| | Judlau Contracting, Inc. | | <u>Staff Summary Attached</u> |
| 2. | Contract# C-26006.165 | \$927,000 | ↓ |
| 3. | Contract# C-26006.262 | \$3,750,000 | ↓ |
| | Modification to the contract for the construction of the Second Avenue Subway, 63rd Street/Lexington Avenue Station Reconstruction, in order to furnish and install 36 additional fire dampers and 6 motorized dampers in the duct work of the station and to perform grouting/leak mitigation in the tunnel. | | |

Item Number: 1

Vendor Name (& Location) Judlau Contracting, Inc. (New York, NY)
Description Second Avenue Subway – 72 nd Street Station Finishes, Mechanical, Electrical and Plumbing Systems, Ancillary Buildings and Entrances
Contract Term (including Options, if any) February 14, 2013 – November 13, 2015
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> 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 C-26011	AWO/Mod. # 194
Original Amount:	\$ 247,048,405
Option 1:	\$ 3,934,595
Option 2:	\$ 1,270,000
Option 3:	\$ 6,100,000
Total Amount:	\$ 258,353,000
Prior Modifications:	\$ 29,141,539
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 287,494,539
This Request:	\$ 913,867
% of This Request to Current Amount:	0.3%
% of Modifications (including This Request) to Total Amount:	11.6%

Discussion:

This retroactive modification is for additional costs associated with conduit and wiring changes from the Mimic Panels to the Substation and SCADA equipment.

The contract work includes the installation of mechanical systems including HVAC in the station and ancillary facilities; tunnel ventilation systems in the adjacent tunnels; electrical medium voltage and 120V systems; plumbing for track, sanitary, and storm drainage, hot and cold water supply, pump systems, and fire suppression; escalators and elevators in the station entrances; construction of the station platform and mezzanine levels, ancillary facilities, and entrances; construction of interior walls and rooms; architectural finishes including floors, ceilings, wall treatments, signage, stairs, handrails, guardrails, and station elements including the Station Service Center and Concession Booth; building exteriors including walls, roofing, glass storefronts, and canopies at station entrances and ancillary facilities; and restoration of Second Avenue and adjacent streets impacted by construction.

The contract requires the Contractor to install two facility power substations (north and south) at the 72nd Street Station that will provide power for lighting, tunnel ventilation fans, escalators, elevators, communication rooms, and HVAC and plumbing systems. Each substation includes a mimic panel that provides monitoring and control of equipment located within its substation. The facility power substations are designed by MTACC’s Designer of Record, and, in accordance with Con Edison’s requirements, shop drawing submissions are made by the Contractor to Con Edison for review and approval after award of the construction contract.

Upon review of the latest facility substation submission and similar to changes that were required for the 86th Street and 96th Street Stations, Con Edison requires that the mimic panel in each facility power substation be able to remotely monitor the facility power equipment in the other substation. This change requires the installation of additional conduit and cable between the north and south facility power substations. Whether this modification is the result of an error or omission in design is currently being evaluated.

Considering the criticality of permanent power for testing and commissioning of equipment and systems within the station, it was necessary for this work to start immediately in order not to delay the completion of the facility power substations. Approval to process this modification on a retroactive basis was subsequently obtained from the MTACC President.

The Contractor’s proposal was \$1,005,852. MTACC’s estimate is \$987,854. Negotiations resulted in agreement on a lump sum price of \$913,867, which is considered fair and reasonable. Savings of \$91,985 were achieved.

The schedule impact of this modification and others related to Con Edison service is still under review and will be addressed in a subsequent modification.

Item Number: 2-3

Vendor Name (& Location) Judlau Contracting, Inc. (College Point, NY)
Description Second Avenue Subway - 63 rd St/Lexington Avenue Station Reconstruction
Contract Term (including Options, if any) January 13, 2011 – October 16, 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 C-26006	AWO/Mod. # 165 and 262
Original Amount:	\$ 176,450,000
Prior Modifications:	\$ 25,403,348
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 201,853,348
This Request: Mod.165: \$927,000 Mod 262: \$3,750,000	\$ 4,677,000
% of This Request to Current Amount:	2.3%
% of Modifications (including This Request) to Original Amount:	17.0%

Discussion:

These retroactive modifications are for the furnishing and installation of 36 additional fire dampers and 6 motorized dampers in the duct work of the 63rd St./Lexington Avenue Station and the grouting/leak mitigation of the tunnel south of the 63rd St./Lexington Avenue Station to north of 57th Street and 7th Avenue Station.

The contract calls for station reconstruction, as well as rehabilitation and reconstruction of new entrances to allow access from 3rd Avenue; connect new entrances to platforms; utility installation and relocation; and installation of elevators and escalators in the station and entrances.

Modification 165:

NY State Building Code requires that fire dampers be installed in duct work passing through all fire-rated walls and floors in order to create fire separation. However, the contract documents do not indicate fire dampers at 36 such locations. Additionally, upon review of the station’s HVAC system, it was determined that 6 additional motorized dampers are necessary in order to properly control air flow throughout the station.

This modification addresses the furnishing and installation of 36 fire dampers and 6 motorized dampers, each with access doors for maintenance purposes. Work includes demolition of cement block walls in order to enlarge openings, conduit relocation for access, removal and reinstallation of duct work and insulation, additional conduit, wire and associated electrical work to power the motorized dampers, sealing all openings around the modified duct work, furnishing and installation of two ceiling access panels where dampers are located above a finished ceiling and all associated surveying and shop drawing modifications. This modification is the result of an error in design.

It was necessary for this work to start immediately in order not to delay the turnover of the affected rooms to the Systems contractor. Approval to process this modification on a retroactive basis was obtained from the MTACC President on March 24, 2015.

The Contractor’s proposal was \$1,157,247; MTACC’s revised estimate is \$985,884. Negotiations resulted in a lump sum price of \$927,000, which is considered fair and reasonable. Savings of \$230,247 were achieved.

Modification 262:

The tracks in the tunnel south of the 63rd St./Lexington Avenue Station to north of 57th Street and 7th Avenue Station were built in the late 1970s as part of the "New Routes" 63rd St. Line. These tracks never had regular train service, and have been rarely used, except for occasional re-routes. Currently there is no scheduled revenue service over them however, this will change once SAS service begins with the ‘Q’ train scheduled to operate along these tracks and continuing to the new 2nd Avenue Subway. Given the

significant water ingress that has been constantly present in this area since its construction, the northbound and southbound tracks in this section have experienced severe degradation.

NYC Transit has determined that this tunnel section must be addressed immediately including the replacement of track, tunnel lighting, antenna cable, emergency alarms, emergency telephones, etc. The above track replacement and associated signal equipment work will be addressed through a third-party contract and NYC Transit in-house forces will address the remaining work, all of which must be completed in time for SAS Revenue Service. However, in order to perform this work, the water condition must be addressed first. NYC Transit has directed that the specialized chemical grout (NOH₂O) and methods that were successfully employed on other MTACC and NYC Transit projects, be utilized in this tunnel section. Considering the proximity of the 63rd Street Station to this tunnel section, the fact that the grouting subcontractor and Judlau have collaborated on the previously successful NYC Transit applications and are currently performing grouting work in the station, it has been determined that the most expeditious way to address this leak mitigation work is by modification under Contract C-26006.

This modification addresses the development of grouting procedures, leak/crack inspections, preparation of concrete surfaces, drilling of grout holes, performance of pre-grouting water injection tests, injection of chemical grouting, patching all drill holes and providing safety, quality and administrative support. Funding for this modification will be provided by NYC Transit.

In order to complete the work prior to the start of track work, it was necessary to start immediately. The Contractor was directed to start the work on January 8, 2016. Approval to process this modification on a retroactive basis was subsequently obtained from the MTACC President on February 2, 2016. Additionally, the VP Materiel previously authorized partial payment to the contractor for work performed up to \$650,000.

The Contractor's proposal was \$6,310,113; MTACC's revised estimate is \$3,532,564. Negotiations resulted in a lump sum price of \$3,750,000, which is considered fair and reasonable. Savings of \$2,560,113 were achieved.

The schedule impact of these modifications is still under review and any schedule adjustments will be addressed in a subsequent modification.

Staff Summary

Subject Second Ave Subway Acceleration Agreements					
Department Second Avenue Subway Project					
Department Head Name Anil Parikh, P.E. <i>Fon</i>					
Department Head Signature 					
Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT & Bus Committee	2/22/16			
2	Finance Committee	2/22/16			
3	Board	2/24/16			

Date February 18, 2016			
Vendor Names Various			
Contract Numbers C-26009, C-26010, C-26011, and C-26012			
Internal Approvals			
Order	Approval	Order	Approval
1	Sr. Vice President & General Counsel		
2	Executive Vice President & CFO		
	President		

PURPOSE

MTACC seeks Board Approval to enter into agreements to accelerate the work of the following four Second Avenue Subway Contracts: C-26009 - Track, Signal, Traction Power, Communications Systems (the "Systems Contract"), C-26010 - Second Avenue Subway – 96th Street Station Finishes (the "96th Street Station Contract"); C-26011 - Second Avenue Subway – 72nd Street Station Finishes, Mechanical, Electrical and Plumbing Systems, Ancillary Buildings and Entrances (the "72nd Street Station Contract"); and C-26012 - Second Avenue Subway – 86th Street Station Finishes, Mechanical, Electrical and Plumbing Systems, Ancillary Buildings and Entrances (the "86th Street Station Contract"). These four Acceleration Agreements will accelerate the completion of critical activities necessary to commence Revenue Service on Phase 1 of the Second Avenue Subway in December 2016.

DISCUSSION

The opening of the Second Avenue Subway with operations at four separate stations presents logistical challenges which are unprecedented in modern day New York City Transit operation. With this enormous challenge in mind and the understanding that there needs to be a massive mobilization of employee crews and equipment over a relatively short period of time, it is financially and operationally crucial that the system be ready as planned. Further complicating this process is the fact that three separate stations contractors must complete their work to a level that will enable the systems contractor to tie into the stations contract works so that all of the stations' systems and equipment can be successfully integrated, tested and commissioned. Taking all of these issues into consideration, as well as the extremely high passenger volume on the Lexington Avenue line and the stress that overcrowding presents to our customers, we have decided to make use of existing contingency funds within the project's budget to accelerate the completion of critical activities necessary to commence Revenue Service on Phase 1 of the Second Avenue Subway in December 2016:

The 72nd Street Station Contract

At the 72nd Street Station, the Contractor will work extended shifts, multiple shifts and/or weekends to accelerate completion of, among other things, facility power and electrical distribution rooms, mechanical rooms, Ancillaries 1 & 2, fan rooms, escalators and elevators, and testing and commissioning. The Contractor's proposal to accelerate this work was \$22,015,625. MTACC's estimate was \$17,105,762. Negotiations resulted in agreement on a total price for the acceleration of \$17,500,000, which is considered fair and reasonable.

The 86th Street Station Contract

At the 86th Street Station, the Contractor will work extended shifts, multiple shifts and/or weekends to accelerate completion of, among other things, permanent power, Ancillaries 1 and 2, mechanical systems, escalators and elevators, water mist system, station finishes, and testing and commissioning. The Contractor's proposal to accelerate this work was \$28,260,990. MTACC's estimate was \$18,123,796. Negotiations resulted in agreement on a total price for the acceleration of \$18,500,000, which is considered fair and reasonable.

The 96th Street Station Contract

At the 96th Street Station, the Contractor will work extended shifts, multiple shifts and/or weekends to accelerate completion of, among other things, Ancillaries 1 and 2; escalators and elevators, mechanical systems, station finishes and testing and commissioning. The Contractor's proposal to accelerate this work was \$17,588,881. MTACC's estimate was \$13,619,693. Negotiations resulted in agreement on a total price for the acceleration of \$14,000,000, which is considered fair and reasonable.

The Systems Contract

For the systems work, the Contractor will work extended shifts, multiple shifts and/or weekends to accelerate completion of, among other things, track installation, traction power work and communications systems. The Contractor's proposal to accelerate this work was \$33,585,205. MTACC's estimate was \$9,848,524. Negotiations resulted in agreement on a total price for the acceleration of \$16,000,000, which is considered fair and reasonable.

* * *

Each of the Acceleration Agreements will establish new intermediate milestones which support the commencement of NYCT pre-revenue testing and training by September 1, 2016 and Revenue Service in December 2016. The precise dates of the station milestones are still being established based upon the need dates of the System's contractor. The total price due for each of the agreements will be apportioned among the new milestones and the Acceleration Agreements will require the contractors to complete the work for each milestone within 30 days of the date established for the milestone in order to receive the milestone payment. The Agreements will also allow the contractors a second chance to earn the milestone payment for certain milestones if the contractor is able to "catch-up" in time to meet the date required for pre-revenue training and testing. However, if the contractor misses a milestone date (plus 30 days) and misses the pre-revenue service testing and training date (plus 30 days), the contractor will not be entitled to the milestone payment for that milestone. The MTA will retain the right, in its sole discretion, to pay a contractor for an otherwise missed milestone if Revenue Service commences in or before December 2016. The structure of the Acceleration Agreements provides the contractors with a continuing incentive to complete the work in time to commence Revenue Service in December 2016.

In order to complete all work necessary to support the December 2016 Revenue Service Date it was necessary to start acceleration immediately. Accordingly, the president of MTACC authorized each of the contractors to begin accelerating in January on a time and material basis for a not-to-exceed amount of \$740,000 per contract pending the negotiation and execution of formal acceleration agreements.

ALTERNATIVES

Failure to enter into the proposed Acceleration Agreements and implement the proposed acceleration plans will increase the risk that Revenue Service will not commence until sometime in 2017 which will also have a financial impact on construction management support costs as well as the operating budget and prolong crowded conditions on the Lexington Avenue line.

FUNDING IMPACT

The Acceleration Agreements will be funded from the project contingency.

RECOMMENDATION

For the reasons set forth herein, MTACC recommends that the Board authorize MTACC to enter Acceleration Agreements which will accelerate the work under the following four Second Avenue Subway Contracts for the amounts stated:

- C-26011 - the 72nd Street Station Contract \$17,500,000
- C-26012 - the 86th Street Station Contract in the amount of \$18,500,000
- C-26010 - the "96th Street Station Contract in the amount of \$14,000,000
- C-26009 - Systems Contract in the amount of \$16,000,000

**SERVICE CHANGES: NYC TRANSIT COMMITTEE NOTIFICATION
PUBLIC HEARING:
PROPOSED SECOND AVENUE SUBWAY PHASE I SERVICE
PLAN**

Service Issue

MTA Capital Construction expects to complete Phase I of the Second Avenue Subway in late 2016. The new line will run under 2nd Avenue from 96th Street to 72nd Street, serving new stations at 96th Street, 86th Street and 72nd Street. South of 72nd Street, the line will curve west, connecting to the existing 63rd Street line and serving Lexington Av/63 St Station, where a cross-platform transfer to the **F** will be possible. West of the Lexington Av/63 St Station, the new service would connect to the Broadway line express tracks at the 57 St/7 Av Station and continue south. Revisions to **N** and **Q** service are proposed on the Broadway and Astoria lines in order to accommodate service on the new Second Avenue line. Restoration of **W** service is proposed to maintain service levels on the Astoria line.

Recommendation

It is recommended that a public hearing be authorized to consider proposed revisions to **N** and **Q** subway services and proposed restoration of **W** service (see attached map). The proposal would provide service on the new Second Avenue line via a rerouted **Q** service. **W** service between Queens and lower Manhattan, which was eliminated as part of the 2010 Service Reductions, would be restored to replace **Q** service in Astoria; the **W** would operate local in Manhattan, terminating at Whitehall St. **N** service would operate express in Manhattan between Canal St and 34 St-Herald Sq.

Budget Impact

The net operating cost of this service change is projected at approximately \$13.7 million annually, which has been incorporated into NYCT's approved Financial Plan.

Proposed Implementation Date

It is proposed that a public hearing be held in spring 2016 to consider this proposal. If approved subsequent to the hearing, these service changes would be implemented in late 2016. Beginning with the Fall 2016 Pick (currently planned for November 2016), **W** service would be restored and **Q** service would temporarily terminate at 57 St/7 Av. When Phase I of the Second Avenue line opens, **Q** service would be extended to terminate at 96 St.

Staff Summary

Subject	Request Public Hearing: Proposed Second Avenue Subway Phase I Service Plan
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	February 2, 2016
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	Chair		X		
3	NYC Transit Committee			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President	4	Acting VP General Counsel
7	Acting Executive VP ^{MPC 2/8/16}	3	Director OMB
6	Acting SVP Subways	2	VP GCR
5	VP Corp. Comm	1	Chief Of

Purpose

To obtain approval from the President and Chairman, and to inform the Board, of notification of a public hearing to consider a proposal to restore **W** service and revise **N** and **Q** services upon completion of Phase I of the Second Avenue Subway, currently anticipated in late 2016. At that time, subway service will begin on the new Second Avenue line, which connects with the Broadway line express tracks in Manhattan. This permanent service change would revise **N** and **Q** subway services and restore **W** service between Queens and lower Manhattan, which was eliminated as part of the 2010 NYCT Service Reductions.

Discussion

Phase I of the Second Avenue Subway will run under 2nd Avenue from 96th Street to 72nd Street, serving new stations at 96th Street, 86th Street and 72nd Street. South of 72nd Street, the line will curve west, connecting to the existing 63rd Street line and serving Lexington Av/63 St Station, where a cross-platform transfer to the **F** will be possible. West of the Lexington Av/63 St Station, the new service would connect to the Broadway line express tracks at the 57 St/7 Av Station and continue south. NYCT has undertaken a comprehensive review of service options in connection with the opening of the new line. This effort entailed analysis of projected ridership levels, operational feasibility, and resource availability. NYCT developed the proposed service plan according to the following goals:

- Provide service that is attractive to customers
 - Maintain existing service levels per NYCT Loading Guidelines

- Provide service on the new Second Avenue line to meet NYCT Rapid Transit Loading Guidelines and to attract riders from the **4 5 6** to relieve crowding on those lines
- Make routes and service patterns easy to understand and communicate
- Meet car availability, track capacity and other operational constraints
- Maximize operational reliability

The proposed service plan balances passenger convenience, resource constraints, and the need to provide rush hour and off-peak service on the new Second Avenue line that will attract riders from the overcrowded Lexington Avenue line while maintaining service frequency on the Astoria line. At the same time, the service plan avoids overly complex or unfamiliar changes in stopping patterns and routings by time of day, and avoids excessive complexity in terms of merging and diverging trains, helping to ensure operational reliability.

Recommendation

The proposed service plan is summarized below. See attached map and detailed description of the service plan by time of day.

- N** Astoria/Broadway Express/Fourth Avenue Express/Sea Beach
 - N** service would continue to operate between Astoria-Ditmars Blvd and Coney Island-Stillwell Av at all times. Rush hours, middays, and evenings, **N** service would operate on the express tracks in Manhattan south of 42 St-Times Sq. During these times, the **N** would make the following stops in Manhattan: Lexington Av/59 St, 5 Av/59 St, 57 St/7 Av, 49 St, 42 St-Times Sq, 34 St-Herald Sq, 14 St-Union Sq, and Canal St. Late nights and weekends, **N** service would remain unchanged from current service patterns.
- Q** Second Avenue/Broadway Express/Brighton Local
 - Q** service would be rerouted from the Astoria line to the 63rd Street line (via existing tracks under Central Park that connect to the Broadway express tracks and that are not currently used for passenger service) and the new Second Avenue line, terminating at 96 St and Second Avenue in Manhattan. **Q** service would operate between 96 St and Coney Island-Stillwell Av at all times. In Manhattan, **Q** service would operate on the Second Avenue, 63rd Street, and Broadway express lines (except late nights), stopping at 96 St, 86 St, 72 St, Lexington Av/63 St, 57 St/7 Av, 42 St-Times Sq, 34 St-Herald Sq, 14 St-Union Sq, and Canal St. Late nights, the **Q** would run local between 96 St and Coney Island-Stillwell Av via the Manhattan Bridge. **Q** service in Brooklyn would remain unchanged.
- R** Queens Boulevard Local/Broadway Local/Fourth Avenue Local
 - R** service would remain unchanged.
- W** Astoria/Broadway Local
 - To replace weekday **Q** service in Queens, **W** service would be restored between Whitehall St and Astoria-Ditmars Blvd, operating on the Astoria and Broadway local lines, making all stops.

Staff Summary

As prior to the 2010 Service Reductions, **W** service would operate weekdays-only between approximately 7am and 11pm.

Alternatives to the Proposed Service Change

NYCT reviewed several subway service options. Options were rejected that would be operationally infeasible or incompatible with other aspects of subway operations, or would lead to overcrowding. Alternatives to the proposed service plan are:

- Reroute **Q** to Second Avenue without restoring **W** service. **N** service would run on the local tracks in Manhattan north of Canal St and would provide service in Astoria. **N** service would be increased to maintain Astoria service frequency to meet ridership demand per NYCT loading guidelines. However, due to car fleet and track capacity constraints, some **N** service would need to terminate at Whitehall St rather than Coney Island-Stillwell Av, which could cause passenger confusion since there would be no separate route designations for Lower Manhattan **N** service versus Manhattan Bridge/Coney Island **N** service.
- Comprehensive reconfiguration of Broadway BMT (**NQR** and possibly **W**) services, including reconfiguration of Broadway express and local services, potential swapping of **N** and **R** terminals in Queens, implementation of route variants and/or changes in route designations. Compared to the proposed service plan, these alternatives would result in net travel time increases for passengers and service plans that would be more difficult to communicate.
- Do nothing. Not implementing service on Second Avenue would not allow riders to benefit from the significant capital investments made to construct the Second Avenue Subway line.

Budget Impact

The net operating cost of this service change is projected at approximately \$13.7 million annually, which has been incorporated into NYCT's approved Financial Plan.

Proposed Implementation Date

It is proposed that a public hearing be held in spring 2016 to consider this proposal. If approved subsequent to the hearing, these service changes would be implemented in late 2016. Beginning with the Fall 2016 Pick (currently planned for November 2016), **W** service would be restored and **Q** service would temporarily terminate at 57 St/7 Av. When Phase I of the Second Avenue line opens, **Q** service would be extended to terminate at 96 St.

Approved:


Veronique Hakim
President, NYC Transit


Thomas F. Prendergast
Chairman

Proposed Second Avenue Subway Phase 1 Service



ATTACHMENT

Second Avenue Subway

Proposed Service Plan

Route	Weekdays			Weekends	Late Nights	Change
	Rush Hours	Middays	Evenings			
N Astoria/ Broadway Express/ Fourth Avenue Express	Astoria-Ditmars Blvd - Coney Island-Stillwell Av Local in Queens; Express in Manhattan between 34 St- Herald Sq and Canal St; Express in Brooklyn			Astoria-Ditmars Blvd - Coney Island-Stillwell Av Local in Queens and Manhattan, Express in Brooklyn	Astoria-Ditmars Blvd - Coney Island-Stillwell Av Local; via Lower Manhattan	Weekdays runs express between 34 St-Herald Sq and Canal St
Q Second Avenue/ Broadway Express/ Brighton Local	96 St - Coney Island-Stillwell Av Express in Manhattan; Local in Brooklyn				96 St - Coney Island-Stillwell Av Local in Manhattan and Brooklyn	Rerouted to Second Avenue line in Manhattan
R Queens Boulevard Local/ Broadway Local/ Fourth Avenue Local	Forest Hills-71 Av - Bay Ridge-95 St Local				36 St - Bay Ridge-95 St Local; connect with N or D at 36 St	No change
W Astoria/Broadway Local	Astoria-Ditmars Blvd - Whitehall St Local			Does not operate, use N R		Replaces Q in Queens; Provides more frequent service in Lower Manhattan on weekdays



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>December 2014</u>	<u>December 2015*</u>	<u>Difference</u>
Cash	2.5%	2.2%	(0.3%)
Single-Ride Ticket	0.8%	0.8%	(0.0%)
Bonus Pay-Per-Ride	44.7%	41.2%	(3.5%)
Non-Bonus Pay-Per-Ride	3.4%	5.4%	2.1%
7-Day Farecard	21.9%	23.0%	1.1%
30-Day Farecard	<u>26.7%</u>	<u>27.3%</u>	0.6%
Total	100.0%	100.0%	

* Preliminary

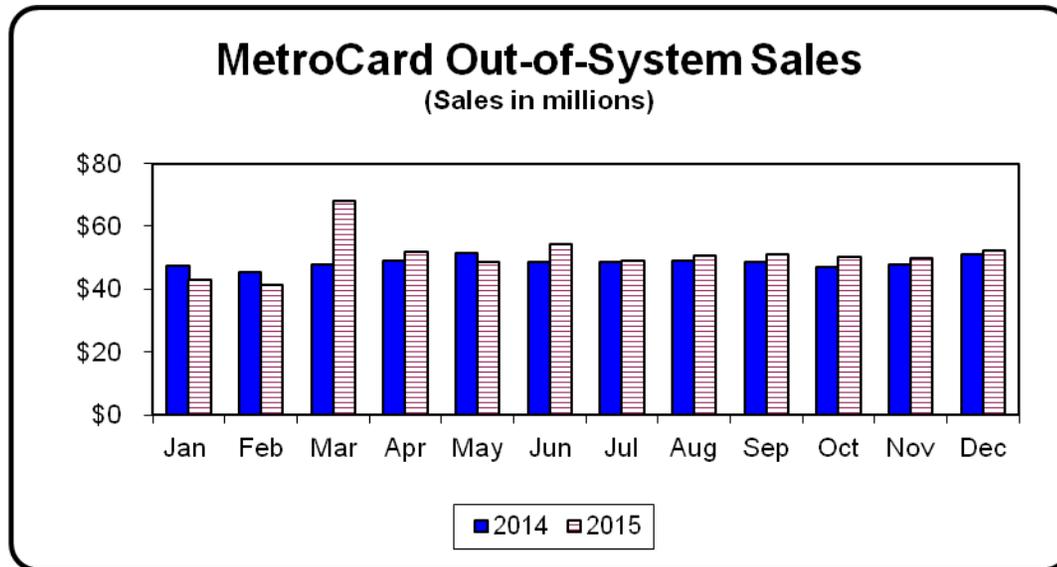
Note: Percentages may not add due to rounding.

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 December 2015 was 4,706, a 2.87 percent decrease from the same period last year. The average value of a credit issued was \$70.71.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$52.3 million in December 2015, a 2.5 percent increase compared to December of 2014. Year to date sales totaled \$613.5 million, a 5.5 percent increase compared to the same period last year.



Retail Sales

There were 4,352 active out-of-system sales and distribution locations for MetroCards, generating \$25.5 million in sales revenue during December 2015.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 156,075 MetroCards valued at approximately \$14.7 million were made in December 2015 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$92.70. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 92,693 for December 2015, generating an additional \$10.8 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$292.5 million, a 14 percent increase when compared to last year.

Mobile Sales Program

In December 2015, the Mobile Sales unit completed 183 site visits, of which 123 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$91,000 in revenue was generated. In December 2015, the Mobile Sales unit assisted and enabled 1,389 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events including Sunset Park Recreational Center (Brooklyn).

Reduced-Fare Program

During December 2015 enrollment in the Reduced-Fare Program increased by 6,211 new customers, while 1,507 customers left the program. The total number of customers in the program is 994,765. Seniors account for 816,837 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 177,928 customers. Of those, a total of 38,092 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 \$8.2 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In December 2015, the EasyPay Reduced Fare program enrollment totaled 154,437 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with \$2.3 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In December 2015, the EasyPay Xpress PPR program enrollment totaled 82,698 accounts. During this month, active Xpress PPR customers accounted for approximately 1.4 million subway, express bus and local bus rides with \$3.8 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$59.

EasyPay Xpress Unlimited Program

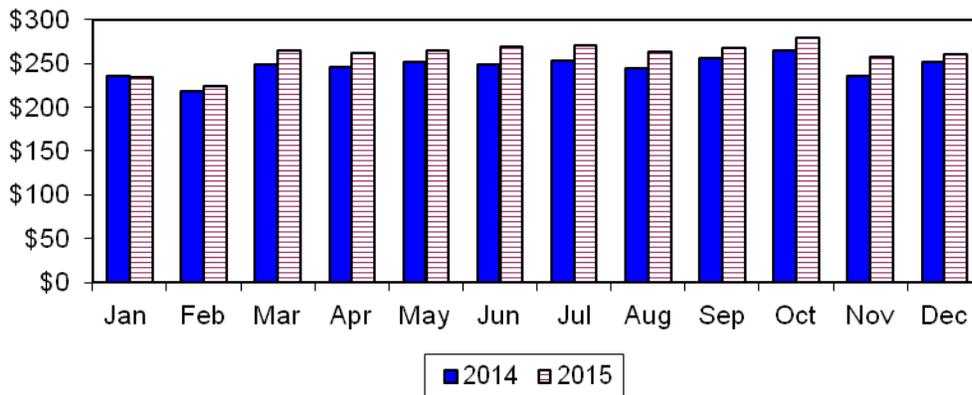
In December 2015, the EasyPay Xpress Unlimited program enrollment totaled 17,187 accounts. During this month, active Xpress Unlimited customers accounted for approximately 764,000 subway and local bus rides with \$1.7 million charged to their accounts. Each active account averaged 49 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during December 2015 totaled \$260.6 million, on a base of 15.8 million customer transactions. This represents a 1.2 percent decrease in vending machine transactions compared to the same period last year. During December 2015, MEMs accounted for 2,170,656 transactions resulting in \$52,276,316 in sales. Debit/credit card purchases accounted for 76.1 percent of total vending machine revenue, while cash purchases accounted for 23.9 percent. Debit/credit card transactions account for 53.3 percent of total vending machine transactions, while cash transactions account for 46.7 percent. The average credit sale was \$26.60, more than three times the average cash sale of \$8.42. The average debit sale was \$19.26.

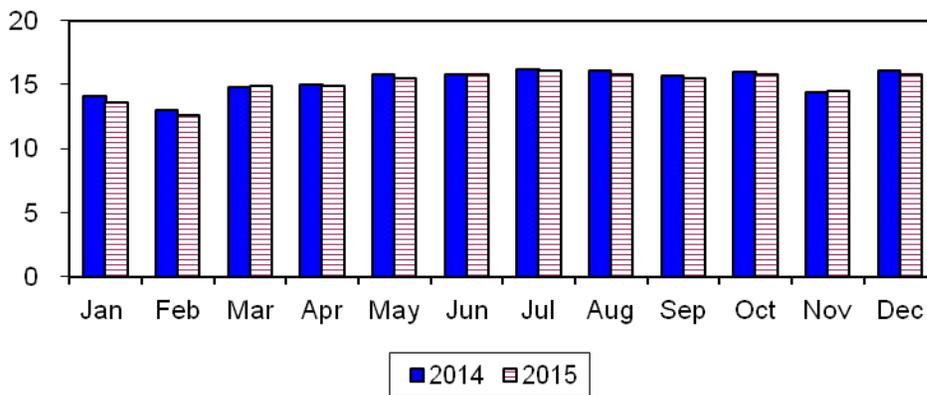
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2016-2019
2015 FINAL ESTIMATE AND 2016 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA New York City Transit's 2015 Final Estimate, 2016 Adopted Budget and the Financial Plan for 2016 - 2019. The Adopted Budget reflects the projections presented in the November Financial Plan which was adopted by the Board in December 2015, as well as technical adjustments presented below.

These adjustments are presented on the included reconciliations from the November Financial Plan and are described as follows:

- **Major Second Avenue Subway Implementation.** \$9.6 million of support expenses including 392 positions are being added to the 2016 Budget in order to help meet the December, 2016 implementation target. This adjustment, which was captured in MTA consolidated projections in the November Financial Plan, is now captured within NYCT's baseline.
- **Enterprise Asset Management (EAM) Requirements,** reflecting the latest assumptions increases expenses in 2016 by \$2.3 million, and is funded from the EAM contingency.
- **MTA Treasury function consolidation** banker fees approximating \$0.7 million per year.
- **The Occupational Health Services function** was transferred to Headquarters from NYCT, decreasing positions by five and expenses by \$0.9 million per year.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2016 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA NEW YORK CITY TRANSIT
 February Financial Plan 2016 - 2019
 Reconciliation to the November Plan (Accrual) Non-Reimbursable
 (\$ in millions)

	Favorable/(Unfavorable)									
	2015		2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2015 November Financial Plan: Net Surplus/(Deficit)	42,650	(\$5,791.138)	43,146	(\$6,046.931)	43,521	(\$6,466.946)	43,445	(\$6,787.855)	43,446	(\$7,192.972)
<i>Technical Adjustments:</i>										
Second Avenue Subway Advanced Implementation (a)			(392)	(\$9.566)						
Enterprise Asset Management Additional Requirements				(2.330)						
MTA Treasury Consolidation-Bank Fees				(0.683)		(0.683)		(0.683)		(0.683)
Miscellaneous Adjustments				(0.020)		(0.004)	1	0.041	1	0.026
Occupational Health Services Transfer to MTA			5	0.913	5	0.913	5	0.913	5	0.913
Sub-Total Technical Adjustments	0	\$0.000	(387)	(\$11.686)	5	\$0.226	6	\$0.271	6	\$0.256
<i>MTA Plan Adjustments:</i>										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2016 February Financial Plan: Net Surplus/(Deficit)	42,650	(\$5,791.138)	43,533	(\$6,058.617)	43,516	(\$6,466.720)	43,439	(\$6,787.584)	43,440	(\$7,192.716)

(a) Transfer from MTA

MTA NEW YORK CITY TRANSIT
February Financial Plan 2016 - 2019
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2015		2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2015 November Financial Plan: Net Surplus/(Deficit)	5,056	\$0.000	5,068	\$0.000	4,822	\$0.000	4,656	\$0.000	4,617	\$0.000
Technical Adjustments:										
<i>Departmental Expense Re-estimates</i>				\$0.065		\$0.039	(1)	(\$0.007)		\$0.001
<i>Capital Reimbursement offset to Expense Change</i>				(0.065)		(0.039)		0.007	(1)	(0.001)
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	(1)	\$0.000	(1)	\$0.000
MTA Plan Adjustments:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2016 February Financial Plan: Net Surplus/(Deficit)	5,056	\$0.000	5,068	\$0.000	4,822	\$0.000	4,657	\$0.000	4,618	\$0.000

MTA NEW YORK CITY TRANSIT
February Financial Plan 2016 - 2019
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2015		2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2015 November Financial Plan: Net Surplus/(Deficit)	47,706	(\$2,541.686)	48,214	(\$2,681.068)	48,343	(\$2,875.038)	48,101	(\$3,085.720)	48,063	(\$3,375.042)
Technical Adjustments:										
Second Avenue Subway Advanced Implementation (a)			(392)	(\$9.566)						
Enterprise Asset Management Additional Requirements				(2.330)						
MTA Treasury Consolidation-Bank Fees				(0.683)	(0.683)	(0.683)	(0.683)	(0.683)	(0.683)	(0.683)
Miscellaneous Non-Reimbursable Adjustments				(0.019)	(0.009)	(0.009)	0.019	0.019	0.027	0.027
Occupational Health Services Transfer to MTA			5	0.913	5	0.913	5	0.913	5	0.913
Sub-Total Technical Adjustments	0	\$0.000	(387)	(\$11.685)	5	\$0.221	5	\$0.249	5	\$0.257
MTA Plan Adjustments:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2016 February Financial Plan: Net Surplus/(Deficit)	47,706	(\$2,541.686)	48,601	(\$2,692.753)	48,338	(\$2,874.817)	48,096	(\$3,085.471)	48,058	(\$3,374.785)

(a) Transfer from MTA

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

NON-REIMBURSABLE	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Operating Revenue					
<u>Farebox Revenue:</u>					
Subway	\$3,303.475	\$3,397.986	\$3,416.390	\$3,437.621	\$3,449.442
Bus	960.608	977.116	986.540	990.205	991.830
Paratransit	17.823	19.751	21.034	22.402	23.858
Fare Media Liability	61.900	60.400	60.400	60.400	60.400
Farebox Revenue	\$4,343.806	\$4,455.253	\$4,484.364	\$4,510.628	\$4,525.530
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	187.634	191.981	197.738	211.760	230.534
Other	155.779	159.704	163.318	167.037	170.865
Other Operating Revenue	\$427.429	\$435.701	\$445.072	\$462.813	\$485.415
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue	\$4,771.235	\$4,890.954	\$4,929.436	\$4,973.441	\$5,010.945
Operating Expenses					
<u>Labor:</u>					
Payroll	\$3,079.089	\$3,190.494	\$3,278.182	\$3,335.622	\$3,395.279
Overtime	450.310	431.696	434.224	442.196	452.800
Total Salaries & Wages	\$3,529.399	\$3,622.190	\$3,712.406	\$3,777.818	\$3,848.079
Health and Welfare	741.101	824.377	885.152	950.051	1,024.980
OPEB Current Payment	393.258	429.574	464.474	505.998	552.660
Pensions	879.805	883.756	849.606	833.319	842.216
Other Fringe Benefits	316.714	311.071	326.298	338.949	346.504
Total Fringe Benefits	\$2,330.878	\$2,448.778	\$2,525.530	\$2,628.317	\$2,766.360
Reimbursable Overhead	(237.290)	(238.534)	(231.915)	(224.542)	(226.165)
Total Labor Expenses	\$5,622.987	\$5,832.434	\$6,006.021	\$6,181.593	\$6,388.274
<u>Non-Labor:</u>					
Electric Power	\$301.437	\$309.334	\$325.326	\$346.347	\$370.321
Fuel	121.376	111.557	117.217	135.466	152.950
Insurance	72.439	77.779	85.127	95.025	106.860
Claims	135.827	125.145	126.455	129.333	130.909
Paratransit Service Contracts	383.014	406.636	426.203	463.349	501.931
Maintenance and Other Operating Contracts	191.323	218.500	204.467	185.826	187.577
Professional Service Contracts	104.301	107.755	103.398	105.597	106.990
Materials & Supplies	294.125	312.226	314.634	309.160	322.875
Other Business Expenses	81.139	79.150	75.868	77.963	79.543
Total Non-Labor Expenses	\$1,684.981	\$1,748.082	\$1,778.695	\$1,848.066	\$1,959.956
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adj.	\$7,307.968	\$7,580.516	\$7,784.716	\$8,029.659	\$8,348.230
Depreciation	\$1,638.144	\$1,688.144	\$1,863.292	\$1,913.292	\$1,964.634
OPEB Obligation	1,616.261	1,680.911	1,748.148	1,818.074	1,890.797
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,562.373	\$10,949.571	\$11,396.156	\$11,761.025	\$12,203.661
Net Surplus/(Deficit)	(\$5,791.138)	(\$6,058.617)	(\$6,466.720)	(\$6,787.584)	(\$7,192.716)

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

REIMBURSABLE	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Revenue					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,152.818	1,161.078	1,133.890	1,107.777	1,117.960
Total Revenue	\$1,152.818	\$1,161.078	\$1,133.890	\$1,107.777	\$1,117.960
Expenses					
<u>Labor:</u>					
Payroll	\$438.567	\$481.726	\$471.134	\$464.637	\$468.627
Overtime	126.397	98.346	98.656	95.876	97.794
Total Salaries & Wages	\$564.964	\$580.072	\$569.790	\$560.513	\$566.421
Health and Welfare	20.221	21.903	22.896	23.852	24.852
OPEB Current Payment	7.854	9.131	9.522	10.032	10.569
Pensions	30.097	28.947	27.917	27.680	27.748
Other Fringe Benefits	167.410	180.741	176.721	172.993	174.290
Total Fringe Benefits	\$225.582	\$240.722	\$237.056	\$234.557	\$237.459
Reimbursable Overhead	237.290	238.534	231.915	224.542	226.165
Total Labor Expenses	\$1,027.836	\$1,059.328	\$1,038.761	\$1,019.612	\$1,030.045
<u>Non-Labor:</u>					
Electric Power	\$0.252	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.023	0.000	0.023	0.023	0.023
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	37.219	29.513	29.464	29.428	29.428
Professional Service Contracts	21.721	7.603	7.444	7.432	7.432
Materials & Supplies	71.349	64.424	57.988	51.072	50.822
Other Business Expenses	(5.582)	(0.042)	(0.042)	(0.042)	(0.042)
Total Non-Labor Expenses	\$124.982	\$101.750	\$95.129	\$88.165	\$87.915
<u>Other Expense Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1,152.818	\$1,161.078	\$1,133.890	\$1,107.777	\$1,117.960
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$1,152.818	\$1,161.078	\$1,133.890	\$1,107.777	\$1,117.960
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

NON-REIMBURSABLE / REIMBURSABLE	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Revenue					
<i>Farebox Revenue:</i>					
Subway	\$3,303.475	\$3,397.986	\$3,416.390	\$3,437.621	\$3,449.442
Bus	960.608	977.116	986.540	990.205	991.830
Paratransit	17.823	19.751	21.034	22.402	23.858
Fare Media Liability	61.900	60.400	60.400	60.400	60.400
Farebox Revenue	\$4,343.806	\$4,455.253	\$4,484.364	\$4,510.628	\$4,525.530
<i>Other Operating Revenue:</i>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	187.634	191.981	197.738	211.760	230.534
Other	155.779	159.704	163.318	167.037	170.865
Other Operating Revenue	\$427.429	\$435.701	\$445.072	\$462.813	\$485.415
Capital and Other Reimbursements	1,152.818	1,161.078	1,133.890	1,107.777	1,117.960
Total Revenue	\$5,924.053	\$6,052.032	\$6,063.326	\$6,081.218	\$6,128.905
Expenses					
<i>Labor:</i>					
Payroll	\$3,517.656	\$3,672.220	\$3,749.316	\$3,800.259	\$3,863.906
Overtime	576.707	530.042	532.880	538.072	550.594
Total Salaries & Wages	\$4,094.363	\$4,202.262	\$4,282.196	\$4,338.331	\$4,414.500
Health and Welfare	761.322	846.280	908.048	973.903	1,049.832
OPEB Current Payment	401.112	438.705	473.996	516.030	563.229
Pensions	909.902	912.703	877.523	860.999	869.964
Other Fringe Benefits	484.124	491.812	503.019	511.942	520.794
Total Fringe Benefits	\$2,556.460	\$2,689.500	\$2,762.586	\$2,862.874	\$3,003.819
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$6,650.823	\$6,891.762	\$7,044.782	\$7,201.205	\$7,418.319
<i>Non-Labor:</i>					
Electric Power	\$301.689	\$309.586	\$325.578	\$346.599	\$370.573
Fuel	121.399	111.557	117.240	135.489	152.973
Insurance	72.439	77.779	85.127	95.025	106.860
Claims	135.827	125.145	126.455	129.333	130.909
Paratransit Service Contracts	383.014	406.636	426.203	463.349	501.931
Maintenance and Other Operating Contracts	228.542	248.013	233.931	215.254	217.005
Professional Service Contracts	126.022	115.358	110.842	113.029	114.422
Materials & Supplies	365.474	376.650	372.622	360.232	373.697
Other Business Expenses	75.557	79.108	75.826	77.921	79.501
Total Non-Labor Expenses	\$1,809.963	\$1,849.832	\$1,873.824	\$1,936.231	\$2,047.871
<i>Other Expense Adjustments:</i>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$8,460.786	\$8,741.594	\$8,918.606	\$9,137.436	\$9,466.190
Depreciation	\$1,638.144	\$1,688.144	\$1,863.292	\$1,913.292	\$1,964.634
OPEB Obligation	1,616.261	1,680.911	1,748.148	1,818.074	1,890.797
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$11,715.191	\$12,110.649	\$12,530.046	\$12,868.802	\$13,321.621
Net Surplus/(Deficit)	(\$5,791.138)	(\$6,058.617)	(\$6,466.720)	(\$6,787.584)	(\$7,192.716)

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

CASH RECEIPTS AND EXPENDITURES					
	2015	2016			
	Final	Adopted			
	Estimate	Budget	2017	2018	2019
Receipts					
Fare Revenue	\$4,348.703	\$4,455.453	\$4,484.564	\$4,510.828	\$4,525.730
<i>Other Operating Revenue:</i>					
Fare Reimbursement	114.016	54.016	84.016	84.016	84.016
Paratransit Reimbursement	173.091	192.252	197.738	211.594	230.285
Other	<u>47.496</u>	<u>48.173</u>	<u>48.441</u>	<u>48.713</u>	<u>48.992</u>
Other Operating Revenue	334.603	294.441	330.195	344.323	363.293
Capital and Other Reimbursements	1,236.855	1,191.664	1,139.060	1,112.721	1,115.330
Total Receipts	\$5,920.161	\$5,941.558	\$5,953.819	\$5,967.872	\$6,004.353
Expenditures					
<i>Labor:</i>					
Payroll	\$3,530.081	\$3,631.820	\$3,719.097	\$3,769.169	\$3,831.682
Overtime	<u>580.846</u>	<u>530.042</u>	<u>532.880</u>	<u>538.072</u>	<u>550.594</u>
Total Salaries & Wages	\$4,110.927	\$4,161.862	\$4,251.977	\$4,307.241	\$4,382.276
Health and Welfare	773.167	839.394	905.740	965.945	1,041.276
OPEB Current Payment	401.112	438.706	473.996	516.031	563.229
Pensions	934.827	919.772	883.751	868.016	865.769
Other Fringe Benefits	451.011	457.775	460.903	468.963	476.916
Total Fringe Benefits	\$2,560.117	\$2,655.647	\$2,724.390	\$2,818.955	\$2,947.190
GASB Account	<u>0.000</u>	<u>0.000</u>	<u>0.000</u>	<u>8.305</u>	<u>17.637</u>
Reimbursable Overhead					
Total Labor Expenditures	\$6,671.044	\$6,817.509	\$6,976.367	\$7,134.501	\$7,347.103
<i>Non-Labor:</i>					
Electric Power	\$301.689	\$309.586	\$325.578	\$346.599	\$370.573
Fuel	121.399	111.557	117.240	135.489	152.973
Insurance	72.823	77.321	86.156	95.220	108.607
Claims	125.197	112.360	113.670	116.548	118.124
Paratransit Service Contracts	381.014	404.636	424.203	461.349	499.931
Maintenance and Other Operating Contracts	239.243	258.713	244.631	225.954	227.705
Professional Service Contracts	115.194	103.358	98.842	101.030	102.423
Materials & Supplies	356.689	360.163	366.123	358.732	372.196
Other Business Expenditures	77.555	79.108	75.826	77.921	79.503
Total Non-Labor Expenditures	\$1,790.803	\$1,816.802	\$1,852.269	\$1,918.842	\$2,032.035
<i>Other Expenditure Adjustments:</i>					
<i>Other</i>					
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$8,461.847	\$8,634.311	\$8,828.636	\$9,053.343	\$9,379.138
Net Cash Surplus/(Deficit)	(\$2,541.686)	(\$2,692.753)	(\$2,874.817)	(\$3,085.471)	(\$3,374.785)

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

CASH FLOW ADJUSTMENTS					
	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Receipts					
Fare Revenue	\$4.897	\$0.200	\$0.200	\$0.200	\$0.200
<i>Other Operating Revenue:</i>					
Fare Reimbursement	30.000	(30.000)	0.000	0.000	0.000
Paratransit Reimbursement	(14.543)	0.271	0.000	(0.166)	(0.249)
Other	(108.283)	(111.531)	(114.877)	(118.324)	(121.873)
Other Operating Revenue	(92.826)	(141.260)	(114.877)	(118.490)	(122.122)
Capital and Other Reimbursements	84.037	30.586	5.170	4.944	(2.630)
Total Receipt Adjustments	(\$3.892)	(\$110.474)	(\$109.507)	(\$113.346)	(\$124.552)
Expenditures					
<i>Labor:</i>					
Payroll	(\$12.425)	\$40.400	\$30.219	\$31.090	\$32.224
Overtime	(4.139)	0.000	0.000	0.000	0.000
Health and Welfare	(11.845)	6.886	2.308	7.958	8.556
OPEB Current Payment	0.000	(0.001)	0.000	(0.001)	0.000
Pensions	(24.925)	(7.069)	(6.228)	(7.017)	4.195
Other Fringe Benefits	33.113	34.037	42.116	42.979	43.878
Total Fringe Benefits	(\$3.657)	\$33.853	\$38.196	\$43.919	\$56.629
GASB Account	0.000	0.000	0.000	(8.305)	(17.637)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$20.221)	\$74.253	\$68.415	\$66.704	\$71.216
<i>Non-Labor:</i>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	(0.000)
Insurance	(0.384)	0.458	(1.029)	(0.195)	(1.747)
Claims	10.630	12.785	12.785	12.785	12.785
Paratransit Service Contracts	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(10.701)	(10.700)	(10.700)	(10.700)	(10.700)
Professional Service Contracts	10.828	12.000	12.000	11.999	11.999
Materials & Supplies	8.785	16.487	6.499	1.500	1.501
Other Business Expenditures	(1.998)	0.000	0.000	0.000	(0.002)
Total Non-Labor Expenditures	\$19.160	\$33.030	\$21.555	\$17.389	\$15.836
<i>Other Expenditures Adjustments:</i>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$4.953)	(\$3.191)	(\$19.537)	(\$29.253)	(\$37.500)
Depreciation Adjustment	\$1,638.144	\$1,688.144	\$1,863.292	\$1,913.292	\$1,964.634
OPEB Obligation	1,616.261	1,680.911	1,748.148	1,818.074	1,890.797
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$3,249.452	\$3,365.864	\$3,591.903	\$3,702.113	\$3,817.931

MTA New York City Transit
2016 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

<i>NON-REIMBURSABLE OVERTIME</i>	Total		
	Hours	\$	%
<u>Scheduled Service</u>	4,053,893	\$128.211	29.7%
<u>Unscheduled Service</u>	3,738,569	121.596	28.2%
<u>Programmatic/Routine Maintenance</u>	4,055,220	140.374	32.5%
<u>Unscheduled Maintenance</u>	0	0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	496,920	15.466	3.6%
<u>Weather Emergencies</u>	523,133	17.349	4.0%
<u>Safety/Security/Law Enforcement</u>	134,875	3.901	0.9%
<u>Other ¹</u>	159,576	4.799	1.1%
Subtotal	13,162,186	\$431.696	100.0%
<i>REIMBURSABLE OVERTIME</i>	2,909,194	98.347	
TOTAL OVERTIME	16,071,380	\$530.043	

¹ Other & reimbursable budget includes PTE \$'s only. Does not include hours.

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

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

MTA NEW YORK CITY TRANSIT
February Financial Plan 2016 - 2019
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

Function/Department	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Administration					
Office of the President	54	66	67	67	68
Law	285	312	312	312	312
Office of the EVP	45	46	46	46	46
Human Resources	227	227	227	225	224
Office of Management and Budget	42	42	42	42	42
Capital Planning & Budget	35	35	35	35	35
Corporate Communications	261	260	260	260	260
Non-Departmental	(33)	(36)	(36)	(36)	(34)
Labor Relations	97	98	98	98	98
Material	284	289	283	282	280
Controller	137	128	128	128	128
Total Administration	1,434	1,467	1,462	1,459	1,459
Operations					
Subways Service Delivery	7,814	8,030	7,960	7,959	7,959
Subways Operation Support /Admin	365	391	391	391	391
Subways Stations	2,640	2,632	2,628	2,628	2,628
<i>Subtotal - Subways</i>	10,819	11,053	10,979	10,978	10,978
Buses	10,946	11,028	11,005	11,005	11,005
Paratransit	213	213	213	213	213
Operations Planning	401	401	401	401	401
Revenue Control	579	579	579	579	579
Non-Departmental	-	102	102	102	102
Total Operations	22,958	23,376	23,279	23,278	23,278
Maintenance					
Subways Operation Support /Admin	184	175	159	163	162
Subways Engineering	363	378	358	336	319
Subways Car Equipment	4,434	4,390	4,366	4,260	4,218
Subways Infrastructure	1,528	1,585	1,586	1,533	1,533
Subways Elevator & Escalators	442	453	454	449	454
Subways Stations	3,689	3,716	3,719	3,715	3,701
Subways Track	2,805	2,804	2,809	2,812	2,798
Subways Power	592	605	605	594	582
Subways Signals	1,505	1,503	1,466	1,442	1,443
Subways Electronics Maintenance	1,578	1,592	1,535	1,515	1,511
<i>Subtotal - Subways</i>	17,120	17,201	17,057	16,819	16,721
Buses	3,644	3,692	3,648	3,653	3,707
Supply Logistics	558	559	559	559	559
System Safety	99	99	99	99	99
Non-Departmental	(61)	198	225	220	226
Total Maintenance	21,360	21,749	21,588	21,350	21,312
Engineering/Capital					
Capital Program Management	1,319	1,358	1,358	1,358	1,358
Total Engineering/Capital	1,319	1,358	1,358	1,358	1,358
Public Safety					
Security	635	651	651	651	651
Total Public Safety	635	651	651	651	651
Baseline Total Positions	47,706	48,601	48,338	48,096	48,058
Non-Reimbursable	42,650	43,533	43,516	43,439	43,440
Reimbursable	5,056	5,068	4,822	4,657	4,618
Total Full-Time	47,552	48,397	48,134	47,892	47,854
Total Full-Time Equivalents	154	204	204	204	204

MTA NEW YORK CITY TRANSIT
February Financial Plan 2016 - 2019
Total Positions by Function and Occupation

Function/Occupational Group	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Administration					
Managers/Supervisors	545	537	535	534	532
Professional, Technical, Clerical	858	901	898	896	898
Operational Hourlies	31	29	29	29	29
Total Administration	1,434	1,467	1,462	1,459	1,459
Operations					
Managers/Supervisors	2,712	2,736	2,718	2,717	2,717
Professional, Technical, Clerical	500	504	504	504	504
Operational Hourlies	19,746	20,136	20,057	20,057	20,057
Total Operations	22,958	23,376	23,279	23,278	23,278
Maintenance					
Managers/Supervisors	3,862	3,913	3,900	3,849	3,840
Professional, Technical, Clerical	1,067	1,116	1,084	1,069	1,074
Operational Hourlies	16,431	16,720	16,604	16,432	16,398
Total Maintenance	21,360	21,749	21,588	21,350	21,312
Engineering/Capital					
Managers/Supervisors	339	339	339	339	339
Professional, Technical, Clerical	978	1,017	1,017	1,017	1,017
Operational Hourlies	2	2	2	2	2
Total Engineering/Capital	1,319	1,358	1,358	1,358	1,358
Public Safety					
Managers/Supervisors	261	275	275	275	275
Professional, Technical, Clerical	39	39	39	39	39
Operational Hourlies	335	337	337	337	337
Total Public Safety	635	651	651	651	651
Total					
Managers/Supervisors	7,719	7,800	7,767	7,714	7,703
Professional, Technical, Clerical	3,442	3,577	3,542	3,525	3,532
Operational Hourlies	36,545	37,224	37,029	36,857	36,823
Baseline Total Positions	47,706	48,601	48,338	48,096	48,058

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2016 Adopted Budget
Accrual Statement of Operations By Category
(\$ In Millions)

NON-REIMBURSABLE

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Revenue													
Farebox Revenue:													
Subway	267,386	269,780	296,261	282,280	286,264	288,682	277,550	285,423	286,196	287,458	280,322	290,385	3,397,986
Bus	76,273	77,106	85,559	81,875	83,003	81,984	82,308	84,223	84,412	83,268	77,727	79,378	977,116
Paratransit	1,602	1,610	1,733	1,645	1,729	1,653	1,591	1,652	1,628	1,586	1,586	1,599	19,751
Fare Liability	5,033	5,033	5,033	5,033	5,033	5,033	5,033	5,033	5,034	5,034	5,034	5,034	60,400
Farebox Revenue	350,295	353,530	388,586	370,834	376,028	377,352	366,481	376,331	377,271	377,481	364,669	376,396	4,455,253
Fare Reimbursement	7,163	6,314	9,686	7,989	8,956	7,521	2,929	1,788	6,477	9,447	7,980	7,766	84,016
Paratransit Reimbursement	18,933	15,753	15,753	15,753	15,753	15,753	15,753	15,753	15,753	15,753	15,753	15,518	191,981
Other Operating Revenue	13,308	13,308	13,308	13,308	13,308	13,308	13,308	13,308	13,308	13,308	13,308	13,316	159,704
Other Revenue	39,404	35,375	38,747	37,050	38,017	36,582	31,990	30,849	35,538	38,508	37,041	36,600	435,701
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	389,699	388,905	427,333	407,884	414,045	413,934	398,471	407,180	412,809	415,989	401,710	412,996	4,890,954
Expenses													
Labor :													
Payroll	267,261	260,502	267,268	250,233	271,615	261,192	269,038	270,301	263,669	253,927	272,099	283,389	3,190,494
Overtime	38,021	36,112	38,697	31,113	35,657	36,677	33,945	35,037	34,902	31,815	35,925	43,796	431,696
Total Salaries & Wages	305,282	296,614	305,965	281,346	307,272	297,868	302,983	305,338	298,571	285,742	308,024	327,185	3,622,191
Health and Welfare	66,329	66,333	66,472	66,534	66,690	67,050	68,809	69,308	68,938	69,099	69,212	79,602	824,377
OPEB Current Payment	35,274	35,274	35,274	35,274	34,894	34,894	36,218	36,218	36,218	36,218	36,218	37,599	429,574
Pensions	19,651	18,637	20,086	18,683	20,421	19,037	666,755	19,871	19,038	19,654	19,892	22,030	883,756
Other Fringe Benefits	26,253	25,696	28,233	20,991	24,474	28,043	26,266	25,724	28,306	19,598	26,588	30,899	311,071
Total Fringe Benefits	147,507	145,940	150,066	141,483	146,479	149,025	798,048	151,121	152,500	144,569	151,910	170,130	2,448,779
Contribution to GASB Fund Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Labor	(17,342)	(16,935)	(19,131)	(27,168)	(21,384)	(18,330)	(17,150)	(18,451)	(18,033)	(30,854)	(17,146)	(16,611)	(238,534)
Total Labor	435,447	425,619	435,901	395,661	432,367	428,563	1,083,881	438,008	433,038	399,456	442,788	480,705	5,832,435
Non-Labor :													
Electric Power	27,987	29,515	26,506	23,788	23,452	23,814	26,593	24,953	25,168	25,300	24,332	27,926	309,334
Fuel	9,966	10,015	10,051	8,348	9,275	9,068	8,849	8,340	8,096	8,640	10,442	10,468	111,557
Insurance	6,033	6,033	6,439	6,440	6,575	6,575	6,575	6,575	6,575	6,575	6,692	6,692	77,779
Claims	10,429	10,429	10,429	10,429	10,429	10,429	10,429	10,429	10,429	10,429	10,429	10,429	125,145
Paratransit Service Contracts	33,534	32,931	34,804	34,253	34,627	33,911	33,474	33,645	33,382	35,304	33,293	33,478	406,636
Maintenance and Other Operating Contracts	14,071	16,097	16,387	18,547	18,333	18,519	17,268	20,420	20,152	20,189	16,921	21,594	218,498
Professional Service Contracts	9,465	7,240	7,596	10,678	7,626	8,270	10,887	7,616	8,118	11,610	8,491	10,160	107,756
Materials & Supplies	25,719	25,150	25,834	25,795	25,901	25,952	25,872	25,688	25,954	25,977	25,848	28,537	312,226
Other Business Expenses	5,836	6,210	8,310	6,724	6,395	6,578	6,475	6,515	6,784	6,365	6,407	6,550	79,150
Non-Labor	143,039	143,619	146,355	145,003	142,612	143,116	146,423	144,181	144,659	150,389	142,853	155,833	1,748,082
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Expense Adjustments	0.000												
Total Expenses before Depreciation and OPEB	578,486	569,238	583,255	540,664	574,979	571,678	1,230,304	582,189	577,697	549,845	585,641	636,538	7,580,517
Depreciation	128,988	130,081	131,175	132,268	133,361	144,032	145,125	146,218	147,311	148,404	149,498	151,683	1,688,144
OPEB Liability	0.000	0.000	420,228	0.000	0.000	420,228	0.000	0.000	420,228	0.000	0.000	420,228	1,680,911
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	707,475	699,320	1,134,658	672,932	708,340	1,135,938	1,375,429	728,407	1,145,236	698,250	735,139	1,208,448	10,949,572
OPERATING SURPLUS/DEFICIT	(317,776)	(310,415)	(707,325)	(265,048)	(294,295)	(722,004)	(976,958)	(321,227)	(732,427)	(282,261)	(333,429)	(795,453)	(6,058,618)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2016 Adopted Budget
Accrual Statement of Operations By Category
(\$ in Millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Revenue													
Farebox Revenue:													
Subway	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Bus	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fare Liability	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Farebox Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	87.037	85.435	91.616	116.702	98.689	90.787	108.841	91.271	89.559	127.418	86.466	87.258	1,161.078
Total Revenue	87.037	85.435	91.616	116.702	98.689	90.787	108.841	91.271	89.559	127.418	86.466	87.258	1,161.078
Expenses													
Labor :													
Payroll	37.134	36.292	40.386	47.392	42.099	38.740	36.499	38.724	38.227	52.193	36.558	37.483	481.725
Overtime	7.494	7.196	7.480	12.121	7.480	7.439	7.524	7.829	7.426	12.170	7.330	6.858	98.347
Total Salaries & Wages	44.627	43.488	47.866	59.512	49.578	46.179	44.023	46.553	45.653	64.363	43.888	44.340	580.072
Health and Welfare	1.826	1.773	1.773	1.773	1.803	1.803	1.844	1.844	1.844	1.844	1.844	1.935	21.904
OPEB Current Payment	0.761	0.761	0.761	0.761	0.761	0.761	0.761	0.761	0.761	0.761	0.761	0.761	9.131
Pensions	0.537	0.537	0.537	0.537	0.537	0.537	23.039	0.537	0.537	0.537	0.537	0.537	28.947
Other Fringe Benefits	13.726	13.546	14.993	18.306	16.029	14.446	13.494	14.404	14.196	20.395	13.542	13.663	180.741
Total Fringe Benefits	16.850	16.617	18.064	21.377	19.130	17.547	39.138	17.546	17.338	23.537	16.684	16.896	240.722
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	17.342	16.935	19.131	27.168	21.384	18.330	17.150	18.451	18.033	30.854	17.146	16.611	238.534
Labor	78.819	77.040	85.060	108.057	90.093	82.057	100.310	82.550	81.024	118.754	77.718	77.847	1,059.328
Non-Labor :													
Electric Power	0.021	0.021	0.021	0.021	0.020	0.021	0.020	0.021	0.020	0.021	0.020	0.021	0.252
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	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	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.400	2.538	2.427	2.406	2.538	2.427	2.406	2.538	2.427	2.406	2.554	2.447	29.513
Professional Service Contracts	0.442	0.470	0.506	0.626	0.601	0.687	0.601	0.626	0.662	0.628	0.601	1.157	7.603
Materials & Supplies	5.199	5.207	5.430	5.433	5.279	5.422	5.345	5.377	5.254	5.452	5.414	5.612	64.424
Other Business Expenses	0.156	0.159	(1.828)	0.159	0.159	0.173	0.159	0.159	0.171	0.159	0.159	0.173	(0.042)
Non-Labor	8.218	8.395	6.556	8.645	8.596	8.731	8.531	8.721	8.535	8.664	8.748	9.410	101.750
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses before Depreciation and OPEB	87.037	85.435	91.616	116.702	98.689	90.787	108.841	91.271	89.559	127.418	86.466	87.258	1,161.078
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Liability	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	87.037	85.435	91.616	116.702	98.689	90.787	108.841	91.271	89.559	127.418	86.466	87.258	1,161.078
OPERATING SURPLUS/DEFICIT	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2016 Adopted Budget
Accrual Statement of Operations By Category
(\$ in Millions)

NON-REIMBURSABLE & REIMBURSABLE

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Revenue													
Farebox Revenue:													
Subway	267,386	269,780	296,261	282,280	286,264	288,682	277,550	285,423	286,196	287,458	280,322	290,385	3,397,986
Bus	76,273	77,106	85,559	81,875	83,003	81,984	82,308	84,223	84,412	83,268	77,727	79,378	977,116
Paratransit	1,602	1,610	1,733	1,645	1,729	1,653	1,591	1,652	1,628	1,721	1,586	1,599	19,751
Fare Liability	5,033	5,033	5,033	5,033	5,033	5,033	5,033	5,033	5,034	5,034	5,034	5,034	60,400
Farebox Revenue	350,295	353,530	388,586	370,834	376,028	377,352	366,481	376,331	377,271	377,481	364,669	376,396	4,455,253
Fare Reimbursement	7,163	6,314	9,686	7,989	8,956	7,521	2,929	1,788	6,477	9,447	7,980	7,766	84,016
Paratransit Reimbursement	18,933	15,753	15,753	15,753	15,753	15,753	15,753	15,753	15,753	15,753	15,753	15,518	191,981
Other Operating Revenue	13,308	13,308	13,308	13,308	13,308	13,308	13,308	13,308	13,308	13,308	13,308	13,316	159,704
Other Revenue	39,404	35,375	38,747	37,050	38,017	36,582	31,990	30,849	35,538	38,508	37,041	36,600	435,701
Capital and Other Reimbursements	87,037	85,435	91,616	116,702	98,689	90,787	108,841	91,271	89,559	127,418	86,466	87,258	1,161,078
Total Revenue	476,736	474,340	518,949	524,586	512,734	504,721	507,312	498,451	502,367	543,407	488,176	500,253	6,052,032
Expenses													
Labor:													
Payroll	304,394	296,794	307,654	297,625	313,714	299,932	305,536	309,025	301,896	306,120	308,657	320,872	3,672,220
Overtime	45,515	43,308	46,177	43,234	43,137	44,116	41,469	42,866	42,328	43,985	43,255	50,654	530,043
Total Salaries & Wages	349,909	340,102	353,831	340,859	356,851	344,048	347,006	351,891	344,224	350,105	351,912	371,526	4,202,262
Health and Welfare	68,155	68,106	68,245	68,307	68,493	68,853	70,653	71,151	70,781	70,943	71,056	81,538	846,281
OPEB Current Payment	36,035	36,035	36,035	36,035	36,655	35,655	36,979	36,979	36,979	36,979	36,979	38,360	438,706
Pensions	20,188	19,174	20,623	19,220	20,958	19,574	689,794	20,408	19,575	20,191	20,429	22,567	912,703
Other Fringe Benefits	39,979	39,242	43,226	39,297	40,503	42,489	39,760	40,128	42,502	39,993	40,131	44,562	491,812
Total Fringe Benefits	164,357	162,557	168,130	162,859	165,609	166,572	837,186	168,667	169,838	168,106	168,594	187,026	2,689,501
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Labor	514,266	502,659	521,961	503,718	522,460	510,619	1,184,191	520,558	514,062	518,210	520,506	558,552	6,891,763
Non-Labor:													
Electric Power	28,008	29,536	26,528	23,810	23,472	23,836	26,613	24,974	25,188	25,321	24,352	27,947	309,586
Fuel	9,966	10,015	10,051	8,348	9,275	9,068	8,849	8,340	8,096	8,640	10,442	10,468	111,557
Insurance	6,033	6,033	6,439	6,440	6,575	6,575	6,575	6,575	6,575	6,575	6,575	6,692	77,779
Claims	10,429	10,429	10,429	10,429	10,429	10,429	10,429	10,429	10,429	10,429	10,429	10,429	125,145
Paratransit Service Contracts	33,534	32,931	34,804	34,253	34,627	33,911	33,474	33,645	33,382	35,304	33,293	33,478	406,636
Maintenance and Other Operating Contracts	16,471	18,634	18,814	20,953	20,870	20,946	19,674	22,579	22,579	19,474	24,041	24,041	248,011
Professional Service Contracts	9,907	7,709	8,102	11,303	8,227	8,957	11,488	8,242	8,780	12,236	9,092	11,317	115,359
Materials & Supplies	30,918	30,357	31,264	31,228	31,180	31,374	31,217	31,085	31,208	31,429	31,262	34,150	376,650
Other Business Expenses	5,991	6,369	6,481	6,883	6,555	6,751	6,635	6,674	6,956	6,525	6,567	6,723	79,109
Non-Labor	151,257	152,014	152,911	153,648	151,208	151,846	154,954	152,902	153,194	159,053	151,601	165,244	1,849,832
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Expense Adjustments	0.000												
Total Expenses before Depreciation and OPEB	665,523	654,673	674,872	657,366	673,669	662,466	1,339,145	673,460	667,256	677,263	672,108	723,795	8,741,595
Depreciation	128,988	130,081	131,175	132,268	133,361	144,032	145,125	146,218	147,311	148,404	149,498	151,683	1,688,144
OPEB Liability	0.000	0.000	420,228	0.000	0.000	420,228	0.000	0.000	420,228	0.000	0.000	420,228	1,680,911
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	794,512	784,755	1,226,274	789,633	807,029	1,226,726	1,484,270	819,678	1,234,795	825,668	821,605	1,295,706	12,110,650
OPERATING SURPLUS/DEFICIT	(317,776)	(310,415)	(707,325)	(265,048)	(294,295)	(722,004)	(976,958)	(321,227)	(732,427)	(282,261)	(333,429)	(795,453)	(6,058,618)

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2016 Adopted Budget
Cash Receipts and Expenditures
(\$ in Millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Receipts													
Farebox Revenue	349.554	353.223	387.593	370.716	378.733	376.816	364.850	379.680	374.827	381.178	365.134	373.350	4,455.453
Fare Reimbursement	0.000	0.000	0.000	6.312	0.000	13.766	6.312	0.000	0.000	6.313	0.000	21.313	54.016
Paratransit Reimbursement	7.540	4.360	39.360	4.360	4.360	39.360	4.360	39.360	4.360	4.360	36.070	4.402	192.252
Other Operating Revenue	3.264	3.264	3.264	3.264	3.264	3.264	3.264	3.264	3.264	3.264	3.264	12.269	48.173
Other Revenue	10.804	7.624	42.624	13.936	7.624	56.390	13.936	42.624	7.624	13.937	39.334	37.984	294.441
Capital and Other Reimbursements	87.037	85.435	91.616	116.702	98.689	70.787	128.841	91.271	89.559	127.418	86.466	117.843	1,191.664
Total Revenue	447.395	446.282	521.833	501.354	485.046	503.793	507.627	513.575	472.009	522.533	490.934	529.177	5,941.558
Expenditures													
Labor:													
Payroll	268.412	284.160	284.756	273.719	278.536	421.550	270.359	273.848	290.270	270.942	301.447	413.821	3,631.820
Overtime	45.515	43.308	46.177	43.234	43.137	44.116	41.469	42.866	42.328	43.985	43.255	50.654	530.043
Total Salaries & Wages	313.927	327.468	330.934	316.953	321.673	465.665	311.828	316.713	332.598	314.927	344.702	464.475	4,161.863
Health and Welfare	68.155	68.106	68.245	68.307	68.493	68.853	70.653	71.151	70.781	70.943	71.056	74.652	839.394
OPEB Current Payment	36.035	36.035	36.035	36.035	35.655	35.655	36.979	36.979	36.979	36.979	36.979	38.360	438.706
Pensions	76.945	75.931	77.380	75.977	77.715	76.331	78.071	76.132	75.300	75.915	76.153	79.923	919.772
Other Fringe Benefits	42.075	35.034	38.243	34.238	34.593	39.285	42.981	34.218	38.370	34.082	36.332	48.323	457.775
Total Fringe Benefits	223.210	215.105	219.903	214.557	216.456	220.124	226.684	218.481	221.430	217.919	220.520	241.258	2,655.647
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Labor	537.137	542.574	550.837	531.509	538.129	685.790	538.512	535.194	554.028	532.846	565.222	705.732	6,817.510
Non-Labor:													
Electric Power	28.008	29.536	26.528	23.810	23.472	23.836	26.613	24.974	25.188	25.321	24.352	27.947	309.586
Fuel	9.966	10.015	10.051	8.348	9.275	9.068	8.849	8.340	8.096	8.640	10.442	10.468	111.557
Insurance	16.537	9.940	1.796	10.323	3.920	0.147	10.332	1.243	8.428	10.332	0.000	4.323	77.321
Claims	9.543	9.543	9.543	9.543	9.543	9.543	9.543	9.543	9.543	9.543	9.543	7.390	112.360
Paratransit Service Contracts	33.534	32.931	34.304	34.253	34.627	33.411	33.474	33.645	32.882	35.304	33.293	32.978	404.636
Maintenance and Other Operating Contracts	16.471	18.634	18.814	20.953	20.870	20.946	19.674	22.957	22.579	22.595	19.474	34.741	258.711
Professional Service Contracts	6.907	7.709	8.102	8.303	8.227	8.957	8.488	8.242	8.780	9.236	9.092	11.317	103.359
Materials & Supplies	31.918	31.357	31.722	31.686	31.638	30.832	30.675	27.523	27.666	27.887	27.720	29.541	360.163
Other Business Expenses	5.991	6.369	6.481	6.883	6.555	6.751	6.635	6.674	6.956	6.525	6.567	6.723	79.109
Non-Labor	158.875	156.035	147.340	154.103	148.125	143.490	154.283	143.142	150.119	155.382	140.481	165.427	1,816.802
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Expense Adjustments	0.000												
Total Expenditures before Depreciation and OPEB	696.013	698.608	698.177	685.612	686.254	829.280	692.795	678.336	704.147	688.228	705.703	871.159	8,634.312
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Liability	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenditures	696.013	698.609	698.176	685.612	686.254	829.280	692.795	678.336	704.147	688.229	705.703	871.159	8,634.312
Net Surplus/(Deficit)	(248.618)	(252.327)	(176.343)	(184.258)	(201.208)	(325.487)	(185.168)	(164.761)	(232.138)	(165.696)	(214.769)	(341.982)	(2,692.754)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2016 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in Millions)

CASH FLOW ADJUSTMENTS

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Revenue													
Farebox Revenue	(0.741)	(0.307)	(0.993)	(0.118)	2.705	(0.736)	(1.631)	3.349	(2.444)	3.697	0.465	(3.046)	0.200
Fare Reimbursement	(7.163)	(6.314)	(9.686)	(1.677)	(8.956)	6.245	3.383	(1.788)	(6.477)	(3.134)	(7.980)	13.547	(30.000)
Paratransit Reimbursement	(11.393)	(11.393)	23.607	(11.393)	(11.393)	23.607	(11.393)	23.607	(11.393)	(11.393)	20.317	(11.116)	0.271
Other Operating Revenue	(10.044)	(10.044)	(10.044)	(10.044)	(10.044)	(10.044)	(10.044)	(10.044)	(10.044)	(10.044)	(10.044)	(1.047)	(111.531)
Other Revenue	(28.600)	(27.751)	3.877	(23.114)	(30.393)	19.808	(18.054)	11.775	(27.914)	(24.571)	2.293	1.384	(141.260)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	(20.000)	20.000	0.000	0.000	0.000	0.000	30.586	30.586
Total Revenue	(29.341)	(28.058)	2.884	(23.232)	(27.688)	(0.928)	0.315	15.124	(30.358)	(20.874)	2.758	28.924	(110.474)
Expenses													
Labor :													
Payroll	35.982	12.634	22.897	23.906	35.178	(121.618)	35.178	35.178	11.626	35.178	7.210	(92.949)	40.399
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries & Wages	35.982	12.634	22.897	23.906	35.178	(121.618)	35.178	35.178	11.626	35.178	7.210	(92.949)	40.399
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	6.886	6.886
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	(56.757)	(56.757)	(56.757)	(56.757)	(56.757)	(56.757)	613.723	(55.724)	(55.724)	(55.724)	(55.724)	(57.356)	(7.069)
Other Fringe Benefits	(2.096)	4.208	4.983	5.059	5.910	3.204	(3.222)	5.910	4.132	5.910	3.799	(3.762)	34.037
Total Fringe Benefits	(58.853)	(52.549)	(51.774)	(51.697)	(50.846)	(53.552)	610.501	(49.814)	(51.592)	(49.814)	(51.925)	(54.231)	33.854
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Labor	(22.871)	(39.914)	(28.876)	(27.791)	(15.669)	(175.170)	645.679	(14.638)	(39.966)	(14.636)	(44.716)	(147.180)	74.253
Non-Labor :													
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(10.504)	(3.907)	4.643	(3.883)	2.655	6.428	(3.757)	5.332	(1.853)	(3.757)	6.692	2.369	0.458
Claims	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	3.039	12.785
Paratransit Service Contracts	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	2.000
Maintenance and Other Operating													
Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(10.700)	(10.700)
Professional Service Contracts	3.000	0.000	0.000	3.000	0.000	0.000	3.000	0.000	0.000	3.000	0.000	0.000	12.000
Materials & Supplies	(1.000)	(1.000)	(0.458)	(0.458)	(0.458)	0.542	0.542	3.542	3.542	3.542	3.542	4.609	16.487
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Non-Labor	(7.618)	(4.021)	5.571	(0.455)	3.083	8.356	0.671	9.760	3.075	3.671	11.120	(0.183)	33.030
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses before Depreciation and OPEB	(30.489)	(43.935)	(23.305)	(28.246)	(12.586)	(166.814)	646.350	(4.876)	(36.891)	(10.965)	(33.596)	(147.363)	107.283
Depreciation	128.988	130.081	131.175	132.268	133.361	144.032	145.125	146.218	147.311	148.404	149.498	151.683	1,688.144
OPEB Liability	0.000	0.000	420.228	0.000	0.000	420.228	0.000	0.000	420.228	0.000	0.000	420.227	1,680.911
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenditures	98.499	86.146	528.098	104.022	120.775	397.446	791.475	141.342	530.648	137.439	115.902	424.547	3,476.338
Total Cash Conversion Adjustments	69.158	58.088	530.982	80.790	93.087	396.518	791.790	156.466	500.290	116.565	118.660	453.471	3,365.864

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
 February Financial Plan - 2016 Adopted Budget
 Non-Reimbursable/Reimbursable Overtime
 (\$ In millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$10.571	\$10.345	\$11.409	\$10.685	\$10.904	\$10.972	\$9.922	\$10.510	\$10.615	\$10.793	\$10.692	\$10.793	\$128.211
<u>Unscheduled Service</u>	8.541	8.828	9.328	9.455	10.305	10.484	9.685	9.718	9.767	9.841	10.387	15.257	121.596
<u>Programmatic/Routine Maintenance</u>	12.762	10.809	11.796	8.860	12.332	13.111	12.235	12.695	12.412	9.070	12.721	11.571	140.374
<u>Unscheduled Maintenance</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Vacancy/Absentee Coverage</u>	1.278	1.290	1.290	1.290	1.290	1.290	1.290	1.290	1.290	1.290	1.290	1.290	15.466
<u>Weather Emergencies</u>	4.124	4.142	4.142	0.100	0.100	0.100	0.100	0.100	0.100	0.100	0.100	4.142	17.349
<u>Safety/Security/Law Enforcement</u>	0.323	0.325	0.325	0.325	0.325	0.325	0.325	0.325	0.325	0.325	0.325	0.325	3.901
<u>Other</u>	0.423	0.372	0.408	0.398	0.401	0.394	0.388	0.399	0.393	0.396	0.409	0.419	4.799
Sub-Total	\$38.021	\$36.112	\$38.697	\$31.113	\$35.657	\$36.677	\$33.945	\$35.037	\$34.902	\$31.815	\$35.925	\$43.796	\$431.696
REIMBURSABLE OVERTIME	\$7.494	\$7.196	\$7.480	\$12.121	\$7.480	\$7.439	\$7.524	\$7.829	\$7.426	\$12.170	\$7.330	\$6.858	\$98.347
TOTAL NR & R OVERTIME	\$45.515	\$43.308	\$46.177	\$43.234	\$43.137	\$44.116	\$41.469	\$42.866	\$42.328	\$43.985	\$43.255	\$50.654	\$530.043

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2016 Adopted
Ridership(Utilization)
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
Ridership													
Ridership - Subway	141.839	142.952	159.121	151.158	154.885	153.133	143.247	146.599	152.441	153.456	148.903	153.908	1,801.642
Ridership - Bus	52.068	52.111	59.310	55.876	58.160	55.261	52.372	53.144	57.687	57.051	53.719	54.454	661.215
Subtotal	193.907	195.063	218.431	207.034	213.046	208.394	195.619	199.743	210.128	210.507	202.622	208.363	2,462.857
Ridership - Paratransit	0.777	0.781	0.840	0.797	0.838	0.801	0.771	0.801	0.789	0.834	0.769	0.775	9.573
Total Ridership	194.684	195.844	219.271	207.831	213.884	209.195	196.390	200.544	210.917	211.341	203.390	209.138	2,472.430
FareBox Revenue (excluding fare media liability)													
Subway	267.386	269.780	296.261	282.280	286.264	288.682	277.550	285.423	286.196	287.458	280.322	290.385	3,397.986
Bus	76.273	77.106	85.559	81.875	83.003	81.984	82.308	84.223	84.412	83.268	77.727	79.378	977.116
Subtotal	343.660	346.886	381.820	364.155	369.266	370.666	359.858	369.646	370.608	370.726	358.049	369.763	4,375.102
Paratransit	1.602	1.610	1.733	1.645	1.729	1.653	1.591	1.652	1.628	1.721	1.586	1.599	19.751
Total FareBox Revenue	345.262	348.497	383.553	365.801	370.995	372.319	361.448	371.298	372.237	372.447	359.635	371.362	4,394.853

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2016
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS

	<u>2016</u>											
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	EOY
Administration:												
Office of the President	66	66	66	66	66	66	66	66	66	66	66	66
Law	303	303	303	303	303	303	312	312	312	312	312	312
Office of the EVP	46	46	46	46	46	46	46	46	46	46	46	46
Human Resources	231	231	231	231	231	231	227	227	227	227	227	227
Office of Management and Budget	42	42	42	42	42	42	42	42	42	42	42	42
Capital Planning and Budget	35	35	35	35	35	35	35	35	35	35	35	35
Corporate Communications	260	260	260	260	260	260	260	260	260	260	260	260
Non-Departmental	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)	(36)
Labor Relations	98	98	98	98	98	98	98	98	98	98	98	98
Material	289	289	289	289	289	289	289	289	289	289	289	289
Controller	131	131	131	131	131	131	128	128	128	128	128	128
Total Administration	1,465	1,465	1,465	1,465	1,465	1,465	1,467	1,467	1,467	1,467	1,467	1,467
Operations:												
Subways Service Delivery	7,927	7,927	7,986	7,986	7,986	8,033	8,033	8,033	8,031	7,983	7,982	8,030
Subways Operations Support/Admin	405	405	405	405	405	405	405	405	405	405	405	391
Subways Stations	2,632	2,632	2,632	2,632	2,650	2,650	2,650	2,650	2,650	2,632	2,632	2,632
SubTotal Subways	10,964	10,964	11,023	11,023	11,041	11,088	11,088	11,088	11,086	11,042	11,042	11,053
Buses	10,949	10,949	10,983	10,976	11,013	11,013	10,973	10,973	11,061	11,042	11,042	11,028
Paratransit	213	213	213	213	213	213	213	213	213	213	213	213
Operations Planning	402	402	402	402	402	402	401	401	401	401	401	401
Revenue Control	579	579	579	579	579	579	579	579	579	579	579	579
Non-Departmental	0	0	0	51	51	51	51	51	51	102	102	102
Total Operations	23,107	23,107	23,200	23,244	23,299	23,346	23,305	23,305	23,391	23,357	23,356	23,376
Maintenance:												
Subways Operations Support/Admin	150	150	152	152	156	160	161	162	164	169	169	175
Subways Engineering	377	377	377	377	377	377	378	378	378	378	378	378
Subways Car Equipment	4,451	4,454	4,454	4,455	4,455	4,455	4,452	4,452	4,452	4,407	4,395	4,390
Subways Infrastructure	1,589	1,589	1,589	1,588	1,589	1,589	1,583	1,583	1,583	1,583	1,585	1,585
Subways Elevators & Escalators	444	444	444	450	452	452	452	452	452	453	453	453
Subways Stations	3,698	3,698	3,705	3,706	3,728	3,728	3,728	3,728	3,728	3,716	3,716	3,716
Subways Track	2,811	2,811	2,811	2,804	2,804	2,804	2,803	2,803	2,803	2,803	2,804	2,804
Subways Power	608	608	608	607	607	607	605	605	605	605	605	605
Subways Signals	1,504	1,504	1,505	1,507	1,507	1,507	1,501	1,501	1,502	1,502	1,502	1,503
Subways Electronic Maintenance	1,592	1,592	1,592	1,592	1,592	1,592	1,592	1,592	1,592	1,593	1,593	1,592
Subtotal Subways	17,223	17,226	17,236	17,237	17,266	17,270	17,254	17,255	17,258	17,208	17,199	17,200
Buses	3,686	3,686	3,686	3,686	3,686	3,686	3,688	3,689	3,691	3,692	3,692	3,692
Supply Logistics	559	559	559	559	559	559	559	559	559	559	559	559
System Safety	99	99	99	99	99	99	99	99	99	99	99	99
Non-Departmental	(88)	(88)	(88)	(88)	(92)	(92)	(92)	(92)	(92)	107	198	198
Total Maintenance	21,479	21,482	21,492	21,493	21,518	21,522	21,508	21,510	21,515	21,665	21,747	21,748
Engineering:												
Capital Program Management	1,358	1,358	1,358	1,358	1,358	1,358	1,358	1,358	1,358	1,358	1,358	1,358
Total Engineering/Capital	1,358											
Public Safety:												
Security	650	650	650	650	650	650	651	651	651	651	651	651
Total Public Safety	650	650	650	650	650	650	651	651	651	651	651	651
Total Positions	48,060	48,063	48,166	48,211	48,291	48,342	48,290	48,292	48,383	48,498	48,579	48,601
Non-Reimbursable	42,971	42,974	42,995	43,040	43,120	43,171	43,170	43,172	43,229	43,401	43,496	43,532
Reimbursable	5,089	5,089	5,171	5,171	5,171	5,171	5,120	5,120	5,154	5,097	5,083	5,068
Total Full-Time	47,857	47,860	47,963	48,008	48,088	48,139	48,086	48,088	48,179	48,295	48,376	48,397
Total Full-Time Equivalents	203	203	203	203	203	203	204	204	204	204	204	204

MTA NEW YORK TRANSIT
 FEBRUARY FINANCIAL PLAN - 2016
 TOTAL POSITIONS by FUNCTION and OCCUPATION
 FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	EOY
Administration:												
Managers/Supervisors:	542	542	542	542	542	542	537	537	537	537	537	537
Professional, Technical, Clerical	894	894	894	894	894	894	901	901	901	901	901	901
Operational Hourlies	29	29	29	29	29	29	29	29	29	29	29	29
Total Administration	1,465	1,465	1,465	1,465	1,465	1,465	1,467	1,467	1,467	1,467	1,467	1,467
Operations												
Managers/Supervisors:	2,755	2,755	2,755	2,755	2,755	2,755	2,755	2,755	2,755	2,750	2,750	2,736
Professional, Technical, Clerical	505	505	505	505	505	505	504	504	504	504	504	504
Operational Hourlies	19,847	19,847	19,940	19,984	20,039	20,086	20,046	20,046	20,132	20,103	20,102	20,136
Total Operations	23,107	23,107	23,200	23,244	23,299	23,346	23,305	23,305	23,391	23,357	23,356	23,376
Maintenance												
Managers/Supervisors:	3,851	3,851	3,858	3,859	3,869	3,870	3,871	3,873	3,874	3,909	3,913	3,913
Professional, Technical, Clerical	1,085	1,088	1,091	1,096	1,099	1,102	1,103	1,103	1,105	1,108	1,110	1,116
Operational Hourlies	16,543	16,543	16,543	16,538	16,550	16,550	16,534	16,534	16,536	16,648	16,724	16,720
Total Maintenance	21,479	21,482	21,492	21,493	21,518	21,522	21,508	21,510	21,515	21,665	21,747	21,748
Engineering/Capital												
Managers/Supervisors:	339	339	339	339	339	339	339	339	339	339	339	339
Professional, Technical, Clerical	1,017	1,017	1,017	1,017	1,017	1,017	1,017	1,017	1,017	1,017	1,017	1,017
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering/Capital	1,358											
Public Safety												
Managers/Supervisors:	275	275	275	275	275	275	275	275	275	275	275	275
Professional, Technical, Clerical	39	39	39	39	39	39	39	39	39	39	39	39
Operational Hourlies	336	336	336	336	336	336	337	337	337	337	337	337
Total Public Safety	650	650	650	650	650	650	651	651	651	651	651	651
Total Positions												
Managers/Supervisors:	7,762	7,762	7,769	7,770	7,780	7,781	7,777	7,779	7,780	7,810	7,814	7,800
Professional, Technical, Clerical	3,541	3,544	3,547	3,552	3,555	3,558	3,564	3,564	3,566	3,569	3,571	3,577
Operational Hourlies	36,757	36,757	36,850	36,889	36,956	37,003	36,948	36,948	37,036	37,119	37,194	37,224
Total Positions	48,060	48,063	48,166	48,211	48,291	48,342	48,290	48,292	48,383	48,498	48,579	48,601

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN 2016-2019
2015 FINAL ESTIMATE AND 2016 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Staten Island Railway's 2015 Final Estimate, 2016 Adopted Budget and the Financial Plan for 2016 - 2019. There were no adjustments to the Staten Island Railway's Adopted Budget relating to MTA adjustments that were presented in the November Plan and adopted by the Board in December 2015, and there were no technical adjustments required to be included in this plan cycle.

The attached includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2016 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA Staten Island Railway
February Financial Plan 2016 - 2019
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2015		2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2015 November Financial Plan: Net Surplus/(Deficit)	291	(\$51.515)	302	(\$69.525)	302	(\$56.560)	303	(\$50.419)	303	(\$51.898)
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
<i>MTA Plan Adjustments:</i>										
Sub-Total MTA Plan Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
2016 February Financial Plan: Net Surplus/(Deficit)	291	\$ (51.515)	302	\$ (69.525)	302	\$ (56.560)	303	\$ (50.419)	303	\$ (51.898)

MTA Staten Island Railway
February Financial Plan 2016 - 2019
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2015		2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2015 November Financial Plan: Net Surplus/(Deficit)	26	\$0.000	26	\$0.000	26	\$0.000	26	\$0.000	0	\$0.000
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2016 February Financial Plan: Net Surplus/(Deficit)	26	\$0.000	26	\$0.000	26	\$0.000	26	\$0.000	0	\$0.000

MTA Staten Island Railway
February Financial Plan 2016 - 2019
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2015		2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2015 November Financial Plan: Net Surplus/(Deficit)	317	(\$45.758)	328	(\$58.925)	328	(\$45.960)	329	(\$39.826)	303	(\$41.312)
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
<i>MTA Plan Adjustments:</i>										
Sub-Total MTA Plan Adjustments	0	\$.000	0	\$.000	0	\$.000	0	\$.000	0	\$.000
2016 February Financial Plan: Net Surplus/(Deficit)	317	\$ (45.758)	328	\$ (58.925)	328	\$ (45.960)	329	\$ (39.826)	303	\$ (41.312)

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

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

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

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

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

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

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

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

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

CASH FLOW ADJUSTMENTS					
	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Receipts					
Farebox Revenue	(\$0.441)	\$0.000	\$0.000	\$0.000	\$0.001
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.910	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000
Total Receipts	\$0.469	\$0.000	\$0.000	\$0.000	\$0.001
Expenditures					
<u>Labor:</u>					
Payroll	(\$3.705)	\$0.000	\$0.000	\$0.000	\$0.000
Overtime	(0.200)	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	(0.207)	0.000	0.000	0.000	(0.002)
GASB Account	0.000	0.000	0.000	(0.007)	(0.017)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$4.112)	\$0.000	\$0.000	(\$0.007)	(\$0.019)
<u>Non-Labor:</u>					
Traction and Propulsion Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel for Buses and Trains	(0.214)	0.000	0.000	0.000	0.004
Insurance	(0.851)	0.000	0.000	0.000	0.000
Claims	(0.135)	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	(\$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
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$4.843)	\$0.000	\$0.000	(\$0.007)	(\$0.014)
Depreciation Adjustment	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Baseline Total Cash Conversion Adjustments	\$5.757	\$10.600	\$10.600	\$10.593	\$10.586
Total Cash Conversion Adjustments	\$5.757	\$10.600	\$10.600	\$10.593	\$10.586

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

2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
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RIDERSHIP

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

Fixed Route	\$6.373	\$6.735	\$6.769	\$6.816	\$6.839
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Baseline Total Revenue	\$6.373	\$6.735	\$6.769	\$6.816	\$6.839
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MTA STATEN ISLAND RAILWAY
February Financial Plan 2016-2019
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Administration					
Executive	13	13	13	13	13
General Office	9	10	10	10	10
Purchasing/Stores	6	6	6	6	6
Total Administration	28	29	29	29	29
Operations					
Transportation	107	107	107	107	107
Maintenance					
Mechanical	43	52	52	52	52
Electronic/Electrical	15	15	15	15	15
Power/Signals	26	26	26	26	26
Maintenance of Way	47	48	48	49	49
Infrastructure	25	25	25	25	25
Total Maintenance	156	166	166	167	167
Engineering/Capital					
None	26	26	26	26	-
Public Safety					
Police	-	-	-	-	-
Baseline Total Positions	317	328	328	329	303
Non-Reimbursable	291	302	302	303	303
Reimbursable	26	26	26	26	-
Total Full-Time	317	328	328	329	303
Total Full-Time Equivalents					

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

FUNCTION/OCCUPATIONAL GROUP	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Administration					
Managers/Supervisors	17	17	17	17	17
Professional, Technical, Clerical	11	12	12	12	12
Operational Hourlies	-	-	-	-	-
Total Administration	28	29	29	29	29
Operations					
Managers/Supervisors	5	5	5	5	5
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	99	99	99	99	99
Total Operations	107	107	107	107	107
Maintenance					
Managers/Supervisors	9	12	12	12	12
Professional, Technical, Clerical	3	6	6	6	6
Operational Hourlies	144	148	148	149	149
Total Maintenance	156	166	166	167	167
Engineering/Capital					
Managers/Supervisors	4	4	4	4	-
Professional, Technical, Clerical	2	2	2	2	-
Operational Hourlies	20	20	20	20	-
Total Engineering/Capital	26	26	26	26	-
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
Total Public Safety	-	-	-	-	-
Total Positions					
Managers/Supervisors	35	38	38	38	34
Professional, Technical, Clerical	19	23	23	23	21
Operational Hourlies	263	267	267	268	248
Baseline Total Positions	317	328	328	329	303

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

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$0.506	\$0.520	\$0.587	\$0.550	\$0.566	\$0.592	\$0.556	\$0.601	\$0.586	\$0.575	\$0.552	\$0.544	\$6.735
Toll Revenue													
Other Operating Revenue	0.275	0.195	0.260	0.203	0.242	0.205	0.204	0.204	0.203	0.202	0.201	0.174	2.568
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$0.781	\$0.715	\$0.847	\$0.753	\$0.808	\$0.797	\$0.760	\$0.805	\$0.789	\$0.777	\$0.753	\$0.718	\$9.303
Operating Expenses													
Labor:													
Payroll	\$1.897	\$1.741	\$1.799	\$1.757	\$1.826	\$1.764	\$1.921	\$1.855	\$1.853	\$1.863	\$1.956	\$1.885	22.117
Overtime	0.174	0.150	0.150	0.300	0.321	0.321	0.321	0.321	0.321	0.321	0.321	0.321	3.342
Health and Welfare	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.361	4.310
OPEB Current Payment	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.122	1.420
Pensions	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.512	6.133
Other Fringe Benefits	0.317	0.305	0.310	0.306	0.312	0.307	0.319	0.314	0.314	0.315	0.322	0.315	3.756
Reimbursable Overhead	(0.152)	(0.134)	(0.154)	(0.153)	(0.153)	(0.152)	(0.141)	(0.134)	(0.138)	(0.144)	(0.135)	(0.164)	(1.754)
Total Labor Expenses	\$3.224	\$3.060	\$3.093	\$3.198	\$3.294	\$3.228	\$3.408	\$3.344	\$3.338	\$3.343	\$3.462	\$3.362	\$39.324
Non-Labor:													
Electric Power	\$0.400	\$0.450	\$0.480	\$0.370	\$0.330	\$0.200	\$0.260	\$0.288	\$0.267	\$0.270	\$0.280	\$0.350	3.945
Fuel	0.020	0.030	0.034	0.025	0.025	0.038	0.018	0.005	0.006	0.007	0.004	0.005	0.217
Insurance	0.100	0.100	0.100	0.100	0.080	0.080	0.080	0.200	0.200	0.100	0.200	0.250	1.590
Claims	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.006	0.006	0.006	0.006	0.005	0.085
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.671	1.671	1.671	1.671	1.671	1.671	1.671	1.671	1.671	1.670	1.670	1.670	20.049
Professional Service Contracts	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.063	0.063	0.766
Materials & Supplies	0.020	0.020	0.218	0.218	0.218	0.218	0.218	0.218	0.218	0.218	0.219	0.219	2.222
Other Business Expenses	0.002	0.003	0.002	0.003	0.002	0.003	0.002	0.003	0.002	0.003	0.002	0.003	0.030
Total Non-Labor Expenses	\$2.286	\$2.346	\$2.577	\$2.459	\$2.398	\$2.282	\$2.321	\$2.465	\$2.434	\$2.338	\$2.444	\$2.565	\$28.904
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses before Non-Cash Liability Adjs.	\$5.509	\$5.396	\$5.670	\$5.657	\$5.692	\$5.510	\$5.729	\$5.799	\$5.772	\$5.681	\$5.896	\$5.917	\$68.228
Depreciation	0.690	0.690	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	8.300
OPEB Obligation	-	-	0.575	-	-	0.575	-	-	0.575	-	-	0.575	2.300
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$6.199	\$6.086	\$6.937	\$6.349	\$6.384	\$6.777	\$6.421	\$6.491	\$7.039	\$6.373	\$6.688	\$7.184	\$78.828
Net Surplus/(Deficit)	(\$5.418)	(\$5.371)	(\$6.090)	(\$5.596)	(\$5.576)	(\$5.980)	(\$5.661)	(\$5.686)	(\$6.250)	(\$5.596)	(\$5.835)	(\$6.466)	(\$69.525)

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

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.506	\$0.520	\$0.587	\$0.550	\$0.566	\$0.592	\$0.556	\$0.601	\$0.586	\$0.575	\$0.552	\$0.544	\$6.735
Toll Revenue													
Other Operating Revenue	0.275	0.195	0.260	0.203	0.242	0.205	0.204	0.204	0.203	0.202	0.201	0.174	2.568
Capital and Other Reimbursements	0.460	0.424	0.464	0.629	0.629	0.627	0.605	0.591	0.599	0.611	0.593	0.638	6.871
Total Revenue	\$1.241	\$1.139	\$1.311	\$1.382	\$1.437	\$1.424	\$1.365	\$1.396	\$1.388	\$1.388	\$1.346	\$1.356	\$16.174
Expenses													
Labor:													
Payroll	\$2.046	\$1.872	\$1.950	\$1.907	\$1.976	\$1.913	\$2.059	\$1.986	\$1.988	\$2.004	\$2.088	\$2.045	\$23.834
Overtime	0.324	0.300	0.300	0.450	0.471	0.471	0.471	0.471	0.471	0.471	0.471	0.465	5.136
Health and Welfare	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.361	4.310
OPEB Current Payment	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.122	1.420
Pensions	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.512	6.133
Other Fringe Benefits	0.326	0.314	0.319	0.315	0.321	0.316	0.328	0.323	0.323	0.324	0.331	0.322	3.862
Reimbursable Overhead	0.000	(0.000)	0.000	0.000	0.000	0.000	(0.000)	(0.000)	(0.000)	0.000	(0.000)	(0.001)	(0.000)
Total Labor Expenses	\$3.684	\$3.474	\$3.557	\$3.660	\$3.756	\$3.688	\$3.846	\$3.768	\$3.770	\$3.787	\$3.878	\$3.826	\$44.695
Non-Labor:													
Electric Power	\$0.400	\$0.450	\$0.480	\$0.370	\$0.330	\$0.200	\$0.260	\$0.288	\$0.267	\$0.270	\$0.280	\$0.350	\$3.945
Fuel	0.020	0.030	0.034	0.025	0.025	0.038	0.018	0.005	0.006	0.007	0.004	0.005	0.217
Insurance	0.100	0.100	0.100	0.100	0.080	0.080	0.080	0.200	0.200	0.100	0.200	0.250	1.590
Claims	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.006	0.006	0.006	0.006	0.005	0.085
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.671	1.671	1.671	1.671	1.671	1.671	1.671	1.671	1.671	1.670	1.670	1.670	20.049
Professional Service Contracts	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.063	0.063	0.766
Materials & Supplies	0.020	0.020	0.218	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.386	0.383	3.722
Other Business Expenses	0.002	0.003	0.002	0.003	0.002	0.003	0.002	0.003	0.002	0.003	0.002	0.003	0.030
Total Non-Labor Expenses	\$2.285	\$2.346	\$2.577	\$2.626	\$2.565	\$2.449	\$2.488	\$2.622	\$2.601	\$2.505	\$2.611	\$2.729	\$30.404
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000												
Total Expenses before Non-Cash Liability Adjs.	\$5.969	\$5.820	\$6.134	\$6.286	\$6.321	\$6.137	\$6.334	\$6.390	\$6.371	\$6.292	\$6.489	\$6.555	\$75.099
Depreciation	\$0.690	\$0.690	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$8.300
OPEB Obligation	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$6.659	\$6.510	\$7.401	\$6.978	\$7.013	\$7.404	\$7.026	\$7.082	\$7.638	\$6.984	\$7.181	\$7.822	\$85.699
Net Surplus/(Deficit)	(\$5.418)	(\$5.371)	(\$6.090)	(\$5.596)	(\$5.576)	(\$5.980)	(\$5.661)	(\$5.686)	(\$6.250)	(\$5.596)	(\$5.835)	(\$6.466)	(\$69.526)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2016 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.506	\$0.520	\$0.587	\$0.550	\$0.566	\$0.592	\$0.556	\$0.601	\$0.586	\$0.575	\$0.552	\$0.544	\$6.735
Vehicle Toll Revenue													
Other Operating Revenue	0.275	0.195	0.260	0.203	0.242	0.205	0.204	0.204	0.203	0.202	0.201	0.174	2.568
Capital and Other Reimbursements	0.460	0.424	0.464	0.629	0.629	0.627	0.605	0.591	0.599	0.611	0.593	0.639	6.871
Total Receipts	\$1.241	\$1.139	\$1.311	\$1.382	\$1.437	\$1.424	\$1.365	\$1.396	\$1.388	\$1.388	\$1.346	\$1.357	\$16.174
Expenditures													
Labor:													
Payroll	\$1.876	\$1.702	\$2.801	\$1.737	\$1.806	\$1.743	\$1.889	\$1.816	\$2.839	\$1.834	\$1.918	\$1.873	23.834
Overtime	0.324	0.300	0.300	0.450	0.471	0.471	0.471	0.471	0.471	0.471	0.471	0.465	5.136
Health and Welfare	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.359	0.361	4.310
OPEB Current Payment	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.118	0.122	1.420
Pensions	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.511	0.512	6.133
Other Fringe Benefits	0.313	0.301	0.383	0.302	0.308	0.303	0.315	0.310	0.387	0.311	0.318	0.311	3.862
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Labor Expenditures	\$3.501	\$3.291	\$4.472	\$3.477	\$3.573	\$3.505	\$3.663	\$3.585	\$4.685	\$3.604	\$3.695	\$3.644	\$44.695
Non-Labor:													
Electric Power	\$0.400	\$0.450	\$0.480	\$0.370	\$0.330	\$0.200	\$0.260	\$0.288	\$0.267	\$0.270	\$0.280	\$0.350	3.945
Fuel	0.020	0.030	0.034	0.025	0.025	0.038	0.018	0.005	0.006	0.007	0.004	0.005	0.217
Insurance	0.100	0.100	0.100	0.100	0.080	0.080	0.080	0.200	0.200	0.100	0.200	0.250	1.590
Claims	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.006	0.006	0.006	0.006	0.005	0.085
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	1.671	1.671	1.671	1.671	1.671	1.671	1.671	1.671	1.671	1.670	1.670	1.670	20.049
Professional Service Contracts	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.064	0.063	0.063	0.766
Materials & Supplies	0.020	0.020	0.218	0.385	0.385	0.385	0.385	0.385	0.385	0.385	0.386	0.383	3.722
Other Business Expenses	0.002	0.003	0.002	0.003	0.002	0.003	0.002	0.003	0.002	0.003	0.002	0.003	0.030
Total Non-Labor Expenditures	\$2.285	\$2.346	\$2.577	\$2.626	\$2.565	\$2.449	\$2.488	\$2.622	\$2.601	\$2.505	\$2.611	\$2.729	\$30.404
Other Expenditure Adjustments:													
Other													\$0.000
Total Other Expenditure Adjustments	\$0.000												
Total Expenditures	\$5.786	\$5.637	\$7.049	\$6.103	\$6.138	\$5.954	\$6.151	\$6.207	\$7.286	\$6.109	\$6.306	\$6.373	\$75.099
Net Cash Deficit	(\$4.545)	(\$4.498)	(\$5.738)	(\$4.721)	(\$4.701)	(\$4.530)	(\$4.786)	(\$4.811)	(\$6.898)	(\$4.721)	(\$4.960)	(\$5.016)	(\$58.925)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2016 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue													0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	(0.000)	0.000	(0.000)	(0.000)	(0.000)	(0.000)	0.000	0.000	0.000	(0.000)	0.000	0.001	0.000
Total Receipts	(\$0.000)	\$0.000	(\$0.000)	(\$0.000)	(\$0.000)	(\$0.000)	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000	\$0.001	\$0.000
Expenditures													
Labor:													
Payroll	\$0.170	\$0.170	(\$0.851)	\$0.170	\$0.170	\$0.170	\$0.170	\$0.170	(\$0.851)	\$0.170	\$0.170	\$0.172	(\$0.000)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.013	0.013	(0.064)	0.013	0.013	0.013	0.013	0.013	(0.064)	0.013	0.013	0.011	0.000
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	(0.000)	(0.000)	(0.000)	0.000	(0.000)	(0.001)	(0.000)
Total Labor Expenditures	\$0.183	\$0.183	(\$0.915)	\$0.183	\$0.183	\$0.183	\$0.183	\$0.183	(\$0.915)	\$0.183	\$0.183	\$0.182	(\$0.000)
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	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	0.000	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	0.000	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	0.000	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	0.000	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	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expenditures Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$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	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$0.183	\$0.183	(\$0.915)	\$0.183	\$0.183	\$0.183	\$0.183	\$0.183	(\$0.915)	\$0.183	\$0.183	\$0.183	(\$0.000)
Depreciation Adjustment	0.690	0.690	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	8.300
OPEB Obligation	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$0.873	\$0.873	\$0.352	\$0.875	\$0.875	\$1.450	\$0.875	\$0.875	\$0.352	\$0.875	\$0.875	\$1.450	\$10.600

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2016 Adopted Budget
RIDERSHIP/(UTILIZATION)
 (in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Ridership	0.372	0.363	0.423	0.382	0.407	0.409	0.331	0.353	0.417	0.407	0.403	0.393	4.660
Total Ridership	0.372	0.363	0.423	0.382	0.407	0.409	0.331	0.353	0.417	0.407	0.403	0.393	4.660

**MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2016-2019
2015 FINAL ESTIMATE AND 2016 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2015 Final Estimate, 2016 Adopted Budget and the Financial Plan for 2016-2019. The Adopted Budget reflects the projections presented in the November Financial Plan which was adopted by the Board in December 2015, as well as technical adjustments presented below.

These adjustments are presented on the attached reconciliation from the November Financial Plan and are described below:

- The review of the pilot bus fixes brought about some changes to the original shop structural specification. These revisions resulted in a delay in the issuance of the specification and ultimately pushed back the start date of the \$4.697 million Procurement from 2015 to 2017.
- The recent MOU between MTA Bus Company and TWU local 100 members included an agreement that the unresolved pension issue would be decided through arbitration. The ultimate financial impact of the new contract will depend on this arbitration, which is expected to be decided by March 2016. An amount of \$1.383 million is added as a place holder.
- The backfill-related overtime resulting from the implementation of a TWU Contract agreement represents \$0.174 million in 2016, \$0.178 million in 2017, \$0.182 million in 2018, and \$0.186 million in 2019.
- A technical adjustment reflecting the latest projections for the Enterprise Asset Management (EAM) initiative, increasing expenses in 2016 by \$0.3 million, and is funded by the EAM contingency.

The attached also includes schedules detailing the monthly allocation of financials, including overtime, headcount, and utilization data based on the 2016 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BUS COMPANY
February Financial Plan 2016 - 2019
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2015		2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2015 November Financial Plan: Net Surplus/(Deficit)	3,714	(\$549.929)	3,767	(\$577.727)	3,788	(\$613.077)	3,742	(\$570.617)	3,809	(\$576.665)
Technical Adjustments:										
Shop plan - MCI Structure		\$4.697				(\$4.697)				
Pension Arbitration				(1.383)		(1.383)		(1.383)		(1.383)
Paid Maternity and Paternity Leave				(0.174)		(0.178)		(0.182)		(0.186)
EAM				(0.300)						
State Minimum Wage Increase				(0.003)		(0.003)		(0.003)		(0.003)
Sub-Total Technical Adjustments	0	\$4.697	0	(\$1.860)	0	(\$6.261)	0	(\$1.568)	0	(\$1.571)
MTA Plan Adjustments:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2016 February Financial Plan: Net Surplus/(Deficit)	3,714	\$ (545.232)	3,767	\$ (579.587)	3,788	\$ (619.338)	3,742	\$ (572.185)	3,809	\$ (578.236)

MTA BUS COMPANY
February Financial Plan 2016 - 2019
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2015		2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2015 November Financial Plan: Net Surplus/(Deficit)	38	\$0.000	40	\$0.000	40	\$0.000	40	\$0.000	40	\$0.000
<i>Technical Adjustments:</i>										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
<i>MTA Plan Adjustments:</i>										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2016 February Financial Plan: Net Surplus/(Deficit)	38	\$0.000	40	\$0.000	40	\$0.000	40	\$0.000	40	\$0.000

MTA BUS COMPANY
February Financial Plan 2016 - 2019
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2015		2016		2017		2018		2019	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2015 November Financial Plan: Net Surplus/(Deficit)	3,752	(\$411.647)	3,807	(\$425.363)	3,828	(\$457.985)	3,782	(\$414.531)	3,849	(\$418.284)
Technical Adjustments:										
<i>Shop plan - MCI Structure</i>		\$4.697				(\$4.697)				
<i>Pension Arbitration</i>				(1.383)		(1.383)		(1.383)		(1.383)
<i>Paid Maternity and Paternity Leave</i>				(0.174)		(0.178)		(0.182)		(0.186)
<i>EAM</i>				(0.300)						
<i>State Minimum Wage Increase</i>				(0.003)		(0.003)		(0.003)		(0.003)
Sub-Total Technical Adjustments	0	\$4.697	0	(\$1.860)	0	(\$6.261)	0	(\$1.568)	0	(\$1.571)
MTA Plan Adjustments:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2016 February Financial Plan: Net Surplus/(Deficit)	3,752	\$ (406.950)	3,807	\$ (427.223)	3,828	\$ (464.246)	3,782	\$ (416.099)	3,849	\$ (419.855)

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

NON-REIMBURSABLE	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Operating Revenue					
Farebox Revenue	\$210.400	\$214.471	\$214.485	\$215.271	\$215.613
Toll Revenue					
Other Operating Revenue	20.560	20.724	21.089	21.471	21.650
Capital and Other Reimbursements					
Total Revenue	\$230.960	\$235.195	\$235.574	\$236.742	\$237.263
Operating Expenses					
<u>Labor:</u>					
Payroll	\$251.409	\$261.515	\$268.153	\$267.859	\$266.958
Overtime	52.841	53.039	53.844	54.452	55.454
Health and Welfare	56.928	60.016	57.927	54.402	52.738
OPEB Current Payment	22.098	23.955	24.339	25.433	26.578
Pensions	46.240	48.450	49.150	49.900	51.731
Other Fringe Benefits	47.437	50.341	50.198	53.096	54.183
Reimbursable Overhead					
Total Labor Expenses	\$476.954	\$497.317	\$503.611	\$505.143	\$507.643
<u>Non-Labor:</u>					
Electric Power	\$1.773	\$1.837	\$1.955	\$2.080	\$2.173
Fuel	23.661	24.131	25.181	28.166	30.786
Insurance	5.345	6.166	6.521	7.370	7.820
Claims	28.768	29.000	29.447	29.977	30.490
Paratransit Service Contracts					
Maintenance and Other Operating Contracts	28.075	38.348	70.523	24.517	21.106
Professional Service Contracts	27.281	26.209	26.627	26.662	27.170
Materials & Supplies	39.509	46.831	44.295	37.417	40.572
Other Business Expenses	2.441	2.557	3.715	3.789	3.933
Total Non-Labor Expenses	\$156.852	\$175.079	\$208.264	\$159.977	\$164.050
<u>Other Expenses Adjustments:</u>					
Other					
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$633.806	\$672.396	\$711.875	\$665.119	\$671.692
Depreciation	\$42.236	\$42.236	\$42.887	\$43.658	\$43.657
OPEB Obligation	100.150	100.150	100.150	100.150	100.150
Environmental Remediation					
Total Expenses	\$776.192	\$814.782	\$854.912	\$808.927	\$815.499
Net Surplus/(Deficit)	(\$545.232)	(\$579.587)	(\$619.338)	(\$572.185)	(\$578.236)

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

REIMBURSABLE	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	5.738	6.039	5.857	5.960	5.925
Total Revenue	\$5.738	\$6.039	\$5.857	\$5.960	\$5.925
Expenses					
<u>Labor:</u>					
Payroll	\$2.714	\$2.892	\$2.682	\$2.731	\$2.586
Overtime	-	-	-	-	-
Health and Welfare	1.038	1.093	1.101	1.121	1.214
OPEB Current Payment	-	-	-	-	-
Pensions	0.470	0.498	0.498	0.508	0.508
Other Fringe Benefits	0.462	0.482	0.486	0.495	0.495
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$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
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	0.827	0.843	0.855	0.867	0.881
Other Business Expenses	-	-	-	-	-
Total Non-Labor Expenses	\$1.054	\$1.074	\$1.090	\$1.105	\$1.122
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$5.738	\$6.039	\$5.857	\$5.960	\$5.925
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$5.738	\$6.039	\$5.857	\$5.960	\$5.925
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

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

NON-REIMBURSABLE / REIMBURSABLE	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Revenue					
Farebox Revenue	\$210.400	\$214.471	\$214.485	\$215.271	\$215.613
Toll Revenue	-	-	-	-	-
Other Operating Revenue	20.560	20.724	21.089	21.471	21.650
Capital and Other Reimbursements	5.738	6.039	5.857	5.960	5.925
Total Revenue	\$236.698	\$241.234	\$241.431	\$242.702	\$243.188
Expenses					
<u>Labor:</u>					
Payroll	\$254.123	\$264.407	\$270.835	\$270.590	\$269.544
Overtime	52.841	53.039	53.844	54.452	55.454
Health and Welfare	57.966	61.110	59.028	55.523	53.952
OPEB Current Payment	22.098	23.955	24.339	25.433	26.578
Pensions	46.710	48.948	49.648	50.408	52.239
Other Fringe Benefits	47.899	50.824	50.684	53.591	54.678
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$481.638	\$502.283	\$508.378	\$509.997	\$512.446
<u>Non-Labor:</u>					
Electric Power	\$1.773	\$1.837	\$1.955	\$2.080	\$2.173
Fuel	23.661	24.131	25.181	28.166	30.786
Insurance	5.345	6.166	6.521	7.370	7.820
Claims	28.768	29.000	29.447	29.977	30.490
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	28.302	38.579	70.758	24.755	21.347
Professional Service Contracts	27.281	26.209	26.627	26.662	27.170
Materials & Supplies	40.336	47.674	45.150	38.284	41.453
Other Business Expenses	2.441	2.557	3.715	3.789	3.933
Total Non-Labor Expenses	\$157.906	\$176.153	\$209.354	\$161.082	\$165.172
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$639.544	\$678.435	\$717.732	\$671.079	\$677.617
Depreciation	\$42.236	\$42.236	\$42.887	\$43.658	\$43.657
OPEB Obligation	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	-	-	-	-	-
Total Expenses	\$781.930	\$820.821	\$860.769	\$814.887	\$821.424
Net Surplus/(Deficit)	(\$545.232)	(\$579.587)	(\$619.338)	(\$572.185)	(\$578.236)

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

CASH RECEIPTS AND EXPENDITURES					
	2015	2016			
	Final	Adopted			
	Estimate	Budget	2017	2018	2019
Receipts					
Farebox Revenue	\$210.650	\$214.471	\$214.485	\$215.271	\$215.613
Vehicle Toll Revenue					
Other Operating Revenue	21.560	20.724	21.089	21.471	21.650
Capital and Other Reimbursements	11.790	9.227	11.048	11.244	14.575
Total Receipts	\$244.000	\$244.422	\$246.622	\$247.986	\$251.838
Expenditures					
<u>Labor:</u>					
Payroll	\$261.251	\$262.378	\$268.795	\$268.511	\$270.923
Overtime	52.841	53.039	53.844	54.452	55.454
Health and Welfare	57.552	60.693	58.608	55.095	53.952
OPEB Current Payment	22.098	23.955	24.339	25.433	26.578
Pensions	46.537	48.776	49.478	50.234	52.065
Other Fringe Benefits	49.863	50.651	50.511	53.414	54.501
GASB Account	0.001	-	-	-	0.094
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$490.144	\$499.492	\$505.575	\$507.139	\$513.568
<u>Non-Labor:</u>					
Electric Power	\$1.773	\$1.837	\$1.955	\$2.080	\$2.173
Fuel	23.661	24.131	25.181	28.166	29.363
Insurance	8.245	6.166	6.521	7.370	7.820
Claims	24.768	25.000	25.385	25.842	26.355
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	27.302	38.579	70.759	24.755	19.859
Professional Service Contracts	31.281	26.209	26.627	26.662	27.170
Materials & Supplies	40.336	47.674	45.150	38.284	41.453
Other Business Expenses	3.441	2.558	3.715	3.788	3.933
Total Non-Labor Expenses	\$160.806	\$172.154	\$205.293	\$156.946	\$158.126
<u>Other Expenditure Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$650.950	\$671.645	\$710.868	\$664.085	\$671.693
Net Cash Surplus/(Deficit)	(\$406.950)	(\$427.223)	(\$464.246)	(\$416.099)	(\$419.855)

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

CASH FLOW ADJUSTMENTS					
	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Receipts					
Farebox Revenue	\$0.250	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	1.000	-	-	-	-
Capital and Other Reimbursements	6.052	3.188	5.191	5.284	8.650
Total Receipts	\$7.302	\$3.188	\$5.191	\$5.284	\$8.650
Expenditures					
<u>Labor:</u>					
Payroll	(\$7.128)	\$2.029	\$2.040	\$2.079	(\$1.379)
Overtime	-	-	-	-	-
Health and Welfare	0.414	0.417	0.420	0.428	-
OPEB Current Payment	-	-	-	-	-
Pensions	0.173	0.172	0.170	0.174	0.174
Other Fringe Benefits	(1.964)	0.173	0.173	0.177	0.177
GASB Account	(0.001)	-	-	-	(0.094)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	(\$8.506)	\$2.791	\$2.803	\$2.858	(\$1.122)
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	(0.000)	0.000	1.423
Insurance	(2.900)	-	-	-	-
Claims	4.000	4.000	4.062	4.135	4.135
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	1.000	-	(0.001)	-	1.488
Professional Service Contracts	(4.000)	-	-	-	-
Materials & Supplies	-	-	-	-	(0.001)
Other Business Expenditures	(1.000)	(0.001)	-	0.001	-
Total Non-Labor Expenses	(\$2.900)	\$3.999	\$4.061	\$4.136	\$7.046
<u>Other Expenditures Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	(\$4.104)	\$9.978	\$12.055	\$12.278	\$14.574
Depreciation Adjustment	\$42.236	\$42.236	\$42.887	\$43.658	\$43.657
OPEB Obligation	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	-	-	-	-	-
Total Cash Conversion Adjustments	\$138.282	\$152.364	\$155.092	\$156.086	\$158.381

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

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
<u>Scheduled Service</u>	634,597	\$26.301	49.6%
<u>Unscheduled Service</u>	128,426	5.620	10.6%
<u>Programmatic/Routine Maintenance</u>	208,369	9.215	17.4%
<u>Unscheduled Maintenance</u>	0	0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	190,474	9.757	18.4%
<u>Weather Emergencies</u>	45,565	1.701	3.2%
<u>Safety/Security/Law Enforcement</u>	2,641	0.128	0.2%
<u>Other</u> ¹	3,802	0.316	0.6%
Subtotal	1,213,873	\$53.039	100.0%
REIMBURSABLE OVERTIME			
TOTAL OVERTIME	1,213,873	\$53.039	

¹ Other & reimbursable budget includes PTE \$'s only. Does not include hours.

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

	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
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RIDERSHIP

Fixed Route	125.700	127.401	127.403	127.833	128.023
Baseline Total Ridership	125.700	127.401	127.403	127.833	128.023

FAREBOX REVENUE

Fixed Route	\$210.400	\$214.471	\$214.485	\$215.271	\$215.613
Baseline Total Revenue	\$210.400	\$214.471	\$214.485	\$215.271	\$215.613

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

FUNCTION/DEPARTMENT	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Administration					
Office of the EVP	6	6	6	6	6
Human Resources	16	16	16	16	16
Office of Management and Budget	17	17	17	17	17
Technology & Information Services	-	-	-	-	-
Materiel	18	18	18	18	18
Controller	15	15	15	15	15
Office of the President	2	2	2	2	2
System Safety Administration	5	5	5	5	5
Law	21	21	21	21	21
Corporate Communications	-	-	-	-	-
Strategic Office	16	23	24	26	27
Labor Relations	4	4	4	4	4
Non-Departmental	27	22	28	25	42
Total Administration	147	149	156	155	173
Operations					
Buses	2,220	2,235	2,244	2,244	2,244
Office of the Executive Vice President, Regional	4	4	4	4	4
Safety & Training	29	29	29	29	29
Road Operations	119	120	120	120	120
Transportation Support	22	22	22	22	22
Operations Planning	31	31	31	31	31
Revenue Control	27	27	27	27	27
Total Operations	2,452	2,468	2,477	2,477	2,477
Maintenance					
Buses	756	757	742	748	748
Maintenance Support/CMF	176	209	229	178	227
Facilities	73	74	74	74	74
Supply Logistics	93	95	95	95	95
Total Maintenance	1,098	1,135	1,140	1,095	1,144
Engineering/Capital					
Capital Program Management	37	37	37	37	37
Public Safety					
Office of the Senior Vice President	18	18	18	18	18
Baseline Total Positions	3,752	3,807	3,828	3,782	3,849
Non-Reimbursable	3,714	3,767	3,788	3,742	3,809
Reimbursable	38	40	40	40	40
Total Full-Time	3,737	3,792	3,813	3,767	3,834
Total Full-Time Equivalents	15	15	15	15	15

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

FUNCTION/OCCUPATIONAL GROUP	2015 Final Estimate	2016 Adopted Budget	2017	2018	2019
Administration					
Managers/Supervisors	57	60	61	59	59
Professional, Technical, Clerical	65	71	71	73	74
Operational Hourlies	25	18	24	23	40
Total Administration	147	149	156	155	173
Operations					
Managers/Supervisors	301	302	302	302	302
Professional, Technical, Clerical	50	50	50	50	50
Operational Hourlies	2,101	2,116	2,125	2,125	2,125
Total Operations	2,452	2,468	2,477	2,477	2,477
Maintenance					
Managers/Supervisors	220	218	218	218	218
Professional, Technical, Clerical	18	21	21	21	21
Operational Hourlies	860	896	901	856	905
Total Maintenance	1,098	1,135	1,140	1,095	1,144
Engineering/Capital					
Managers/Supervisors	21	21	21	21	21
Professional, Technical, Clerical	16	16	16	16	16
Operational Hourlies	-	-	-	-	-
Total Engineering/Capital	37	37	37	37	37
Public Safety					
Managers/Supervisors	14	14	14	14	14
Professional, Technical, Clerical	4	4	4	4	4
Operational Hourlies	-	-	-	-	-
Total Public Safety	18	18	18	18	18
Total Positions					
Managers/Supervisors	613	615	616	614	614
Professional, Technical, Clerical	153	162	162	164	165
Operational Hourlies	2,986	3,030	3,050	3,004	3,070
Total Baseline Positions	3,752	3,807	3,828	3,782	3,849

MTA BUS COMPANY
February Financial Plan - 2016 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$ 16.411	\$ 16.750	\$ 18.728	\$ 18.045	\$ 18.308	\$ 18.243	\$ 17.953	\$ 18.600	\$ 18.605	\$ 18.211	\$ 17.173	\$ 17.444	\$214.471
Other Operating Revenue	1.707	1.655	1.793	1.690	1.741	1.724	1.707	1.793	1.724	1.707	1.724	1.759	20.724
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$18.118	\$18.405	\$20.521	\$19.735	\$20.049	\$19.967	\$19.660	\$20.393	\$20.329	\$19.918	\$18.897	\$19.203	\$235.195
Operating Expenses													
Labor:													
Payroll	\$21.539	\$20.886	\$22.627	\$21.322	\$21.974	\$21.757	\$21.539	\$22.627	\$21.757	\$21.539	\$21.757	\$22.192	\$261.515
Overtime	4.644	4.358	4.521	4.514	4.596	4.216	4.391	4.434	4.230	4.502	4.201	4.432	53.039
Health and Welfare	5.093	4.594	5.043	4.993	4.943	4.993	5.193	4.943	4.993	5.193	4.843	5.193	60.016
OPEB Current Payment	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.999	23.955
Pensions	4.111	3.708	4.071	4.031	3.990	4.031	4.192	3.990	4.031	4.192	3.910	4.192	48.450
Other Fringe Benefits	4.272	3.853	4.230	4.188	4.146	4.188	4.356	4.146	4.188	4.356	4.062	4.356	50.341
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$41.655	\$39.395	\$42.488	\$41.043	\$41.646	\$41.181	\$41.666	\$42.137	\$41.195	\$41.777	\$40.769	\$42.364	\$497.317
Non-Labor:													
Electric Power	\$0.151	\$0.147	\$0.159	\$0.150	\$0.154	\$0.153	\$0.151	\$0.159	\$0.153	\$0.151	\$0.153	\$0.156	\$1.837
Fuel	1.987	1.927	2.088	1.967	2.028	2.008	1.987	2.088	2.008	1.987	2.008	2.048	24.131
Insurance	0.508	0.492	0.533	0.503	0.518	0.513	0.508	0.533	0.513	0.508	0.513	0.523	6.166
Claims	2.389	2.316	2.509	2.364	2.437	2.413	2.389	2.509	2.413	2.389	2.413	2.461	29.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	3.158	3.063	3.318	3.127	3.222	3.190	3.158	3.318	3.190	3.158	3.190	3.254	38.348
Professional Service Contracts	2.159	2.093	2.268	2.137	2.202	2.180	2.159	2.268	2.180	2.159	2.180	2.224	26.209
Materials & Supplies	3.857	3.740	4.052	3.818	3.935	3.896	3.857	4.052	3.896	3.857	3.896	3.974	46.831
Other Business Expenses	0.211	0.204	0.221	0.208	0.215	0.213	0.211	0.221	0.213	0.211	0.213	0.217	2.557
Total Non-Labor Expenses	\$14.420	\$13.983	\$15.148	\$14.274	\$14.711	\$14.566	\$14.420	\$15.148	\$14.566	\$14.420	\$14.566	\$14.857	\$175.079
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000												
Total Expenses before Non-Cash Liability Adjs.	\$56.075	\$53.378	\$57.636	\$55.318	\$56.357	\$55.746	\$56.086	\$57.285	\$55.760	\$56.197	\$55.335	\$57.221	\$672.396
Depreciation	\$3.479	\$3.373	\$3.654	\$3.444	\$3.549	\$3.514	\$3.479	\$3.654	\$3.514	\$3.479	\$3.514	\$3.584	\$42.236
OPEB Obligation	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	100.150
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$67.900	\$65.097	\$69.636	\$67.107	\$68.252	\$67.606	\$67.911	\$69.285	\$67.620	\$68.022	\$67.195	\$69.150	\$814.782
Net Surplus/(Deficit)	(\$49.782)	(\$46.692)	(\$49.115)	(\$47.373)	(\$48.203)	(\$47.639)	(\$48.251)	(\$48.892)	(\$47.291)	(\$48.104)	(\$48.297)	(\$49.948)	(\$579.587)

MTA BUS COMPANY
February Financial Plan - 2016 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$16.411	\$16.750	\$18.728	\$18.045	\$18.308	\$18.243	\$17.953	\$18.600	\$18.605	\$18.211	\$17.173	\$17.444	\$214.471
Other Operating Revenue	1.707	1.655	1.793	1.690	1.741	1.724	1.707	1.793	1.724	1.707	1.724	1.759	20.724
Capital and Other Reimbursements	0.497	0.482	0.523	0.492	0.507	0.502	0.497	0.523	0.502	0.497	0.502	0.512	6.039
Total Revenue	\$18.615	\$18.887	\$21.044	\$20.227	\$20.557	\$20.470	\$20.157	\$20.916	\$20.832	\$20.415	\$19.400	\$19.715	\$241.234
Expenses													
Labor:													
Payroll	\$21.777	\$21.117	\$22.877	\$21.557	\$22.217	\$21.997	\$21.777	\$22.877	\$21.997	\$21.777	\$21.997	\$22.437	\$264.407
Overtime	4.644	4.358	4.521	4.514	4.596	4.216	4.391	4.434	4.230	4.502	4.201	4.432	53.039
Health and Welfare	5.183	4.681	5.138	5.082	5.035	5.084	5.283	5.038	5.084	5.283	4.934	5.285	61.109
OPEB Current Payment	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.999	23.955
Pensions	4.152	3.748	4.114	4.071	4.032	4.072	4.233	4.034	4.072	4.233	3.951	4.234	48.948
Other Fringe Benefits	4.312	3.892	4.272	4.227	4.187	4.228	4.395	4.188	4.228	4.395	4.103	4.397	50.823
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$42.064	\$39.792	\$42.918	\$41.448	\$42.063	\$41.594	\$42.075	\$42.566	\$41.808	\$42.186	\$41.182	\$42.785	\$502.282
Non-Labor:													
Electric Power	\$0.151	\$0.147	\$0.159	\$0.150	\$0.154	\$0.153	\$0.151	\$0.159	\$0.153	\$0.151	\$0.153	\$0.156	\$1.837
Fuel	\$1.987	\$1.927	2.088	1.967	2.028	2.008	1.987	2.088	2.008	1.987	2.008	2.048	24.131
Insurance	0.508	0.492	0.533	0.503	0.518	0.513	0.508	0.533	0.513	0.508	0.513	0.523	6.166
Claims	2.389	2.316	2.509	2.364	2.437	2.413	2.389	2.509	2.413	2.389	2.413	2.461	29.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	3.177	3.081	3.338	3.145	3.242	3.210	3.177	3.338	3.210	3.177	3.210	3.274	38.579
Professional Service Contracts	2.159	2.093	2.268	2.137	2.202	2.180	2.159	2.268	2.180	2.159	2.180	2.224	26.209
Materials & Supplies	3.927	3.808	4.125	3.887	4.006	3.966	3.927	4.125	3.966	3.927	3.966	4.046	47.674
Other Business Expenses	0.211	0.204	0.221	0.208	0.215	0.213	0.211	0.221	0.213	0.211	0.213	0.217	2.557
Total Non-Labor Expenses	\$14.508	\$14.069	\$15.241	\$14.362	\$14.802	\$14.655	\$14.508	\$15.241	\$14.655	\$14.508	\$14.655	\$14.948	\$176.153
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000												
Total Expenses before Non-Cash Liability Adjs.	\$56.573	\$53.861	\$58.159	\$55.810	\$56.865	\$56.249	\$56.584	\$57.808	\$56.263	\$56.695	\$55.837	\$57.733	\$678.435
Depreciation	\$3.479	\$3.373	\$3.654	\$3.444	\$3.549	\$3.514	\$3.479	\$3.654	\$3.514	\$3.479	\$3.514	\$3.584	\$42.236
OPEB Obligation	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	100.150
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$68.397	\$65.580	\$70.159	\$67.600	\$68.760	\$68.108	\$68.408	\$69.808	\$68.122	\$68.519	\$67.697	\$69.663	\$820.821
Net Surplus/(Deficit)	(\$49.782)	(\$46.692)	(\$49.115)	(\$47.373)	(\$48.203)	(\$47.639)	(\$48.251)	(\$48.892)	(\$47.291)	(\$48.104)	(\$48.297)	(\$49.948)	(\$579.587)

MTA BUS COMPANY
February Financial Plan - 2016 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$16.411	\$16.750	\$18.728	\$18.045	\$18.308	\$18.243	\$17.953	\$18.600	\$18.605	\$18.211	\$17.173	\$17.444	\$214.471
Other Operating Revenue	1.727	1.727	1.727	1.727	1.727	1.727	1.727	1.727	1.727	1.727	1.727	1.727	20.724
Capital and Other Reimbursements	0.769	0.769	0.769	0.769	0.769	0.769	0.769	0.769	0.769	0.769	0.769	0.769	9.227
Total Receipts	\$18.907	\$19.246	\$21.224	\$20.541	\$20.804	\$20.739	\$20.449	\$21.096	\$21.101	\$20.707	\$19.669	\$19.940	\$244.422
Expenditures													
Labor:													
Payroll	\$20.183	\$20.183	\$30.274	\$20.183	\$20.183	\$20.183	\$20.183	\$20.183	\$30.274	\$20.183	\$20.183	\$20.183	\$262.378
Overtime	4.644	4.358	4.521	4.514	4.596	4.216	4.391	4.434	4.230	4.502	4.201	4.432	53.039
Health and Welfare	5.058	5.058	5.058	5.058	5.058	5.058	5.058	5.058	5.058	5.058	5.058	5.058	60.693
OPEB Current Payment	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.996	1.996	23.955
Pensions	4.065	4.065	4.065	4.065	4.065	4.065	4.065	4.065	4.065	4.065	4.065	4.065	48.776
Other Fringe Benefits	3.896	3.896	5.844	3.896	3.896	3.896	3.896	3.896	5.844	3.896	3.896	3.896	50.651
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$39.842	\$39.556	\$51.758	\$39.712	\$39.794	\$39.414	\$39.589	\$39.632	\$51.467	\$39.700	\$39.399	\$39.630	\$499.492
Non-Labor:													
Electric Power	\$0.153	\$0.153	\$0.153	\$0.153	\$0.153	\$0.153	\$0.153	\$0.153	\$0.153	\$0.153	\$0.153	\$0.153	\$1.837
Fuel	2.011	2.011	2.011	2.011	2.011	2.011	2.011	2.011	2.011	2.011	2.011	2.011	24.131
Insurance	0.514	0.514	0.514	0.514	0.514	0.514	0.514	0.514	0.514	0.514	0.514	0.514	6.166
Claims	2.083	2.083	2.083	2.083	2.083	2.083	2.083	2.083	2.083	2.083	2.083	2.083	25.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	3.215	3.215	3.215	3.215	3.215	3.215	3.215	3.215	3.215	3.215	3.215	3.215	38.579
Professional Service Contracts	2.184	2.184	2.184	2.184	2.184	2.184	2.184	2.184	2.184	2.184	2.184	2.184	26.209
Materials & Supplies	3.973	3.973	3.973	3.973	3.973	3.973	3.973	3.973	3.973	3.973	3.973	3.973	47.674
Other Business Expenses	0.213	0.213	0.213	0.213	0.213	0.213	0.213	0.213	0.213	0.213	0.213	0.213	2.558
Total Non-Labor Expenditures	\$14.346	\$172.154											
Other Expenditure Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000												
Total Expenditures	\$54.188	\$53.902	\$66.104	\$54.058	\$54.140	\$53.760	\$53.935	\$53.978	\$65.813	\$54.046	\$53.745	\$53.976	\$671.645
Net Cash Deficit	(\$35.281)	(\$34.656)	(\$44.881)	(\$33.517)	(\$33.336)	(\$33.021)	(\$33.486)	(\$32.882)	(\$44.713)	(\$33.339)	(\$34.076)	(\$34.036)	(\$427.223)

MTA BUS COMPANY
February Financial Plan - 2016 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.020	0.072	(0.066)	0.037	(0.014)	0.003	0.020	(0.066)	0.003	0.020	0.003	(0.032)	0.000
Capital and Other Reimbursements	0.272	0.287	0.246	0.277	0.261	0.267	0.272	0.246	0.267	0.272	0.267	0.256	3.188
Total Receipts	\$0.292	\$0.358	\$0.180	\$0.314	\$0.247	\$0.269	\$0.292	\$0.180	\$0.269	\$0.292	\$0.269	\$0.225	\$3.188
Expenditures													
Labor:													
Payroll	\$1.594	\$0.935	(\$7.397)	\$1.374	\$2.034	\$1.814	\$1.594	\$2.694	(\$8.277)	\$1.594	\$1.814	\$2.254	\$2.030
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.125	(0.377)	0.080	0.024	(0.023)	0.026	0.225	(0.020)	0.026	0.225	(0.124)	0.228	0.416
OPEB Current Payment	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	(0.000)	0.003	0.000
Pensions	0.088	(0.317)	0.050	0.007	(0.032)	0.008	0.168	(0.031)	0.008	0.168	(0.113)	0.170	0.172
Other Fringe Benefits	0.415	(0.005)	(1.573)	0.331	0.290	0.332	0.499	0.292	(1.616)	0.499	0.206	0.501	0.172
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$2.222	\$0.236	(\$8.841)	\$1.736	\$2.269	\$2.180	\$2.487	\$2.935	(\$9.860)	\$2.487	\$1.784	\$3.155	\$2.790
Non-Labor:													
Electric Power	(\$0.002)	(\$0.006)	\$0.006	(\$0.003)	\$0.001	(\$0.000)	(\$0.002)	\$0.006	(\$0.000)	(\$0.002)	(\$0.000)	\$0.003	\$0.000
Fuel	(0.023)	(0.084)	0.077	(0.043)	0.017	(0.003)	(0.023)	0.077	(0.003)	(0.023)	(0.003)	0.037	(0.000)
Insurance	(0.006)	(0.021)	0.020	(0.011)	0.004	(0.001)	(0.006)	0.020	(0.001)	(0.006)	(0.001)	0.009	(0.000)
Claims	0.305	0.233	0.426	0.281	0.353	0.329	0.305	0.426	0.329	0.305	0.329	0.378	4.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(0.037)	(0.134)	0.123	(0.070)	0.027	(0.005)	(0.037)	0.123	(0.005)	(0.037)	(0.005)	0.059	(0.000)
Professional Service Contracts	(0.025)	(0.091)	0.084	(0.047)	0.018	(0.004)	(0.025)	0.084	(0.004)	(0.025)	(0.004)	0.040	0.000
Materials & Supplies	(0.046)	(0.165)	0.152	(0.086)	0.033	(0.007)	(0.046)	0.152	(0.007)	(0.046)	(0.007)	0.073	0.000
Other Business Expenditures	(0.003)	(0.009)	0.008	(0.005)	0.002	(0.000)	(0.003)	0.008	(0.000)	(0.003)	(0.000)	0.004	(0.001)
Total Non-Labor Expenditures	\$0.162	(\$0.277)	\$0.895	\$0.016	\$0.455	\$0.309	\$0.162	\$0.895	\$0.309	\$0.162	\$0.309	\$0.602	\$3.999
Other Expenditures Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$2.676	\$0.317	(\$7.765)	\$2.066	\$2.972	\$2.758	\$2.941	\$4.010	(\$9.281)	\$2.941	\$2.362	\$3.982	\$9.978
Depreciation Adjustment	\$3.479	\$3.373	\$3.654	\$3.444	\$3.549	\$3.514	\$3.479	\$3.654	\$3.514	\$3.479	\$3.514	\$3.584	\$42.236
OPEB Obligation	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	100.150
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$14.501	\$12.036	\$4.235	\$13.855	\$14.867	\$14.618	\$14.765	\$16.010	\$2.578	\$14.765	\$14.221	\$15.912	\$152.364

MTA Bus Company
 February Financial Plan - 2016 Adopted Budget
 Overtime - Non-Reimbursable/Reimbursable Basis
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	June	July	August	September	October	November	December	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$2.223	\$2.002	\$2.216	\$2.199	\$2.232	\$2.132	\$2.252	\$2.252	\$2.136	\$2.292	\$2.141	\$2.223	\$26.301
<u>Unscheduled Service</u>	0.513	0.431	0.464	0.461	0.470	0.445	0.463	0.468	0.447	0.476	0.496	0.487	5.620
<u>Programmatic/Routine Maintenance</u>	0.936	0.914	0.758	0.913	0.923	0.650	0.638	0.653	0.698	0.761	0.698	0.675	9.215
<u>Unscheduled Maintenance</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Vacancy/Absentee Coverage</u>	0.724	0.772	0.831	0.798	0.827	0.850	0.892	0.914	0.810	0.824	0.724	0.791	9.757
<u>Weather Emergencies</u>	0.217	0.205	0.215	0.106	0.107	0.102	0.108	0.108	0.103	0.110	0.104	0.216	1.701
<u>Safety/Security/Law Enforcement</u>	0.006	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.012	0.011	0.011	0.128
<u>Other</u>	0.027	0.024	0.027	0.026	0.027	0.026	0.027	0.027	0.026	0.028	0.026	0.027	0.316
Sub-Total	\$4.644	\$4.358	\$4.521	\$4.514	\$4.596	\$4.216	\$4.391	\$4.434	\$4.230	\$4.502	\$4.201	\$4.430	\$53.039
REIMBURSABLE OVERTIME	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL NR & R OVERTIME	\$4.644	\$4.358	\$4.521	\$4.514	\$4.596	\$4.216	\$4.391	\$4.434	\$4.230	\$4.502	\$4.201	\$4.430	\$53.039

MTA BUS COMPANY
February Financial Plan - 2016 Adopted Budget
Ridership/(Utilization)
 (in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	10.016	10.050	11.451	10.763	11.204	10.666	10.048	10.220	11.104	10.987	10.384	10.508	127.401
Baseline Total Ridership	10.016	10.050	11.451	10.763	11.204	10.666	10.048	10.220	11.104	10.987	10.384	10.508	127.401
<u>FAREBOX REVENUE</u>													
Fixed Route	\$16.411	\$16.750	\$18.728	\$18.045	\$18.308	\$18.243	\$17.953	\$18.600	\$18.605	\$18.211	\$17.173	\$17.444	\$214.471
Baseline Total Revenue	\$16.411	\$16.750	\$18.728	\$18.045	\$18.308	\$18.243	\$17.953	\$18.600	\$18.605	\$18.211	\$17.173	\$17.444	\$214.471

MTA NEW YORK CITY TRANSIT

AMERICANS WITH DISABILITIES ACT

KEY STATIONS REPORT

4th QUARTER 2015

January 2016

KEY STATIONS SUMMARY

(4th Quarter Report to FTA – December 2015)

	FTA 54 Key	NY State 46 Key	Total Key	Non-Key
Completed	52	33	85	26
In Construction	0	2	2	
In Design	2	7	9	
In Planning	0	4	4	
Total by 2020	54	46	100	26

- **New York City Transit met the Voluntary Compliance Agreement (VCA) of 67 Key Stations to be accessible by the end of 2010 in 2008.**
- **New York City Transit met the Voluntary Compliance Agreement (VCA) of 80 Key Stations to be accessible by the end of 2014 in 2012.**

**Key Station Element Status Report
New York City Transit (100) - Region 2**

Count	Station	Line	Mandate	TE Date	VCA Date	Accessible Routes	Entrances	Doors	Ramps	Elevators	Ticketing/MVM	Platform Gaps	PA System	Phones	Signs	Warning Strips	Phase
			State Federal			Sect. 4.3	Sect. 4.14	Sect. 4.13	Sect. 4.8	Sect. 4.10	Sect. 10.3.1(18)	Sect. 10.3.2 (4)	Sect. 10.3.1(14)	Sect. 4.31	Sect. 4.30	Sect. 4.29	
1	125 Street	4, 5, 6	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
2	175 Street	A	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
3	42 Street	A, C, E	Fed	COMP	COMP	C	C	C	C	**	C	C	C	C	C	C	ACCESSIBLE
4	Pelham Bay Park	6	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
5	Great Kills	SIR	Fed	COMP	COMP	C	C	N/A	C	N/A	C	C	C	N/A	C	C	ACCESSIBLE
6	51 Street	6	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
7	Grand Central	4, 5, 6	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
8	World Trade Ctr *****	E	Fed	COMP	COMP	C	C	C	N/A	N/A	C	C	C	C	C	C	NOT ACCESSIBLE
9	Simpson Street	2, 5	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
10	Stillwell Avenue	D, F, N, Q	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
11	34 Street	N, Q, R	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
12	34 Street	B, D, F, M	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
13	Brooklyn Bridge	4, 5, 6	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
14	149 Street-3 Avenue	2, 5	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
15	Borough Hall	2, 3	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
16	Dongan Hills	SIR	Fed	COMP	COMP	C	C	N/A	C	N/A	C	C	C	N/A	C	C	ACCESSIBLE
17	Flatbush Avenue	2, 5	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
18	Church Avenue	2, 5	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
19	34 Street	1, 2, 3	Fed	COMP	COMP	C	C	C	N/A	C**	C	C	C	C	C	C	ACCESSIBLE
20	61 Street-Woodside	7	Fed	COMP	COMP	C	C	C	N/A	**	C	C	C	C	C	C	ACCESSIBLE
21	Main Street	7	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
22	Union Square	N, Q, R	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
	Union Square	L	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
23	207 Street	A	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
24	66 Street	1	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
25	14 Street	A, C, E	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE

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**Key Station Element Status Report
New York City Transit (100) - Region 2**

Count	Station	Line	Mandate	TE Date	VCA Date	Accessible Routes	Entrances	Doors	Ramps	Elevators	Ticketing/MVM	Platform Gaps	PA System	Phones	Signs	Warning Strips	Phase
			State Federal			Sect. 4.3	Sect. 4.14	Sect. 4.13	Sect. 4.8	Sect. 4.10	Sect. 10.3.1(18)	Sect. 10.3.2 (4)	Sect. 10.3.1(14)	Sect. 4.31	Sect. 4.30	Sect. 4.29	
26	8 Avenue	L	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
27	Franklin Avenue	C	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
28	Franklin Avenue	S	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
29	161 Street	4	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
30	161 Street	B, D	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
31	Grand Central	7	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
32	Grand Central	S	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
33	34 Street	A,C,E	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
34	Flushing Avenue	J, M	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
35	Prospect Park	B, Q, S	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
36	72 Street	1, 2, 3	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
37	Pacific Street	D, N, R	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
38	Atlantic Avenue	B, Q	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
39	Atlantic Avenue	2, 3, 4, 5	Fed	COMP	COMP	C	C	C	N/A	C **	C	C	C	C	C	C	ACCESSIBLE
40	Howard Beach	A	State	N/A	COMP	C	C	C	N/A	**	C	C	C	**	C	C	ACCESSIBLE
41	Marcy Avenue	J, M, Z	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
42	Lexington Avenue	E, M	State	N/A	COMP	C	C	C	N/A	C **	C	C	C	C	C	C	ACCESSIBLE
43	Utica Avenue	3, 4	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
44	Dekalb Avenue	B, Q, R	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
45	West 4 Street	A, B, C, D, E, F, M	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
46	179 Street	F	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
47	Times Square	N, Q, R	Fed	COMP	COMP	C	C	N/A	C	C	C	C	C	N/A	C	C	ACCESSIBLE
48	74 Street	7	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
49	Roosevelt Avenue	E, F, M, R	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
50	125 Street	A, B, C, D	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE

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**Key Station Element Status Report
New York City Transit (100) - Region 2**

Count	Station	Line	Mandate	TE Date	VCA Date	Accessible Routes	Entrances	Doors	Ramps	Elevators	Ticketing/MVM	Platform Gaps	PA System	Phones	Signs	Warning Strips	Phase
			State Federal			Sect. 4.3	Sect. 4.14	Sect. 4.13	Sect. 4.8	Sect. 4.10	Sect. 10.3.1(18)	Sect. 10.3.2 (4)	Sect. 10.3.1(14)	Sect. 4.31	Sect. 4.30	Sect. 4.29	
51	Euclid Avenue	A, C	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
52	Fordham Road	4	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
53	Queens Plaza	E, M, R	State	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
54	Times Square	1, 2, 3	Fed	COMP	COMP	C	C	C	N/A	C **	C	C	C	C	C	C	ACCESSIBLE
55	Times Square	7	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
56	231 Street	1	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
57	Junction Boulevard	7	State	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
58	168 Street	A, C	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
59	Pelham Parkway	2, 5	Fed	COMP	COMP	C	C	N/A	N/A	C	C	C	C	C	C	C	ACCESSIBLE
60	233 Street	2, 5	State	COMP	COMP	C	C	N/A	N/A	C	C	C	C	C	C	C	ACCESSIBLE
61	Bowling Green	4, 5	State	COMP	COMP	C	C	N/A	C	C	C	C	C	C	C	C	ACCESSIBLE
62	Myrtle Avenue	L	State	COMP	COMP	C	C	N/A	N/A	C	N/A	C	C	C	C	C	ACCESSIBLE
63	Wyckoff Avenue	M	State	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
64	135 Street	2, 3	State	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
65	Church Avenue	F, G	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
66	St. George	SIR	State	COMP	COMP	C	C	C	**	**	C	C	C	C	C	C	ACCESSIBLE
67	Union Turnpike	E, F	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
68	South Ferry *****	1	State	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	NOT ACCESSIBLE
69	50 Street Rock Center	B, D, F, M	State	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
70	Chambers Street	1, 2, 3	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
71	59 Street	A, B, C, D	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
72	59 Street	1	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
73	Jay Street	A, C, F	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
74	96 Street	1, 2, 3	State	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
75	Kings Highway	B, Q	State	COMP	COMP	C	C	C	N/A	C	C	C	C	NC	C	C	ACCESSIBLE
76	Mott Avenue	A	State	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
77	East 180 Street	2, 5	State	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
78	Bay Parkway	D	State	COMP	COMP	C	C	C	C	C	C	C	C	NC	C	C	ACCESSIBLE

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**Key Station Element Status Report
New York City Transit (100) - Region 2**

Count	Station	Line	Mandate	TE Date	VCA Date	Accessible Routes	Entrances	Doors	Ramps	Elevators	Ticketing/MVM	Platform Gaps	PA System	Phones	Signs	Warning Strips	Phase
			State Federal			Sect. 4.3	Sect. 4.14	Sect. 4.13	Sect. 4.8	Sect. 4.10	Sect. 10.3.1(18)	Sect. 10.3.2 (4)	Sect. 10.3.1(14)	Sect. 4.31	Sect. 4.30	Sect. 4.29	
79	Bleecker Street	6	State	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
80	Bdway/Lafayette	B, D, F, M	State	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
81	71 Avenue	E, F, M, R	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
82	Utica Avenue	A, C	State	COMP	COMP	C	C	C	C	C	C	C	C	N/A	C	C	ACCESSIBLE
83	Hunts Point	6	Fed	COMP	COMP	C	C	C	C	C	C	C	C	N/A	C	C	ACCESSIBLE
84	Cortlandt Street	R	State	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
85	Kingsbridge Road	B, D	State	COMP	COMP	C	C	C	N/A	C	C	C	C	N/A	C	C	ACCESSIBLE
86	Times Square *****	S	State	N/A	Nov-08												DESIGN
87	68 Street	6	State	N/A	Nov-13												DESIGN
88	57 Street	N, Q, R	State	N/A	Nov-13												DESIGN
89	23 Street	6	State	N/A	Nov-13												CONSTRUCTION
90	Lefferts Boulevard	A	State	N/A	Nov-14												CONSTRUCTION
91	59 Street	N, R	State	N/A	Nov-16												PLANNING
92	86 Street***	R	Fed	Nov-10	Jul-20												DESIGN
93	Gun Hill Road	5	State	N/A	Jul-20												DESIGN
94	Chambers Street	J, Z	Fed	Nov-20	Jul-20												DESIGN
95	Greenpoint Avenue	G	State	N/A	Jul-20												PLANNING
96	Bedford Avenue	L	State	N/A	Jul-20												DESIGN
97	Rockaway Pkwy****	L	State	N/A	Jul-20												PLANNING
98	Astoria Boulevard	N, Q	State	N/A	Jul-20												DESIGN
99	Brooklyn Museum	2, 3	State	N/A	Jul-20												PLANNING
100	Bedford Park Blvd	B, D	State	N/A	Jul-20												DESIGN

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Office of ADA Compliance

Accessible Non-Key Station Element Status Report

Count	Station	Accessible Route	Entrance	Doors	Ramps	Elevators	Ticketing/ MVM's	Platforms Gaps	PA System	Phones	Signage	Warning Strips	Status
		Sect. 4.3	Sect. 4.14	Sect. 4.13	Sect. 4.8	Sect. 4.10	Sect. 10.3.1 (18)	Sect. 10.3.2 (4)	Sect. 10.3.1(14)	Sect. 4.31	Sect. 4.30	Sect. 4.29	
1	50th Street (C, E)	C	NC	NA	C	**	C	NC	NA	NA	C	NC	Southbound Only
2	Lexington Ave/63rd St (F)	C	NC	C	NA	C	C	NC	NA	NA	C	NC	
3	Roosevelt Island (F)	C	C	C	NA	C	C	C	NA	NA	C	NC	
4	21st Street (F)	C	C	C	NA	C	C	NC	NA	NA	C	NC	
5	Jamaica/Van Wyck (E)	NC	C	C	NA	C	C	NC	NA	NA	C	NC	
6	Jamaica Center (E, J, Z)	C	C	C	NA	C	C	NC	NA	NA	C	NC	
7	Sutphin Blvd (E, J, Z)	NC	C	C	NA	C **	N/C	NC	NA	NA	C	C	
8	Metropolitan Avenue (M)	C	C	C	NA	NA	C	C	NA	C	C	NC	
9	B116/Rockaway Park (A, S)	C	C	C	C	NA	C	C	NA	NA	C	C	
10	Park Place (S)	C	C	C	C	NA	C	C	NA	C	C	C	
11	Borough Hall (4, 5)	C	C	NA	NA	NA	C	NC	NA	NA	C	NC	Northbound Only
12	Tottenville (SIR)	C	C	NA	C	NA	NA	NC	NA	NA	C	NC	
13	Canal Street Station (6)	C	C	C	NA	C	C	C	NA	NA	C	C	
14	49th Street (N, Q, R)	C	C	C	NA	**	C	NC	NA	NA	C	NC	Northbound Only
15	Rockaway Parkway (L)****	C	C	C	C	NA	C	C	NA	NA	C	NC	Future Key Station
16	Gun Hill Road (2, 5)	C	C	C	C	C	C	C	C	C	C	C	
17	Jay Street/Metro Tech (R)	C	NA	NA	NA	C	C	C	C	NA	C	C	
18	Avenue H (Q)	C	C	C	C	NA	C	C	C	C	C	C	Southbound Only
19	Fulton Street (4, 5)	C	C	C	NA	C	C	C	C	NA	C	C	
20	Court Square (7)	C	C	C	NA	C	C	C	C	NA	C	C	
21	Dyckman Street (1)	C	C	C	C	C	C	C	C	NA	C	C	Southbound Only
22	Fulton Street (A, C)	C	C	C	NA	C	C	C	C	NA	C	C	
23	Fulton Street (J, Z)	C	C	C	C	C	C	C	C	NA	C	C	
24	Fulton Street (2, 3)	C	C	C	NA	C	C	C	C	NA	C	C	
25	34 Street-Hudson Yards (7)	C	C	C	NA	C	C	C	C	NA	C	C	
26	Aqueduct Racetrack (A)	C	C	C	C	C	C	C	C	NA	C	C	

Legend:

C = ADA COMPLIANT
 NA = NOT APPLICABLE AT THIS STATION
 NC = NOT COMPLIANT

NOTES:

Parking/Drop-Off: This ADA feature is applicable at only two NYCT Key Stations, Great Kills and Dongan Hills; therefore, we have eliminated it from the matrix. At both stations, it is ADA accessible.

Curb Ramps: This ADA feature is applicable only at one NYCT Key Station, Dongan Hills; therefore, we have eliminated it from the matrix. At Dongan Hills, the feature is ADA accessible.

Station Specific Features:

- * ADA component provided and maintained by non-NYC Transit entity.
- ** ADA component partially provided and maintained by non-NYC Transit entity.
- *** 86th Street on R Line substitutes the 95th Street Key Station at the request of the NYC Transportation Disabled Committee.
- **** Rockaway Parkway on L Line is a partially accessible Key Station and will be removed from the Accessible Non-Key Station Element Status Report once made fully accessible.
- ***** See Summary Table (next page) of Revised Forecast Completion Dates for Key Stations.
- ***** World Trade Center elevator is not in service because of long-term construction. The expected completion date is December 2017.
- ***** South Ferry station is closed for long-term reconstruction because of Hurricane Sandy. The expected completion date is June 2017.

Revised Forecast Completion Dates for Key Stations

Station	VCA Date	Forecast Date	Comments
Times Square (S)	Nov. 2008	2015 – 2019 Capital Program	Design was completed in 2006. Design consisted of major track re-alignment to eliminate the platform gaps and substantial other improvements to make the station ADA compliant in all other respects. Total project costs far exceeded the funding allocated for the project scope. Because funding at this level is not currently available the project has been delayed.
68 Street (6)	Nov. 2013	2 nd Quarter 2020	Environmental requirements impacted the completion of the project, where additional surveys had to be conducted. The result of the survey required changes to the design therefore the project was delayed.
57 Street (N, Q, R)	Nov. 2013	4 th Quarter 2019	Due to the fact that the project design (which includes two new mezzanine to platform elevators, an expanded mezzanine and planned circulation improvements) has a high degree of complexity, and has encountered a variety of other challenges including limited space in the existing conditions of the subsurface area and the need to negotiate with a separate developer at the site, the project has been delayed. In addition, the location of the accessible entrance has been switched from 57 th Street to 55 th Street.
23 Street (6)	Nov. 2013	2 nd Quarter 2016	For efficiency purposes various future Key stations which were forecasted to be completed June 2020 were completed ahead of schedule; this caused the completion of this station to be delayed.
Lefferts Blvd (A)	Nov. 2014	2 nd Quarter 2016	For efficiency purposes various future Key stations which were forecasted to be completed June 2020 were completed ahead of schedule; this caused the completion of this station to be delayed.

General:

NYCT’s ADA Compliance Program incorporates all ADA accessibility features in a station as one contract in the course of construction, frequently in conjunction with other station rehabilitation work. The projects are scheduled for design and construction contract award consistent with a scheduled completion date required to meet the dates approved in our Voluntary Compliance Agreement with FTA.

Legend:

- C = ADA COMPLIANT
- NA = NOT APPLICABLE AT THIS STATION
- NC = NOT COMPLIANT
- TE = TIME EXTENSION
- VCA = VOLUNTARY COMPLIANCE AGREEMENT



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, the Subway Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (subway car, station, Staten Island Railway (SIR) cars and SIR stations). The results for all PES indicators for Second Half 2015 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Passenger Environment Survey

The Subway PES measures the environment of subway cars and stations from a customer-oriented perspective. It includes 54 indicators: 17 for subway cars, 16 for stations, 16 for SIR cars and five (5) for SIR stations.

Of the 54 indicators, 46 indicators remained unchanged, four (4) indicators showed an improvement while four (4) declined when comparing Second Half 2015 and Second Half 2014. For PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

Significant Indicator Improvements/Declines

Of the 54 PES indicators, 46 indicators remained unchanged, four (4) indicators showed an improvement while four (4) declined when comparing Second Half 2015 and Second Half 2014.

IMPROVEMENTS

Stations	2014 2nd Half	2015 2nd Half	Net Change
Stations with Legible/Correct System Maps	58%	78%	+20%
Station Control Areas with a Correct Subway Map Available	84%	94%	+10%

SIR Cars	2014 2nd Half	2015 2nd Half	Net Change
Cars with All System Maps Correct/Legible	89%	99%	+10%
SIR Cars with Public Address Announcements	78%	92%	+14%

DECLINES

Stations	2014 2nd Half	2015 2nd Half	Net Change
Litter Conditions in Stations - Early AM (% none and light) includes Trackbed	72%	64%	-8%
<i>without Trackbed</i>	85%	79%	-6%
Floors and Seats Cleanliness in Stations - Early AM (% none and light)	84%	74%	-10%

SIR Cars	2014 2nd Half	2015 2nd Half	Net Change
Climate Control Conditions in SIR Cars	95%	86%	-9%

SIR Stations	2014 2nd Half	2015 2nd Half	Net Change
Floors and Seats Cleanliness in SIR Stations (% none and light)	96%	81%	-15%

Passenger Environment Survey

Subway Car Results

The Subway Car PES consists of 17 indicators. All remained statistically unchanged when comparing the 2nd Half 2015 to the 2nd Half 2014. The table below depicts the results for the 2nd Half of 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

		2014				2015			
		1st Half		2nd Half		1st Half		2nd Half	
		at terminal	in service						
Cleanliness and Appearance									
Litter Conditions in Cars	% None	90	61	90	65	90	61	91	71
<i>See Chart 1</i>	<i>Presence of Litter</i>	7	30	8	27	8	31	6	23
	% Moderate	1	1	0	0	0	0	0	0
	% Heavy	2	8	2	8	2	8	3	6
Cleanliness of Car Floors and Seats	% None	88	76	92	82	91	77	96	87
<i>See Chart 2</i>	<i>Degree of Dirtiness</i>	8	14	6	10	5	14	1	6
	% Moderate	2	2	0	0	2	1	0	1
	% Heavy	2	8	2	8	2	8	3	6
% Cars with No Interior Graffiti		95		99		96		97	
% Cars with No Exterior Graffiti		97		99		98		99	
% Cars with No Graffitied Windows		99		99		98		99	
% Cars with No Scratchited Windows		93		90		89		90	
% Cars with No Clouded Windows		99		97		97		98	
% Cars with No Broken or Cracked Windows		100		100		100		100	

Customer Information									
% Cars with All System Maps Correct/Legible		96		99		98		97	
% Cars with All Signage Correct		96		99		99		99	
% Cars with Public Address Announcements		91		91		90		91	
<i>Automated Announcements</i>		99		99		99		99	
<i>Conductor Announcements</i>		80		80		81		80	

Functioning Equipment									
% Cars with No Broken Door Panels		99		100		100		99	
Lighting Conditions in Cars ¹		99		100		99		100	
Climate Control Conditions in Cars ²		95		96		90		97	

Operations									
% Conductors in Proper Uniform		100		100		100		100	

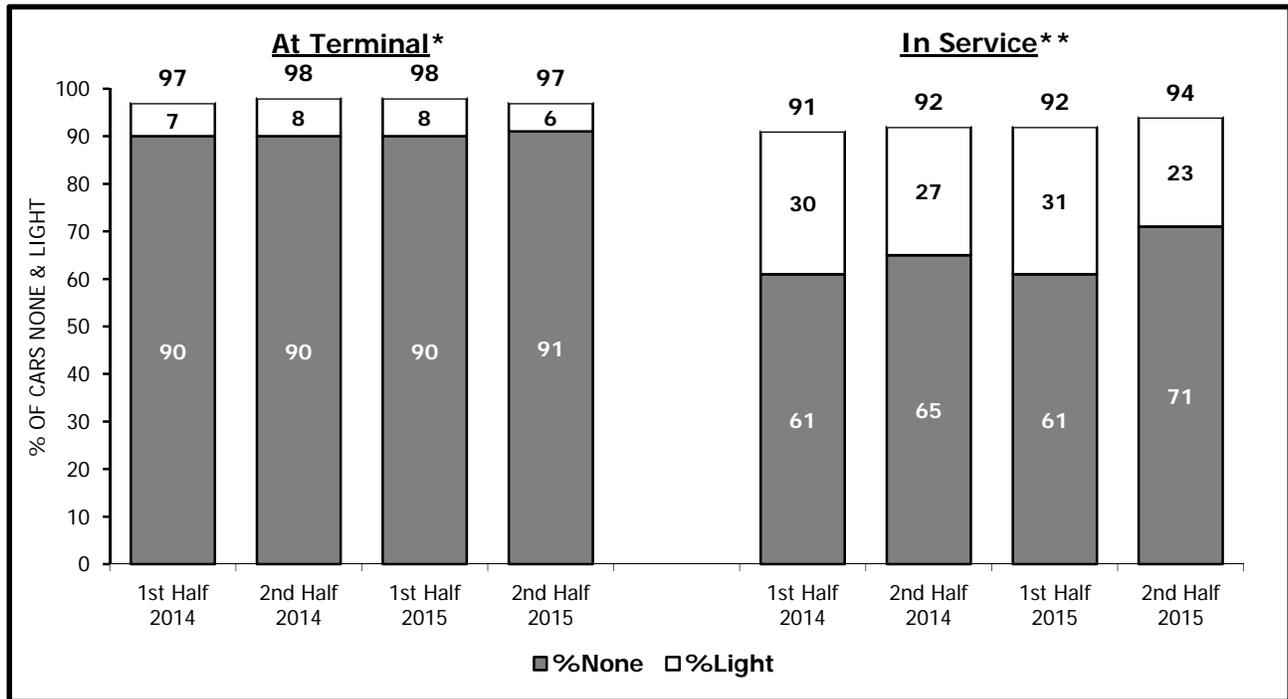
¹% cars with at least 90% of lights on.

²% cars with average interior temperature between 58°F and 78°F.

At Terminal - Surveyed at terminals with cleaners present.

In Service - Surveyed while in service.

Passenger Environment Survey
Litter Conditions in Subway Cars



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2015 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

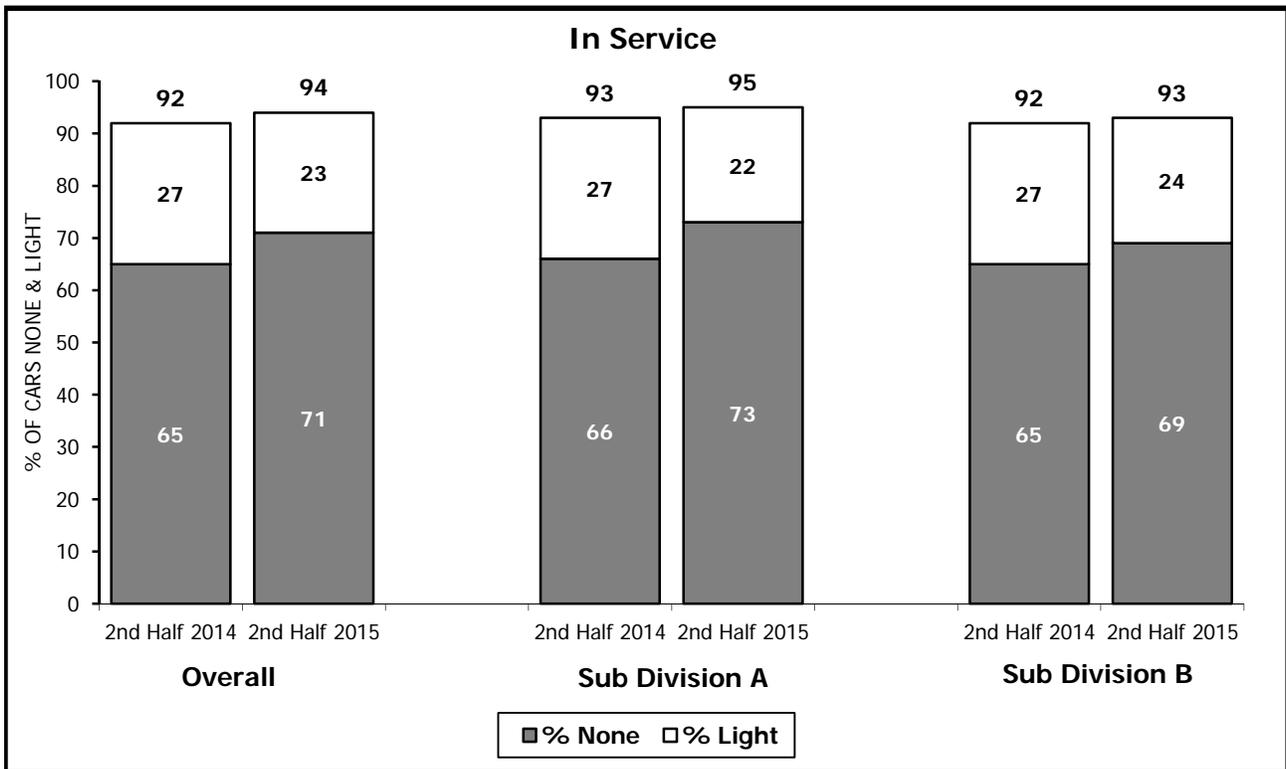
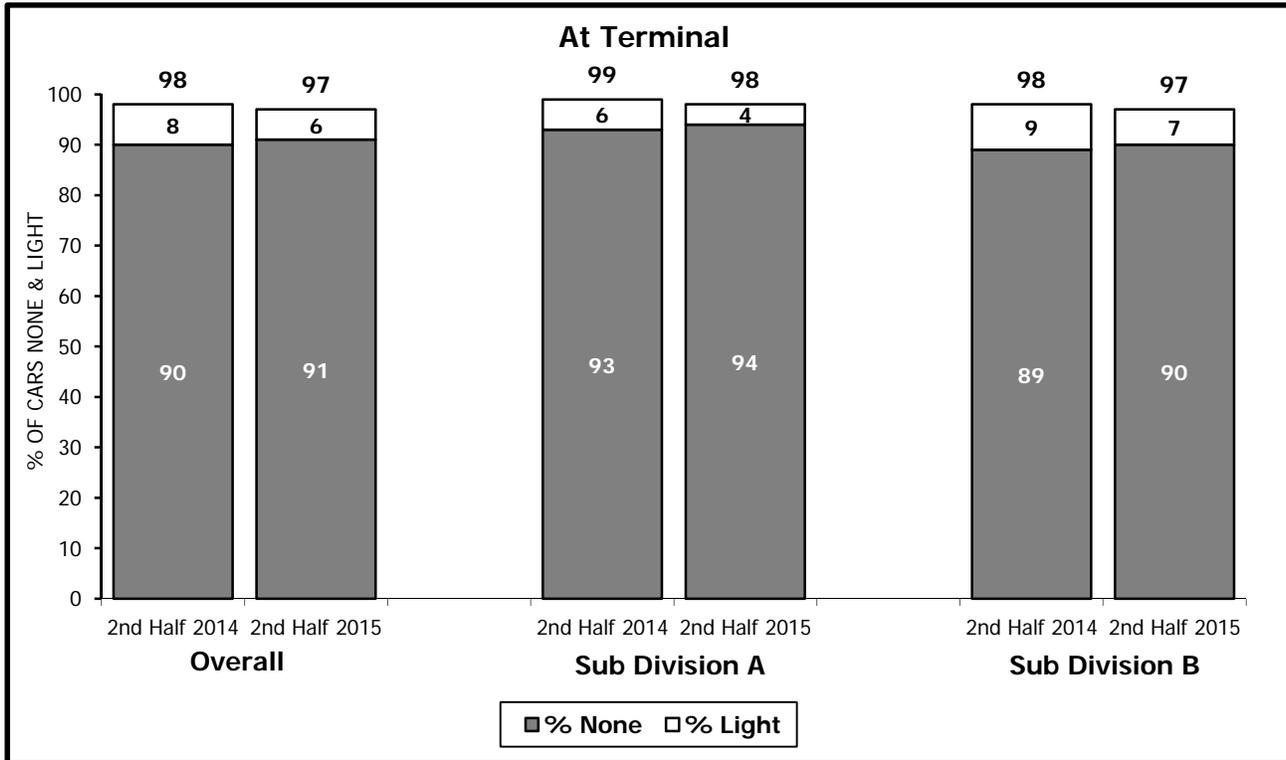
	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2015	91%	6%	0%	3%	71%	23%	0%	6%
1st Half 2015	90%	8%	0%	2%	61%	31%	0%	8%
2nd Half 2014	90%	8%	0%	2%	65%	27%	0%	8%
1st Half 2014	90%	7%	1%	2%	61%	30%	1%	8%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: Both the "At Terminal" and "In Service" results remained statistically unchanged

Passenger Environment Survey

Subway Car Litter Conditions by Group



Groups: Sub Division A : ① ② ③ ④ ⑤ ⑥ ⑦ S-42nd Street

Sub Division B : A B C D E F G J Z L M N Q R S-Franklin

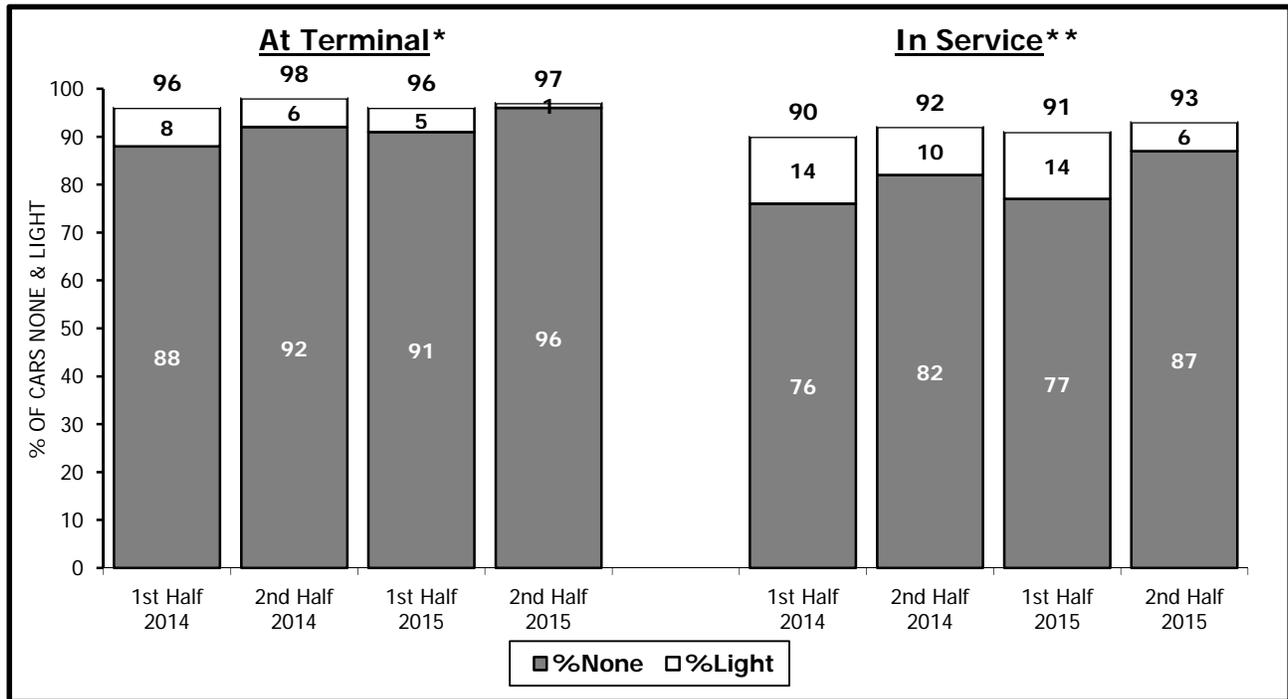
Passenger Environment Survey
Subway Car Litter Conditions by Line
% None and Light

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>2nd Half 2014</u>	<u>2nd Half 2015</u>	<u>2nd Half 2014</u>	<u>2nd Half 2015</u>
①	99%	98%	93%	97%
②	98%	99%	92%	94%
③	98%	93%	94%	96%
④	99%	98%	92%	91%
⑤	97%	99%	92%	93%
⑥	99%	97%	94%	96%
⑦	100%	99%	98%	99%
Ⓢ 42nd St.	-	-	95%	97%
Sub Division A	99%	98%	93%	95%
Ⓐ	98%	99%	93%	92%
Ⓑ	98%	96%	91%	91%
Ⓒ	100%	98%	93%	94%
Ⓓ	96%	95%	93%	90%
Ⓔ	99%	99%	93%	93%
Ⓕ	98%	98%	90%	95%
Ⓢ FkIn	-	-	95%	87%
Ⓖ	95%	97%	94%	98%
Ⓙ	100%	98%	95%	92%
Ⓛ	94%	98%	90%	95%
Ⓜ	95%	96%	90%	89%
Ⓝ	98%	95%	89%	94%
Ⓠ	99%	96%	92%	85%
Ⓡ	97%	97%	89%	96%
Sub Division B	98%	97%	92%	93%
Systemwide	98%	97%	92%	94%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

**Passenger Environment Survey
Cleanliness Conditions in Subway Cars**



* Measured throughout the day at only those terminals that have cleaners.

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2015 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

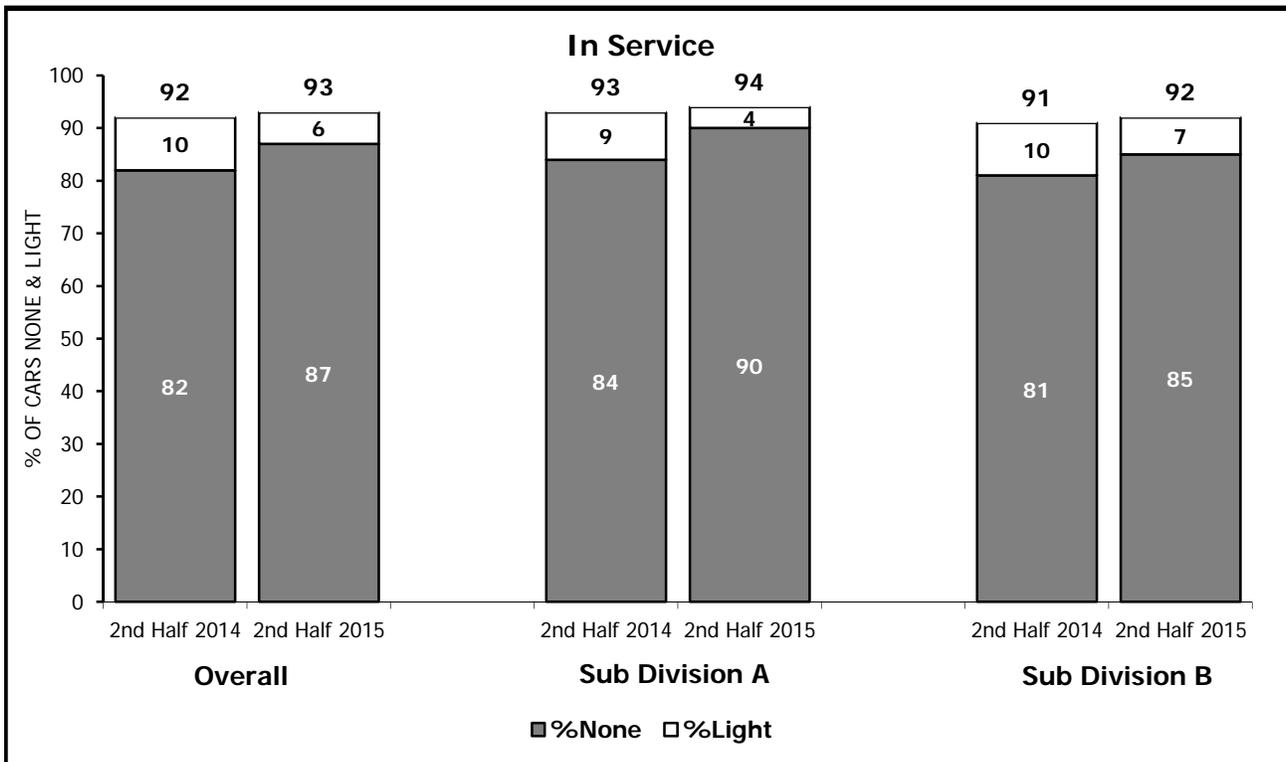
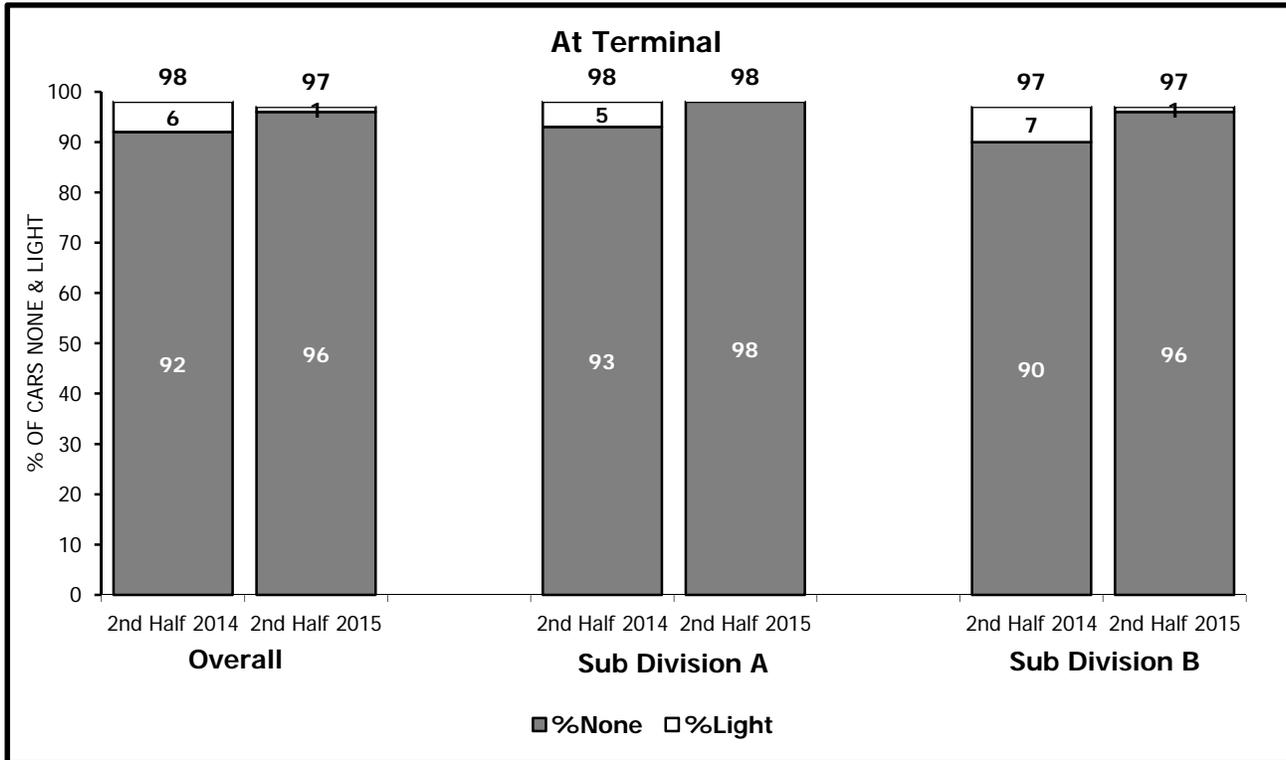
	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2015	96%	1%	0%	3%	87%	6%	1%	6%
1st Half 2015	91%	5%	2%	2%	77%	14%	1%	8%
2nd Half 2014	92%	6%	0%	2%	82%	10%	0%	8%
1st Half 2014	88%	8%	2%	2%	76%	14%	2%	8%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: Both the "At Terminal" and "In Service" results remained statistically unchanged

Passenger Environment Survey

Subway Car Cleanliness Conditions by Group



Groups: Sub Division A : ① ② ③ ④ ⑤ ⑥ ⑦ S-42nd Street

Sub Division B : A B C D E F G J Z L M N Q R S-Franklin

Passenger Environment Survey

Subway Car Cleanliness Conditions by Line % None and Light

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>2nd Half 2014</u>	<u>2nd Half 2015</u>	<u>2nd Half 2014</u>	<u>2nd Half 2015</u>
①	99%	98%	92%	97%
②	98%	99%	92%	94%
③	98%	95%	94%	96%
④	99%	98%	92%	87%
⑤	97%	99%	91%	93%
⑥	98%	97%	93%	95%
⑦	100%	99%	98%	99%
⑤ 42nd St.	-	-	95%	97%
Sub Division A	98%	98%	93%	94%
①	98%	99%	94%	92%
②	98%	96%	92%	91%
③	100%	97%	93%	92%
④	96%	95%	93%	90%
⑤	99%	98%	93%	92%
⑥	99%	98%	90%	93%
⑤ FkIn	-	-	95%	87%
⑦	95%	97%	94%	97%
① ②	99%	98%	95%	91%
③	91%	98%	87%	95%
④	92%	94%	89%	88%
⑤	97%	95%	88%	93%
⑥	99%	96%	90%	85%
⑦	98%	96%	89%	95%
Sub Division B	97%	97%	91%	92%
Systemwide	98%	97%	92%	93%

Note: Changes of 6.0% or more by line are considered statistically significant.

* at terminal - with cleaners present

Passenger Environment Survey

Stations Results

The Stations PES consists of 16 indicators. Of the 16 indicators, 12 remained statistically unchanged while two (2) showed an increase and two (2) declined when comparing the 2nd Half 2015 to the 2nd Half 2014. The table below depicts the results for the 2nd Half of 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2014				2015			
			1st Half		2nd Half		1st Half		2nd Half	
			Early AM	Daytime						
Cleanliness and Appearance										
Litter Conditions in Stations	<i>Includes Trackbed component</i>	% None	2	3	1	5	1	2	1	4
<i>Presence of Litter</i>		% Light	69	64	71	61	66	59	63	60
<i>See Chart 3</i>		% Moderate	26	30	26	30	30	35	34	33
		% Heavy	3	3	2	4	3	4	2	3
	<i>Measured without Trackbed component</i>	% None	35	31	38	33	30	25	25	31
		% Light	48	50	47	46	51	50	54	48
<i>See Chart 4</i>		% Moderate	15	17	13	18	17	22	19	19
		% Heavy	2	2	2	3	2	3	2	2
Floor and Seat Cleanliness Conditions in Stations		% None	48	50	47	53	36	50	30	52
<i>Degree of Dirtiness</i>		% Light	36	33	37	30	46	37	44	32
<i>See Chart 5</i>		% Moderate	14	15	14	14	16	11	24	15
		% Heavy	2	2	2	3	2	2	2	1
Graffiti Conditions in Stations		% None	83		81		80		80	
<i>Presence of Graffiti</i>		% Light	16		18		18		17	
		% Moderate	1		1		2		2	
		% Heavy	0		0		0		1	

Customer Information

% Stations with Legible/Correct System Maps	52	58	79	78
% Stations with Correct Passenger Information Center (PIC)	96	97	98	98
% Station Control Areas with a Correct Subway Map Available	88	84	88	94

Functioning Equipment

% Stations with Functional Annunciator (where applicable)	98	98	99	98
% Escalators/Elevators in Operation	98	99	98	98
% Station Control Areas with Working Booth Microphone	100	100	99	100
% Trash Receptacles Usable in Stations	100	100	99	100
% Working Turnstiles in Stations	99	99	99	99
% Working MetroCard Vending Machines	99	99	99	99

Operations

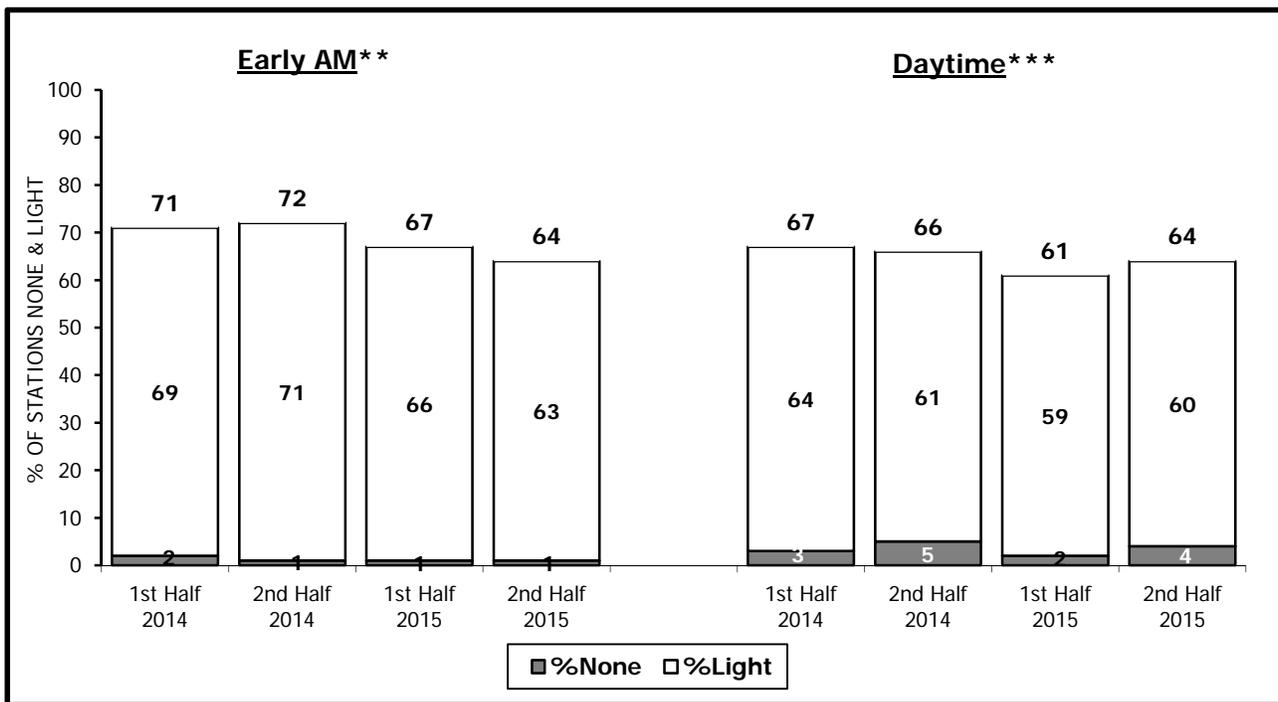
% Station Agents in Proper Uniform	100	100	100	100
% Station Agents Properly Displaying Badges	97	97	97	97

Early AM - Surveyed before heavy passenger utilization (pre-AM Peak).

Daytime - Surveyed after heavy passenger utilization (post AM Peak).

Passenger Environment Survey

Litter Conditions in Stations* (includes Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Measured before heavy passenger utilization (pre-AM Peak).

*** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2015 Annual Goals: (% none & light) Early AM: N/A Daytime: N/A

Semi-Annual Results

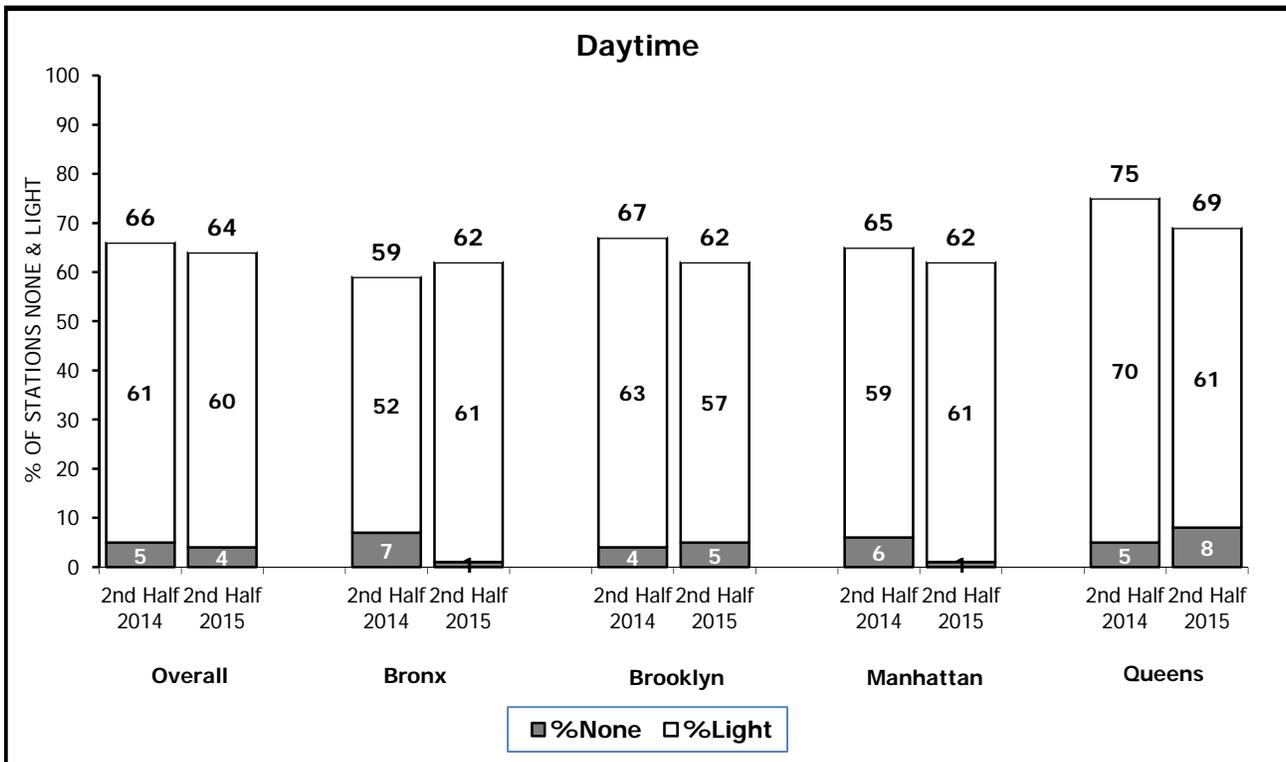
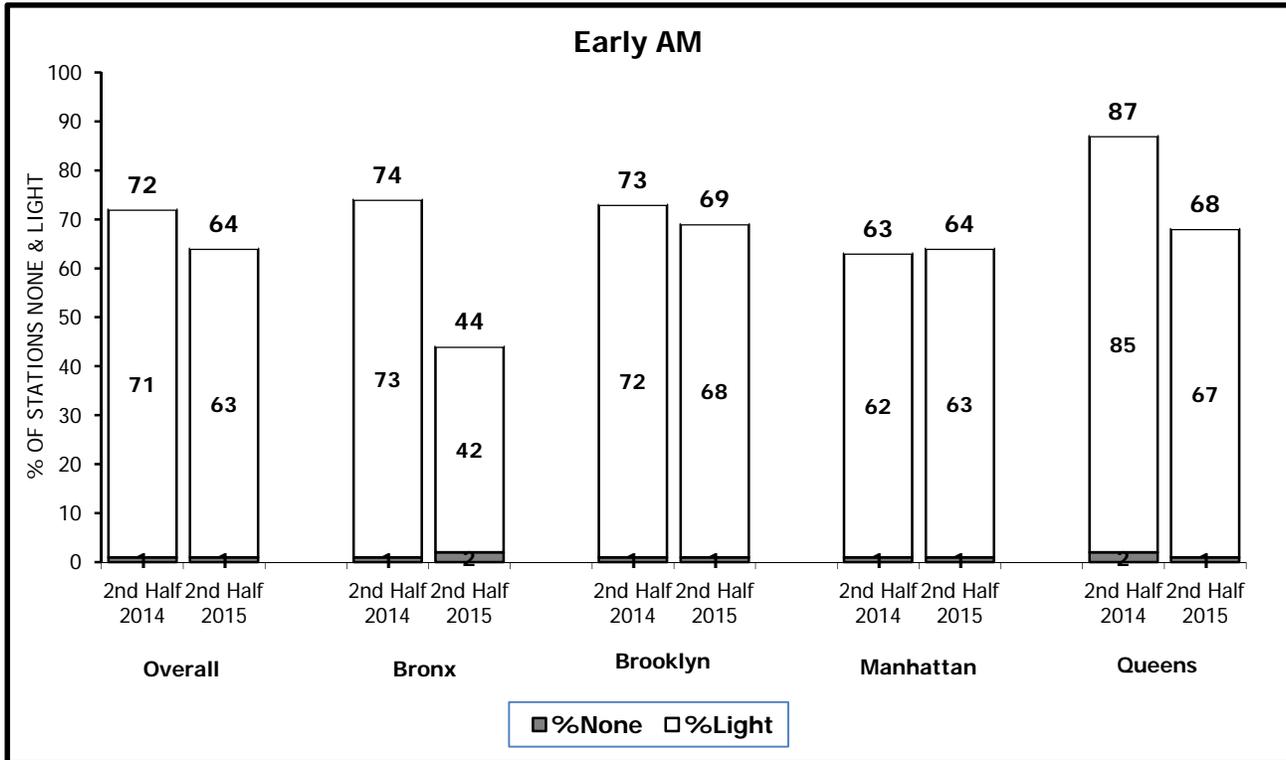
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2015	1%	63%	34%	2%	4%	60%	33%	3%
1st Half 2015	1%	66%	30%	3%	2%	59%	35%	4%
2nd Half 2014	1%	71%	26%	2%	5%	61%	30%	4%
1st Half 2014	2%	69%	26%	3%	3%	64%	30%	3%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: the "Early AM" results (-8%) showed a statistically significant decline while the "Daytime" results (-2%) remained statistically unchanged.

Passenger Environment Survey

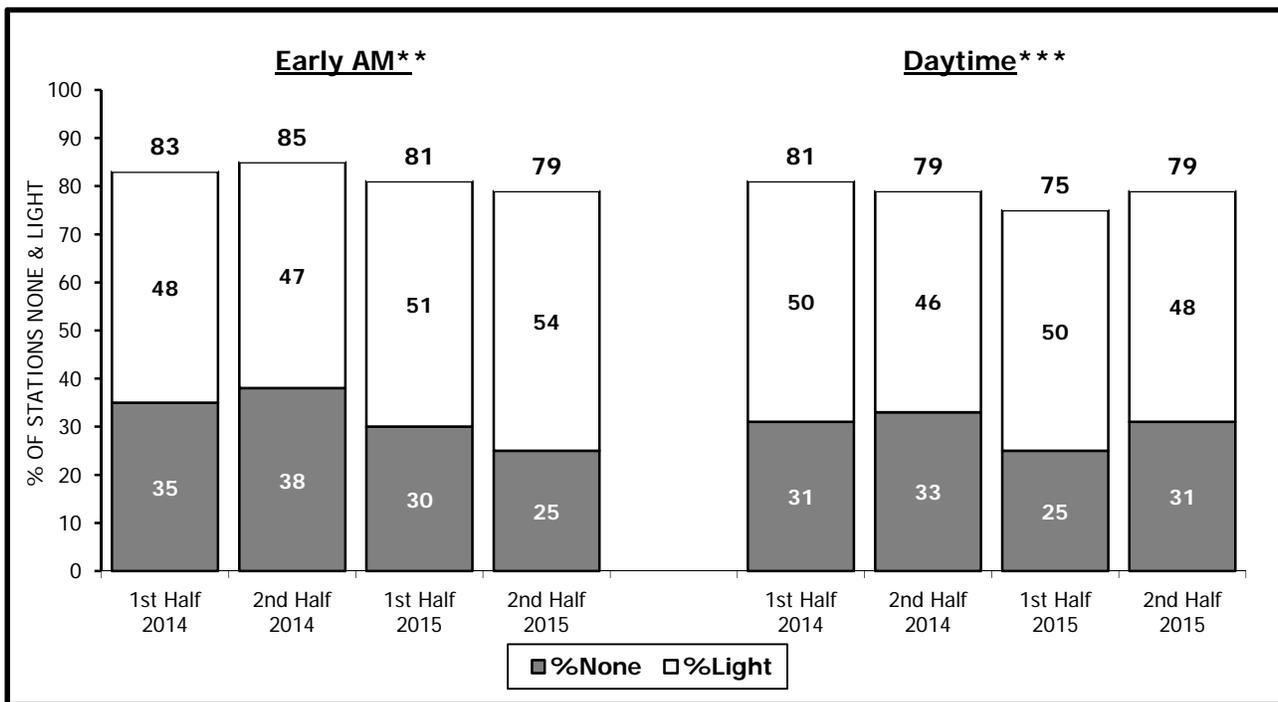
Litter Conditions by Borough* (includes Trackbed)



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

Passenger Environment Survey

Litter Conditions in Stations* (without Trackbed)



* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

** Measured before heavy passenger utilization (pre-AM Peak).

*** Measured after heavy passenger utilization (post AM Peak).

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2015 Annual Goals: (% none & light) Early AM: 87.0% Daytime: 81.0%

Semi-Annual Results

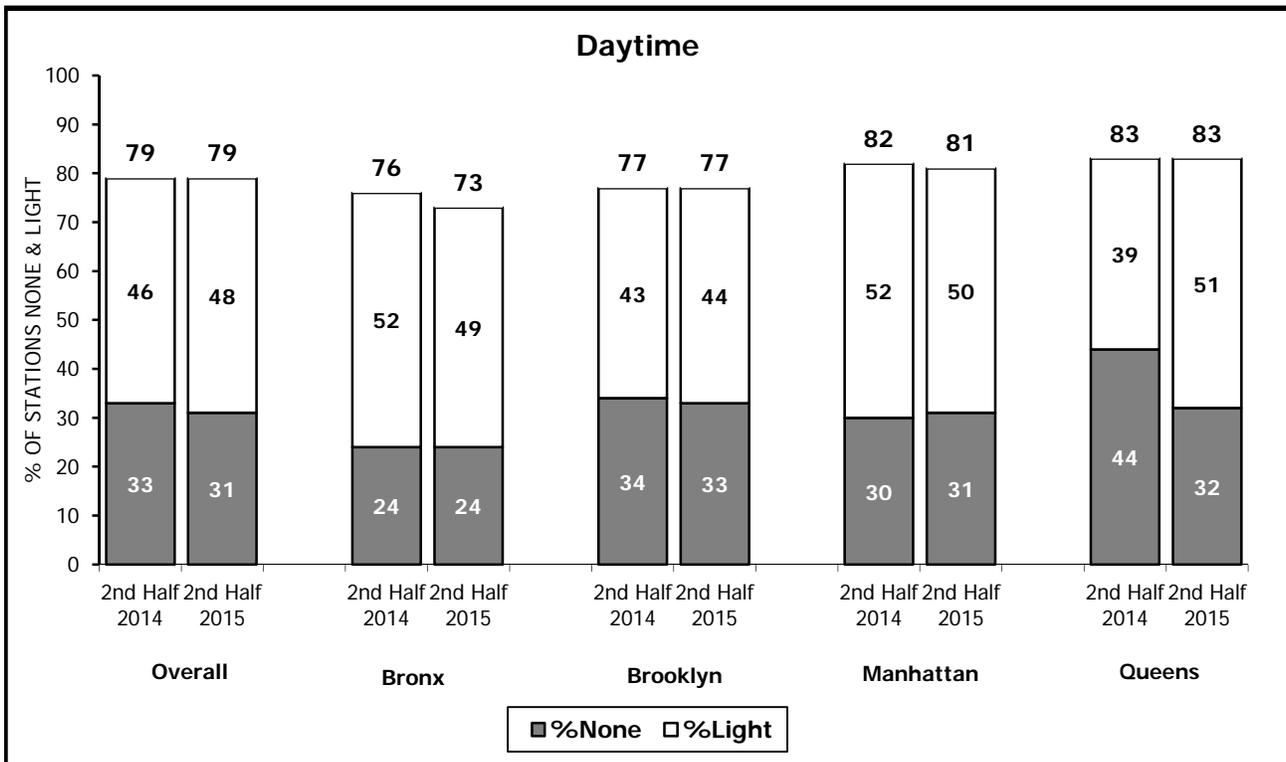
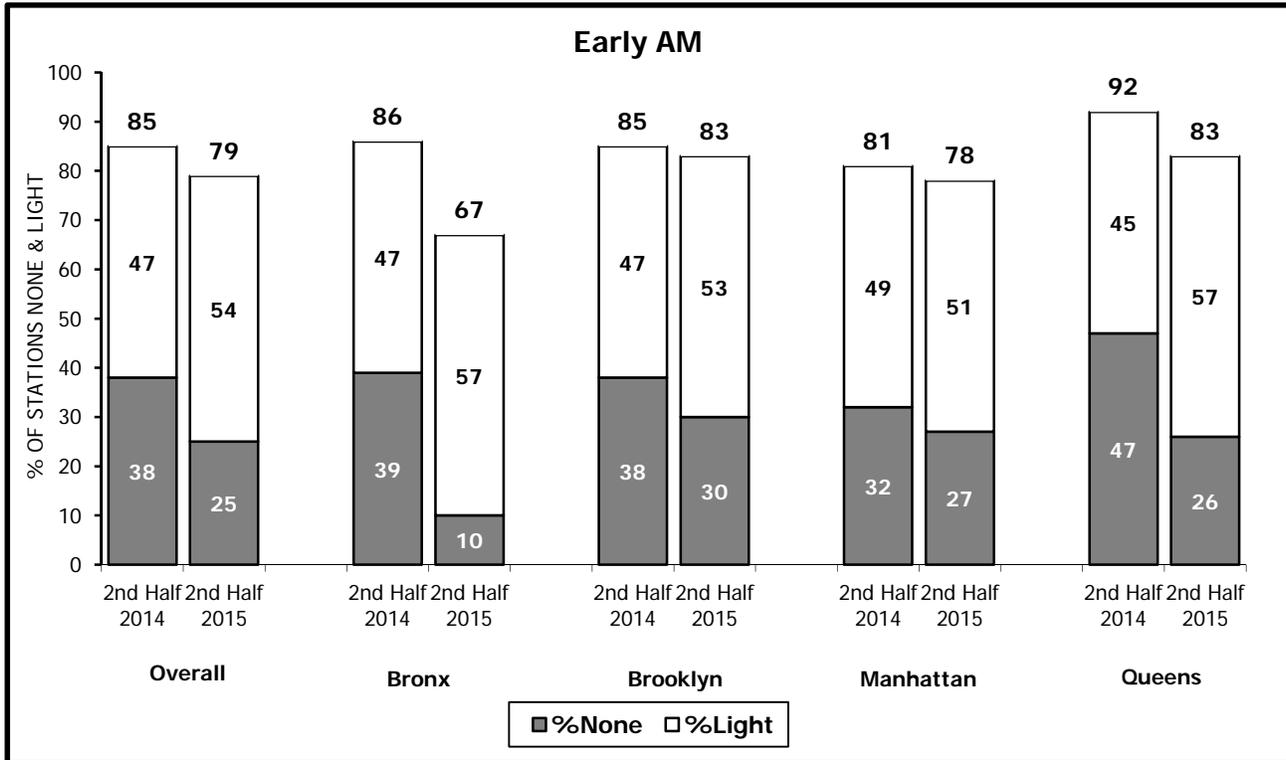
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2015	25%	54%	19%	2%	31%	48%	19%	2%
1st Half 2015	30%	51%	17%	2%	25%	50%	22%	3%
2nd Half 2014	38%	47%	13%	2%	33%	46%	18%	3%
1st Half 2014	35%	48%	15%	2%	31%	50%	17%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: the "Early AM" results (-6%) showed a statistically significant decline while the "Daytime" results remained unchanged.

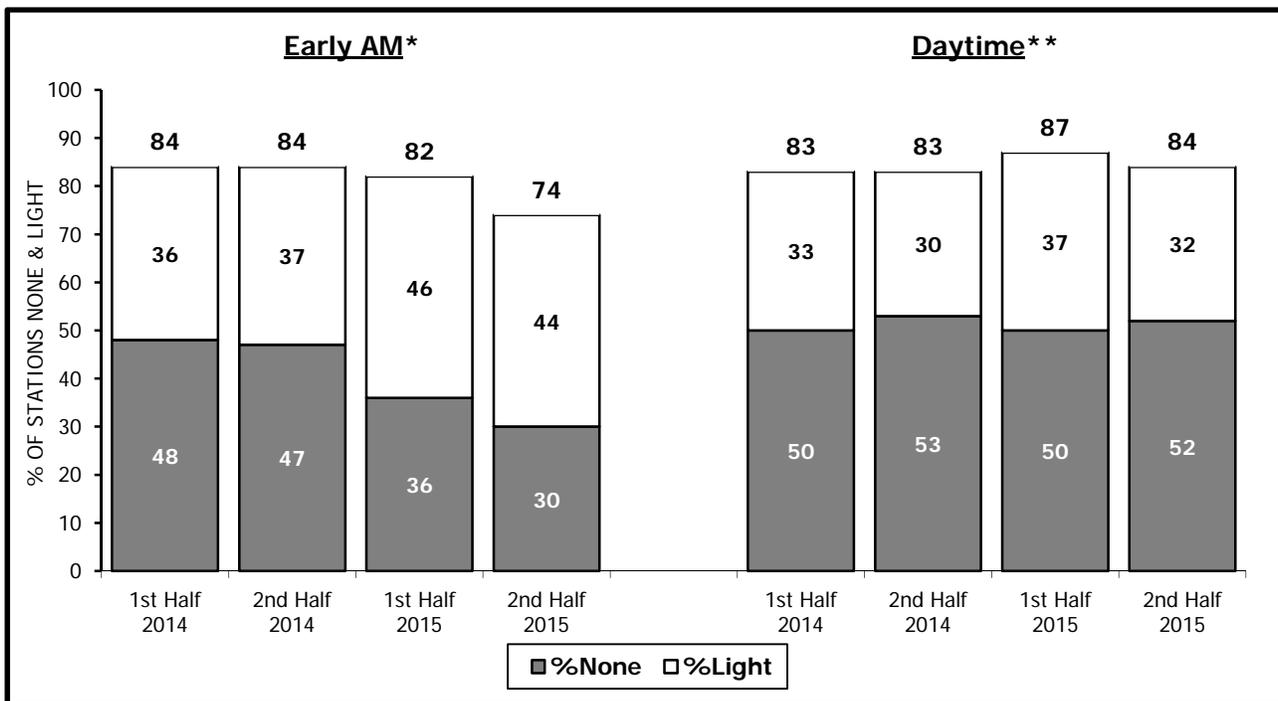
Passenger Environment Survey

Litter Conditions by Borough* (without Trackbed)



* Includes mezzanine, passageway, stairway and platform components only, not trackbed.

**Passenger Environment Survey
Cleanliness Conditions in Stations**



* Measured before heavy passenger utilization (pre-AM Peak).

** Measured after heavy passenger utilization (post AM Peak).

Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2015 Annual Goals: (% none & light) Early AM: 88.0% Daytime: 86.0%

Semi-Annual Results

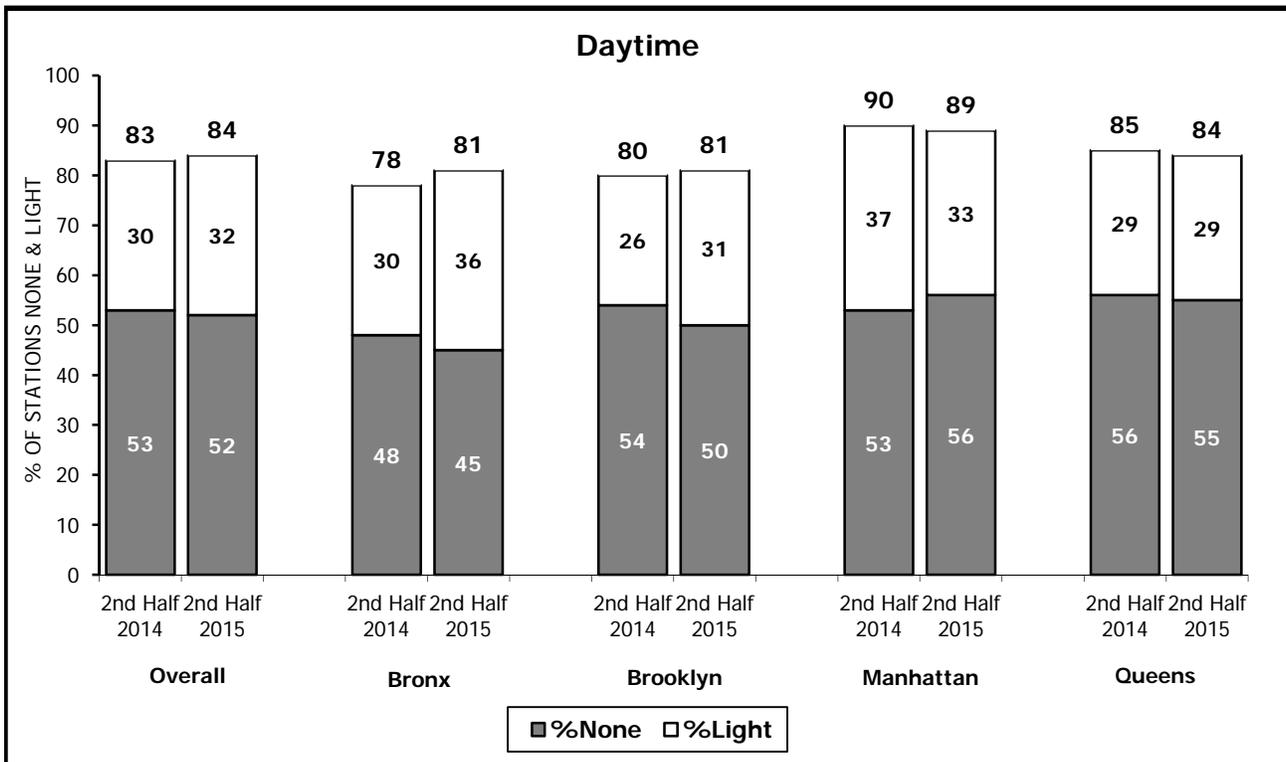
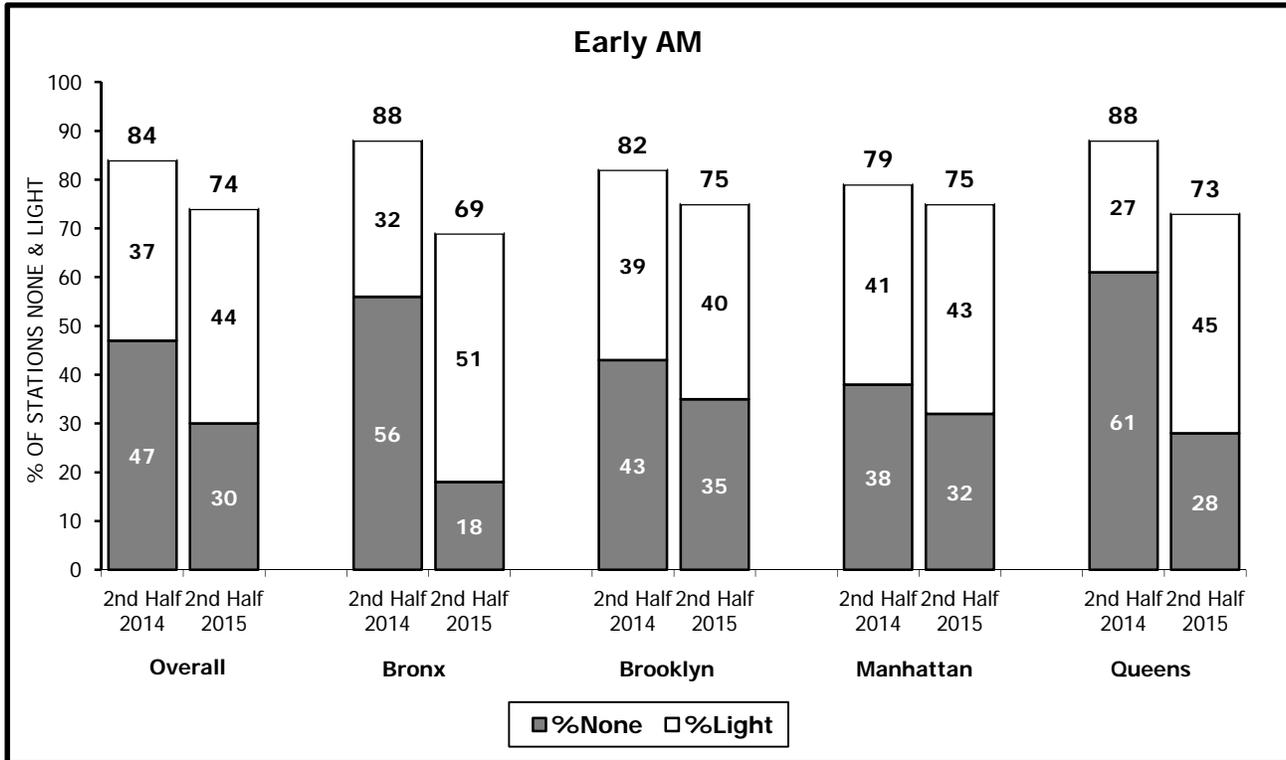
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2015	30%	44%	24%	2%	52%	32%	15%	1%
1st Half 2015	36%	46%	16%	2%	50%	37%	11%	2%
2nd Half 2014	47%	37%	14%	2%	53%	30%	14%	3%
1st Half 2014	48%	36%	14%	2%	50%	33%	15%	2%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: the "Early AM" results (-10%) showed a statistically significant decline while the "Daytime" results (+1%) remained statistically unchanged.

Passenger Environment Survey

Cleanliness Conditions by Borough



Passenger Environment Survey

Staten Island Railway (SIR) Car Results

The Staten Island Railway car PES consists of 16 indicators. 13 remained statistically unchanged while two (2) showed an increase and one (1) declined when comparing the 2nd Half 2015 to the 2nd Half 2014. The table below depicts the results for the 2nd Half of 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2014				2015			
		1st Half		2nd Half		1st Half		2nd Half	
		at terminal	in service						
Cleanliness and Appearance									
Litter Conditions in Cars	% None	88	68	98	90	93	80	93	84
<i>Presence of Litter</i>	% Light	7	19	2	7	5	14	6	10
	<i>See Chart 6</i>	% Moderate	0	0	0	0	0	0	1
	% Heavy	5	13	0	3	2	6	1	5
Cleanliness of Car Floors and Seats	% None	81	79	99	96	95	85	99	94
<i>Degree of Dirtiness</i>	% Light	14	8	0	1	3	9	0	1
	<i>See Chart 7</i>	% Moderate	0	0	0	0	0	0	0
	% Heavy	5	13	1	3	2	6	1	5
% Cars with No Interior Graffiti		92		100		99		100	
% Cars with No Exterior Graffiti		100		100		100		100	
% Cars with No Graffitied Windows		97		100		100		99	
% Cars with No Scratchtied Windows		86		86		78		86	
% Cars with No Clouded Windows		100		100		95		97	
% Cars with No Broken or Cracked Windows		99		100		100		99	

Customer Information

% Cars with All System Maps Correct/Legible	100	89	99	99
% Cars with Public Address Announcements	62	78	89	92

Functioning Equipment

% Cars with No Broken Door Panels	100	100	100	100
Lighting Conditions in Cars ¹	100	100	100	100
Climate Control Conditions in Cars ²	85	95	78	86

Operations

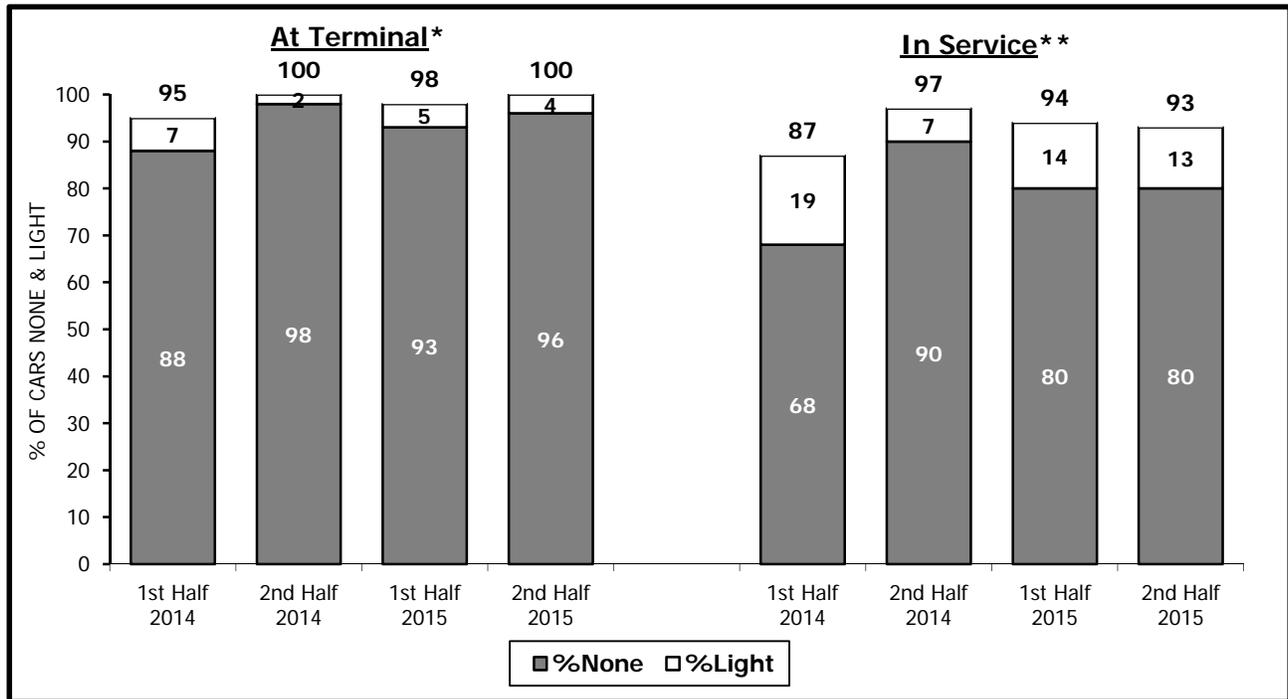
% Conductors in Proper Uniform	100	100	100	100
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¹ % cars with at least 90% of lights on.

² % cars with average interior temperature between 58°F and 78°F

Passenger Environment Survey

Litter Conditions on Staten Island Railway (SIR) Cars



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

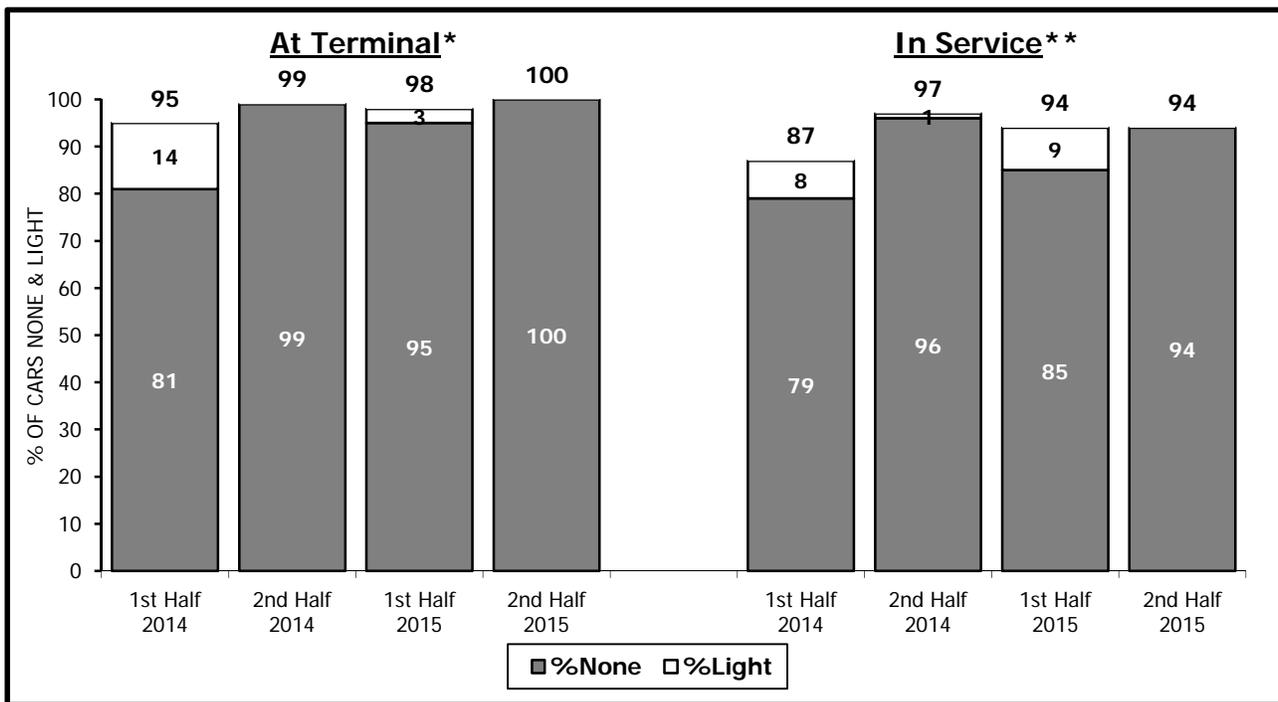
Semi-Annual Results

	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2015	96%	4%	0%	0%	80%	13%	1%	6%
1st Half 2015	93%	5%	0%	2%	80%	14%	0%	6%
2nd Half 2014	98%	2%	0%	0%	90%	7%	0%	3%
1st Half 2014	88%	7%	0%	5%	68%	19%	0%	13%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: both the "At Terminal" results (no change) and the "In Service" results (-4%) remained statistically unchanged.

**Passenger Environment Survey
Cleanliness Conditions on Staten Island Railway (SIR) Cars**



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2015	100%	0%	0%	0%	94%	0%	0%	6%
1st Half 2015	95%	3%	0%	2%	85%	9%	0%	6%
2nd Half 2014	99%	0%	0%	1%	96%	1%	0%	3%
1st Half 2014	81%	14%	0%	5%	79%	8%	0%	13%

Discussion of Results: an increase/decrease of less than 6% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: both the "At Terminal" results (+1%) and the "In Service" results (-3%) remained statistically unchanged.

Passenger Environment Survey

Staten Island Railway (SIR) Stations Results

The Staten Island Railway stations PES consists of five (5) indicators. Four (4) remained statistically unchanged while one (1) declined when comparing the 2nd Half 2015 to the 2nd Half 2014. The table below depicts the results for the 2nd Half of 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2014		2015		
			1st Half	2nd Half	1st Half	2nd Half	
Cleanliness and Appearance							
Litter Conditions in Stations		% None	25	9	16	7	
<i>Presence of Litter</i> <i>See Chart 8</i>	<i>Includes Trackbed component</i>	% Light	45	65	52	59	
		% Moderate	22	26	27	31	
		% Heavy	8	0	5	3	
				% None	41	53	51
	<i>Measured without Trackbed component</i>	% Light	41	41	25	47	
		% Moderate	11	6	21	18	
		% Heavy	7	0	3	1	
				% None	48	63	57
Floor and Seat Cleanliness Conditions in Stations		% None	48	63	57	44	
<i>Degree of Dirtiness</i> <i>See Chart 9</i>		% Light	35	33	23	37	
		% Moderate	9	4	16	18	
		% Heavy	8	0	4	1	
			% None	79	94	69	72
Graffiti Conditions in Stations		% None	79	94	69	72	
<i>Presence of Graffiti</i>		% Light	14	5	24	26	
		% Moderate	7	1	6	2	
		% Heavy	0	0	1	0	
			% None	79	94	69	72

Customer Information

% Stations with Correct Customer Information Center (CIC)	98	90	95	93
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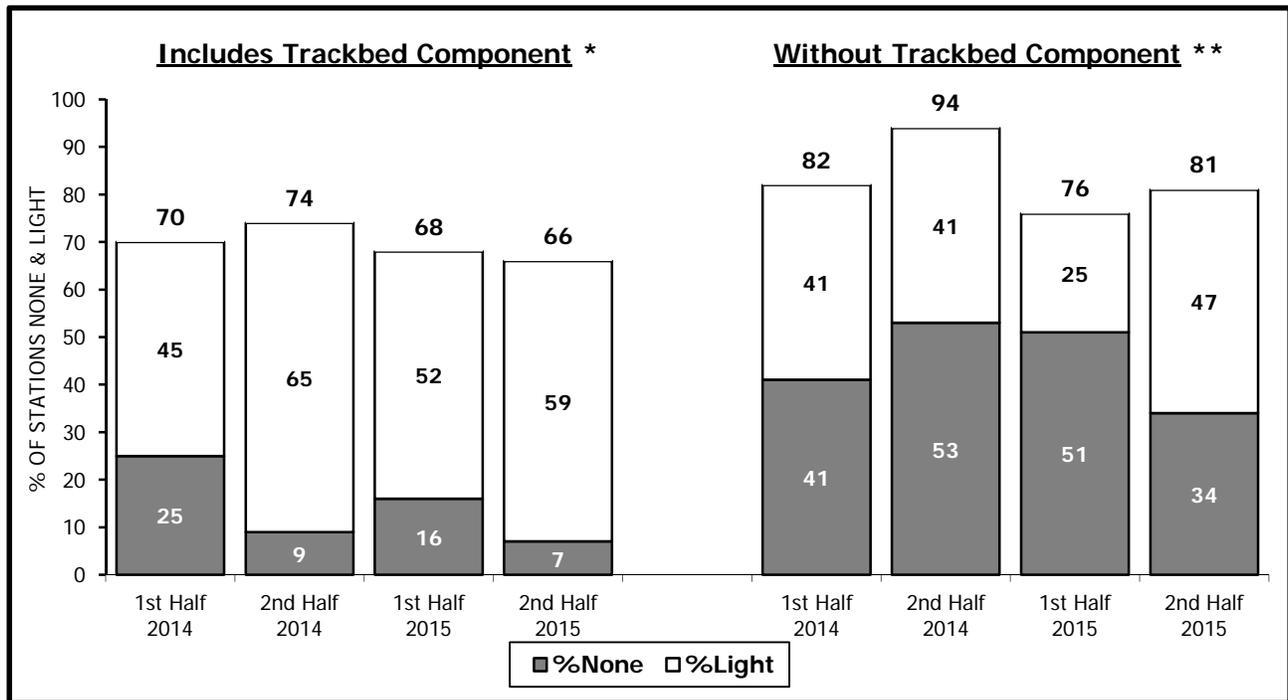
Functioning Equipment

% Trash Receptacles Usable in Stations	99	99	100	100
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All surveys done after heavy passenger utilization (post AM Peak).

Passenger Environment Survey

Litter Conditions in Staten Island Railway (SIR) Stations



* Includes **all** components of station: mezzanine, passageway, stairway, platform and trackbed.

** Includes mezzanine, passageway, stairway and platform components only, not trackbed.

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

Semi-Annual Results

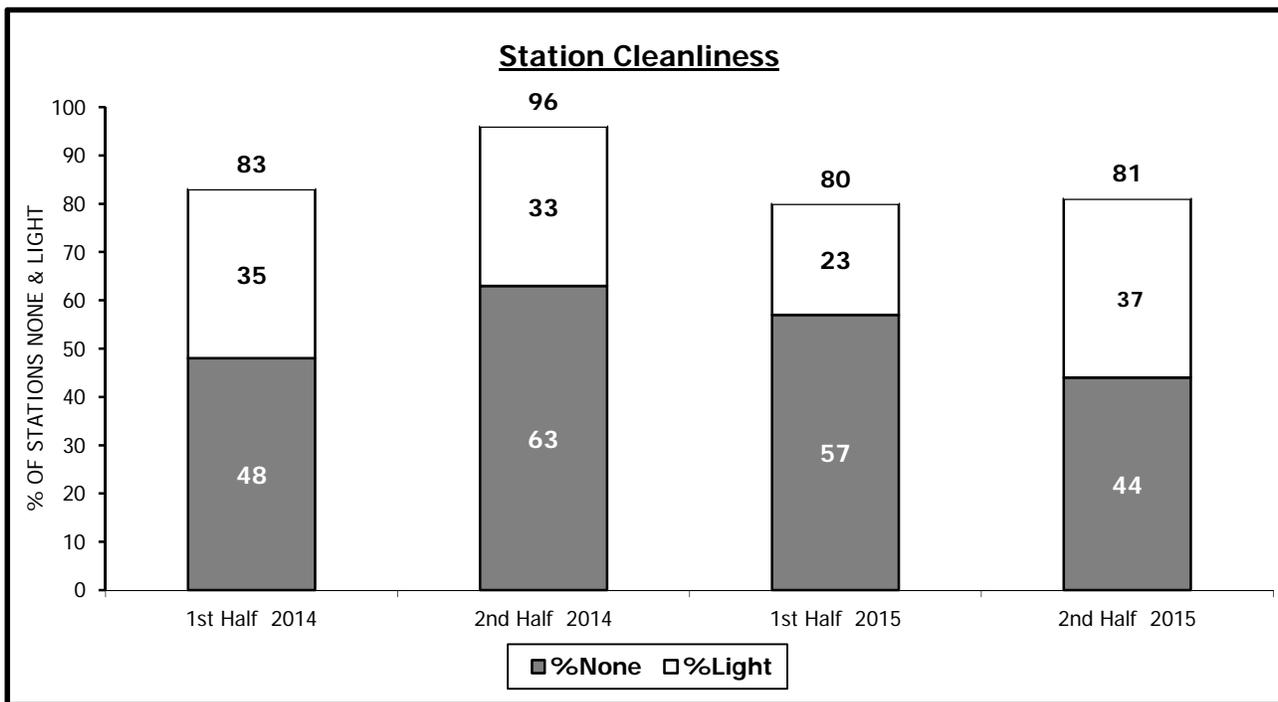
	Includes Trackbed Component				Without Trackbed Component			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2015	7%	59%	31%	3%	34%	47%	18%	1%
1st Half 2015	16%	52%	27%	5%	51%	25%	21%	3%
2nd Half 2014	9%	65%	26%	0%	53%	41%	6%	0%
1st Half 2014	25%	45%	22%	8%	41%	41%	11%	7%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: the Litter results, including trackbed remained statistically unchanged, while the litter without trackbed results showed a statistically significant decline. Please note, the litter without trackbed component is not an official indicator and is provided for information purposes only.

Passenger Environment Survey

Cleanliness Conditions in Staten Island Railway (SIR) Stations



Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Cleanliness			
	None	Light	Mod.	Heavy
2nd Half 2015	44%	37%	18%	1%
1st Half 2015	57%	23%	16%	4%
2nd Half 2014	63%	33%	4%	0%
1st Half 2014	48%	35%	9%	8%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: the Cleanliness results (-15%) showed a statistically significant decline.



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, which include bus performance indicators and the Passenger Environment Survey (PES), are reported on a semi-annual basis.

The bus performance section shows data on a systemwide basis for the most recent half-year, July - December 2015, and the previous three half-year periods. The PES section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

Bus Service Performance

Wait Assessment is measured on weekdays. A detailed definition of Wait Assessment and the corresponding results on a borough-representative sample of 42 high-volume bus routes (which includes eight associated limited-stop service and five select bus service routes) are presented on the following pages.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for Express Buses.

Of the 38 indicators, 32 indicators remained statistically unchanged while four (4) increased and two (2) declined when comparing Second Half 2015 and Second Half 2014. For PES indicators that rate Bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

The results for all PES indicators for Second Half 2015 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Bus Wait Assessment decline (-1.6%) from 78.4% in the Second Half 2014 to 76.8% in the Second Half 2015. Out of the 38 Local and Express Bus passenger environment indicators, 32 indicators remained statistically unchanged while four (4) increased and two (2) declined when comparing the Second Half 2015 to Second Half 2014.

IMPROVEMENTS

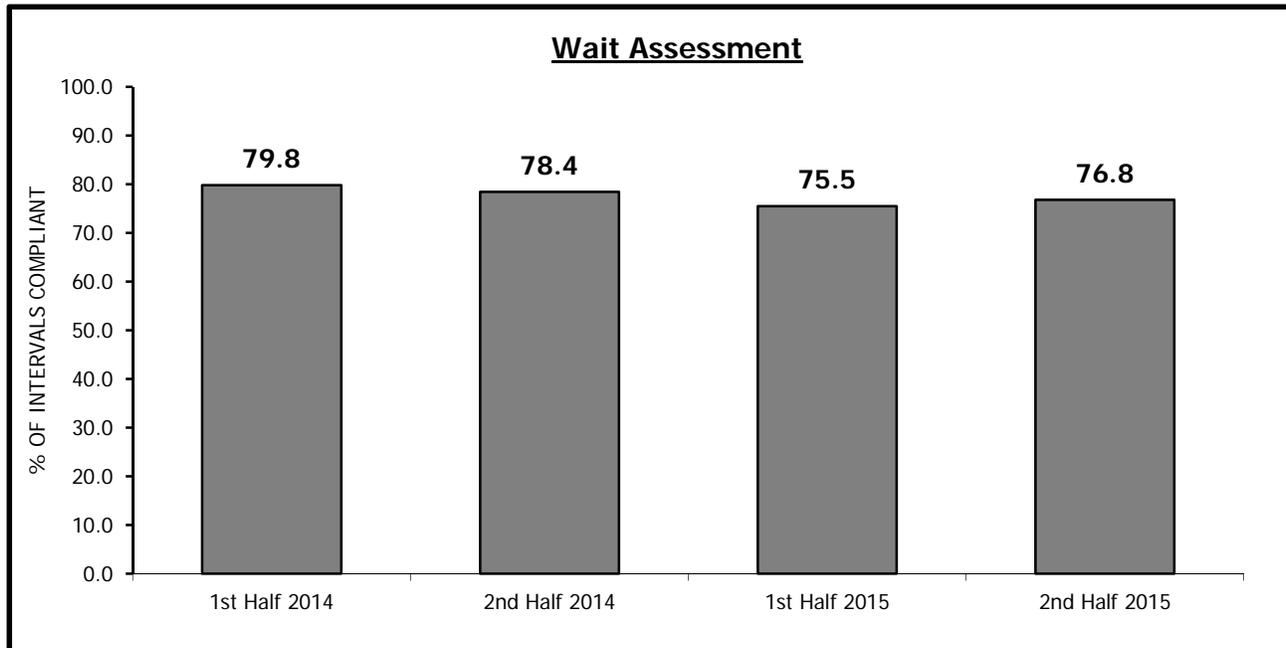
	2014 2nd Half	2015 2nd Half	Net Change
Local Buses			
Buses with No Exterior Graffiti	89%	94%	+5%

Express Buses			
Cleanliness Conditions on Express Buses (In Service)	94%	97%	+3%
Express Buses with No Interior Graffiti	95%	98%	+3%
Express Buses with Operative Reading Lights	94%	97%	+3%

DECLINES

	2014 2nd Half	2015 2nd Half	Net Change
Local Buses			
Cleanliness Conditions on Local Buses (In Service)	86%	83%	-3%
Buses Displaying a Correct/Legible Bus Map	90%	82%	-8%

Bus Performance Indicator



Definition

Wait Assessment is measured on weekdays. It is defined as the percentage of observed service intervals that are no more than the scheduled interval plus 3 minutes during peak (7 a.m. – 9 a.m., 4 p.m. – 7 p.m.) and plus 5 during off-peak (12 a.m. – 7 a.m., 9 a.m. – 4 p.m., 7 p.m. – 12 a.m.)

The results presented are for a sample of 42 high-volume bus routes (which includes eight associated limited-stop service and five select bus service routes)

2015 Annual Goals: Wait Assessment: 81.4%

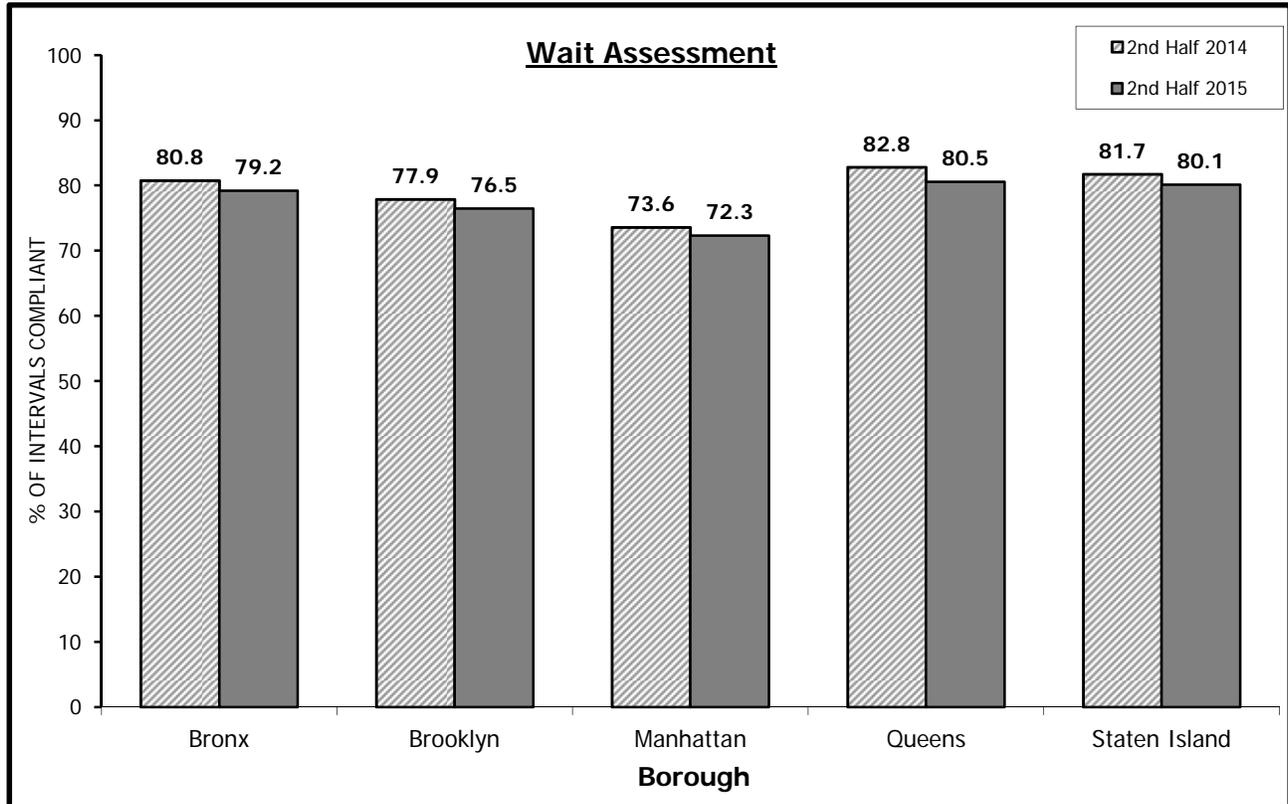
Semi-Annual Results

<u>Wait Assessment</u>	
2nd Half 2015	76.8%
1st Half 2015	75.5%
2nd Half 2014	78.4%
1st Half 2014	79.8%

Discussion of Results:

2nd Half 2015 vs. 2nd Half 2014: Bus Wait Assessment declined (-1.6%) when comparing the 2nd Half 2015 to the 2nd Half 2014.

Bus Performance Indicator



Bus Performance Indicator

<u>Route</u>	<u>2014</u>		<u>2015</u>	
	<u>1st Half</u>	<u>2nd Half</u>	<u>1st Half</u>	<u>2nd Half</u>
Bronx	82.9%	80.8%	77.2%	79.2%
Bx1/2	81.6%	78.8%	77.0%	76.9%
Bx1/2 Ltd.	82.8%	78.4%	77.5%	76.2%
Bx9	84.5%	82.2%	80.6%	81.9%
Bx12	82.6%	82.0%	77.3%	83.2%
SBS12	86.5%	84.9%	80.8%	85.2%
Bx15	78.8%	75.2%	71.4%	73.5%
Bx15 Ltd.	75.6%	72.9%	68.5%	70.8%
Bx19	82.6%	79.4%	78.0%	78.4%
Bx36 ¹	81.4%	81.2%	76.3%	79.1%
Bx40/42	84.0%	83.4%	75.3%	80.3%
Bx41	85.8%	84.4%	79.4%	82.2%
SBS41	89.0%	86.5%	83.7%	82.9%
Manhattan	75.3%	73.6%	70.6%	72.3%
M1 ¹	73.6%	72.6%	63.0%	65.6%
M2 ²	73.1%	70.5%	67.8%	68.2%
M3	71.8%	70.1%	66.5%	65.2%
M4 ¹	71.4%	68.5%	66.1%	66.9%
M7	72.3%	72.0%	67.6%	67.7%
M10/20	81.8%	78.3%	75.5%	74.7%
M14	82.0%	79.6%	77.2%	77.9%
M15	67.0%	67.8%	69.5%	72.3%
SBS15	67.3%	67.7%	64.0%	69.0%
M31	75.6%	76.3%	77.3%	78.3%
M50	85.8%	85.1%	82.2%	81.8%
M66	79.3%	80.2%	77.9%	78.8%
SBS86	N/A	N/A	N/A	90.6%
M101/2/3	68.0%	68.8%	63.0%	65.1%
M101 Ltd	71.2%	65.4%	60.1%	62.7%
M104	83.9%	74.4%	74.4%	72.0%

¹ Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

Bus Performance Indicator (continued)

Route	2014		2015	
	1st Half	2nd Half	1st Half	2nd Half
Brooklyn	79.6%	77.9%	77.0%	76.5%
B6	80.9%	80.4%	80.4%	77.6%
B6 Ltd.	81.2%	77.2%	78.1%	75.5%
B15	76.1%	73.5%	73.3%	73.3%
B35	79.9%	78.4%	75.8%	75.3%
B35 Ltd.	79.3%	77.4%	74.1%	74.7%
B41	76.5%	73.7%	74.0%	73.5%
B41 Ltd.	76.6%	73.3%	73.9%	73.1%
B44	74.6%	76.3%	76.7%	75.8%
SBS44	86.9%	85.3%	86.0%	84.8%
B46	78.7%	77.6%	74.7%	76.3%
B46 Ltd.	80.1%	77.8%	75.6%	76.9%
B63	83.8%	83.6%	81.8%	81.1%
Queens	84.0%	82.8%	78.9%	80.5%
Q43 ¹	85.3%	82.9%	77.8%	79.6%
Q44/20 ³	85.5%	86.9%	81.3%	83.6%
Q44 Ltd. ³	82.2%	82.0%	74.9%	79.7%
Q46 ¹	84.5%	82.2%	80.3%	81.3%
Q58	83.0%	81.8%	78.6%	77.1%
Q83 ¹	86.9%	84.3%	81.0%	83.5%
Q85 ¹	80.3%	79.7%	78.1%	79.1%
Staten Island	80.6%	81.7%	80.1%	80.1%
S44 ¹	81.4%	80.6%	80.6%	80.2%
S48 ¹	85.1%	84.4%	81.8%	80.8%
S53 ¹	85.9%	88.1%	87.7%	85.6%
S74 ¹	73.8%	75.9%	74.9%	75.2%
S76 ¹	79.6%	81.2%	78.6%	78.4%
S78	72.8%	74.5%	73.2%	74.9%
SBS79	85.7%	87.3%	84.0%	85.7%

¹Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

²This route operates all-limited service during specific times of the day. The limited service was included in the overall analysis of this route.

³The SBS44 began running on November 29, 2015. Initial reporting will be provided in the 1st half 2016 report.

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. 23 remained statistically unchanged while one (1) showed an increase and two (2) declined when comparing the 2nd Half 2015 to the 2nd Half 2014. The table below depicts the results for the 2nd Half 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2014				2015				
		1st Half		2nd Half		1st Half		2nd Half		
		Before Service	in Service							
Cleanliness and Appearance										
Litter Conditions in Buses	% None	89	37	90	37	86	42	86	42	
<i>Presence of Litter</i>	% Light	10	47	9	49	12	47	12	43	
	% Moderate	0	4	0	2	0	1	0	1	
	% Heavy	1	12	1	12	2	10	2	14	
<i>See Chart 1</i>										
	Exterior Dirt Condition of Buses	% None	96	92	99	92	96	89	98	93
	<i>Degree of Dirtiness</i>	% Light	4	7	1	8	4	8	2	7
% Moderate		0	1	0	0	0	2	0	0	
% Heavy		0	0	0	0	0	1	0	0	
Cleanliness of Bus Interior	% None	93	71	91	70	88	74	82	71	
	<i>Degree of Dirtiness</i>	% Light	5	12	7	16	9	12	15	12
		% Moderate	1	4	1	2	1	4	1	3
		% Heavy	1	13	1	12	2	10	2	14
<i>See Chart 2</i>										
	% Buses with No Damaged Panels		97		96		95		97	
	% Buses with No Cracked Windows		100		100		100		100	
	% Buses with No Scratchtied Windows		91		93		93		94	
	% Buses with No Clouded Windows		95		99		99		99	
	% Buses with No Interior Graffiti		88		89		90		94	
	% Buses with No Exterior Graffiti		97		100		100		100	
Customer Information										
% Buses with Readable/Correct Front Sign		100		100		100		100		
% Buses with Correct Electronic Side Sign		100		100		100		100		
% Buses with Correct Rear Sign		100		99		99		99		
% Bus Announcements that are Understandable/Correct		53		56		54		54		
% Buses with Priority Seating Stickers		97		99		99		99		
% Buses Displaying a Correct/Legible Bus Map ¹		81		90		83		82		
Functioning Equipment										
Climate Control Conditions in Buses ¹		95		92		93		91		
% Buses with Operative Kneeling Feature		100		100		100		100		
% Buses with Operative Wheelchair Lift		98		98		97		98		
% Buses with Operating Windows		97		98		99		99		
% Buses with Operative Rear Door		100		99		99		99		
Operations										
% Bus Stops where Buses Board/Discharge Passengers Appropriately		98		99		98		98		
% Bus Operators in Proper Uniform		100		100		100		100		
% Bus Operators Properly Displaying Badges		98		98		96		97		

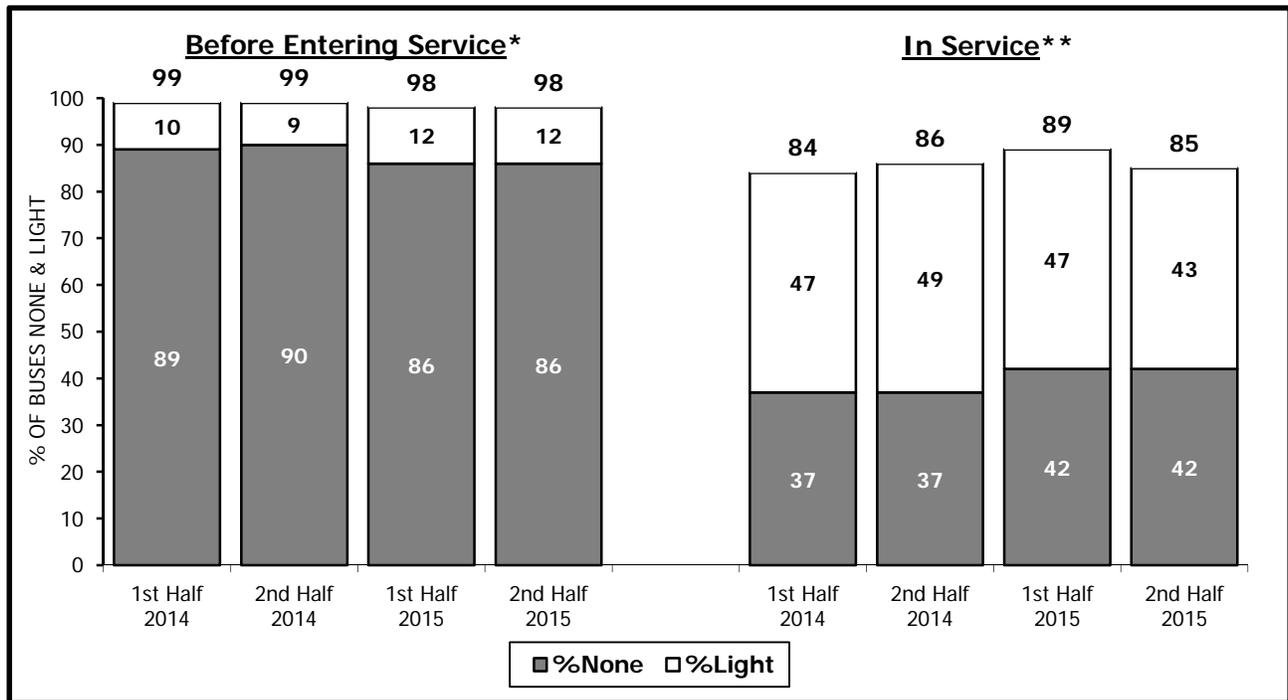
¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2015 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

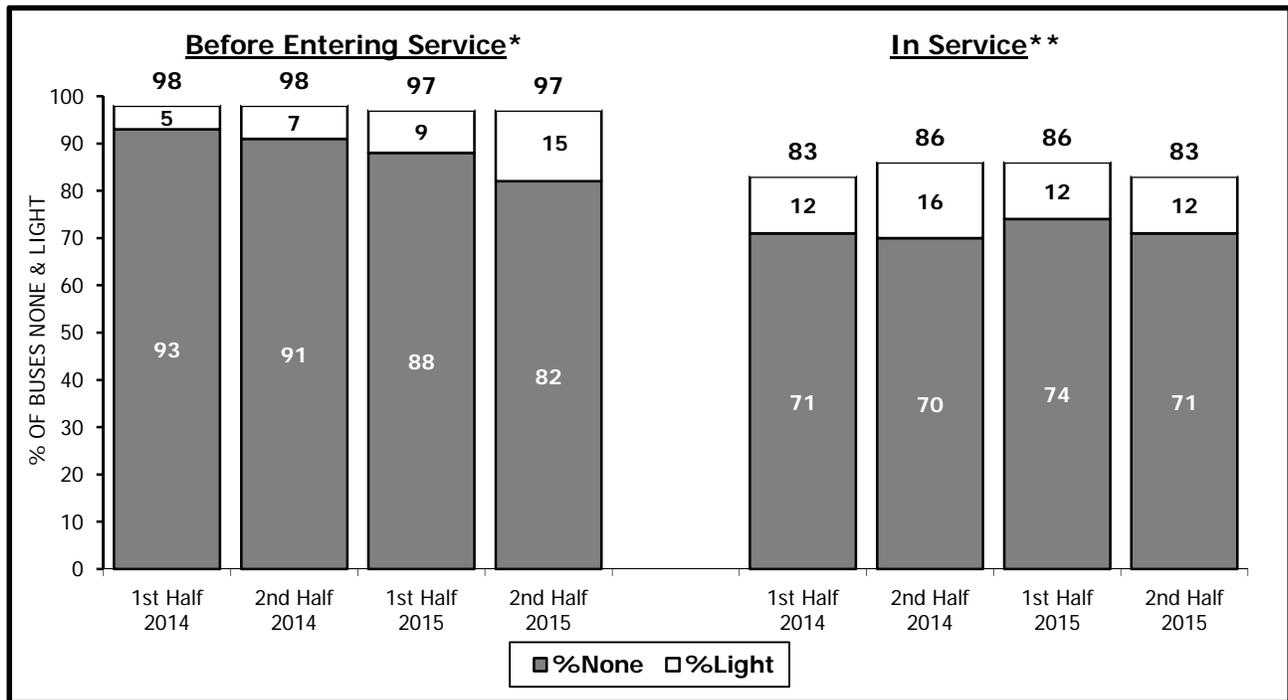
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2015	86%	12%	0%	2%	42%	43%	1%	14%
1st Half 2015	86%	12%	0%	2%	42%	47%	1%	10%
2nd Half 2014	90%	9%	0%	1%	37%	49%	2%	12%
1st Half 2014	89%	10%	0%	1%	37%	47%	4%	12%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: both the "Before Entering Service" (-1%) and "In Service" (-1%) results remained statistically unchanged when comparing the 2nd Half 2015 to the 2nd Half 2014.

**Passenger Environment Survey
Cleanliness Conditions on Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- occasional "ground in" spots, but generally clean;

Moderate- dingy floor, one or two sticky dry spots;

Heavy heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2015 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2015	82%	15%	1%	2%	71%	12%	3%	14%
1st Half 2015	88%	9%	1%	2%	74%	12%	4%	10%
2nd Half 2014	91%	7%	1%	1%	70%	16%	2%	12%
1st Half 2014	93%	5%	1%	1%	71%	12%	4%	13%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed a decrease (-3%) when comparing the 2nd Half 2015 to the 2nd Half 2014.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which 9 remained statistically unchanged while three (3) showed an increase when comparing the 2nd Half 2015 to the 2nd Half 2014. The table below depicts the results for the 2nd Half 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

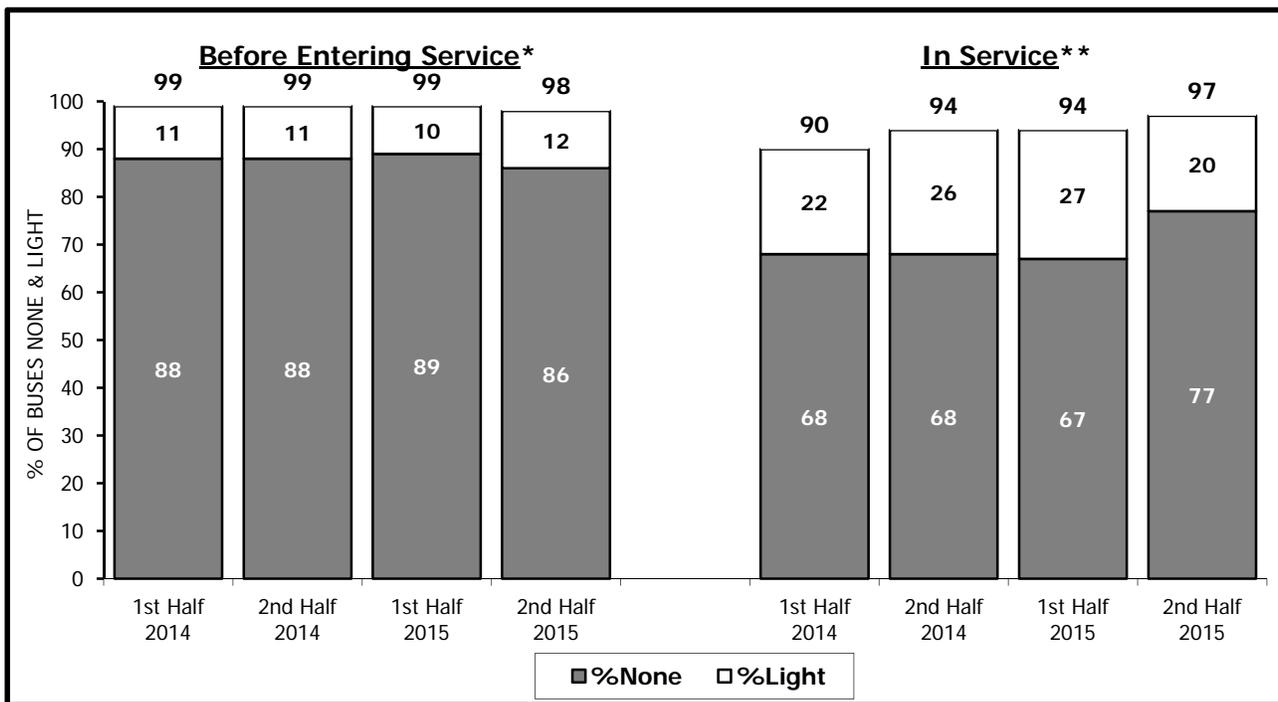
		2014				2015				
		1st Half		2nd Half		1st Half		2nd Half		
		Before Service	in Service							
Cleanliness and Appearance										
Litter Conditions in Buses	% None	88	68	88	68	89	67	86	77	
<i>Presence of Litter</i>	% Light	11	22	11	26	10	27	12	20	
	% Moderate	0	2	0	1	0	0	0	0	
	% Heavy	1	8	1	5	1	6	2	3	
<i>See Chart 3</i>										
	Exterior Dirt Condition of Buses	95	92	95	90	95	91	94	94	
	<i>Degree of Dirtiness</i>	% Light	5	6	4	10	4	7	4	6
		% Moderate	0	0	1	0	1	2	2	0
% Heavy		0	2	0	0	0	0	0	0	
Cleanliness of Bus Interior	% None	95	85	96	85	95	85	88	93	
	<i>Degree of Dirtiness</i>	% Light	4	7	3	10	4	10	9	4
		% Moderate	0	1	0	0	0	0	1	0
		% Heavy	1	7	1	5	1	5	2	3
<i>See Chart 4</i>										
	% Buses with No Damaged Panels	99		98		99		97		
	% Buses with No Cracked Windows	100		100		100		100		
	% Buses with No Interior Graffiti	96		95		97		98		
% Buses with No Exterior Graffiti	100		100		100		100			

Functioning Equipment				
% of Operative Reading Lights on Buses	95	94	96	97
% of Operative Reclining Seats on Buses	96	96	95	95

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey
Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

2015 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

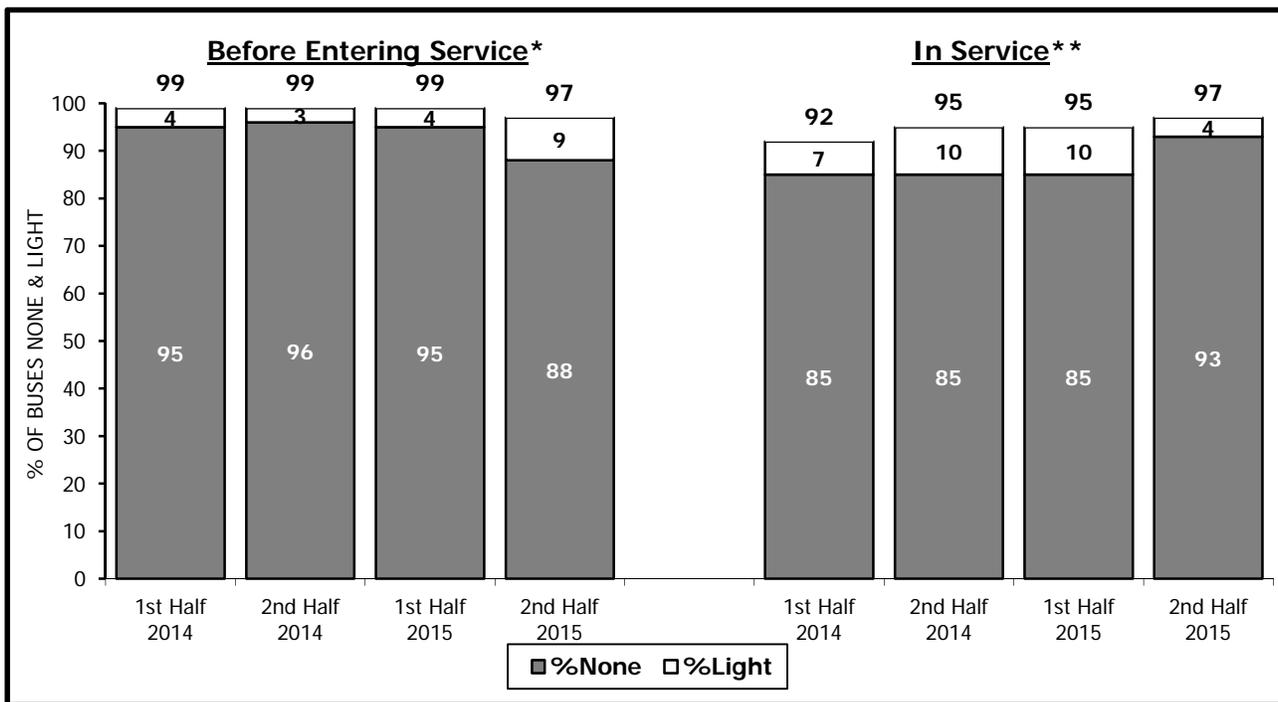
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2015	86%	12%	0%	2%	77%	20%	0%	3%
1st Half 2015	89%	10%	0%	1%	67%	27%	0%	6%
2nd Half 2014	88%	11%	0%	1%	68%	26%	1%	5%
1st Half 2014	88%	11%	0%	1%	68%	22%	2%	8%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed an increase (+3%) when comparing the 2nd Half 2015 to the 2nd Half 2014.

**Passenger Environment Survey
Cleanliness Conditions on Express Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- Occasional "ground in" spots, but generally clean;

Moderate- Dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

2015 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2015	88%	9%	1%	2%	93%	4%	0%	3%
1st Half 2015	95%	4%	0%	1%	85%	10%	0%	5%
2nd Half 2014	96%	3%	0%	1%	85%	10%	0%	5%
1st Half 2014	95%	4%	0%	1%	85%	7%	1%	7%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: both the "Before Entering Service" (-2%) and "In Service" (-2%) results remained statistically unchanged when comparing the 2nd Half 2015 to the 2nd Half 2014.

Report



Bus Company

STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

MTA Bus weekday Passenger Environment Survey (PES) results are reported on a semi-annual basis. This section includes a summary of all indicators (Local bus and Express bus) on a systemwide basis for the most recent half-year, July - December 2015, and the previous three half-year periods.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for Local Buses and 12 for Express Buses.

Of the 26 local bus indicators, four (4) improved, three (3) declined and nineteen (19) remained unchanged when comparing Second Half 2015 and Second Half 2014. Of the 12 express bus indicators, two (2) improved and ten (10) indicators remained the same. For PES indicators that rate bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating with changes of 3% or greater deemed significant.

The results for all PES indicators for Second Half 2015 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Out of the 38 indicators, 29 indicators remained statistically the same, 6 indicators improved and 3 indicators declined when comparing the Second Half 2014 to the Second Half 2015.

Improved

Local Buses	2nd Half 2014	2nd Half 2015	Net Change
Litter Conditions in Buses (Before Entering Service)	89%	98%	+9%
Cleanliness of Bus Interiors (Before Entering Service)	88%	98%	+10%
Buses with no Interior Graffiti	91%	94%	+3%
Buses with Priority Seating Stickers	95%	100%	+5%

Express Buses

Cleanliness of Bus Interiors (Before Entering Service)	94%	97%	+3%
Operative Reclining Seats on Buses	88%	92%	+4%

Declined

Local Buses

Litter Conditions in Buses (In Service)	91%	87%	-4%
Buses with No Scratchtied Windows	99%	88%	-11%
Bus Announcements that are Understandable/Correct	59%	54%	-5%

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. Four (4) improved, three (3) declined and nineteen (19) remained statistically unchanged when comparing the 2nd Half 2015 to the 2nd Half 2014. The table below shows the results for the 2nd Half of 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2014				2015			
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	In Service						
Cleanliness and Appearance									
Litter Conditions in Buses	% None	80	48	74	64	77	64	85	56
<i>Presence of Litter</i>	% Light	15	43	15	27	16	26	13	31
	% Moderate	2	1	3	2	3	2	1	5
<i>See Chart 1</i>	% Heavy	3	8	8	7	4	8	1	8
Exterior Dirt Condition of Buses	% None	83	84	96	97	80	86	99	93
<i>Degree of Dirtiness</i>	% Light	16	15	4	3	19	12	1	7
	% Moderate	1	1	0	0	1	2	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	82	85	75	90	85	89	77	80
<i>Degree of Dirtiness</i>	% Light	12	5	13	3	8	4	21	11
	% Moderate	3	2	4	2	3	1	1	2
<i>See Chart 2</i>	% Heavy	3	8	8	5	4	6	1	7
% Buses with No Damaged Panels		100		99		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchtied Windows		99		99		99		88	
% Buses with No Clouded Windows		100		100		100		99	
% Buses with No Interior Graffiti		91		91		92		94	
% Buses with No Exterior Graffiti		100		100		100		100	

Customer Information					
% Buses with Readable/Correct Front Sign		100	100	100	100
% Buses with Correct Electronic Side Sign		100		100	
% Buses with Correct Rear Sign		99	100	100	100
% Bus Announcements that are Understandable/Correct		56	59	56	54
% Buses with Priority Seating Stickers		98	95	96	100
% Buses Displaying a Correct/Legible Bus Map		77	80	84	81

Functioning Equipment					
Climate Control Conditions in Buses ¹		97	96	98	95
% Buses with Operative Kneeling Feature		98	99	100	99
% Buses with Operative Wheelchair Lift		95	98	95	98
% Buses with Operating Windows		100		100	
% Buses with Operative Rear Door		100		100	

Operations					
% Bus Stops where Buses Board/Discharge					
Passengers Appropriately		100	100	100	99
% Bus Operators in Proper Uniform		100		100	
% Bus Operators Properly Displaying Badges		100		100	

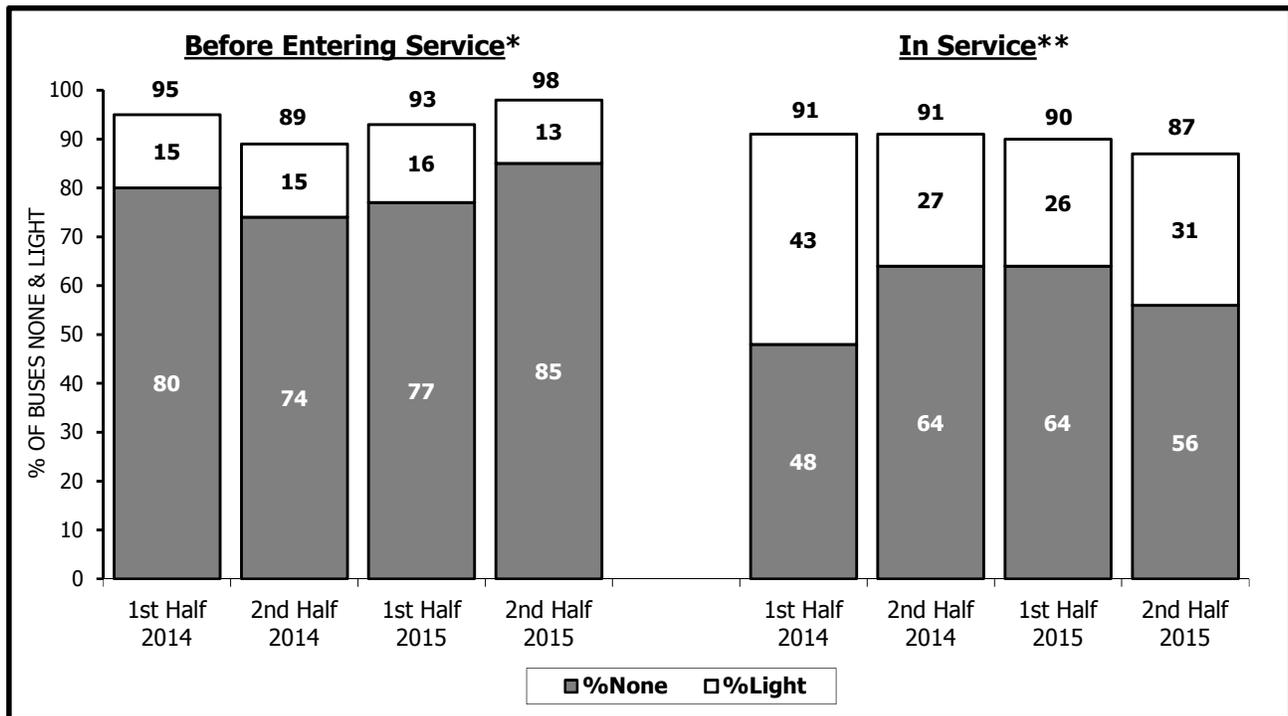
¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

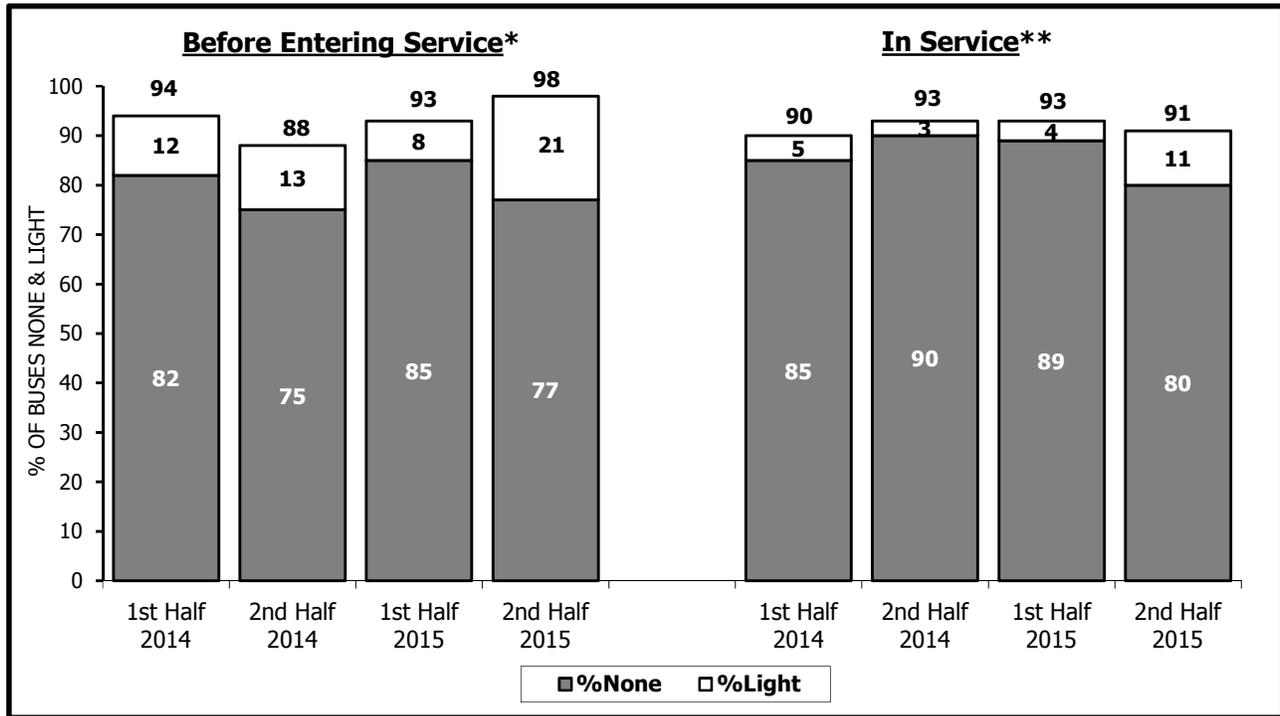
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2015	85%	13%	1%	1%	56%	31%	5%	8%
1st Half 2015	77%	16%	3%	4%	64%	26%	2%	8%
2nd Half 2014	74%	15%	3%	8%	64%	27%	2%	7%
1st Half 2014	80%	15%	2%	3%	48%	43%	1%	8%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: the "Before Entering Service" results showed a statistically significant increase of (9%) and the "In Service" results showed a statistically significant decline of (-4%).

**Passenger Environment Survey
Cleanliness Conditions on Local Buses**



* Measured at the depot before going into service.
 ** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

- None**- basically dirt free;
- Light**- occasional "ground in" spots, but generally clean;
- Moderate**- dingy floor, one or two sticky dry spots;
- Heavy**- heavy dirt; any opened, spilled food or hazardous conditions (e.g. rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2015	77%	21%	1%	1%	80%	11%	2%	7%
1st Half 2015	85%	8%	3%	4%	89%	4%	1%	6%
2nd Half 2014	75%	13%	4%	8%	90%	3%	2%	5%
1st Half 2014	82%	12%	3%	3%	85%	5%	2%	8%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: the "Before Entering Service" results showed a statistically significant increase of (10%), however the "In Service" results remained statistically unchanged.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which ten (10) remained statistically unchanged while two (2) showed a statistically significant improvement when comparing the 2nd Half 2015 to the 2nd Half 2014. The table below depicts the results for the 2nd Half of 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2014				2015			
		1st Half		2nd Half		1st Half		2nd Half	
		Before	In	Before	In	Before	In	Before	In
Cleanliness and Appearance		Service	Service	Service	Service	Service	Service	Service	Service
Litter Conditions in Buses	% None	85	85	85	92	69	83	82	85
<i>Presence of Litter</i> <i>See Chart 3</i>	% Light	12	11	11	6	23	13	15	13
	% Moderate	1	1	1	1	3	1	1	1
	% Heavy	2	3	3	1	5	3	2	1
	Exterior Dirt Condition of Buses	% None	79	91	97	97	71	89	77
<i>Degree of Dirtiness</i>	% Light	16	8	3	3	28	11	23	5
	% Moderate	5	1	0	0	1	0	0	0
	% Heavy	0	0	0	0	0	0	0	0
	Cleanliness of Bus Interior	% None	85	94	87	97	91	95	79
<i>Degree of Dirtiness</i> <i>See Chart 4</i>	% Light	10	2	7	2	2	1	18	6
	% Moderate	2	1	3	1	2	1	1	1
	% Heavy	3	3	3	0	5	3	2	1
	% Buses with No Damaged Panels		100		100		100		100
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		99		99		99		99	
% Buses with No Exterior Graffiti		100		100		100		100	

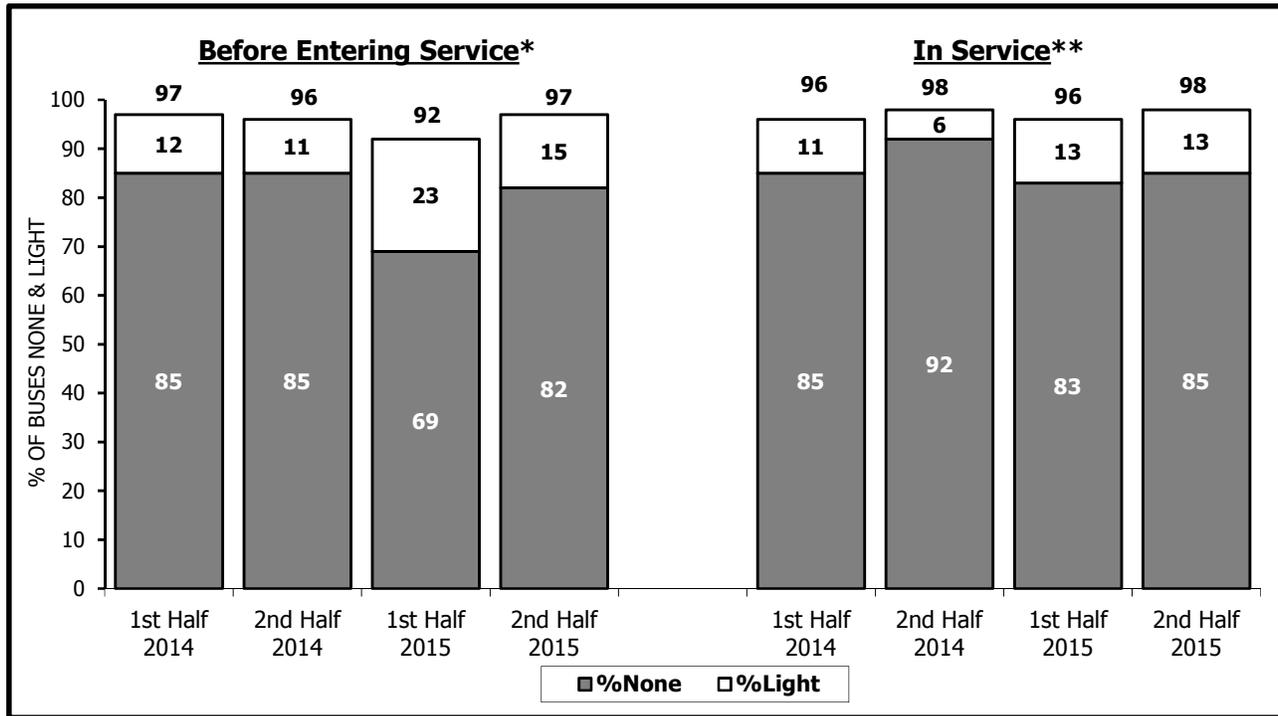
Functioning Equipment

% of Operative Reading Lights on Buses	84	86	83	87
% of Operative Reclining Seats on Buses	82	88	92	92

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey
Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

Heavy- heavy litter; any opened or spilled food, or hazardous conditions (bottles, cans).

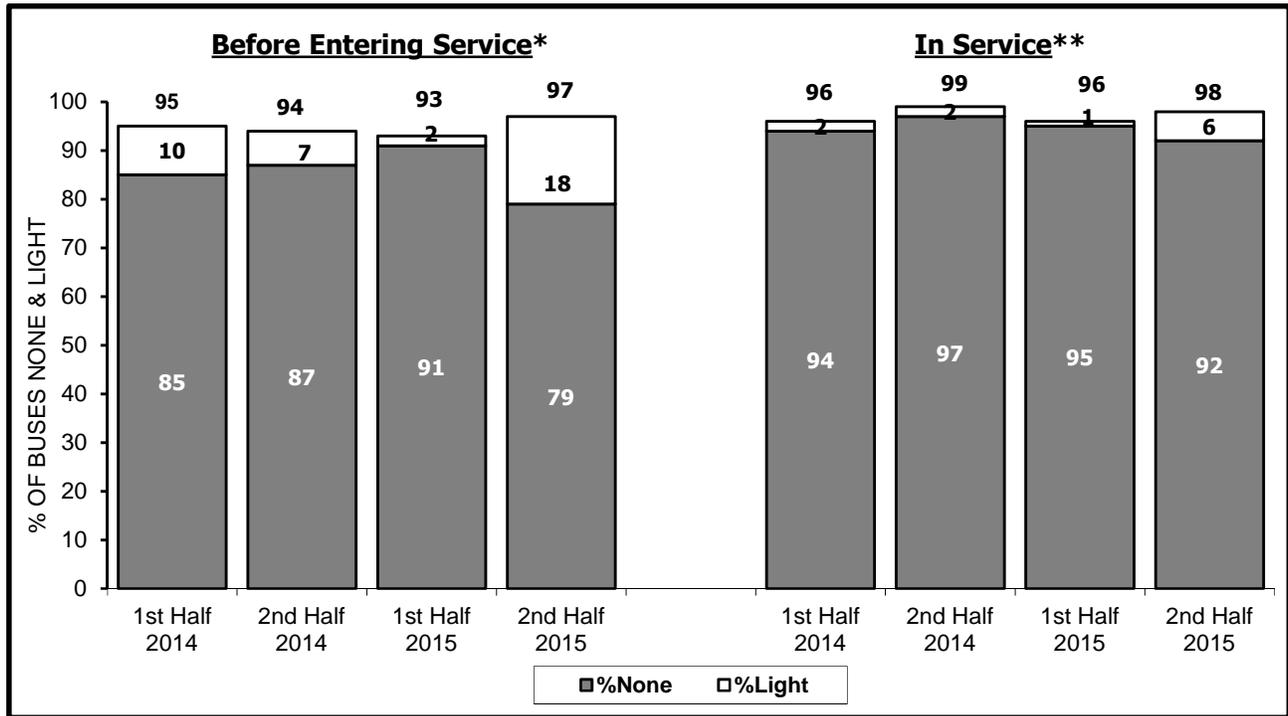
Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2015	82%	15%	1%	2%	85%	13%	1%	1%
1st Half 2015	69%	23%	3%	5%	83%	13%	1%	3%
2nd Half 2014	85%	11%	1%	3%	92%	6%	1%	1%
1st Half 2014	85%	12%	1%	2%	85%	11%	1%	3%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: both the "Before Entering Service" results and the "In Service" results remained statistically unchanged.

**Passenger Environment Survey
Cleanliness Conditions on Express Buses**



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

Light- Occasional "ground in" spots, but generally clean;

Moderate- Dingy floor, one or two sticky dry spots;

Heavy- heavy dirt; any opened, spilled food or hazardous conditions (e.g., rolling bottles), sticky wet spots, any seats unusable due to unclean conditions.

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2015	79%	18%	1%	2%	92%	6%	1%	1%
1st Half 2015	91%	2%	2%	5%	95%	1%	1%	3%
2nd Half 2014	87%	7%	3%	3%	97%	2%	1%	0%
1st Half 2014	85%	10%	2%	3%	94%	2%	1%	3%

Discussion of Results: an increase/decrease of less than 3% is statistically unchanged.

2nd Half 2015 vs. 2nd Half 2014: The "Before Entering Service" results showed a statistically significant increase of (3%) while the "In Service" results remained statistically unchanged.

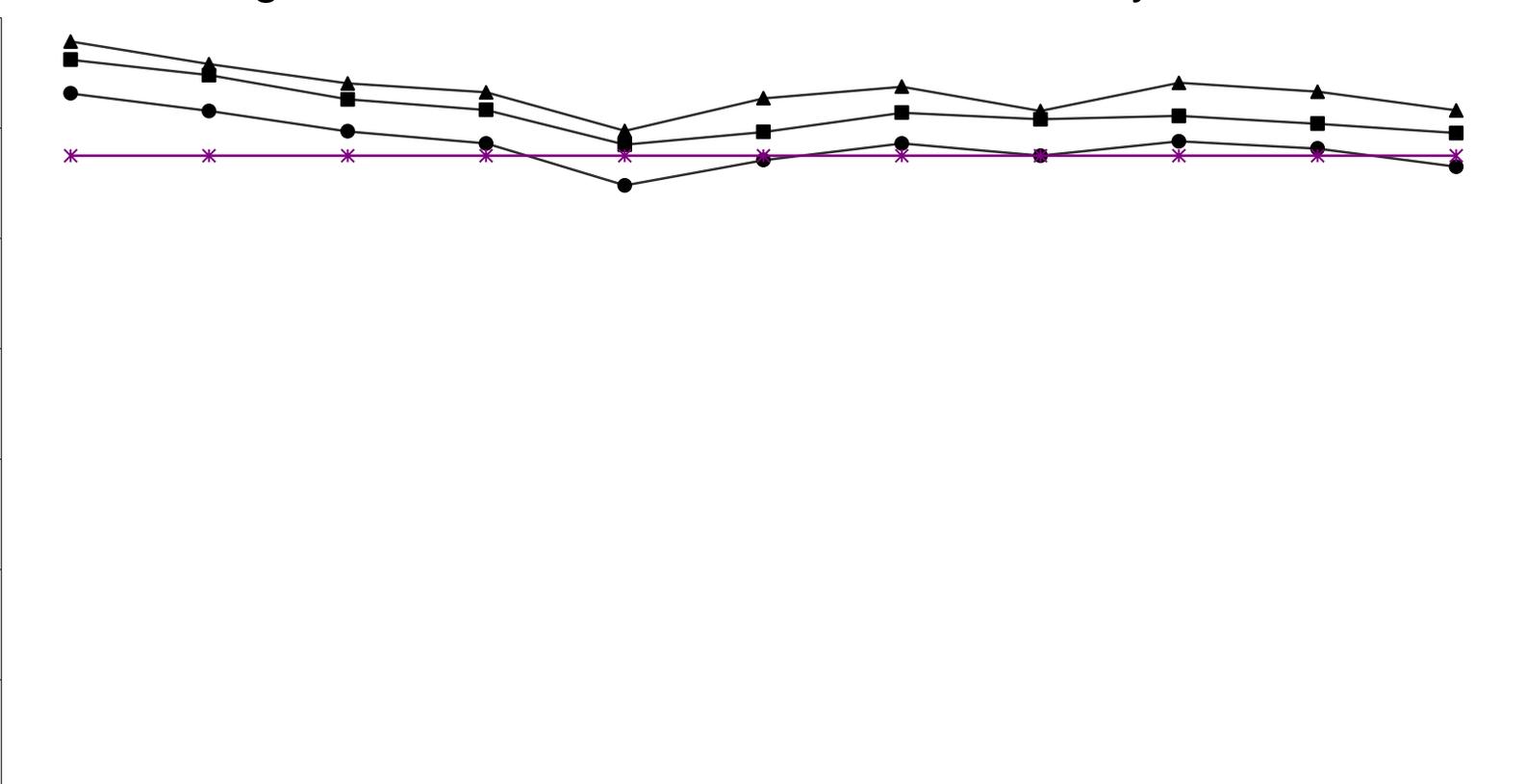
ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

Fourth Quarter - 2015

Passenger Elevator 2015 4th Quarter Availability

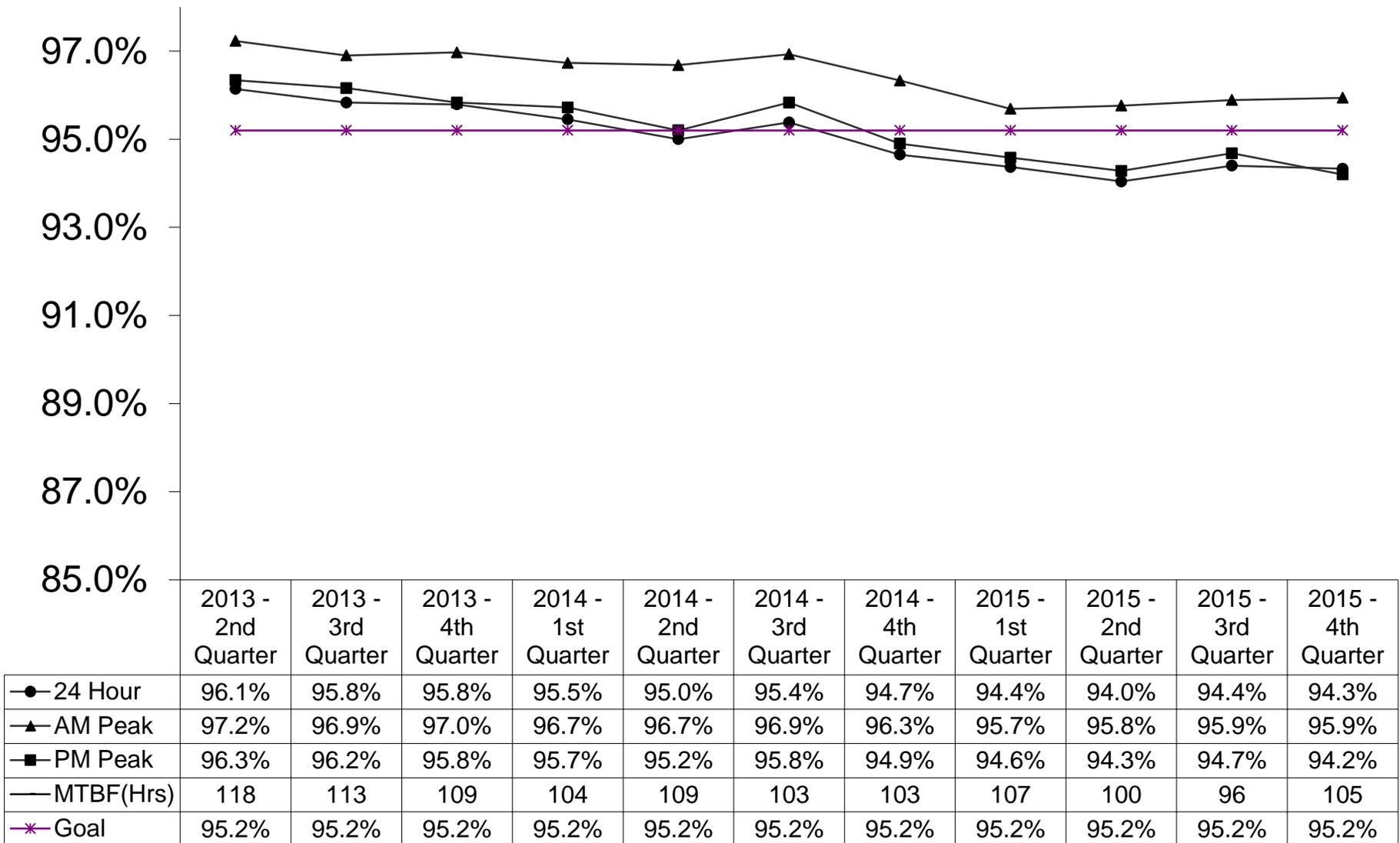
99.0%
97.0%
95.0%
93.0%
91.0%
89.0%
87.0%
85.0%



	2013 - 2nd Quarter	2013 - 3rd Quarter	2013 - 4th Quarter	2014 - 1st Quarter	2014 - 2nd Quarter	2014 - 3rd Quarter	2014 - 4th Quarter	2015 - 1st Quarter	2015 - 2nd Quarter	2015 - 3rd Quarter	2015 - 4th Quarter
● 24 Hour	97.6%	97.3%	96.9%	96.7%	96.0%	96.4%	96.7%	96.5%	96.8%	96.6%	96.3%
▲ AM Peak	98.6%	98.2%	97.8%	97.7%	97.0%	97.5%	97.8%	97.3%	97.8%	97.7%	97.3%
■ PM Peak	98.2%	98.0%	97.5%	97.3%	96.7%	96.9%	97.3%	97.2%	97.2%	97.1%	96.9%
— MTBF(Hrs)	375	347	300	325	385	350	348	280	273	272	307
* Goal	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%	96.5%

Definitions: Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Escalator 2015 4th Quarter Availability



Definitions: Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Elevator and Escalator Quarterly Performance Summary Fourth Quarter - 2015

Elevator Performance

Borough	No. Units	Avg Age	2015 4th Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	28	8.0	97.7%	98.5%	98.0%	306	186	120	20
Brooklyn	54	10.0	96.4%	97.5%	97.1%	611	372	239	17
Manhattan	111	12.0	95.6%	96.6%	96.2%	1692	1127	565	76
Queens	32	12.1	97.4%	98.5%	98.1%	416	240	176	8
System	225	10.5	96.3%	97.3%	96.9%	3025	1925	1100	121

Escalator Performance

Borough	No. Units	Avg Age	2015 4th Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	16.8	92.6%	95.6%	89.7%	486	401	85	0
Brooklyn	33	14.6	92.0%	94.2%	90.6%	1340	958	382	0
Manhattan	107	12.7	94.6%	96.2%	95.0%	4212	2452	1760	0
Queens	34	14.8	96.3%	97.1%	96.7%	820	562	258	0
System	186	14.7	94.3%	95.9%	94.2%	6858	4373	2485	0

Definitions: Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2015**

Borough:		Bronx		2015 4th Quarter Availability			2014 4th Qtr. Availability	Outages			Entrapments
Unit ID	Age (Yrs)	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled		
1	EL186	10	Fordham Rd 4	91.20%	95.11%	88.35%	98.14%	24	17	7	4
2	EL135	13	161 St-Yankee Stadium B D	95.04%	93.25%	93.84%	96.85%	31	28	3	1
3	EL194	8	233rd St 2 5	95.17%	96.20%	95.34%	98.79%	20	14	6	5
4	EL129	18	3rd Ave-149 St 2 5	95.58%	98.80%	94.07%	98.63%	17	14	3	3
5	EL132	13	161 St-Yankee Stadium 4	95.72%	94.87%	96.02%	79.14%	15	11	4	1
6	EL136	8	Pelham Pkwy 2 5	96.94%	97.63%	96.69%	99.67%	9	8	1	1
7	EL189	1	Kingsbridge Rd B D	97.12%	98.22%	98.36%	99.66%	14	6	8	1
8	EL184	9	231st St 1	97.39%	98.31%	97.21%	99.33%	14	12	2	0
9	EL183	8	Gun Hill Rd 2 5	97.51%	96.84%	98.91%	98.67%	10	5	5	1
10	EL192	8	233rd St 2 5	97.73%	99.53%	97.43%	95.88%	14	9	5	0
11	EL188	10	Fordham Rd 4	98.00%	100.00%	99.17%	98.35%	10	3	7	0
12	EL185	9	231st St 1	98.07%	98.64%	99.36%	99.53%	16	12	4	0
13	EL196	1	Hunts Point Av 6	98.40%	100.00%	98.86%	99.50%	11	6	5	1
14	EL182	8	Gun Hill Rd 2 5	98.46%	98.91%	98.99%	98.59%	8	4	4	0
15	EL197	1	Hunts Point Av 6	98.47%	100.00%	100.00%	99.68%	9	1	8	0
16	EL195	1	Hunts Point Av 6	98.50%	100.00%	98.64%	98.45%	9	3	6	2
17	EL191	1	Kingsbridge Rd B D	98.53%	100.00%	99.32%	98.97%	9	2	7	0
18	EL131	13	161 St-Yankee Stadium 4 B D	98.62%	98.95%	98.91%	98.81%	9	7	2	0
19	EL190	1	Kingsbridge Rd B D	98.67%	100.00%	100.00%	99.58%	7	1	6	0
20	EL133	13	161 St-Yankee Stadium 4	98.84%	98.23%	99.24%	92.55%	8	4	4	0
21	EL187	10	Fordham Rd 4	98.85%	99.46%	98.91%	99.27%	4		4	0
22	EL130	18	3rd Ave-149 St 2 5	98.89%	98.42%	98.91%	98.50%	4	2	2	0
23	EL160	3	180th Street 2 5	98.92%	100.00%	99.84%	99.33%	8	4	4	0
24	EL134	13	161 St-Yankee Stadium B D	99.06%	99.17%	98.79%	92.55%	5	3	2	0
25	EL193	8	233rd St 2 5	99.16%	98.89%	100.00%	99.05%	6	2	4	0
26	EL138	8	Pelham Pkwy 2 5	99.20%	100.00%	100.00%	98.86%	5	1	4	0
27	EL159	3	180th Street 2 5	99.31%	99.33%	98.91%	97.39%	4	2	2	0
28	EL137	8	Pelham Pkwy 2 5	99.40%	100.00%	99.92%	98.29%	6	5	1	0
28		8.0	Elevator Subtotal:	97.7%	98.5%	98.0%	97.4%	306	186	120	20
1	ES106	11	West Farms Sq-E Tremont Av 2 5	78.88%	87.41%	82.75%	88.13%	87	78	9	0
2	ES120	26	Pelham Bay Park 6	86.77%	88.57%	80.94%	96.68%	45	40	5	0
3	ES108	23	Intervale Av 2 5	88.28%	96.20%	73.03%	91.38%	72	62	10	0
4	ES111	14	Parkchester 6	89.07%	89.27%	89.60%	97.71%	51	45	6	0
5	ES105	10	Gun Hill Rd 2 5	93.76%	97.35%	90.26%	96.79%	40	35	5	0
6	ES104	10	Gun Hill Rd 2 5	94.75%	97.39%	92.38%	96.69%	36	27	9	0
7	ES122	19	Pelham Pkwy 2 5	94.81%	98.24%	95.47%	95.95%	28	23	5	0
8	ES114	16	161 St-Yankee Stadium 4	96.43%	97.43%	93.27%	97.43%	29	24	5	0
9	ES121	26	Pelham Bay Park 6	96.59%	98.74%	94.72%	98.44%	31	26	5	0
10	ES112	14	Norwood-205 St D	96.96%	99.42%	94.88%	97.76%	28	12	16	0
11	ES113	14	161 St-Yankee Stadium 4	97.14%	97.77%	95.68%	95.31%	18	13	5	0
12	ES123	19	Pelham Pkwy 2 5	97.18%	99.02%	93.85%	98.78%	21	16	5	0
12		16.8	Escalator Subtotal:	92.6%	95.6%	89.7%	95.9%	486	401	85	0
*Note the number of entrapments are included in the non scheduled outages count.											

Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2015

Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	2015 4th Quarter Availability			2014 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM	PM		24 Hr	Total	Non Scheduled		Scheduled
1	EL104	12	191 St 1	53.24%	56.41%	54.21%	98.09%	18	12	6	2
2	EL119	30	181 St A	61.72%	62.59%	63.53%	71.70%	45	38	7	5
3	EL115	14	190 St A	72.29%	73.31%	73.91%	99.17%	18	9	9	1
4	EL402	26	Lexington Av-63 St F	80.89%	78.57%	79.52%	95.66%	50	48	2	4
5	EL108	16	181 St 1	84.48%	88.67%	85.92%	98.15%	29	17	12	1
6	EL120	30	190 St A	85.80%	89.69%	82.55%	70.71%	33	27	6	3
7	EL732	8	Fulton St 2 3	85.95%	86.54%	84.76%	96.94%	21	17	4	6
8	EL109	16	181 St 1	88.32%	90.12%	87.44%	95.49%	51	42	9	1
9	EL277	6	59th St-Columbus Circle A B C D 1	89.27%	92.06%	86.36%	95.62%	22	21	1	2
10	EL124	26	175 St A	90.00%	90.59%	90.72%	98.97%	20	17	3	0
11	EL219	15	14 St-Union Sq N Q R	91.03%	90.80%	92.39%	99.20%	7	5	2	1
12	EL204	25	Grand Central-42 St 4 5 6 7 S	91.87%	94.24%	92.14%	98.35%	18	11	7	0
13	EL106	13	191 St 1	92.27%	89.51%	95.06%	94.36%	17	11	6	1
14	EL112	18	168 St 1	92.36%	94.65%	88.41%	97.95%	40	37	3	2
15	EL278	6	59th St-Columbus Circle A B C D 1	92.79%	95.14%	90.56%	98.71%	28	24	4	1
16	EL601	0	34 St-Hudson Yards 7	92.92%	93.39%	94.83%		16	13	3	1
17	EL123	26	175 St A	93.12%	93.98%	94.53%	98.56%	26	22	4	3
18	EL240	12	72 St 1 2 3	93.16%	92.08%	94.44%	98.74%	19	16	3	1
19	EL103	12	191 St 1	93.28%	96.56%	96.76%	96.65%	32	25	7	5
20	EL142	10	125 St A B C D	93.43%	95.13%	92.85%	97.33%	9	8	1	1
21	EL245	10	Lexington Av-53 St E M	93.80%	97.37%	91.60%	91.33%	19	17	2	0
22	EL244	14	Grand Central-42 St 7	93.83%	95.28%	95.29%	97.12%	63	8	55	3
23	EL114	18	168 St 1	93.86%	90.25%	94.95%	97.07%	32	27	5	2
24	EL222	13	14 St A C E	94.31%	97.99%	92.44%	95.83%	27	25	2	2
25	EL149	16	Inwood-207 St A	94.53%	96.30%	94.46%	98.92%	6	5	1	2
26	EL232	9	Times Sq-42 St 1 2 3 7	94.53%	96.58%	96.78%	97.97%	13	8	5	1
27	EL139	8	168 St 1 A C	95.54%	95.52%	93.39%	98.95%	26	22	4	1
28	EL118	11	181 St A	95.62%	96.39%	95.48%	98.34%	23	11	12	0
29	EL140	8	168 St A C	95.62%	97.68%	97.87%	98.75%	19	14	5	0
30	EL335	10	West 4 St A B C D E F M	95.82%	97.30%	97.67%	98.14%	14	10	4	0
31	EL329	3	Bleecker St D F B M 6	95.94%	96.83%	95.09%	93.33%	13	9	4	2
32	EL148	16	Inwood-207 St A	96.08%	96.13%	96.53%	98.79%	16	14	2	1
33	EL116	10	190 St A	96.09%	99.04%	96.82%	99.05%	25	8	17	1
34	EL111	18	168 St 1	96.14%	96.37%	96.04%	97.56%	15	12	3	1
35	EL225	13	34 St-Penn Station C E	96.29%	96.89%	96.08%	99.17%	14	13	1	2
36	EL328	3	Bleecker St D F B M 6	96.50%	96.79%	96.09%	98.65%	19	15	4	2
37	EL237	16	66 St-Lincoln Center 1	96.57%	96.15%	97.32%	99.25%	18	15	3	2
38	EL117	13	181 St A	97.03%	96.33%	97.73%	97.74%	22	15	7	0
39	EL280	5	59th St-Columbus Circle A B C D 1	97.14%	97.54%	99.40%	98.59%	16	8	8	1
40	EL719	2	Fulton St A C J Z 2 3 4 5	97.14%	98.76%	96.64%	96.35%	19	14	5	0
41	EL603	0	34 St-Hudson Yards 7	97.19%	99.57%	99.04%		17	14	3	0
42	EL403	26	Roosevelt Island F	97.30%	98.61%	98.24%	93.62%	13	5	8	0
43	EL126	26	125 St 4 5 6	97.34%	98.91%	99.20%	98.51%	12	5	7	1
44	EL230	12	Times Sq-42 St N Q R	97.36%	97.17%	98.37%	89.45%	11	9	2	0

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2015**

Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	2015 4th Quarter Availability			2014 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM	PM		24 Hr	Total	Non Scheduled		Scheduled
45	EL213	0	34 St-Herald Sq B D F M N Q R	97.43%	96.83%	100.00%	98.06%	3	2	1	0
46	EL723	2	Fulton St 2 3	97.58%	99.87%	97.12%	96.06%	12	8	4	0
47	EL178	2	Dyckman St 1	97.59%	99.61%	98.96%	98.93%	13	6	7	0
48	EL324	14	Canal St 6	97.60%	99.16%	97.87%	94.74%	11	7	4	0
49	EL227	13	34 St-Penn Station A	97.61%	99.14%	98.03%	99.24%	18	13	5	0
50	EL332	3	Bleecker St D F B M 6	97.61%	99.28%	98.06%	98.40%	15	11	4	1
51	EL113	17	168 St 1	97.62%	97.86%	97.11%	85.20%	14	10	4	0
52	EL401	0	Lexington Av-63 St F	97.70%	98.91%	98.58%		13	5	8	0
53	EL404	26	Roosevelt Island F	97.72%	98.78%	99.36%	97.89%	13	5	8	0
54	EL145	5	96th St 231	97.75%	99.01%	98.91%	98.18%	11	6	5	0
55	EL602	0	34 St-Hudson Yards 7	97.76%	96.52%	99.55%		14	12	2	0
56	EL218	15	14 St-Union Sq L	97.78%	97.83%	100.00%	96.81%	11	6	5	0
57	EL146	5	96th St 231	97.80%	98.95%	98.91%	96.19%	10	5	5	0
58	EL125	12	125 St 4 5 6	97.82%	98.89%	99.43%	92.33%	11	2	9	0
59	EL233	9	Times Sq-42 St 1 2 3	97.83%	100.00%	98.91%	97.74%	8	4	4	0
60	EL105	13	191 St 1	97.88%	100.00%	97.51%	83.12%	11	7	4	2
61	EL234	6	47-50 Sts-Rockefeller Center B D F M	97.96%	98.00%	99.89%	98.25%	17	13	4	2
62	EL107	16	181 St 1	98.03%	99.86%	99.84%	97.77%	14	1	13	0
63	EL721	2	Fulton St A C J Z 2 3 4 5	98.17%	100.00%	98.81%	97.74%	13	6	7	0
64	EL110	16	181 St 1	98.18%	99.73%	99.35%	98.22%	12	3	9	0
65	EL316	23	Brooklyn Bridge 4 5 6	98.19%	99.82%	97.26%	97.79%	13	9	4	0
66	EL226	13	34 St-Penn Station C E	98.21%	100.00%	97.31%	93.55%	10	5	5	0
67	EL710	8	Bowling Green 4 5	98.23%	99.05%	98.73%	97.74%	23	16	7	0
68	EL224	13	8 Av L	98.23%	99.15%	98.61%	99.18%	11	5	6	1
69	EL330	3	Bleecker St D F B M 6	98.28%	99.30%	100.00%	97.42%	11	5	6	0
70	EL333	10	West 4 St A B C D E F M	98.31%	99.57%	99.29%	98.70%	14	9	5	0
71	EL201	14	51 St 6	98.32%	98.91%	99.08%	99.37%	8	3	5	1
72	EL221	13	14 St/8 Av A C E L	98.33%	98.92%	98.57%	98.65%	8	5	3	0
73	EL720	1	Fulton St A C J Z 2 3 4 5	98.34%	100.00%	99.05%	98.79%	13	8	5	0
74	EL281	6	57 St-7 Av N Q R	98.36%	99.10%	99.60%	98.14%	9	6	3	0
75	EL209	22	34 St-Herald Sq B D F M	98.38%	98.91%	99.13%	98.04%	5	2	3	2
76	EL711	8	Bowling Green 4 5	98.40%	98.89%	99.43%	98.33%	18	13	5	0
77	EL336	6	Chambers St 1 2 3	98.42%	98.96%	99.29%	99.02%	27	23	4	0
78	EL235	6	47-50 Sts-Rockefeller Center B D F M	98.42%	99.29%	99.57%	98.79%	12	7	5	1
79	EL228	13	34 St-Penn Station C E	98.46%	99.63%	99.37%	99.59%	12	7	5	0
80	EL337	6	Chambers St 1 2 3	98.51%	97.58%	98.64%	98.49%	16	15	1	0
81	EL144	10	125 St A B C D	98.52%	99.46%	99.01%	96.76%	13	7	6	0
82	EL236	6	47-50 Sts-Rockefeller Center B D F M	98.54%	98.91%	99.12%	99.26%	7	3	4	0
83	EL279	6	59th St-Columbus Circle A B C D 1	98.55%	98.80%	99.03%	85.03%	8	3	5	0
84	EL223	13	14 St A C E	98.55%	98.91%	99.73%	97.94%	12	10	2	0
85	EL716	1	Fulton St A C J Z 2 3 4 5	98.55%	99.23%	99.16%	99.65%	24	18	6	0
86	EL325	14	Canal St 6	98.56%	100.00%	100.00%	98.79%	7	1	6	0
87	EL212	22	34 St-Herald Sq N Q R	98.59%	99.75%	98.24%	98.58%	8	5	3	1
88	EL334	10	West 4 St A B C D E F M	98.59%	100.00%	100.00%	98.63%	13	7	6	0
89	EL229	12	Times Sq-42 St N Q R	98.62%	98.91%	100.00%	97.64%	5	2	3	0
90	EL205	25	Grand Central-42 St 4 5 6	98.62%	100.00%	100.00%	98.72%	6	1	5	0
91	EL206	25	Grand Central-42 St 4 5 6	98.64%	100.00%	99.46%	98.59%	9	5	4	0

Elevator and Escalator
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Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	2015 4th Quarter Availability			2014 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled		Scheduled
92	EL141	8	168 St A C	98.71%	99.89%	98.91%	98.59%	8	4	4	0
93	EL315	23	Brooklyn Bridge 4 5 6	98.74%	99.89%	98.96%	96.65%	9	5	4	0
94	EL210	22	34 St-Herald Sq B D F M	98.78%	99.31%	100.00%	91.65%	5	1	4	0
95	EL600	0	34 St-Hudson Yards 7	98.80%	100.00%	99.80%		8	3	5	0
96	EL202	14	51 St 6	98.81%	100.00%	99.37%	97.12%	8	3	5	0
97	EL722	2	Fulton St J Z	98.82%	99.86%	99.66%	98.97%	6	2	4	0
98	EL217	15	14 St-Union Sq L N Q R	98.88%	100.00%	100.00%	98.79%	5	1	4	0
99	EL181	7	135 St 2 3	98.90%	98.42%	100.00%	93.94%	9	7	2	0
100	EL314	23	Brooklyn Bridge 4 5 6	99.00%	100.00%	99.50%	98.46%	5	1	4	0
101	EL338	6	Chambers St 1 2 3	99.03%	100.00%	98.70%	99.62%	8	6	2	0
102	EL216	12	34 St-Penn Station 1	99.05%	99.03%	100.00%	99.33%	5	2	3	0
103	EL180	7	135 St 2 3	99.06%	99.09%	98.83%	98.90%	7	3	4	0
104	EL239	12	72 St 1 2 3	99.10%	98.84%	98.80%	98.63%	10	8	2	0
105	EL211	22	34 St-Herald Sq N Q R	99.16%	99.69%	100.00%	95.37%	9	6	3	0
106	EL215	16	34 St-Penn Station 2 3	99.18%	99.93%	100.00%	99.28%	5	2	3	0
107	EL238	16	66 St-Lincoln Center 1	99.20%	99.96%	98.91%	98.91%	8	5	3	0
108	EL214	12	34 St-Penn Station 1	99.21%	99.61%	100.00%	99.23%	6	4	2	0
109	EL220	15	14 St-Union Sq N Q R	99.24%	99.36%	100.00%	99.42%	3	2	1	0
110	EL143	10	125 St A B C D	99.32%	99.31%	100.00%	99.45%	6	4	2	0
111	EL331	3	Bleecker St D F B M 6	99.37%	99.88%	100.00%	97.71%	5	3	2	0
	111	12.0	Elevator Subtotal:	95.6%	96.6%	96.2%	96.8%	1692	1127	565	76

Elevator and Escalator
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Borough:		Manhattan																	
Unit ID	Age (Yrs)	Station	2015 4th Quarter Availability			2014 4th Qtr. Availability	Total	Outages		Entrapments									
			24 Hr	AM	PM	24 Hr		Scheduled	Non Scheduled										
			Peak	Peak															
1	ES408	26	Lexington Av-63 St F	63.51%	65.89%	63.59%	86.75%	29	22	7	0								
2	ES328	16	Delancey St F	65.62%	68.46%	64.80%	94.49%	43	36	7	0								
3	ES407	26	Lexington Av-63 St F	76.73%	77.14%	77.43%	99.21%	32	27	5	0								
4	ES213	16	59 St 4 5 6	77.70%	78.57%	77.69%	97.68%	31	23	8	0								
5	ES102	14	125 St 1	80.46%	80.00%	78.38%	96.57%	43	39	4	0								
6	ES301	16	Park Pl 2 3	83.84%	83.66%	85.01%	97.02%	22	17	5	0								
7	ES119	18	181 St A	84.31%	83.32%	83.23%	89.15%	87	84	3	0								
8	ES413	19	Roosevelt Island F	84.81%	85.49%	84.67%	97.90%	17	14	3	0								
9	ES622	0	34 St-Hudson Yards 7	86.67%	86.50%	89.37%		32	24	8	0								
10	ES101	14	125 St 1	89.06%	91.26%	84.49%	92.61%	64	60	4	0								
11	ES629	0	34 St-Hudson Yards 7	90.94%	94.14%	92.84%		26	18	8	0								
12	ES626	0	34 St-Hudson Yards 7	91.43%	91.29%	92.35%		41	33	8	0								
13	ES327	16	Delancey St F	92.25%	94.38%	92.41%	97.62%	47	38	9	0								
14	ES255	26	Grand Central-42 St 4 5 6 7 S	92.25%	96.40%	88.76%	96.42%	188	89	99	0								
15	ES249	12	Lexington Av-59 St N Q R	92.36%	96.50%	88.19%	98.59%	90	85	5	0								
16	ES218	9	Times Sq-42 St 7	92.58%	95.11%	94.55%	94.98%	46	33	13	0								
17	ES243	19	Lexington Av-53 St E M	92.61%	92.65%	94.77%	97.73%	69	57	12	0								
18	ES231	9	34 St-Herald Sq B D F M	92.96%	96.27%	88.60%	96.43%	56	49	7	0								
19	ES367	2	Fulton St A C J Z 2 3 4 5	93.30%	95.07%	93.67%	96.52%	46	34	12	0								
20	ES625	0	34 St-Hudson Yards 7	93.44%	95.86%	93.71%		37	22	15	0								
21	ES229	9	34 St-Herald Sq B D F M	93.99%	96.64%	94.36%	97.08%	44	34	10	0								
22	ES401	26	Lexington Av-63 St F	94.15%	97.09%	94.43%	96.03%	29	23	6	0								
23	ES269	12	Lexington Av-53 St E M	94.31%	93.89%	94.27%	96.81%	62	49	13	0								
24	ES117	19	181 St A	94.41%	96.11%	93.79%	83.57%	20	15	5	0								
25	ES238	16	7 Av B D E	94.43%	98.13%	93.37%	98.05%	64	41	23	0								
26	ES326	16	West 4 St A B C D E F M	94.45%	97.77%	91.25%	98.17%	39	34	5	0								
27	ES208	15	Grand Central-42 St 7	94.60%	98.31%	94.89%	94.40%	129	32	97	0								
28	ES623	0	34 St-Hudson Yards 7	94.66%	94.82%	96.67%		35	17	18	0								
29	ES239	16	5 Av-53 St E M	94.66%	97.15%	94.44%	98.42%	61	53	8	0								
30	ES411	8	Roosevelt Island F	94.82%	96.96%	93.43%	93.17%	47	40	7	0								
31	ES222	9	34 St-Herald Sq B D F M N Q R	94.86%	95.16%	94.74%	98.91%	28	21	7	0								
32	ES221	9	34 St-Herald Sq B D F M N Q R	95.10%	96.10%	96.02%	98.16%	49	43	6	0								
33	ES311	14	Whitehall St R	95.11%	95.63%	95.98%	95.22%	40	33	7	0								
34	ES240	16	5 Av-53 St E M	95.12%	95.85%	93.73%	98.16%	139	28	111	0								
35	ES345	20	Bowling Green 4 5	95.12%	96.74%	96.74%	97.49%	21	5	16	0								
36	ES235	7	34 St-Herald Sq B D F M	95.17%	96.77%	97.29%	97.07%	28	21	7	0								
37	ES414	8	Roosevelt Island F	95.19%	98.05%	90.38%	96.53%	38	32	6	0								
38	ES415	7	Roosevelt Island F	95.31%	97.15%	96.41%	98.07%	40	14	26	0								
39	ES232	9	34 St-Herald Sq B D F M	95.35%	96.58%	94.03%	96.95%	75	69	6	0								
40	ES118	18	181 St A	95.38%	96.33%	96.30%	96.09%	20	15	5	0								
41	ES343	12	Bowling Green 4 5	95.42%	98.44%	96.30%	98.49%	34	24	10	0								
42	ES115	14	145 St B D	95.43%	97.83%	94.21%	97.00%	27	20	7	0								
43	ES342	10	Bowling Green 4 5	95.44%	99.63%	93.21%	97.54%	37	27	10	0								
44	ES338	11	Bowling Green 4 5	95.48%	99.23%	96.56%	93.39%	27	17	10	0								
45	ES325	16	West 4 St A B C D E F M	95.57%	97.79%	95.98%	96.64%	36	28	8	0								
46	ES245	18	Lexington Av-53 St E M	95.65%	96.11%	96.54%	97.09%	34	25	9	0								

**Elevator and Escalator
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Borough:		Manhattan		2015 4th Quarter Availability			2014 4th Qtr. Availability	Outages			Entrapments
Unit ID	Age (Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
			Peak	Peak	Peak						
47	ES364	1	Fulton St 4 5	95.68%	96.93%	96.03%	81.28%	29	23	6	0
48	ES336	12	Bowling Green 4 5	95.76%	99.44%	96.09%	96.94%	39	25	14	0
49	ES337	12	Bowling Green 4 5	95.85%	98.36%	98.20%	98.00%	32	19	13	0
50	ES224	9	34 St-Herald Sq B D F M N Q R	95.98%	98.83%	94.19%	98.40%	30	25	5	0
51	ES216	9	Times Sq-42 St 7	96.21%	98.41%	98.55%	98.42%	33	22	11	0
52	ES223	9	34 St-Herald Sq B D F M N Q R	96.21%	98.95%	95.73%	98.60%	27	17	10	0
53	ES211	17	59 St 4 5 6	96.26%	99.23%	97.74%	94.19%	35	25	10	0
54	ES207	15	Grand Central-42 St 7	96.35%	98.81%	97.92%	95.59%	118	20	98	0
55	ES405	26	Lexington Av-63 St F	96.42%	96.61%	96.44%	97.68%	25	21	4	0
56	ES103	19	125 St 1	96.42%	97.81%	96.20%	91.42%	28	24	4	0
57	ES230	9	34 St-Herald Sq B D F M	96.52%	97.73%	95.78%	97.95%	40	33	7	0
58	ES351	15	Whitehall St R	96.54%	99.11%	96.38%	82.30%	23	16	7	0
59	ES624	0	34 St-Hudson Yards 7	96.55%	97.00%	96.20%		26	15	11	0
60	ES341	11	Bowling Green 4 5	96.57%	98.81%	96.15%	96.26%	31	19	12	0
61	ES237	16	7 Av B D E	96.58%	97.89%	97.27%	98.48%	15	10	5	0
62	ES215	18	Lexington Av-59 St N Q R	96.61%	99.31%	95.85%	97.78%	45	36	9	0
63	ES209	13	Grand Central-42 St 7	96.63%	98.67%	98.32%	95.72%	55	42	13	0
64	ES244	19	Lexington Av-53 St E M	96.69%	96.64%	98.06%	91.01%	132	29	103	0
65	ES248	12	Lexington Av-59 St N Q R	96.75%	97.77%	98.26%	95.73%	26	19	7	0
66	ES340	10	Bowling Green 4 5	96.94%	99.05%	98.97%	94.11%	17	7	10	0
67	ES233	7	34 St-Herald Sq B D F M	97.00%	97.27%	97.49%	94.25%	28	21	7	0
68	ES403	26	Lexington Av-63 St F	97.09%	99.17%	96.21%	96.22%	23	19	4	0
69	ES621	0	34 St-Hudson Yards 7	97.19%	98.53%	95.80%		29	17	12	0
70	ES203	16	Grand Central-42 St 7	97.21%	98.88%	99.73%	98.24%	22	11	11	0
71	ES204	16	Grand Central-42 St 7	97.35%	99.37%	98.21%	93.19%	116	12	104	0
72	ES217	9	Times Sq-42 St 7	97.45%	98.95%	98.69%	87.80%	18	11	7	0
73	ES402	26	Lexington Av-63 St F	97.46%	99.34%	98.54%	91.85%	25	16	9	0
74	ES256	26	Grand Central-42 St 4 5 6 7 S	97.54%	97.89%	99.40%	95.48%	21	9	12	0
75	ES627	0	34 St-Hudson Yards 7	97.55%	98.89%	99.54%		19	10	9	0
76	ES246	18	Lexington Av-53 St E M	97.56%	98.58%	98.89%	96.54%	126	18	108	0
77	ES205	14	Grand Central-42 St 7	97.58%	98.73%	99.93%	97.75%	42	34	8	0
78	ES214	17	59 St 4 5 6	97.62%	98.93%	99.87%	93.92%	26	8	18	0
79	ES210	13	Grand Central-42 St 7	97.63%	99.15%	98.87%	96.74%	46	36	10	0
80	ES412	7	Roosevelt Island F	97.70%	100.00%	98.63%	97.61%	34	9	25	0
81	ES236	7	34 St-Herald Sq B D F M	97.71%	98.84%	99.07%	97.80%	20	14	6	0
82	ES212	16	59 St 4 5 6	97.71%	99.19%	99.38%	98.15%	23	11	12	0
83	ES334	1	Bowery J Z	97.73%	100.00%	99.11%	98.44%	17	5	12	0
84	ES416	19	Roosevelt Island F	97.75%	97.49%	98.90%	98.38%	15	10	5	0
85	ES116	14	145 St B D	97.77%	97.89%	98.68%	98.20%	14	11	3	0
86	ES206	14	Grand Central-42 St 7	97.78%	99.08%	99.53%	96.19%	112	9	103	0
87	ES300	3	Bleecker St D F B M 6	97.78%	99.31%	97.15%	97.38%	15	9	6	0
88	ES417	7	Roosevelt Island F	97.83%	97.00%	99.88%	98.88%	20	14	6	0
89	ES252	26	51 St 6	97.83%	99.68%	98.62%	98.97%	20	10	10	0
90	ES369	6	South Ferry 1	97.84%	99.66%	98.54%	92.18%	6	1	5	0
91	ES368	2	Fulton St A C J Z 2 3 4 5	97.88%	97.93%	99.36%	94.71%	17	11	6	0
92	ES312	2	Whitehall St R	97.94%	99.99%	98.91%	98.08%	15	8	7	0
93	ES234	7	34 St-Herald Sq B D F M	98.09%	97.30%	98.48%	96.68%	18	12	6	0
94	ES419	8	Roosevelt Island F	98.13%	97.49%	99.29%	98.92%	14	8	6	0
95	ES339	11	Bowling Green 4 5	98.19%	100.00%	98.97%	97.89%	14	9	5	0
96	ES404	26	Lexington Av-63 St F	98.23%	99.43%	99.92%	49.88%	15	9	6	0
97	ES302	16	Park Pl 2 3	98.36%	99.40%	98.67%	98.15%	25	11	14	0
98	ES628	0	34 St-Hudson Yards 7	98.53%	99.40%	99.02%		16	8	8	0
99	ES418	8	Roosevelt Island F	98.54%	99.84%	100.00%	98.88%	10	5	5	0

Elevator and Escalator
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Borough:		Manhattan									
Unit ID	Age (Yrs)	Station	2015 4th Quarter Availability			2014 4th Qtr. Availability	Total	Outages		Entrapments	
			24 Hr	AM Peak	PM Peak			Non Scheduled	Scheduled		
100	ES410	26	Lexington Av-63 St F	98.63%	99.82%	99.41%	97.63%	10	5	5	0
101	ES329	1	East Broadway F	98.68%	99.69%	99.67%	95.91%	13	7	6	0
102	ES242	17	5 Av-53 St E M	98.78%	99.55%	99.15%	87.44%	114	7	107	0
103	ES241	17	5 Av-53 St E M	98.84%	99.21%	98.80%	94.68%	13	7	6	0
104	ES409	26	Lexington Av-63 St F	98.84%	100.00%	100.00%	88.47%	6	1	5	0
105	ES420	7	Roosevelt Island F	98.97%	99.18%	100.00%	98.68%	11	4	7	0
106	ES370	6	South Ferry 1	99.08%	100.00%	100.00%	98.01%	4	2	2	0
107	ES406	26	Lexington Av-63 St F	99.33%	99.99%	100.00%	98.92%	5	2	3	0
	107	12.7	Escalator Subtotal:	94.6%	96.2%	95.0%	95.2%	4212	2452	1760	0

*Note the number of entrapments are included in the non scheduled outage count.

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2015**

Borough: Brooklyn											
Unit ID	Age (Yrs)	Station	2015 4th Quarter Availability			2014 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
				Peak	Peak						
1	EL370	10	DeKalb Av BQR	24.13%	23.91%	23.91%	96.59%	8	7	1	0
2	EL308	14	Court St R	93.42%	97.55%	95.12%	99.01%	28	21	7	2
3	EL397	7	Myrtle-Wyckoff Avs L	94.44%	95.24%	98.70%	97.68%	21	13	8	1
4	EL304	11	Atlantic Av 23	95.41%	96.35%	95.20%	97.29%	13	10	3	1
5	EL323	11	Crown Hts-Utica Av 34	95.72%	98.62%	95.59%	97.93%	15	8	7	0
6	EL317	21	Borough Hall 2345	95.92%	96.74%	96.05%	97.54%	19	14	5	0
7	EL701	10	Coney Island-Stillwell Av DFNQ	96.11%	97.21%	95.36%	98.94%	18	14	4	0
8	EL341	9	Euclid Av AC	96.19%	97.55%	96.58%	98.45%	15	7	8	1
9	EL393	12	Flushing Av JM	96.45%	98.02%	97.77%	96.84%	20	13	7	0
10	EL309	14	Court St R	96.59%	99.21%	97.20%	98.95%	21	18	3	1
11	EL398	7	Myrtle-Wyckoff Avs M	96.70%	100.00%	94.23%	98.66%	16	11	5	2
12	EL319	18	Brooklyn College-Flatbush Av 25	96.77%	100.00%	95.89%	96.92%	18	13	5	1
13	EL394	12	Flushing Av JM	96.79%	97.98%	98.91%	97.87%	11	4	7	0
14	EL342	9	Euclid Av AC	96.98%	98.37%	98.79%	96.45%	13	6	7	0
15	EL311	15	Clark St 23	97.13%	98.91%	97.35%	42.40%	12	9	3	3
16	EL372	10	DeKalb Av BQR	97.20%	99.02%	97.60%	98.80%	12	6	6	1
17	EL702	10	Coney Island-Stillwell Av DFNQ	97.22%	97.89%	99.52%	98.17%	13	6	7	0
18	EL339	16	Franklin Av CS	97.40%	98.05%	98.67%	79.45%	12	7	5	0
19	EL318	21	Borough Hall 2345	97.41%	99.48%	97.81%	96.96%	19	14	5	0
20	EL344	1	Utica Ave AC	97.42%	98.11%	98.79%	97.54%	14	11	3	0
21	EL307	11	Atlantic Av BQ	97.45%	98.46%	97.25%	99.19%	7	6	1	0
22	EL310	15	Clark St 23	97.59%	98.45%	97.67%	97.42%	12	9	3	1
23	EL376	3	Bay Parkway D	97.65%	99.33%	97.88%	98.22%	17	11	6	0
24	EL709	5	Jay St ACFR	97.68%	95.75%	99.50%	99.26%	15	12	3	0
25	EL396	7	Myrtle-Wyckoff Avs LM	97.75%	99.04%	99.62%	95.90%	13	6	7	1
26	EL708	5	Jay St ACFR	97.76%	98.34%	98.91%	98.96%	11	8	3	0
27	EL706	5	Jay St ACFR	97.86%	98.65%	97.89%	97.77%	28	26	2	0
28	EL321	17	Church Av 25	97.86%	99.50%	100.00%	96.48%	10	3	7	0
29	EL305	11	Atlantic Av 45	97.87%	98.64%	98.44%	97.92%	7	4	3	0
30	EL301	11	Pacific St-Atlantic Av DNR	97.99%	98.33%	98.91%	97.87%	6	2	4	0
31	EL395	12	Flushing Av JM	98.15%	100.00%	100.00%	97.13%	10	2	8	0
32	EL312	15	Clark St 23	98.20%	99.59%	99.29%	98.70%	11	7	4	0
33	EL707	5	Jay St ACFR	98.22%	99.20%	97.82%	98.51%	16	13	3	1
34	EL371	10	DeKalb Av BQR	98.25%	100.00%	99.22%	98.98%	9	4	5	0
35	EL377	3	Bay Parkway D	98.51%	98.29%	98.64%	99.38%	6	3	3	0
36	EL306	11	Atlantic Av 23	98.54%	99.82%	99.99%	96.88%	9	4	5	0
37	EL322	11	Crown Hts-Utica Av 34	98.55%	99.53%	100.00%	98.03%	9	4	5	0
38	EL303	11	Pacific St-Atlantic Av DNR	98.64%	100.00%	99.22%	97.83%	7	2	5	1
39	EL391	11	Marcy Av JMZ	98.69%	100.00%	99.55%	98.05%	6	2	4	0
40	EL392	11	Marcy Av JMZ	98.69%	100.00%	100.00%	96.30%	8	4	4	0
41	EL382	12	Prospect Park BQS	98.79%	99.46%	99.23%	96.41%	5	3	2	0
42	EL375	7	Church Av FG	98.80%	100.00%	99.52%	99.40%	7	2	5	0
43	EL345	1	Utica Ave AC	98.81%	98.79%	99.27%	93.54%	7	4	3	0
44	EL320	17	Church Av 25	98.84%	99.73%	100.00%	94.68%	7	3	4	0

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2015**

Borough:		Brooklyn									
Unit ID	Age (Yrs)	Station	2015 4th Quarter Availability			2014 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
				Peak	Peak						
45	EL343	9	Euclid Av A C	98.87%	100.00%	100.00%	98.55%	5	2	3	0
46	EL340	16	Frankin Av C S	98.88%	100.00%	100.00%	98.77%	6	1	5	0
47	EL374	7	Church Av F G	98.89%	99.47%	100.00%	99.16%	6	1	5	0
48	EL378	3	Bay Parkway D	98.90%	100.00%	99.25%	98.00%	5	1	4	0
49	EL346	1	Utica Ave A C	99.06%	100.00%	99.74%	98.14%	5	2	3	0
50	EL761	4	Kings Highway B Q	99.13%	100.00%	100.00%	98.54%	4		4	0
51	EL302	11	Pacific St-Atlantic Av D N R	99.13%	100.00%	100.00%	98.78%	5	2	3	0
52	EL760	4	Kings Highway B Q	99.17%	100.00%	100.00%	97.19%	4		4	0
53	EL373	7	Church Av F G	99.30%	99.13%	99.49%	99.10%	7	5	2	0
54	EL383	12	Prospect Park B Q S	99.58%	100.00%	100.00%	96.03%	3	2	1	0
	54	10.0	Elevator Subtotal:	96.4%	97.5%	97.1%	96.4%	611	372	239	17

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2015**

Borough: Brooklyn											
Unit ID	Age (Yrs)	Station	2015 4th Quarter Availability			2014 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
				Peak	Peak						
1	ES330	19	Broadway Junction (A C J L Z)	54.16%	55.40%	55.46%	90.59%	38	33	5	0
2	ES352	16	Franklin Av (S)	79.67%	82.65%	81.39%	85.54%	39	22	17	0
3	ES333	12	Myrtle-Wyckoff Avs (L M)	82.64%	84.57%	76.42%	89.85%	79	71	8	0
4	ES314	15	Smith 9th St (F G)	83.08%	83.70%	83.36%	94.79%	10	6	4	0
5	ES349	16	Smith 9th St (F G)	83.09%	87.20%	79.48%	93.81%	58	49	9	0
6	ES335	12	West 8 St-NY Aquarium (F Q)	83.91%	93.78%	60.90%	82.40%	108	97	11	0
7	ES310	13	Atlantic Av (B Q)	87.85%	90.36%	91.75%	96.86%	63	13	50	0
8	ES346	13	Brighton Beach (B Q)	88.68%	92.43%	78.62%	83.50%	87	79	8	0
9	ES324	16	High St (A C)	89.88%	91.31%	87.76%	97.33%	32	22	10	0
10	ES332	12	Myrtle-Wyckoff Avs (L M)	91.77%	97.11%	87.86%	94.14%	70	56	14	0
11	ES306	12	Court St (R)	92.45%	94.92%	92.56%	94.25%	32	27	5	0
12	ES304	13	President St (2 5)	92.70%	94.96%	91.48%	94.85%	43	30	13	0
13	ES307	15	Lawrence St (R)	93.05%	98.36%	89.05%	83.00%	86	74	12	0
14	ES347	19	Broadway Junction (A C J L Z)	94.17%	96.38%	94.09%	87.19%	29	21	8	0
15	ES318	16	Jay St (A C F)	94.26%	96.71%	91.79%	94.59%	62	52	10	0
16	ES320	17	Jay St (A C F)	94.27%	95.40%	95.10%	95.78%	29	14	15	0
17	ES319	17	Jay St (A C F)	95.17%	97.07%	94.18%	95.90%	24	14	10	0
18	ES303	12	Borough Hall (2 3 4 5)	95.51%	95.85%	95.83%	94.16%	29	23	6	0
19	ES331	20	Broadway Junction (A C J L Z)	95.99%	96.33%	95.99%	96.71%	26	16	10	0
20	ES356	5	Jay St (A C F R)	96.25%	96.73%	98.04%	94.62%	135	78	57	0
21	ES357	5	Jay St (A C F R)	96.26%	97.39%	97.40%	97.19%	34	17	17	0
22	ES305	12	Court St (R)	96.37%	99.26%	94.89%	90.70%	28	23	5	0
23	ES348	16	Smith 9th St (F G)	96.65%	98.29%	97.76%	70.57%	14	7	7	0
24	ES309	15	DeKalb Av (B Q R)	96.80%	99.34%	96.30%	65.89%	32	24	8	0
25	ES350	18	High St (A C)	97.15%	99.26%	97.42%	98.24%	16	5	11	0
26	ES323	17	High St (A C)	97.19%	98.63%	98.08%	91.98%	26	16	10	0
27	ES315	15	Smith 9th St (F G)	97.44%	98.91%	96.05%	94.41%	13	9	4	0
28	ES321	17	High St (A C)	97.60%	97.61%	97.51%	98.47%	19	13	6	0
29	ES317	16	Jay St (A C F)	97.79%	99.45%	98.01%	97.55%	22	11	11	0
30	ES308	15	DeKalb Av (B Q R)	97.87%	99.67%	98.62%	94.85%	19	12	7	0
31	ES316	15	Smith 9th St (F G)	98.22%	99.94%	99.33%	92.52%	12	7	5	0
32	ES313	15	Smith 9th St (F G)	98.30%	99.93%	99.42%	96.48%	12	8	4	0
33	ES322	17	High St (A C)	98.44%	99.65%	98.43%	98.81%	14	9	5	0
33	14.6	Escalator Subtotal:	92.0%	94.2%	90.6%	91.4%	1340	958	382	0	
*Note the number of entrapments are included in the non scheduled outage count.											

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2015**

Borough:		Queens									
Unit ID	Age (Yrs)	Station	2015 4th Quarter Availability			2014 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
				Peak	Peak						
1	EL413	27	Jamaica Center E J Z	92.13%	97.76%	92.10%	94.60%	38	28	10	2
2	EL407	26	21 St-Queensbridge F	93.31%	94.53%	94.80%	97.59%	23	14	9	0
3	EL497	3	Mott Avenue A	94.16%	94.70%	93.48%	97.66%	10	7	3	0
4	EL409	27	Jamaica-Van Wyck E	94.47%	95.71%	92.92%	97.88%	19	16	3	2
5	EL414	15	Flushing-Main St 7	95.10%	95.65%	96.51%	96.55%	12	8	4	0
6	EL420	10	74 St-Broadway 7	95.17%	96.92%	95.38%	96.35%	29	21	8	0
7	EL422	10	Jackson Hts-Roosevelt Av E F M R	96.86%	97.37%	97.74%	97.62%	15	8	7	0
8	EL412	27	Jamaica Center E J Z	96.88%	97.82%	97.46%	96.43%	19	13	6	1
9	EL421	10	Jackson Hts-Roosevelt Av E F M R	96.93%	96.28%	98.01%	97.41%	22	13	9	2
10	EL405	26	21 St-Queensbridge F	97.14%	97.89%	98.84%	90.80%	11	6	5	0
11	EL437	1	Forest Hills E F M R	97.46%	98.88%	97.08%	93.18%	13	7	6	0
12	EL438	1	Forest Hills E F M R	97.72%	98.06%	99.38%	95.89%	12	5	7	0
13	EL406	26	21 St-Queensbridge F	97.78%	99.25%	100.00%	85.43%	12	5	7	0
14	EL434	7	Kew Gardens-Union Tpke E F	97.82%	98.68%	98.57%	98.60%	12	7	5	0
15	EL408	27	Jamaica-Van Wyck E	97.99%	98.79%	98.05%	98.04%	19	17	2	0
16	EL435	7	Kew Gardens-Union Tpke E F	98.07%	99.73%	100.00%	98.39%	9	1	8	0
17	EL430	9	Queens Plaza E M R	98.13%	99.05%	98.76%	98.02%	10	6	4	0
18	EL439	1	Forest Hills E F M R	98.26%	99.00%	100.00%	97.83%	10	4	6	0
19	EL431	10	Jamaica-179 St F	98.28%	99.07%	99.23%	96.19%	17	11	6	0
20	EL428	9	Queens Plaza E M R	98.40%	100.00%	98.65%	96.42%	12	8	4	1
21	EL447	4	CitiCorp/Court Square 7 E G	98.44%	98.82%	98.91%	99.35%	10	4	6	0
22	EL426	8	Junction Blvd 7	98.44%	100.00%	99.33%	98.04%	8	3	5	0
23	EL436	7	Kew Gardens-Union Tpke E F	98.44%	100.00%	99.71%	97.64%	9	2	7	0
24	EL423	10	74 St-Broadway 7	98.46%	98.90%	99.93%	96.44%	10	4	6	0
25	EL433	10	Jamaica-179 St F	98.54%	99.61%	99.48%	99.05%	7	2	5	0
26	EL425	8	Junction Blvd 7	98.56%	99.57%	100.00%	97.88%	10	5	5	0
27	EL432	10	Jamaica-179 St F	98.57%	99.80%	98.38%	98.96%	8	5	3	0
28	EL498	3	Mott Avenue A	98.73%	99.21%	97.42%	94.33%	8	6	2	0
29	EL411	27	Sutphin Blvd-Archer Av-JFK E J Z	98.74%	100.00%	99.82%	94.82%	5	1	4	0
30	EL429	9	Queens Plaza E M R	98.75%	99.93%	100.00%	99.57%	7	2	5	0
31	EL427	8	Junction Blvd 7	99.14%	100.00%	100.00%	89.90%	5	1	4	0
32	EL446	4	CitiCorp/Court Square 7 E G	99.28%	100.00%	100.00%	98.92%	5		5	0
32	12.1		Elevator Subtotal:	97.4%	98.5%	98.1%	96.4%	416	240	176	8

**Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2015**

Borough:		Queens									
Unit ID	Age (Yrs)	Station	2015 4th Quarter Availability			2014 4th Qtr. Availability	Outages			Entrapments	
			24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled		Scheduled
1	ES445	6	Jamaica Center E J Z	90.10%	91.55%	91.00%	98.14%	19	10	9	0
2	ES430	7	Jamaica-Van Wyck E	90.89%	90.11%	93.48%	98.33%	24	15	9	0
3	ES455	16	Flushing-Main St 7	93.03%	96.45%	89.67%	94.73%	26	19	7	0
4	ES451	18	74 St-Broadway 7	93.19%	91.60%	92.98%	60.98%	32	28	4	0
5	ES450	16	74 St-Broadway 7	93.34%	93.18%	92.53%	92.42%	59	42	17	0
6	ES447	8	Jamaica Center E J Z	95.05%	99.10%	96.32%	97.60%	29	24	5	0
7	ES448	16	Woodside-61 St 7	95.19%	96.20%	90.74%	96.72%	39	29	10	0
8	ES452	0	74 St-Broadway 7	95.39%	98.11%	93.64%		43	26	17	0
9	ES453	0	74 St-Broadway 7	95.40%	99.05%	93.23%		43	28	15	0
10	ES440	6	Jamaica Center E J Z	95.91%	97.18%	97.54%	97.76%	21	12	9	0
11	ES449	16	74 St-Broadway 7	95.95%	96.84%	96.05%	92.07%	38	22	16	0
12	ES436	27	Sutphin Blvd-Archer Av-JFK E J Z	96.01%	96.15%	96.20%	83.94%	44	37	7	0
13	ES437	27	Sutphin Blvd-Archer Av-JFK E J Z	96.32%	97.63%	97.44%	95.16%	31	24	7	0
14	ES426	26	21 St-Queensbridge F	96.33%	96.15%	95.28%	98.46%	24	19	5	0
15	ES457	16	Flushing-Main St 7	96.51%	97.19%	96.17%	96.73%	16	11	5	0
16	ES456	16	Flushing-Main St 7	96.64%	97.14%	94.51%	88.16%	18	13	5	0
17	ES438	7	Jamaica Center E J Z	96.67%	98.74%	97.31%	96.41%	32	24	8	0
18	ES444	7	Jamaica Center E J Z	96.71%	99.49%	96.74%	96.26%	13	7	6	0
19	ES427	27	Jamaica-Van Wyck E	97.08%	97.06%	98.54%	97.61%	27	18	9	0
20	ES446	6	Jamaica Center E J Z	97.12%	97.20%	97.94%	96.63%	34	27	7	0
21	ES435	27	Sutphin Blvd-Archer Av-JFK E J Z	97.20%	96.35%	99.73%	97.83%	18	13	5	0
22	ES421	26	21 St-Queensbridge F	97.22%	99.05%	98.12%	97.76%	17	12	5	0
23	ES431	7	Jamaica-Van Wyck E	97.28%	95.70%	100.00%	97.73%	27	17	10	0
24	ES439	8	Jamaica Center E J Z	97.48%	99.04%	98.71%	94.90%	20	11	9	0
25	ES442	8	Jamaica Center E J Z	97.49%	96.40%	100.00%	98.14%	16	9	7	0
26	ES441	8	Jamaica Center E J Z	97.71%	98.68%	99.39%	97.40%	17	10	7	0
27	ES429	7	Jamaica-Van Wyck E	97.73%	96.96%	100.00%	98.30%	16	8	8	0
28	ES424	26	21 St-Queensbridge F	97.88%	96.45%	99.13%	98.31%	12	11	1	0
29	ES443	7	Jamaica Center E J Z	97.97%	98.58%	100.00%	98.09%	14	7	7	0
30	ES428	7	Jamaica-Van Wyck E	98.31%	98.44%	98.98%	98.16%	16	7	9	0
31	ES422	26	21 St-Queensbridge F	98.45%	99.60%	99.18%	96.83%	12	9	3	0
32	ES425	26	21 St-Queensbridge F	98.56%	99.30%	99.05%	95.20%	11	6	5	0
33	ES434	27	Sutphin Blvd-Archer Av-JFK E J Z	98.92%	100.00%	99.80%	98.72%	6	1	5	0
34	ES423	26	21 St-Queensbridge F	99.56%	100.00%	99.88%	98.29%	6	6	0	0
34	14.8		Escalator Subtotal:	96.3%	97.1%	96.7%	95.7%	820	562	258	0

*Note the number of entrapments are included in the non scheduled outage count.

2015 4TH QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BROOKLYN			
EL370	DeKalb Av BQR	24.13%	This elevator has been out of service from 10/23/2015 for hydraulic line replacement. This major repair is an undertaking involving several NYCT divisions and private contractors. This task required us to cut open a trench along the length of the mezzanine area immediately in front of elevator and core drill through the mezzanine floor on to the track area below. The replacement of this pipe also required NYCT to higher a contractor to weld and pressure test hydraulic pipe. We expect this elevator to be back in-service by the end of January 2016.
MANHATTAN			
EL104	191 St 1	53.24%	This elevator has been out since 11/23/15 due to a defective brake drum. The brake drum had to be sent to a vendor for fabrication due to the age of the elevator, no spares are available. The lead time for the brake drum is 8 weeks. We expect the repairs to be completed by 2/13/15. This elevator is scheduled for capital replacement in the 2015 - 2019 Capital Program.
EL119	181 St A	61.72%	This elevator had numerous outages due to the antiquated condition of the elevator control equipment and leveling unit. Currently the elevator is slated for replacement in the 2015-2019 Capital Replacement Program. Most outages were due to leveling and overspeed issues related to the leveling unit. A leveling unit coil and resistor were replaced. As a short term improvement plan, a purchase requisition has been submitted for a replacement elevator controller and leveling unit.
EL115	190 St A	72.29%	This elevator was out of service from 11/17/15 to 11/27/15 for the replacement of the counterweight sheave. The counterweight sheave bearings failed and the counterweight sheave was sent to the vendor for repairs. The elevator was out of service again from 12/20/15 to 1/4/15 for repeat failure of the counterweight sheave bearings. The repairs have been completed. This elevator is scheduled for capital replacement in the 2015 - 2019 Capital Program.
EL402	Lexington Av-63 St F	80.89%	This elevator had several outages due to generator and leveling unit issues. The generator was compounded and brushes replaced. The leveling unit is obsolete and spare parts are no longer available. We are looking into a compatible upgrade. This elevator is scheduled for capital replacement in the 2015 - 2019 Capital Program.
EL108	181 St 1	84.48%	This elevator had several outages due to brake problems. The brake coils had to be replaced and mechanical brake components had to be sent to a vendor for repairs. This elevator is scheduled for capital replacement in the 2015 - 2019 Capital Program.

2015 4TH QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES106	West Farms Sq-E Tremont Av 2 5	78.88%	This escalator operated at 78.88% availability due to three major issues. The first was due to the emergency stop button being activated repeatedly by unknown persons. The second issues was an outage from 12/5/15 to 12/7/15 due to a defective UPS unit. The UPS unit was replaced. The third issue was an outage was from 12/25/15 to 12/28/15 due to a defective step band sensor and brake switch. Both items were repaired and the escalator was tested and returned to customer service.
BROOKLYN			
ES314	Smith 9th St F G	83.08%	This escalator was out of service from 9/21/2015 to 10/15/2015 due to the failure of the main drive bearing. In order to remove the main drive bearing, the main shaft, sprocket and entire upper landing of the escalator had to be disassembled along with the removal of all steps, and tracks. The bearing was replaced and shaft-way machined at our contractors' machine shop. The escalator was reassembled, tested and returned to customer service.
ES330	Broadway Junction A C J L Z	54.16%	This machine was out of service from 11/22/2015 to 1/4/2016 for extensive rehabilitation of the step chain tracks. In addition all steps were replaced to improve the reliability and safety of this escalator. The escalator was tested and returned to customer service.
ES333	Myrtle-Wyckoff Aves L M	82.64%	This escalator was out of service from 10/15/2015 to 10/23/2015 for a brake, and brake CPU replacement. In addition the step band encoder, handrail countershaft, and idler sprocket were replaced. The escalator was tested and returned to customer service.
ES335	West 8 St-NY Aquarium F C	83.91%	This escalator had a very high number of vandalism incidents. There have been very frequent activations of the emergency stop buttons. We are in the process of installing cameras to record acts of vandalism and will reach out NYPD once evidence of vandalism is available.
ES349	Smith 9th St F G	83.09%	This machine was out of service from 10/02/2015 to 10/7/2015 for a controller CPU issue. Internal boards were replaced. In addition brake and gearbox assembly was found to be out of alignment and had to be realigned. The escalator was tested and returned to customer service.
ES352	Franklin Av S	79.67%	This escalator was out of service from 11/6/2015 to 11/21/2015 for a planned step chain replacement. All escalator steps and step chains were replaced, machine was cleaned down, internal tracks were inspected and replaced where needed. In addition the gearbox bearings were replaced. The escalator was tested and returned to customer service.
MANHATTAN			
ES102	125 St 1	80.46%	This escalator was out from 12/10/15 to 12/28/15 due to the main countershaft handrail drive system being worn. The countershaft was sent to the vendor for repairs. The countershaft was installed, all handrail drive chains and countershaft were replaced. The escalator was tested and returned to customer service.
ES119	181 St A	84.31%	This escalator was out from 11/14/15 to 11/18/15 due to defective card for the PLC. The defective card was replaced. However due to PLC problems there were other outages. Currently the escalator is in service and we are continuing repairs to correct the PLC problems. We expect that the performance of this escalator will improve in the next quarter once the PLC is repaired.
ES213	59 St 4 5 6	77.70%	This escalator was out from 11/17/15 to 12/5/15 due to damaged the electrical wiring, step wheels and chain wheels resulting from a fire. The repairs were made to the electrical wiring and all damaged step and chain wheels were replaced. The escalator was tested and returned to customer service.

2015 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL129	3rd Ave-149 St ②⑤	3	The cause of the entrapment on 10/20/15 was the result of a defective top of car escape hatch. The top of car escape hatch was secured; the elevator was tested and returned to service. The cause of the entrapment that occurred on 11/23/15 was the result of the hatch doors getting jammed and car going into the lower limits. The hanger rollers and eccentric rollers were replaced on the hatch doors, the lower landing slow down switch was repaired; the elevator was tested and returned to service. The cause of the entrapment on 12/19/15 was the result of dirty contacts on the car door gate switch. The contacts were cleaned. The elevator was tested and returned to service.
EL132	161 St-Yankee Stadium ④	1	The entrapment that occurred on 11/2/15 was the result of the oil overheating. The oil cooler was turned on and the oil was allowed to cool off. The elevator was tested and returned to service.
EL135	161 St-Yankee Stadium ③④	1	The entrapment that occurred on 11/14/15 was the result of the elevator overshooting the top landing. Adjustments were made to the up transition of the valve body. The elevator was tested and returned to service.
EL136	Pelham Pkwy ②⑤	1	The entrapment that occurred on 12/9/15 was the result of debris in the lower landing saddle. The debris was cleared, the lower landing hatch door contacts was also cleaned. The elevator was tested and returned to service.
EL183	Gun Hill Rd ②⑤	1	The entrapment that occurred on 12/2/15 was the result of debris in the upper landing door sill. The debris was removed and the upper landing release rollers and interlocks were inspected and cleaned. The elevator was tested and returned to service.
EL186	Fordham Rd ④	4	The entrapment that occurred on 10/3/15 was the result of an oil leak from pipes under the tank unit. The pipes and flanges were removed and replaced. The elevator was tested and returned to service. The cause of the entrapment on 11/7/15 was debris on the upper landing hatch saddle. The debris was also removed from inside the elevator cab. The elevator was tested and returned to service. The cause of the entrapments that occurred on 11/14/15 and 11/17/15 was due to an intermittent door operator fault. The door operator board was replaced. The elevator was tested and returned to service.
EL189	Kingsbridge Rd ③④	1	The entrapment that occurred on 11/20/15 was the result of the lower landing hatch door interlocks not working correctly. The interlock was cleaned and adjusted, the door tensioning device was also adjusted. The elevator was tested and returned to service.
EL194	233rd St ②⑤	5	The entrapment that occurred on 10/3/15 was the result of a defective door operator belt. The door operator belt was replaced. The elevator was tested and returned to service. Three entrapments that occurred on 10/29/15, 11/3/15 and 11/4/15 were the result of Con Ed power issues in the area. The elevator did respond and the battery backup worked. However as customers were exiting other customers entered and were entrapped since the elevator was out of service. The elevator was found to be operating as designed. The elevator was returned to service once the power was restored. The cause of the entrapment that occurred on 12/2/15 was the result of blown fuses on the controller. The fuses were replaced. The elevator was tested and returned to service.

2015 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL195	Hunts Point Av 6	2	The cause of the entrapment on 10/15/15 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 11/17/15 was the result of debris on the upper and lower landing saddle. The glass panel switch was also defective. The debris was removed and the glass panel switch was repaired. The elevator was tested and returned to service.
EL196	Hunts Point Av 6	1	The entrapment that occurred on 10/7/15 was the result of excessive debris on the hatch door sills. Tissues were removed from between the hatch door and sills. The elevator was tested and returned to service.
BROOKLYN			
EL303	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 11/17/2015 was the result of debris in the upper landing door saddle. The debris was removed, all door saddles cleaned. The elevator was tested and returned to customer service.
EL304	Atlantic Av 2 3	1	The entrapment occurred on 10/05/2015 was the result of broken lower landing hoist way release roller. Broken roller was replaced. The elevator was tested and returned to customer service.
EL308	Court St R	2	The entrapment that occurred on 10/25/2015 was the result of a tripped overload. Worn hoist motor brushes were replaced. The elevator was tested and returned to customer service. The entrapment that occurred on 11/8/2015 was the result of a defective "M" relay contactor. The relay was replaced. The elevator was tested and returned to customer service.
EL309	Court St R	1	The entrapment that occurred on 11/8/2015 was the result of a misaligned release roller assembly. The assembly was adjusted. The elevator was tested and returned to customer service.
EL310	Clark St 2 3	1	The entrapment that occurred on 10/06/2015 was the result of a open emergency exit door. The door was secured. The elevator was tested and returned to customer service.
EL311	Clark St 2 3	3	The entrapment that occurred on 11/16/2015 was the result of dirty door interlock contacts and 3 defective relays. The interlock contacts were cleaned and the defective relays replaced. The elevator was tested and returned to customer service. The cause of the entrapment on 12/9/15 could not be determined. The elevator was tested and no contributing defects were found; the elevator was returned to customer service. The second entrapment that occurred on 12/9/2015 was the result of a defective tachometer wheel. The tachometer wheel was replaced. The elevator was tested and returned to customer service.
EL319	Brooklyn College-Flatbush Av 2 5	1	The entrapment that occurred on 11/9/2015 was the result of a broken door safety edge cable and broken release rollers on the street level door. The broken parts were replaced. The elevator was tested and returned to customer service.
EL341	Euclid Av A C	1	The entrapment that occurred on 10/10/2015 was the result of a burnt controller I/O board. The board was replaced, in addition the elevator car rail shoes and top door release roller were replaced. The elevator was tested and returned to customer service.

2015 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL372	DeKalb Av B O R	1	The entrapment that occurred on 12/22/2015 was the result of an out of adjustment valve body. The valve body was adjusted, the gate switches were cleaned, the door clutch was adjusted and the DF relay was replaced. The elevator was tested and returned to customer service.
EL396	Myrtle-Wyckoff Avs L M	1	The entrapment that occurred on 10/18/2015 was the result of a out of alignment door gib shoe and blown door operator fuse. The door gib was adjusted, the fuse replaced. The elevator was tested and returned to customer service.
EL397	Myrtle-Wyckoff Avs L	1	The entrapment that occurred on 10/9/2015 was the result of an out of adjustment valve body. The valve body was adjusted. The elevator was tested and returned to customer service.
EL398	Myrtle-Wyckoff Avs M	2	The entrapment that occurred on 10/12/2015 was the result of a loose wire on the in car inspection switch. The wire was secured. The elevator was tested and returned to customer service. The cause of the entrapment that occurred on 12/3/15 could not be determined. After a thorough inspection, no contributing defects were found and the elevator was returned to customer service.
EL707	Jay St A C F R	1	The entrapment that occurred on 12/03/2015 was the result of lower landing release rollers out of adjustment. The release rollers were adjusted. The elevator was tested and returned to customer service.

2015 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
MANHATTAN			
EL103	191 St ①	5	The cause of the entrapment that occurred on 10/20/15 could not be determined. The elevator was inspected and no contributing defects to cause an entrapment were found. The elevator was tested and returned to service. The entrapment that occurred on 10/27/15 was the result of a defective lower right interlock assembly. The interlock assembly was replaced and adjusted. The elevator was tested and returned to service. The cause of the entrapment that occurred on 11/10/15 could not be determined. The elevator was inspected and no contributing defects were found. The elevator was tested and returned to service. The entrapment that occurred on 11/13/15 was the result of an overload that tripped. The overload was reset. The elevator was tested and returned to service. The entrapment that occurred on 11/20/15 was the result of a hoist way emergency exit fault that caused the overload to trip. The hoist way emergency exit switch was repaired and the overload was reset. The elevator was tested and returned to service.
EL104	191 St ①	2	The entrapment that occurred on 11/8/15 was the result of the car doors being out of adjustment. The car doors were adjusted. The elevator was tested and returned to service. The entrapment that occurred on 11/23/15 was the result of a faulty brake circuit and defective hoist motor brake drum. The brake drum was removed for fabrication; the elevator is currently out of service pending fabrication of the brake drum.
EL105	191 St ①	2	The entrapment that occurred on 11/6/15 was the result of defective relays on the controller for the brakes. "BKP1, BKP2 and SAFB-2" relays were replaced. The brackets on the door operator were also replaced. The elevator was tested and returned to service. The entrapment that occurred on 11/10/15 was the result of the hatch door and interlocks needing adjustment at the lower landing. The hatch doors and interlocks were adjusted. The elevator was tested and returned to service.
EL106	191 St ①	1	The entrapment that occurred on 12/14/15 was the result of the lower landing hatch door interlocks not working correctly. The right side hatch door interlock was cleaned and adjusted, the left side hatch door interlock was replaced and adjusted. The elevator was tested and returned to service.
EL108	181 St ①	1	The entrapment that occurred on 12/22/15 was the result of a defective tach wheel and tach motor. The tach wheel and motor were replaced. The elevator was tested and returned to service.
EL109	181 St ①	1	The entrapment that occurred on 10/8/15 was the result of a loose wire on the controller. The wire was tightened and the door operator speed was also adjusted. The elevator was tested and returned to service.
EL111	168 St ①	1	The entrapment that occurred on 11/6/15 was the result of a defective wire to the safety circuit between top of car stop switch and top of car escape hatch switch. The wire was repaired. The elevator was tested and returned to service.

2015 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL112	168 St ①	2	The entrapment that occurred on 12/20/15 was the result of worn car door hangar rollers not allowing doors to operate correctly. The car door rollers were replaced and adjusted , the leveling unit guides were also replaced. The elevator was tested and adjusted. The entrapment that occurred on 12/28/15 was the result of defective rail guide rollers causing the elevator not to level correctly. The rail guide rollers were replaced and adjusted. The counterweight guide shoes and the top landing hatch door spring closure assemblies were also replaced. The elevator was tested and returned to service.
EL114	168 St ①	2	The entrapment that occurred on 12/10/15 was the result of defective control relays for the elevator drive. The relays "SAFB2", "R", "RUN", and "BKP1" were replaced. The elevator was tested and returned to service. The entrapment that occurred on 12/14/15 was the result of the main drive relays contacts "M" and "MB" not working. The main contactor drive relays were replaced. The elevator was tested and returned to service.
EL115	190 St ①	1	The entrapment that occurred on 10/8/15 was the result of defective shaft way switches. The slow down switch and door zone switch was replaced in the shaft way. The elevator was tested and returned to service.
EL116	190 St ①	1	The entrapment that occurred on 12/24/15 was the result of worn hoist motor brushes and a defective tach wheel magnet. The hoist motor brushes and tach wheel magnet were replaced. The elevator was tested and returned to service.
EL119	181 St ①	5	The entrapments that occurred on 10/22/15, 10/26/15, 10/27/15, 11/2/15 and 11/16/15 were the result of the selector unit and speed relays having worn parts. Various switches and cams were replaced on the selector. The selector shaft way switches were adjusted. Also, speed relays were adjusted and worn contacts replaced. The elevator was tested and returned to service.
EL120	190 St ①	3	The entrapments that occurred on 10/16/15 and 10/26/15 were the result of the elevator stopping short of the landing. The generator brushes were replaced, the hoist motor field contacts "XMC" were replaced and various leveling relay contacts were cleaned. The elevator was tested and returned to service. The entrapment that occurred on 10/5/15 was the result of the compensating sheave ropes getting crossed. The compensating sheave ropes were uncrossed and adjusted. The elevator was tested and returned to service.
EL123	175 St ①	3	The entrapment that occurred on 11/8/15 and 11/11/15 were the result of a defective door operator resistor. The resistor was replaced. The elevator was tested and returned to service. The entrapment that occurred on 12/22/15 was the result of the in-car stop switch not working correctly. The stop switch was repaired. The elevator was tested and returned to service.
EL126	125 St ④ ⑤ ⑥	1	The entrapment that occurred on 12/30/15 was the result of the lower landing door release roller assembly braking due to rail guide rollers being out of adjustment. The rail guide roller was adjusted and the release roller was replaced. The elevator was tested and returned to service.
EL139	168 St ① ① ③	1	The entrapment that occurred on 12/23/15 was the result of debris at the upper landing sills preventing doors from fully closing. The debris were cleared. The elevator was tested and returned to service.

2015 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL142	125 St A B C D	1	The entrapment that occurred on 10/25/15 was the result of the upper landing hatch doors being defective. The door were repaired. The elevator was tested and returned to service.
EL148	Inwood-207 St A	1	The entrapment that occurred on 10/29/15 was the result of mud and rocks on the upper landing hatch door sill. The mud and rocks were removed, the hatch and car door contacts were also cleaned. The elevator was tested and returned to service.
EL149	Inwood-207 St A	2	The entrapments that occurred on 10/1/15 and 10/6/15 were the result of the defective valve body. The valve body was replaced. The elevator was tested and returned to service.
EL201	51 St 6	1	The entrapment that occurred on 11/21/15 was the result of a defective pit switch. The switch was replaced. The elevator was tested and returned to service.
EL209	34 St-Herald Sq B D F M	2	The entrapments that occurred on 12/19/15 and 12/20/15 were the result of the upper landing gate switch roller not allowing contacts to make up electrically. The gate switch roller was adjusted and the sills were cleaned. The elevator was tested and returned to service.
EL212	34 St-Herald Sq N Q R	1	The entrapment that occurred on 12/21/15 was the result of the air cord cable becoming dislodged from the high speed door. The air cord cable was replaced and attached to the high speed door. The clutch roller and stop roller were also replaced. The elevator was tested and returned to service.
EL219	14 St-Union Sq N Q R	1	The entrapment that occurred on 12/17/15 was the result of a defective rear car door clutch. The clutch was replaced. The doors were damaged by the FDNY. They were repaired by a vendor. The doors were installed and adjusted. The elevator was tested and returned to service.
EL222	14 St A C E	2	The entrapment that occurred on 12/19/15 was the result of a blown fuse for the door operator. The fuse was replaced. The elevator was tested and returned to service. The entrapment that occurred on 12/22/15 was the result of a defective gate switch roller assembly. The gate switch assembly and linkages were repaired. The elevator was tested and returned to service.
EL224	8 Av L	1	The entrapment that occurred on 11/15/15 was the result of debris on the hatch door sills. Both upper and lower level hatch door sills were cleaned. The elevator was tested and returned to service.
EL225	34 St-Penn Station C E	2	The entrapment that occurred on 10/2/15 was the result of the valve body not allowing the elevator to level correctly. The valve body screens were cleaned , top and bottom door sills were also cleaned. The elevator was tested and returned to service. The entrapment that occurred on 12/24/15 was the result of the lower landing hoistway doors being out of adjustment. The hoist way door tracks and doors were adjusted. The elevator was tested and returned to service.
EL232	Times Sq-42 St 1 2 3 7	1	The entrapment that occurred on 10/5/15 was the result of a defective fuse and wiring on the controller. The fuse was replaced and the wiring was corrected. The elevator was tested and returned to service.
EL234	47-50 Sts-Rockefeller Center B D F M	2	The entrapment that occurred on 11/17/15 was the result of debris in the hatch sills. The debris were cleared. The elevator was tested and returned to service. The entrapment that occurred on 12/14/15 was the result of a plastic bottle preventing the door from opening. The plastic bottle was removed. The elevator was tested and returned to service.

2015 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL235	47-50 Sts-Rockefeller Center (B D F M)	1	The cause of the entrapment that occurred on 11/14/15 could not be determined. A defective fireman service switch was repaired. The elevator was tested and returned to service.
EL237	66 St-Lincoln Center (1)	2	The cause of the entrapment that occurred on 11/6/15 could not be determined. TEMMs inspected elevator. The elevator was tested and returned to service. The entrapment that occurred on 12/21/15 was the result of a defective door open relay. The relay was replaced and the lower landing interlock was adjusted. The elevator was tested and returned to service.
EL240	72 St (1 2 3)	1	The entrapment that occurred on 10/23/15 was the result of a defective door operator resistor and fuse. The door operator fuse and resistor were replaced. The elevator was tested and returned to service.
EL244	Grand Central-42 St (7)	3	The entrapment that occurred on 10/14/15 was the result of door malfunction and the hoist ropes having been stretched. Repairs were made to the door operator stop rollers, the door restrictors were adjusted and the hoist ropes were shortened. The elevator was tested and returned to service. The entrapment that occurred on 12/17/15 was the result of a broken bolt on the door operator pulley bracket. The bolt was replaced and the doors were adjusted. The elevator was tested and returned to service. The entrapment that occurred on 12/31/15 was the result of the valve body not working correctly. The valve body screens were cleaned and the valve body was adjusted. The top of car stop switch and escape hatch switch wiring was corrected also. The elevator was tested and returned to service.
EL277	59th St-Columbus Circle (A B C D 1)	2	The entrapment that occurred on 10/7/15 was the result of a defective ram-head sheave. The sheave was removed, repaired and reinstalled. The elevator was tested and returned to service. The entrapment that occurred on 11/27/15 was the result of an underrated fuse in the door operator . The correct fuse size of 6 amps was installed. The elevator was tested and returned to service.
EL278	59th St-Columbus Circle (A B C D 1)	1	The entrapment that occurred on 12/30/15 was the result of a defective valve body. The valve body was replaced. The elevator was tested and returned to service.
EL280	59th St-Columbus Circle (A B C D 1)	1	The cause of the entrapment that occurred on 12/3/15 could not be determined. Maintainers inspected elevator and found no contributing defects to cause an entrapment. The elevator was tested and returned to service.
EL328	Bleecker St (D F B M 6)	2	The entrapment that occurred on 10/22/2015 was the result of dirty door saddles and safety edge. All components were cleaned. The elevator was tested and returned to customer service. The entrapment that occurred on 10/23/2013 was the result of a misaligned lower landing release roller assembly. The rollers were adjusted. The elevator was tested and returned to customer service.
EL329	Bleecker St (D F B M 6)	2	The entrapment that occurred on 10/14/2015 was the result of a defective CE relay. The relay was replaced as were the UPS batteries. The elevator was tested and returned to customer service. The cause of the entrapment that occurred on 12/19/2015 could not be determined. All door tracks and safety door edges were cleaned as a precautionary measure. The elevator was tested and returned to customer service.

2015 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL332	Bleecker St D F B M 6	1	The entrapment that occurred on 11/30/2015 was the result of a tripped governor switch. The switch was reset. The elevator was tested and returned to customer service.
EL402	Lexington Av-63 St F	4	The entrapment that occurred on 11/16/2015 was the result of elevator not making middle landing. Dirty contacts on selector were cleaned. The elevator was tested and returned to customer service. The entrapment that occurred on 11/17/2015 was the result of broken door zone switch. The door zone switch was replaced. The elevator was tested and returned to customer service. The entrapment that occurred on 11/17/2015 was the result of defective contacts on the DZ2 selector. The contacts were replaced. The elevator was tested and returned to customer service. The entrapment that occurred on 11/25/2015 was the result of a compounding issue on motor/generator set. The commutator was cleaned and worn brushes were replaced. The elevator was tested and returned to customer service.
EL601	34 St-Hudson Yards 7	1	The entrapment that occurred on 10/19/15 was the result of the governor slack cable switch tripping. The governor rope was adjusted and the slack cable switch was reset. The elevator was tested and returned to service.
EL732	Fulton St 2 3	6	The cause of entrapment that occurred on 11/18/2015 could not be determined. The elevator was tested and returned to customer service. The entrapment that occurred on 11/27/2015 was the result of the lower landing release roller being out of adjustment. The release roller was adjusted. The elevator was tested and returned to customer service. The entrapment that occurred on 12/03/2015 was the result of dirty MC relay contacts and dirty hatch and car gate lock contacts. All contacts were cleaned. The elevator was tested and returned to customer service. The entrapment that occurred on 12/4/2015 was the result of debris in door saddle and bad contacts on car call buttons. The debris was cleared from the door saddle and the car call button contacts were cleaned. The elevator was tested and returned to customer service. The entrapment that occurred on 12/11/2015 was the result of CPU failure and chattering main line contactor. The CPU motherboard was replaced and reprogrammed. The main contactor was repaired. The elevator was tested and returned to customer service.
QUEENS			
EL409	Jamaica-Van Wyck E	2	The entrapment that occurred on 11/30/2015 was the result of debris found in the door saddles. All debris were removed. The elevator was tested and returned to customer service. The cause of the entrapment that occurred on 12/4/2015 could not be determined due to FDNY using "Jaws of Life" on the elevator doors to release the customer. The car doors were bent, electric eye cracked and all door hangers were bent. The car doors were rebuilt, electric eye replaced. The elevator was tested and returned to customer service.
EL412	Jamaica Center E J Z	1	The entrapment that occurred on 12/23/2015 was the result of elevator being 4 inches above top landing. The elevator was inspected but the maintainers could not duplicate the problem. The elevator was tested and returned to customer service.

2015 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL413	Jamaica Center E J Z	2	The entrapment that occurred on 10-17-2015 was the result of loose wires on door operator and loose top car guide roller. The loose wires were secured and all door sills and door lock contacts were cleaned as a precaution. The elevator was tested and returned to customer service. The entrapment that occurred on 12/11/2015 was the result of a dirty leveling unit. The leveling unit was cleaned as were all interlock contacts. The door hanger rollers and interlock engagement were also adjusted. The elevator was tested and returned to customer service.
EL421	Jackson Hts-Roosevelt Av E F M R	2	The entrapment that occurred on 10/22/2015 was the result of a defective pump motor belt. The belt was replaced. The elevator was tested and returned to customer service. The entrapment that occurred on 12/18/2015 was the result of a broken release roller at lower landing. The roller was replaced. The elevator tested and returned to customer service
EL428	Queens Plaza E M R	1	The entrapment that occurred on 11/10/2015 was the result of a blown door operator fuse. The fuse was replaced. The elevator was tested and returned to customer service.

2015 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
E&E Equip #	Original Equip #	Station Name:	Line	# of Inspections (07/01/15 to 9/30/15)	# Of Tours O-O-O
EL200X		34 St - Herald Square	6AV	276	0
EL203X		Lexington Av - 53 St	QNS	276	9
EL207X		50 Street	8AV	276	0
EL208X		50 Street	8AV	276	5
EL231X		Times Square - 42 St	7AV	276	2
EL268X		49th Street (Uptown)	BWY	276	2
EL276X		59 St - Columbus Circle	8AV	276	129
EL287X	TE46	42nd St - Bryant Park	6AV	276	4
EL288X	ELP6	42nd St - Port Authority Bus Terminal	8AV	276	0
EL289X	ELP7	42nd St - Port Authority Bus Terminal	8AV	276	1
EL290X	Lift	42nd St - Port Authority Bus Terminal	8AV	276	56
EL291X		42nd St - Port Authority Bus Terminal	8AV	276	12
EL292X		42nd St - Bryant Park	6AV	276	0
EL294X		42nd St - Bryant Park	6AV	276	0
EL300X		Atlantic Avenue - Barclays Center	EPK	276	3
EL415X		61 St - Woodside	FLU	276	4
EL416X		61 St - Woodside	FLU	276	0
EL417X		61 St - Woodside	FLU	276	0
EL418X		61 St - Woodside	FLU	276	0
EL419X		61 St - Woodside	FLU	276	2
EL445X		Court Square	FLU	276	10
EL448X	PE11	Sutphin Blvd - Archer Av JFK	ARC	276	0
EL449X		Sutphin Blvd - Archer Av JFK	ARC	276	0
EL450X		Sutphin Blvd - Archer Av JFK	ARC	276	0
EL490X	EL1	Howard Beach - JFK Airport	RKY	276	3
EL491X	EL2	Howard Beach - JFK Airport	RKY	276	23
EL492X	EL3	Howard Beach - JFK Airport	RKY	276	16
EL493X	EL4	Howard Beach - JFK Airport	RKY	276	17
EL494X	EL5	Howard Beach - JFK Airport	RKY	276	1
EL495X	EL6	Howard Beach - JFK Airport	RKY	276	0
EL700X		Atlantic Avenue - Barclays Center	EPK	276	62
EL717X		Fulton Street	LEX	276	2

2015 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
E&E Equip #	Original Equip #	Station Name:	Line	# of Inspections (07/01/15 to 9/30/15)	# Of Tours O-O-O
EL718X		Fulton Street	LEX	276	1
EL726X		Cortlandt Street	BWY	276	0
EL727X		Cortlandt Street	Bwy	276	33
EL728X		Fulton Street	NAS	276	0
EL729X		Fulton Street	NAS	276	2
EL737X		Atlantic Avenue - Barclays Center	EPK	276	2
ES250X		59 St - Columbus Circle	8AV	276	5
ES251X		59 St - Columbus Circle	8AV	276	28
ES253X		Lexington Av - 53 St	QNS	276	6
ES254X		Lexington Av - 53 St	QNS	276	39
ES257X		14 St - Union Square	LEX	276	28
ES258X		14 St - Union Square	LEX	276	31
ES261X		Times Square - 42 St	7AV	276	7
ES262X		Times Square - 42 St	7AV	276	8
ES263X		50 Street	8AV	276	117
ES264X		50 Street	8AV	276	7
ES265X		Court Square	XTN	276	13
ES266X		Court Square	XTN	276	3
ES267X		Times Square - 42 St	7AV	276	2
ES268X		Times Square - 42 St	7AV	276	1
ES358X		Atlantic Avenue - Barclays Center	EPK	276	93
ES359X		Atlantic Avenue - Barclays Center	EPK	276	14
ES360X		Fulton Street	LEX	276	8
ES361X		Fulton Street	LEX	276	20
ES362X		Fulton Street	LEX	276	52
ES363X		Fulton Street	LEX	276	49
ES365X		Fulton Street	LEX	276	12
ES366X		Fulton Street	LEX	276	2
ES376X		Fulton Street	NAS	276	59
ES377X		Fulton Street	NAS	276	58
ES378X		Wall St	CLK	276	273
ES379X		Wall St	CLK	276	274

2015 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
E&E Equip #	Original Equip #	Station Name:	Line	# of Inspections (07/01/15 to 9/30/15)	# Of Tours O-O-O
ES380X		Cortlandt Street	Bwy	276	9
ES383X		Fulton Street	LEX	276	7
ES432X	ES008X	Sutphin Blvd - Archer Av JFK	ARC	276	0
ES433X	ES009X	Sutphin Blvd - Archer Av JFK	ARC	276	0
ES457X		Court Square	XTN	276	0
ES461X		Court Square	FLU	276	19
ES462X		Court Square	FLU	276	27
ES496X	ES1	Howard Beach - JFK Airport	RKY	276	0
ES497X	ES2	Howard Beach - JFK Airport	RKY	276	0
ES498X	ES3	Howard Beach - JFK Airport	RKY	276	0
ES499X	ES4	Howard Beach - JFK Airport	RKY	276	0
ES600X		Lexington Av - 53 St	QNS	276	4
ES606X		42nd St - Port Authority Bus Terminal	8AV	276	15
ES607X		42nd St - Port Authority Bus Terminal	8AV	276	28
ES608X		Grand Central - 42nd St	LEX	276	3
ES609X		Grand Central - 42nd St	LEX	276	1
ES610X		Grand Central - 42nd St	LEX	276	0
81		GRAND TOTALS		22356	1723



Department of Law – Transit Adjudication Bureau

177 Livingston Street – 4th Floor
Brooklyn, NY 11201

**STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU
FOURTH QUARTER 2015**

The following is a comparison of the key indicators for the fourth quarter of 2015 as compared to the same period in 2014:

- Summons issuance increased by 7.96% (from 33,986 in 2014 to 36,690 in 2015).
- TAB received 21,883 payments in 2015, a 5.35% decrease from the 23,119 received in 2014. Direct payments decreased by 5.52% (22,876 to 21,613) from the fourth quarter of 2014 and payments received from state tax refunds increased 11.11% from 243 to 270.
- Overall total revenue for the quarter totaled \$1,951,878, a 7.52% decrease from the 2014 fourth quarter revenue of \$2,110,561. This includes \$26,566 in receipts from state tax refunds relating to outstanding judgments from prior years and represents a 1.35% decrease from total state tax refunds of \$26,929 in 2014. Receipts from direct payments decreased by 4.87% to \$2,003,149 in 2015 as compared to \$2,105,635 in the fourth quarter of 2014.
- Expenses increased by 1.79% (\$1,441,992 compared to \$1,467,735) from the fourth quarter of 2014.
- TAB revenue exceeded expenses by \$484,143 compared to \$668,569 for the fourth quarter of 2014.

<http://www.mta.info/nyc/TransitAdjudicationBureau.html>

MTA NEW YORK CITY TRANSIT
TRANSIT ADJUDICATION BUREAU
KEY INDICATORS
FOURTH QUARTER 2015

INDICATOR	ANNUAL TOTALS			
	4th QTR 2015	4th QTR 2014	Y-T-D 2015	Y-T-D 2014
ISSUANCE DATA				
Violations Issued	36,690	33,986	139,235	149,387
% With Telephone Data	58.27%	61.50%	59.45%	62.14%
% With Employer Data	41.82%	32.74%	37.41%	30.58%
PAYMENT DATA				
Number of Payments	21,883	23,119	90,636	100,150
Regular	21,613	22,876	82,922	90,549
State Tax Refund	270	243	7,714	9,601
Amount Paid	\$2,029,715	\$2,132,564	\$8,716,638	\$9,616,652
Regular	\$2,003,149	\$2,105,635	\$7,728,829	\$8,367,137
State Tax Refund	\$26,566	\$26,929	\$987,809	\$1,249,515
Average Payment	\$92.75	\$92.24	\$96.17	\$96.02
Yield per NOV	\$55.32	\$62.75	\$62.60	\$64.37
REVENUE/EXPENSE DATA				
Revenue	\$1,951,878	\$2,110,561	\$8,602,635	\$9,637,506
Expenses	\$1,467,735	\$1,441,992	\$6,047,569	\$5,945,218
ADJUDICATIONS				
Total Cases Adjudicated	6,632	7,284	25,054	31,670
Admin Dismissals	331	451	1,546	2,257
Hearings	6,301	6,833	23,508	29,413

**NYC Transit and MTA Bus Company
EEO and Diversity Report
Data as of December 31, 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 **December 31, 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-Q4 EEO & DIVERSITY REPORT
 NEW YORK CITY TRANSIT

WORKFORCE UTILIZATION ANALYSIS
 As of December 31, 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%	35%	No	10%	32%	Yes	8%	9%	Yes	7%	26%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes
Technicians	39%	52%	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%	17%	No	1%	7%	Yes	1%	0%	No	3%	0%	No	1%	2%	Yes
Paraprofessionals	52%	50%	No	20%	48%	Yes	16%	24%	Yes	2%	8%	Yes	0%	0%	Yes	6%	0%	No	2%	2%	Yes
Administrative Support	54%	43%	No	21%	56%	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%	19%	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-Q4 EEO & DIVERSITY REPORT
 NEW YORK CITY TRANSIT

NEW HIRES
 January 1, 2015 to December 31, 2015

Job Category	Total ¹	Females ²		Blacks		Hispanics		Asians		AI/AN		NHOPI		Other	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	106	23	21.7%	27	25.5%	19	17.9%	15	14.2%	0	0.0%	0	0.0%	1	0.9%
Professionals	292	98	33.6%	70	24.0%	34	11.6%	91	31.2%	0	0.0%	0	0.0%	5	1.7%
Technicians	18	4	22.2%	6	33.3%	2	11.1%	6	33.3%	0	0.0%	0	0.0%	1	5.6%
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	14	9	64.3%	7	50.0%	2	14.3%	2	14.3%	0	0.0%	0	0.0%	1	7.1%
Administrative Support	535	247	46.2%	219	40.9%	64	12.0%	168	31.4%	1	0.2%	1	0.2%	3	0.6%
Skilled Craft	1,179	79	6.7%	388	32.9%	164	13.9%	241	20.4%	3	0.3%	0	0.0%	15	1.3%
Service Maintenance	2,016	427	21.2%	1,127	55.9%	462	22.9%	174	8.6%	5	0.2%	0	0.0%	20	1.0%
Total	4,180	890	21.3%	1,852	44.3%	751	18.0%	699	16.7%	9	0.2%	1	0.02%	47	1.1%

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

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

2015-Q4 EEO & DIVERSITY REPORT

NEW YORK CITY TRANSIT

EEO AND TITLE VI COMPLAINTS
January 1, 2015 to December 31, 2015

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	151	92	42	86	23	84	76	167	721	374	254
External Complaints	53	13	28	35	10	29	65	87	320	177	127
Internal Complaints	98	79	14	51	13	55	11	80	401	197	127

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	98	4	31	133	126	76

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-Q4 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 12/31/15
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	40	0	5	2	2	1	50
TOTAL	40	0	5	2	2	1	50

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 12/31/15
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	43	19	10	0	0	0	72
TOTAL	43	19	10	0	0	0	72

* There were a total of 70 closed cases as of 12/31/15. However, two complaints resulted in a dual (reasonable cause/no reasonable cause) determination.

TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 to 12/31/15

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	34	0	16	0	0	0	50
TOTAL	34	0	16	0	0	0	50

2015-Q4 EEO & DIVERSITY REPORT
 MTA BUS COMPANY

WORKFORCE UTILIZATION ANALYSIS
 As of December 31, 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%	32%	Yes	8%	15%	Yes	5%	7%	Yes	0%	0%	Yes	0%	0%	Yes	2%	3%	Yes
Professionals	32%	48%	Yes	10%	24%	Yes	6%	14%	Yes	11%	20%	Yes	0%	0%	Yes	2%	0%	No	1%	6%	Yes
Technicians	20%	61%	Yes	8%	13%	Yes	8%	13%	Yes	14%	9%	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																		
Administrative Support	59%	42%	No	21%	30%	Yes	22%	16%	No	4%	6%	Yes	0%	0%	Yes	5%	0%	No	3%	8%	Yes
Skilled Craft	1%	1%	Yes	23%	31%	Yes	25%	14%	No	2%	12%	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

DEFINITIONS OF EEO JOB CATEGORIES:

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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.

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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-Q4 EEO & DIVERSITY REPORT
MTA BUS COMPANY

NEW HIRES
January 1, 2015 to December 31, 2015

Job Category	Total ¹	Females ²		Blacks		Hispanics		Asians		AI/AN		NHOPI		Other	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	53	7	13.2%	19	35.8%	6	11.3%	3	5.7%	0	0.0%	0	0.0%	0	0.0%
Professionals	22	9	40.9%	7	31.8%	2	9.1%	6	27.3%	0	0.0%	0	0.0%	1	4.5%
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	16	5	31.3%	8	50.0%	2	12.5%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	70	1	1.4%	28	40.0%	12	17.1%	19	27.1%	0	0.0%	0	0.0%	4	5.7%
Service Maintenance	299	64	21.4%	176	58.9%	71	23.7%	17	5.7%	1	0.3%	0	0.0%	5	1.7%
Total	460	86	18.7%	238	51.7%	93	20.2%	45	9.8%	1	0.2%	0	0.0%	10	2.2%

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

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

2015-Q4 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO AND TITLE VI COMPLAINTS
January 1, 2015 to December 31, 2015

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases ⁴	Status (# Open) ⁵
EEO	4	0	4	1	1	0	7	3	20	16	7
External Complaints	2	0	2	1	0	0	7	3	15	12	4
Internal Complaints	2	0	2	0	1	0	0	0	5	4	3

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	6	0	1	7	7	1

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-Q4 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 12/31/15
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 12/31/15
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 12/31/15

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	5	1	0	0	1	0	7
TOTAL	5	1	0	0	1	0	7

MTACC MONTHLY PROJECT STATUS REPORTS:

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

7 Line Extension Active Construction Contracts

Report to the Transit Committee - February 2016

data thru January 2016; \$s in million

	Budget	Expenditures
Final Design	\$ 119.4	119.1
Construction	1,905.2	1,850.3
Construction Management	51.0	46.7
Subway Project Reserve	25.2	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 2,016.2
HYDC-Funded Non-Subway Work [†]	266.0	244.3
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,260.5
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,313.5

	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>	\$557.8	\$557.3	\$0.5	\$548.0	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	\$86.2	\$6.0	\$45.7	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.

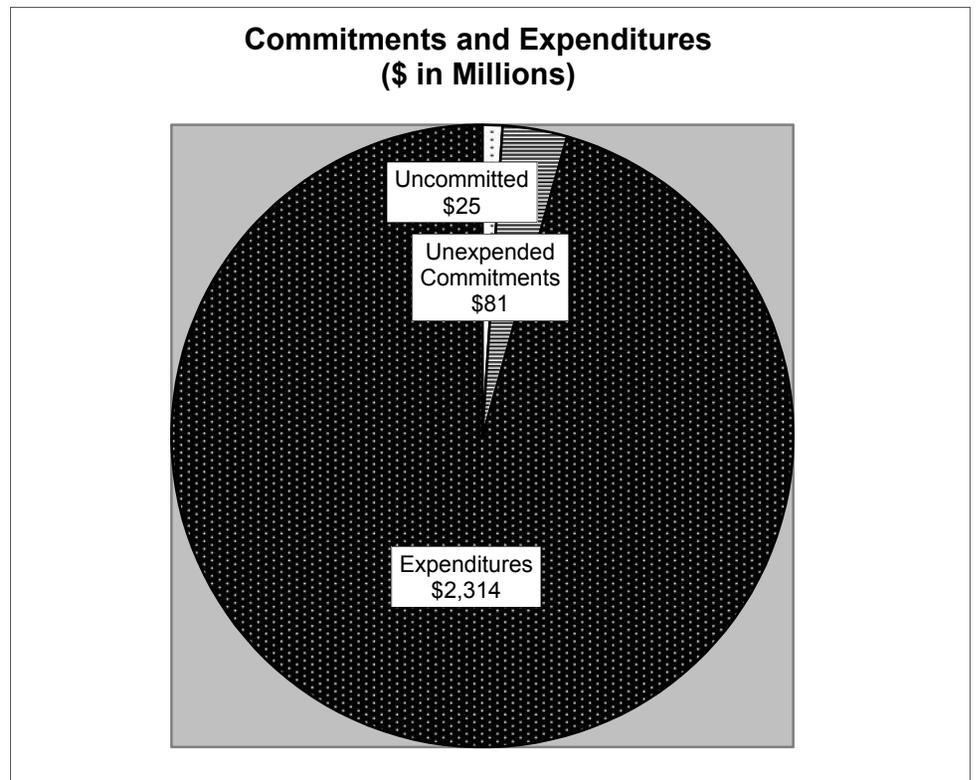
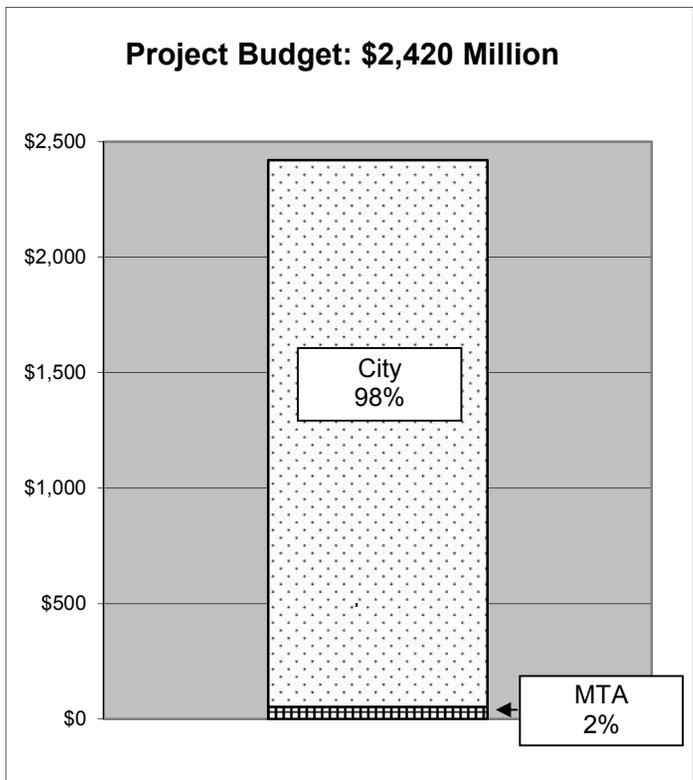
7 Line Extension Status

Report to the Transit Committee - February 2016

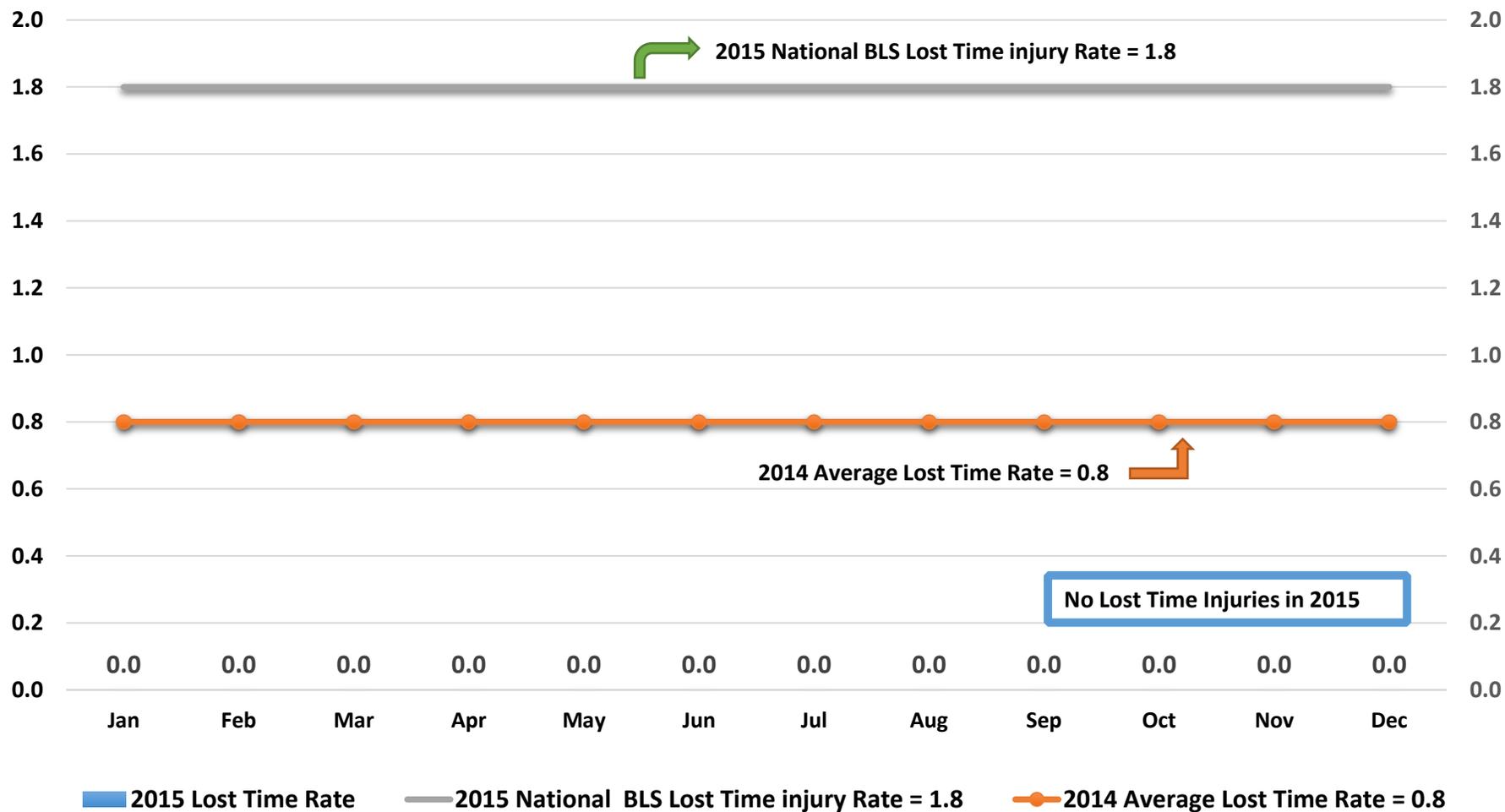
data thru January 2016

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	2,342	2,342	25	2,261
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,342	\$ 2,395	\$ 25	\$ 2,314

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



7 Line 2015 Cumulative Profile of Lost Time Injury Rates



Second Ave Subway (Ph I) Active Construction Contracts

Report to the Transit Committee - February 2016

data thru January 2016; \$s in million

	Budget	Expenditures
Construction	\$ 3,390.9	\$ 2,802.3
Design	\$ 510.6	494.1
Construction Management	\$ 268.0	187.5
Real Estate	\$ 281.5	238.1
Total	\$ 4,451.0	\$ 3,722.0

	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	\$203.6	\$2.3	\$187.1	Jul-2010	Jan-2011	May-2014	Mar-2016
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$270.5	\$12.4	\$188.7	Mar-2011	Jan-2012	Aug-2016	Dec-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$362.3	\$360.4	\$1.9	\$299.5	Mar-2011	Jun-2012	Dec-2015	Nov-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$289.3	\$288.1	\$1.2	\$207.6	Nov-2012	Feb-2013	Nov-2015	Nov-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$217.2	\$5.7	\$138.3	Oct-2013	Jun-2013	May-2016	Nov-2016

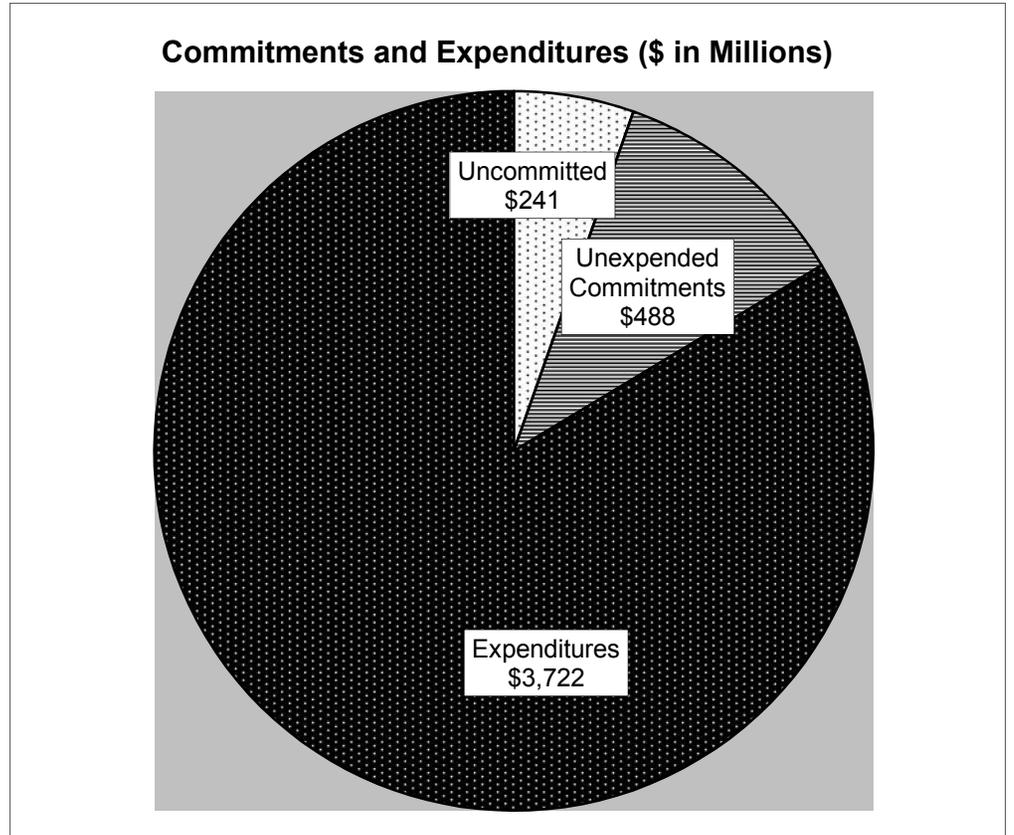
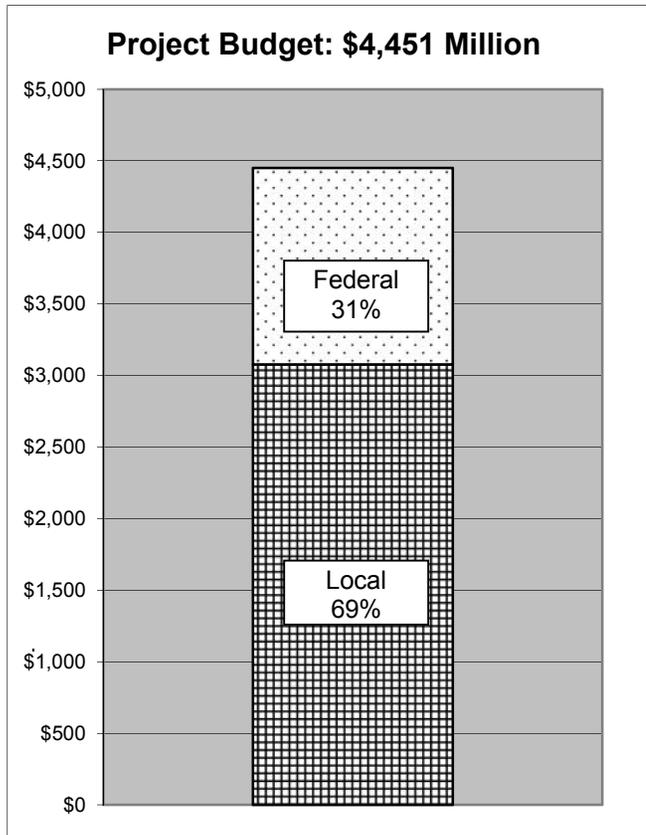
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

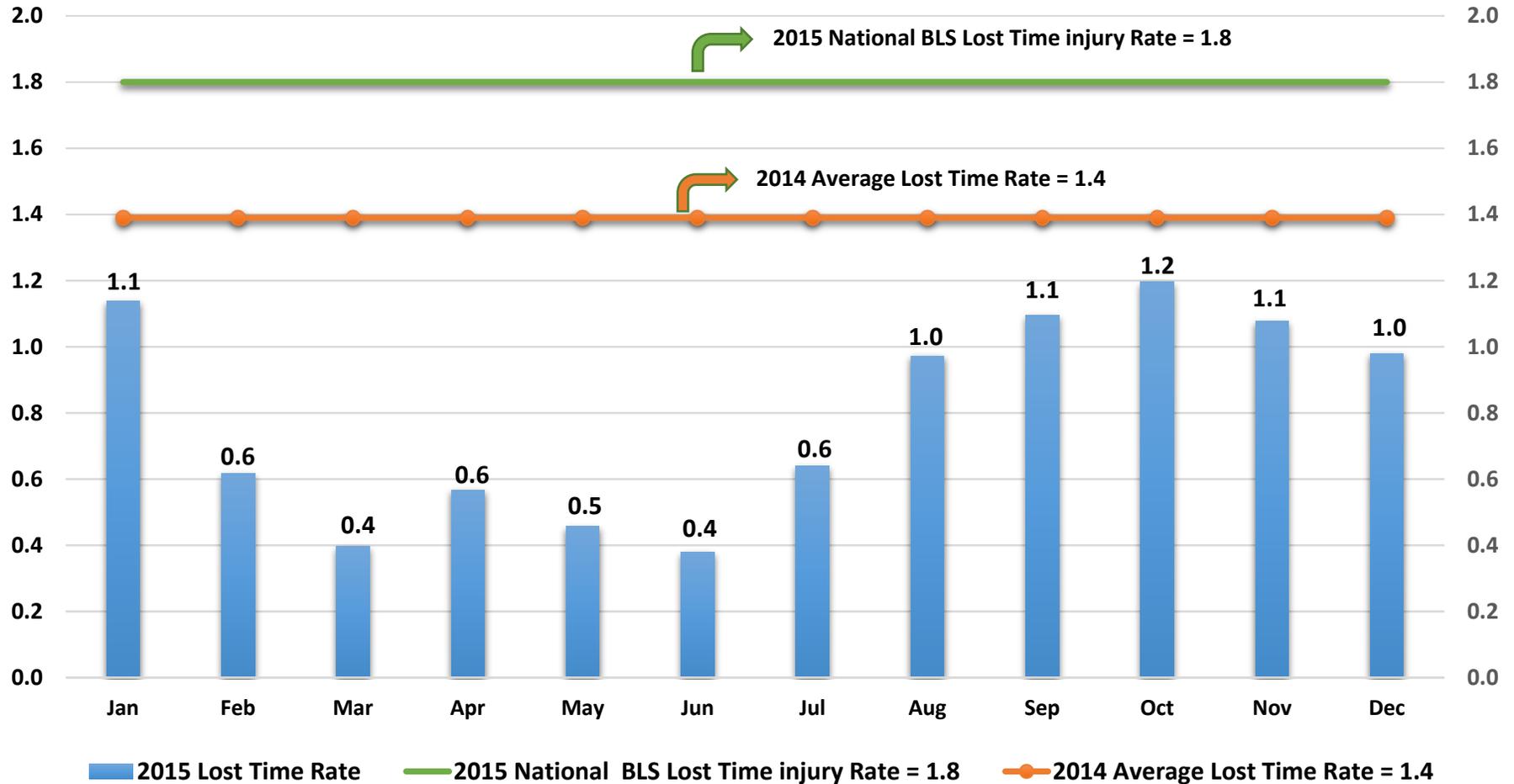
Report to the Transit Committee - February 2016

data thru January 2016

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	1,880	34	1,705
2010-2014	1,487	1,487	-	-	1,281	206	976
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,210	\$ 241	\$ 3,722



SAS 2015 Cumulative Profile of Lost Time Injury Rates



Second Avenue Subway Update to Transit Committee/CPOC

February 22, 2016



SAS Status

- Contractors started their acceleration work on January 4, 2016
- Negotiation with contractors for the cost of accelerating the work in order to meet December 2016 RSD have been completed
- Facility Power was energized at 96th Street Station
- The crossover north of 72nd Street was installed



SAS Issue/Milestone Status

Issue/Milestone		Date Reported as of Dec. 2015 CPOC	Current Forecast/ Actual Date	Change Since Jan Report	Potential Impact on Revenue Service Date
Permanent Power					
96th Street	Energized	1/4/2016	2/8/2016 (F) 2/3/2016 (A)	Completed	
86th Street	Complete installation and 3 rd Party Testing	2/20/2016	2/20/2016 (A)	Completed	Contractor completed installation and 3rd party testing except for work added based on Lessons Learned for 96th Street Station
	ConEd Complete Inspection/Approval	3/25/2016	3/25/2016	No Change	ConEd has started inspection in order to maintain energization date of 4/29/2016
	Energized	4/29/2016	4/29/2016	No Change	Supports the December 2016 RSD
72nd Street	Complete installation and 3 rd Party Testing	2/15/2016	2/20/2016 (A)	Completed	Contractor completed installation and 3rd party testing except for work added based on Lessons Learned for 96th Street Station
	ConEd Complete Inspection/Approval	3/16/2016	3/16/2016	No Change	ConEd has started inspection in order to maintain energization date of 4/15/2016
	Energized	3/31/2016	4/15/2016	No Change	Supports the December 2016 RSD



SAS Issue/Milestone Status

Issue/Milestone	Date Needed (as of Dec. 2015 CPOC)	Current Forecast/ Actual Date	Change Since Last Report	Potential Impact on Revenue Service Date
72nd St Finish Contract				
Entrance 1 MEP & Cavern Finishes	3/16/2016	4/30/2016	Six weeks delay	No impact to December 2016 RSD
Progress of construction of Entrance 2	6/30/2016	6/30/2016	No Change	Contractor continue installation of three escalators at Entrance 2
Systems Contract				
Trackwork in Zone 8 (Crossover North of 72 nd Street Station)	1/30/2016	1/30/2016 (A)	Completed	
Status of Integrated Acceleration Schedule				
Contractor acceleration schedules accepted	2/28/2016	2/22/2016	Completed	
Additional testing and inspection personnel plan (NYCT)	1/25/2016	1/25/2016 (A)	Completed	NYCT facility is ready as of 1/25/2016 and NYCT has identified dedicated resources to support SAS testing and commissioning work

