



Transit & Bus Committee Meeting

April 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, 4/18/2016
10:00 - 11:30 AM ET**

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – MARCH 21, 2016

March Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. February Operations Report

February Operations Report - Page 18

5. FINANCIAL REPORTS

a. February NYCT Financial & Ridership Report

February NYCT Financial and Ridership Report - Page 49

b. February SIR Financial & Ridership Report

February SIR Financial and Ridership Report - Page 70

c. February MTA Bus Financial & Ridership Report

February MTA Bus Financial and Ridership Report - Page 81

d. Capital Program Status Report

Capital Program Status Report - Page 94

6. PROCUREMENTS

NYCT April Procurement Staff Summary and Resolution - Page 103

a. Non-Competitive (None)

b. Competitive

NYCT Competitive Actions - Page 107

c. Ratifications (None)

7. SERVICE CHANGES

a. NYCT B36 Reroute Sheepshead Bay

NYCT B36 Reroute Sheepshead Bay - Page 114

b. NYCT Q54 Staff Summary

NYCT Q54 Staff Summary - Page 118

c. NYCT Bus Schedule Changes - Effective July 2016

NYCT Bus Schedules Changes - Effective July 2016 - Page 122

d. NYCT Subway Schedule Changes - Effective Fall 2016

NYCT Subway Schedule Changes - Effective Fall 2016 - Page 127

e. MTA Bus Relabeling of QM1, QM2, QM4, QM5, QM6, QM10, QM12 & QM24

MTA Bus Relabeling of QM1, QM2, QM4, QM5, QM6, QM10, QM12 and QM24 - Page 132

f. MTA Bus Q104 Southbound Travel Path Revision

MTA Bus Q104 Southbound Travel Path Revision - Page 145

g. MTA Bus Schedule Changes - Effective July 2016

MTA Bus Schedule Changes - Effective July 2016 - Page 151

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 155

b. MTA Homeless Outreach Report

MTA Homeless Outreach Report - Page 159

c. Final Review of NYCT 2015 Operating Results

Final Review of NYCT 2015 Operating Results - Page 162

d. Final Review of SIR 2015 Operating Results

Final Review of SIR 2015 Operating Results - Page 186

e. Final Review of MTA Bus 2015 Operating Results

Final Review of MTA Bus 2015 Operating Results - Page 200

9. MTACC Report

a. MTACC Report

MTACC Report - Page 222

b. Second Avenue Subway Presentation

Second Avenue Subway Presentation - Page 229

c. Second Avenue Subway IEC Project Review

Second Avenue Subway IEC Project Review - Page 236

**Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority, Manhattan
and Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Capital Construction Company and Bus Company
March 21, 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. Robert C. Bickford
Hon. Allen P. Cappelli
Hon. Ira Greenberg
Hon. Jeffrey Kay
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Polly Trottenberg

The following Member was absent:

Hon. John H. Banks III, Vice-Chair

Also present were:

Veronique Hakim, President, New York City Transit
Michael Chubak, Acting Executive Vice President
Wynton Habersham, Senior Vice President, Subways
Joseph Fox, Chief, NYPD Transit Bureau
Owen J. Monaghan, Vice President, Security
James Bromfield, Director, 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
Michael Horodniceanu, President, MTA Capital Construction

Chair Ferrer opened the meeting.

II. Public Speakers

Murray Bodin suggested that the Committee “think outside the box” by considering the use of double-decker buses.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the February 22, 2016 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

IV. Agenda Items

A. Operations Report

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

In response to Member Moerdler’s concerns regarding poor subway on-time performance and wait assessment statistics, President Hakim noted that the issue is being reviewed and agreed to provide the Committee with additional information. Member Albert noted that the wait assessment statistics for the A Division may appear worse than those for the B Division because the data for these lines tends to be more accurate. In response to comments by Members Greenberg, Kay, Moerdler and Ballan, President Hakim agreed to evaluate the poorer performing subway lines to determine how to best improve the customers’ experience and to return to the Committee with recommendations on how to improve reporting of service delays, taking into account the relative utility of wait assessment, on-time terminal performance or travel time statistics. President Hakim also noted that the causes of delays, as well as existing constraints and available remedies, would be considered.

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

Mr. Bromfield presented the Safety Report.

In response to a question from Member Moerdler regarding the procurement of vacuum trains to address the potential fire hazard of debris on the tracks, VP Plochochi advised that NYCT currently has two such trains, with an additional three being manufactured and scheduled for delivery in March of 2017, October of 2017, and March of 2018.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to Member Ballan's inquiry into whether the Transit Bureau was in need of additional funds, Chief Fox noted that Police Commissioner Bratton has been very supportive and that crime in the system is not trending upward.

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 18 actions totaling \$146.1 million in expenditures. VP Plochochi highlighted for the Committee two procurement agenda items: (1) a request to approve a \$57 million contract modification, extending Goodyear Tire and Rubber Company's contract for tire leasing and tire-related services by 42 months and (2) a request to approve solicitation of NYCT's R211 new subway car contract by use of a competitive Request for Proposal process.

Motions were duly made and seconded to approve the procurement action items. Member Moerdler abstained from the vote on Item #3.

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

NYCT's proposed ratification requiring a two-thirds vote (Schedule D in the Agenda) and MTA CC's proposed ratification requiring a majority vote (Schedule K in the Agenda), were 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 explained that the R211 car procurement RFP would be open to all car builders, and noted that outreach

efforts have resulted in a Chinese car manufacturer seeking to qualify for NYCT work, further expanding the competitive field.

In response to a question from Member Albert regarding the MetroCard Sales Fulfillment Services procurement, VP Plochochi stated that companies capable of meeting our unique requirements need to be cultivated, and that outreach efforts are ongoing.

Member Ballan remarked on the importance of considering innovative and creative car designs, and also urged that jobs in New York State be promoted to the fullest extent allowable by law. VP Plochochi noted that NYCT's three main car manufacturers have plants in New York State. Member Moerdler also urged that means to promote New York jobs be considered.

In response to a question from Member Ballan, VP Plochochi explained that while internal IT staff have been trained to take over a portion of the ATS-A software and hardware maintenance, NYCT will likely have to maintain a long-term relationship with Siemens since they possess a proprietary code.

In response to Member Moerdler's concern regarding the effect of proprietary source codes on competition, VP Plochochi explained that NYCT will be seeking more fungible products in future procurements, wherever possible.

In response to a question from Member Moerdler on items #5 and #6 in the Agenda, VP Plochochi indicated that, due to significant outreach efforts, nine companies are interested in competing on the flat car procurement, and that he is awaiting responses from another four. Regarding item #7, VP Plochochi noted that the solicitation will cover new cars, and that the procurement will be competitive.

V. Action Item

Upon motion duly made and seconded, the Committee approved MTA Bus Company's Proposed Rules of Conduct.

VI. Service Changes

Mr. Cafiero advised the Committee of the plan to operate the Bx24 bus 24 hours a day between the Hutchinson Metro Center and the Pelham Bay Park 6 station and of a proposed change to the turn-around path of the B12 and B25 bus routes in East New York. He also reminded the Committee that a public hearing would be held on the proposed Second Avenue Subway Phase 1 Service Plan, noting that it would be held at Two Broadway on April 7th at 5:00 p.m.

In response to a question from Member Moerdler, Mr. Cafiero indicated that overnight service on the Bx24 bus route will likely be hourly.

VII. Special Reports and Presentations

President Hakim presented the MetroCard Report, as well as a staff summary outlining the proposed terms of non-exclusive license agreements with AM New York and Metro for newspaper distribution using racks at approved subway stations throughout the system.

In response to questions from Members Moerdler and Albert, President Hakim informed the Committee that the license agreements are intended to reduce the number of newspaper “hawkers” within the subway system, and that if the agreements are found to result in an excessive amount of newspaper debris on the tracks, NYCT can exercise its right to terminate the agreements.

VIII. MTA CC Project Report

President Horodniceanu reported on the Cortlandt Street restoration project, as well as the circumstances surrounding the water leaks at the 7 line Hudson Yards station.

In response to concerns expressed by Members Albert and Ballan, President Horodniceanu informed the Committee that the failed waterproofing used by the contractor had been submitted for approval as an “or equal” to what had been originally specified, noting that the failure occurred in spite of a robust Quality Control and Quality Assurance program, and that such problems are not uncommon in construction. President Horodniceanu added that the leaking issue will be remedied at the contractor’s expense during off hours to minimize any inconvenience to customers.

In response to a question from Member Ballan, President Horodniceanu advised that the escalator malfunctions at Hudson Yards were unrelated to the problem with the water infiltration and that the repairs were made pursuant to the warranty agreements.

Member Ballan requested that a task force investigate the circumstances surrounding the waterproofing failure and report to the Committee on the particulars.

President Hakim added that as the “owner” of the station NYCT will monitor developments and report back to Members.

Chair Ferrer, Member Ballan and Member Trottenberg expressed concern over the lack of timely notice given to the Committee about the construction issues, and Members Ballan and Cappelli stressed the importance of recovering appropriate damages from the contractor for the faulty work.

President Horodniceanu informed the Committee on the status of the Second Avenue Subway project.

IX. MTA’s Independent Engineering Consultant presented its review of the Second Avenue Subway project to the Committee.

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

Respectfully submitted,

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

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

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 |

June 2016

No Items

July 2016

No Items

August 2016

No Meetings Held

September 2016

Public comment/Committee review of budget

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

| | |
|--|-----------------------|
| 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 |
|--|---------------------------|

February 2017

| | |
|---|----------------------------|
| Preliminary Review of NYC Transit 2016 Operating Results | Management & Budget |
| Preliminary Review of SIR 2016 Operating Results | Management & Budget |
| Preliminary Review of MTA Bus 2016 Operating Results | Management & Budget |
| NYC Transit Adopted Budget/Financial Plan 2017-2020 | Management & Budget |
| SIR Adopted Budget/Financial Plan 2017-2020 | Management & Budget |
| MTA Bus Adopted Budget/Financial Plan 2017-2020 | 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 2017

No Items



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

APRIL 2016

Final Review of NYC Transit 2015 Operating Results

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

Final Review of SIR 2015 Operating Results

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

Final Review of MTA Bus 2015 Operating Results

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

MAY 2016

Transit Adjudication Bureau Report, 1st Qtr, 2016

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

Elevator & Escalator Service Report, 1st Qtr, 2016

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

EEO & Diversity Report, 1st Qtr, 2016

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

JUNE 2016

No Agenda Items

JULY 2016

No Agenda Items

AUGUST 2016

No Meetings Held

SEPTEMBER 2016

2016 NYC Transit Mid-Year Forecast Monthly Allocation

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

II. SPECIFIC AGENDA ITEMS (con't)

2016 SIR Mid-Year Forecast Monthly Allocation

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

2016 MTA Bus Mid-Year Forecast Monthly Allocation

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

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 SIR Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 MTA Bus Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report, 2nd Qtr, 2016

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

Transit Adjudication Bureau Report, 2nd Qtr, 2016

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

EEO & Diversity Report, 2nd Qtr, 2016

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

OCTOBER 2016

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget

2017 SIR Preliminary Budget

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

2017 MTA Bus Preliminary Budget

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

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II. SPECIFIC AGENDA ITEMS (con't)

NOVEMBER 2016

Charter for Transit Committee

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

Elevator & Escalator Service Report, 3rd Qtr, 2016

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

Transit Adjudication Bureau Report, 3rd Qtr, 2016

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

DECEMBER 2016

NYCT 2017 Adopted Budget/Financial Plan 2017-2020

NYC Transit will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

SIR 2017 Adopted Budget/Financial Plan 2017-2020

NYC Transit will present SIR's revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

MTA Bus 2017 Adopted Budget/Financial Plan 2017-2020

MTA Bus will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2017 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

EEO & Diversity Report, 3rd Qtr, 2016

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

II. SPECIFIC AGENDA ITEMS (con't)

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.

FEBRUARY 2017

Preliminary Review of NYC Transit's 2016 Operating Results

NYC Transit will present a brief review of its 2016 Budget results.

Preliminary Review of SIR 2016 Operating Results

NYC Transit will present a brief review of SIR's 2016 Budget results.

Preliminary Review of MTA Bus 2016 Operating Results

MTA Bus will present a brief review of its 2016 Budget results.

Adopted Budget/Financial Plan 2017-2020

NYC Transit will present its revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

SIR Adopted Budget/Financial Plan 2017-2020

NYC Transit will present SIR's revised 2017-2020 Financial Plan. This plan will reflect the 2017 Adopted Budget and an updated Financial Plan for 2017-2020 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 by category.

MTA Bus 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 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2017 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.

II. SPECIFIC AGENDA ITEMS (con't)

ADA Compliance Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report- 2016 Year-End Report

A detailed year-end 2016 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 2017

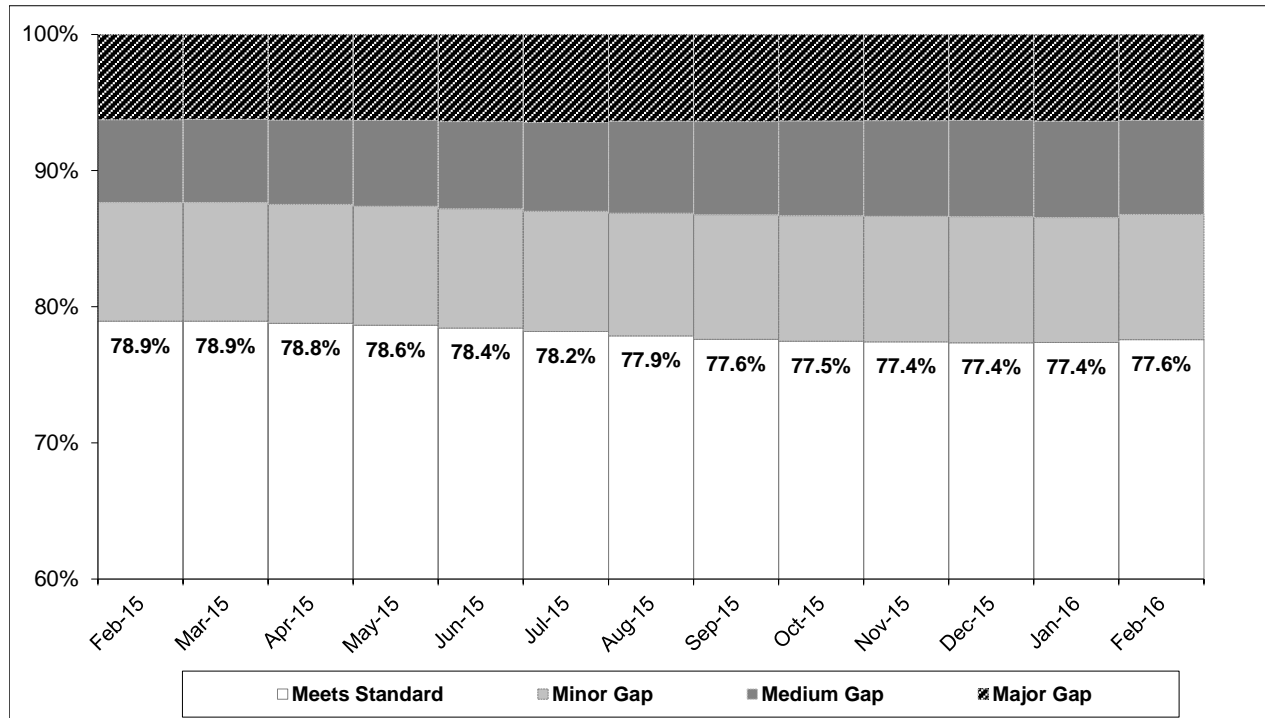
No Agenda Items

Monthly Operations Report

Statistical results for the month of February 2016 are shown below.

| Subway Monthly Operations Report Service Indicators | | | | | | |
|---|------------------------------|-----------|---------|------------------|-----------|--------|
| Performance Indicator | Current Month: February 2016 | | | 12-Month Average | | |
| | This Year | Last Year | % Diff | This Year | Last Year | % Diff |
| System Weekday Wait Assessment (Charts 1-2) | | | | 77.6% | 78.9% | -1.3% |
| A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines) | 71.1% | 69.9% | +1.2% | 72.1% | 73.1% | -1.0% |
| A Division Weekday Wait Assessment - (All Lines) | | | | 74.7% | 75.7% | -1.0% |
| B Division Weekday Wait Assessment | 82.5% | 78.0% | +4.5% | 79.1% | 80.7% | -1.6% |
| System Weekend Wait Assessment (Chart 3) | | | | 84.3% | 85.6% | -1.3% |
| A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines) | 79.4% | 81.0% | -1.6% | 81.3% | 82.3% | -1.0% |
| A Division Weekend Wait Assessment - (All Lines) | | | | 83.3% | 84.5% | -1.2% |
| B Division Weekend Wait Assessment | 84.4% | 86.6% | -2.2% | 85.0% | 86.3% | -1.3% |
| System Weekday Terminal On-Time Performance (Charts 4-5) | 67.8% | 66.3% | +1.5% | 69.4% | 73.8% | -4.4% |
| A Division Weekday Terminal On-Time Performance | 62.3% | 62.0% | +0.3% | 65.3% | 69.3% | -4.0% |
| B Division Weekday Terminal On-Time Performance | 72.4% | 69.9% | +2.5% | 72.8% | 77.4% | -4.6% |
| System Number of Terminal Delays (Chart 6) | 50,277 | 49,743 | +1.1% | 50,437 | 43,298 | +16.5% |
| System Weekend Terminal On-Time Performance (Charts 7-8) | 73.6% | 74.5% | -0.9% | 74.1% | 79.9% | -5.8% |
| A Division Weekend Terminal On-Time Performance | 70.6% | 72.5% | -1.9% | 71.8% | 77.5% | -5.7% |
| B Division Weekend Terminal On-Time Performance | 75.6% | 75.8% | -0.2% | 75.6% | 81.6% | -6.0% |
| System Number of Weekend Terminal Delays (Chart 9) | 13,403 | 12,967 | +3.4% | 13,188 | 10,295 | +28.1% |
| Mean Distance Between Failures (Charts 10-11) | 108,560 | 118,482 | -8.4% | 128,007 | 142,422 | -10.1% |
| A Division Mean Distance Between Failures | 109,629 | 100,730 | +8.8% | 113,217 | 125,624 | -9.9% |
| B Division Mean Distance Between Failures | 107,771 | 135,914 | -20.7% | 141,763 | 157,861 | -10.2% |
| System Weekday Service-KPI (Charts 12-13) | 75.3% | 75.5% | -0.2% | 75.9% | 78.2% | -2.3% |
| A Division Weekday Service-KPI | 70.6% | 70.3% | +0.3% | 71.9% | 73.9% | -2.0% |
| B Division Weekday Service-KPI | 78.7% | 79.1% | -0.4% | 78.8% | 81.3% | -2.5% |
| System Weekday PES-KPI (Charts 14-16) | | | | 91.9% | 91.0% | +0.9% |
| Staten Island Railway | | | | | | |
| 24 Hour On-Time Performance | 96.6% | 96.7% | -0.1% | 95.5% | 91.6% | +3.9% |
| AM Rush On-Time Performance | 96.1% | 95.3% | +0.8% | 95.6% | 92.7% | +2.9% |
| PM Rush On-Time Performance | 96.7% | 96.7% | 0.0% | 97.7% | 94.7% | +3.0% |
| Percentage of Completed Trips | 99.9% | 99.5% | +0.4% | 99.9% | 99.7% | +0.2% |
| Mean Distance Between Failures | 206,320 | 25,927 | +695.8% | 72,062 | 57,751 | +24.8% |
| Staten Island Railway PES-KPI (Chart 17) | | | | 90.6% | 90.8% | -0.2% |

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



Wait Assessment Definition

Wait Assessment (WA), which is measured weekdays between 6:00 am - 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> | |
| Mar '15 - Feb '16 | 77.6% | 9.2% | 6.9% | 6.3% | 2016 TARGET: 80.7% |
| Mar '14 - Feb '15 | 78.9% | 8.7% | 6.1% | 6.3% | 2015 ACTUAL: 77.4% |

Chart 1

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

| Mar '15 - Feb '16 | | | | | Mar '14 - Feb '15 | | | | |
|-------------------|-------------------|-----------|--------|-------|-------------------|-----------|--------|-------|------------------------|
| Line | Meets Standard | Headways* | | | Meets Standard | Headways* | | | Standard Difference |
| | | Minor | Medium | Major | | Minor | Medium | Major | |
| ① | 78.8% | 9.3% | 6.7% | 5.1% | 80.0% | 8.5% | 6.0% | 5.4% | -1.2% |
| ② | 72.1% | 10.1% | 9.4% | 8.4% | 72.6% | 10.0% | 8.9% | 8.4% | -0.5% |
| ③ | 77.8% | 9.8% | 7.1% | 5.4% | 78.0% | 9.5% | 6.9% | 5.6% | -0.2% |
| ④ | 70.6% | 9.7% | 8.8% | 10.8% | 71.6% | 9.6% | 8.6% | 10.1% | -1.0% |
| ⑤ | 66.3% | 10.1% | 10.8% | 12.8% | 67.7% | 10.0% | 10.1% | 12.2% | -1.4% |
| ⑥ | 66.9% | 9.8% | 10.6% | 12.7% | 68.3% | 9.0% | 9.7% | 12.9% | -1.4% |
| ⑦ | 74.0% | 10.4% | 8.3% | 7.3% | 76.1% | 9.8% | 6.5% | 7.6% | -2.1% |
| Ⓢ 42nd | 91.1% | 4.2% | 2.4% | 2.2% | 90.9% | 3.8% | 2.3% | 3.0% | +0.2% |
| Subdivision A | 74.7% | 9.2% | 8.0% | 8.1% | 75.7% | 8.8% | 7.4% | 8.2% | -1.0% |
| Ⓐ | 68.7% | 9.5% | 9.8% | 12.1% | 69.6% | 10.1% | 8.2% | 12.1% | -0.9% |
| Ⓑ | 77.3% | 10.8% | 7.0% | 4.9% | 80.1% | 9.1% | 5.7% | 5.1% | -2.8% |
| Ⓒ | 77.8% | 10.7% | 6.2% | 5.3% | 81.5% | 9.5% | 4.9% | 4.1% | -3.7% |
| Ⓓ | 79.9% | 10.1% | 6.5% | 3.6% | 81.5% | 8.8% | 5.6% | 4.2% | -1.6% |
| Ⓔ | 75.0% | 10.1% | 7.9% | 7.1% | 75.0% | 9.5% | 7.4% | 8.0% | +0.0% |
| Ⓕ | 72.7% | 10.0% | 8.4% | 9.0% | 71.3% | 8.9% | 7.6% | 12.2% | +1.4% |
| Ⓢ Fkln | 96.3% | 1.6% | 0.9% | 1.3% | 95.7% | 2.0% | 1.1% | 1.2% | +0.6% |
| Ⓖ | 81.4% | 10.4% | 5.6% | 2.7% | 81.8% | 10.2% | 4.9% | 3.2% | -0.4% |
| Ⓢ Rock | 92.3% | 4.3% | 2.1% | 1.3% | 90.0% | 5.7% | 2.0% | 2.3% | +2.3% |
| Ⓙ | 78.1% | 9.7% | 6.9% | 5.3% | 81.6% | 9.6% | 5.1% | 3.6% | -3.5% |
| Ⓛ | 77.8% | 10.0% | 7.0% | 5.2% | 82.1% | 9.4% | 4.9% | 3.7% | -4.3% |
| Ⓜ | 77.5% | 9.4% | 7.0% | 6.0% | 78.6% | 10.0% | 6.9% | 4.5% | -1.1% |
| Ⓝ | 78.5% | 10.6% | 7.0% | 3.9% | 80.3% | 9.1% | 5.1% | 5.5% | -1.8% |
| Ⓠ | 79.3% | 10.8% | 5.6% | 4.3% | 80.2% | 9.6% | 5.6% | 4.6% | -0.9% |
| Ⓡ | 74.6% | 9.8% | 7.4% | 8.3% | 80.9% | 8.7% | 5.7% | 4.7% | -6.3% |
| Subdivision B | 79.1% | 9.2% | 6.3% | 5.3% | 80.7% | 8.7% | 5.4% | 5.3% | -1.6% |
| Systemwide | 77.6% | 9.2% | 6.9% | 6.3% | 78.9% | 8.7% | 6.1% | 6.3% | -1.3% |

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

* Headway
Definitions

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

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

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

Chart 2

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

| Mar 15 - Feb '16 | | | | | Mar '14 - Feb '15 | | | | |
|------------------|-------------------|-----------|--------|-------|-------------------|-----------|--------|-------|------------------------|
| Line | Meets Standard | Headways* | | | Meets Standard | Headways* | | | Standard Difference |
| | | Minor | Medium | Major | | Minor | Medium | Major | |
| ① | 88.5% | 6.7% | 3.3% | 1.6% | 87.2% | 6.7% | 3.7% | 2.4% | +1.3% |
| ② | 77.7% | 10.4% | 7.6% | 4.3% | 79.9% | 10.1% | 6.3% | 3.7% | -2.2% |
| ③ | 85.3% | 8.3% | 4.1% | 2.2% | 86.9% | 7.1% | 3.4% | 2.6% | -1.6% |
| ④ | 74.5% | 10.2% | 8.4% | 6.9% | 77.1% | 9.7% | 7.1% | 6.1% | -2.6% |
| ⑤ | 83.6% | 8.0% | 5.2% | 3.2% | 82.6% | 7.8% | 5.2% | 4.5% | +1.0% |
| ⑥ | 78.2% | 9.4% | 7.2% | 5.2% | 80.5% | 8.8% | 6.1% | 4.6% | -2.3% |
| ⑦ | 79.4% | 11.0% | 5.0% | 4.6% | 83.6% | 9.5% | 3.3% | 3.6% | -4.2% |
| ⑤ 42nd | 98.9% | 0.4% | 0.2% | 0.5% | 98.5% | 0.8% | 0.3% | 0.5% | +0.4% |
| Subdivision A | 83.3% | 8.1% | 5.1% | 3.6% | 84.5% | 7.6% | 4.4% | 3.5% | -1.2% |
| ① | 75.8% | 10.2% | 7.4% | 6.6% | 77.0% | 10.0% | 5.9% | 7.0% | -1.2% |
| ③ | 83.1% | 8.6% | 4.2% | 4.0% | 82.4% | 8.8% | 5.2% | 3.7% | +0.7% |
| ④ | 87.2% | 6.8% | 4.6% | 1.4% | 83.6% | 7.1% | 4.4% | 4.9% | +3.6% |
| ⑤ | 80.6% | 10.0% | 4.8% | 4.6% | 85.6% | 7.8% | 3.1% | 3.5% | -5.0% |
| ⑥ | 83.9% | 7.8% | 3.5% | 4.8% | 84.5% | 7.7% | 2.8% | 5.0% | -0.6% |
| ⑤ Fkln | 92.6% | 3.5% | 2.2% | 1.7% | 95.3% | 3.1% | 0.6% | 0.9% | -2.7% |
| ⑦ | 91.3% | 5.8% | 1.8% | 1.1% | 92.4% | 4.3% | 1.7% | 1.7% | -1.1% |
| ① ② | 89.2% | 6.9% | 2.0% | 2.0% | 91.8% | 5.6% | 1.6% | 1.0% | -2.6% |
| ③ | 80.3% | 7.4% | 6.9% | 5.3% | 87.0% | 6.1% | 3.3% | 3.6% | -6.7% |
| ④ | 84.9% | 8.4% | 4.4% | 2.3% | 85.3% | 7.6% | 4.6% | 2.4% | -0.4% |
| ⑤ | 86.5% | 5.4% | 4.3% | 3.8% | 88.4% | 7.1% | 3.5% | 1.0% | -1.9% |
| ⑥ | 85.0% | 6.2% | 5.2% | 3.5% | 82.0% | 8.9% | 4.3% | 4.8% | +3.0% |
| Subdivision B | 85.0% | 7.3% | 4.3% | 3.4% | 86.3% | 7.0% | 3.4% | 3.3% | -1.3% |
| Systemwide | 84.3% | 7.6% | 4.6% | 3.5% | 85.6% | 7.2% | 3.8% | 3.4% | -1.3% |

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

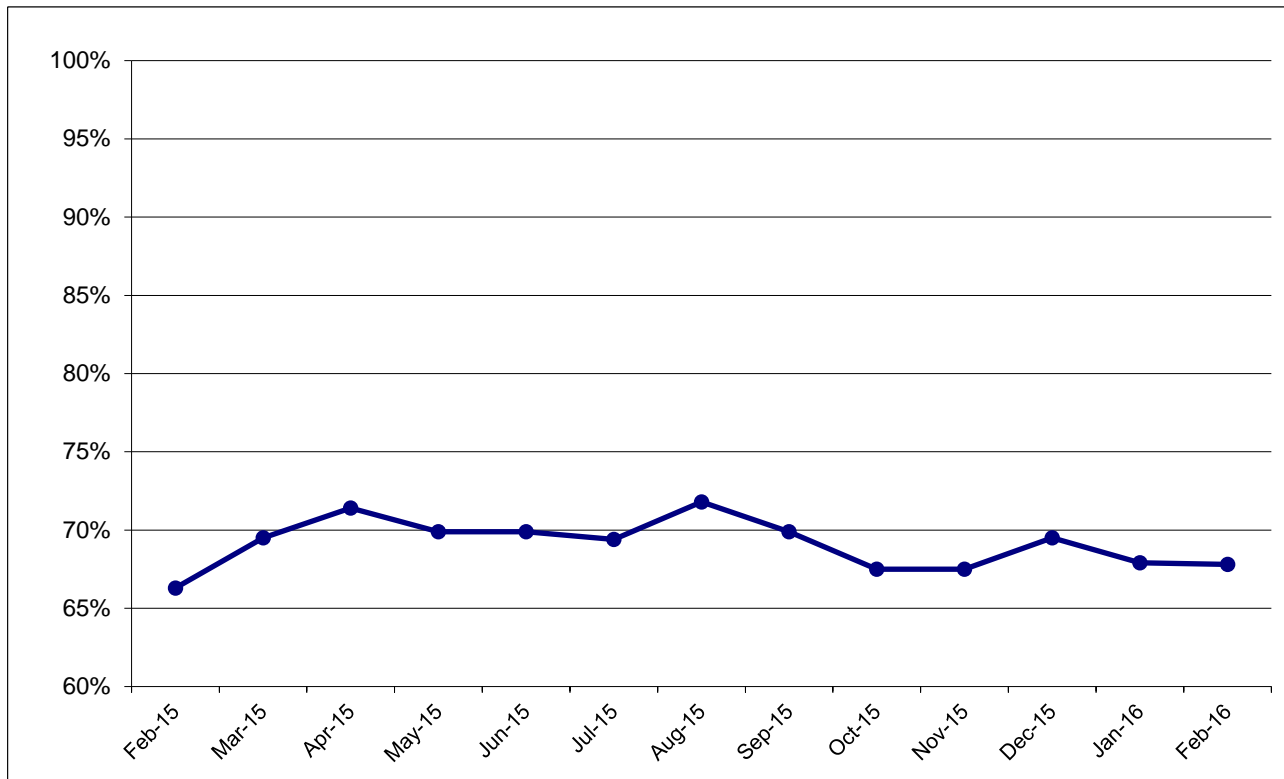
* Headway Definitions

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

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

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

Subway Weekday Terminal On-Time Performance Monthly (24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide

Monthly Results

Feb 2016: 67.8%
Feb 2015: 66.3%
12-Mon Avg: 69.4%
(Mar '15-Feb '16)

Subdivision A

Monthly Results

Feb 2016: 62.3%
Feb 2015: 62.0%
12-Mon Avg: 65.3%
(Mar '15-Feb '16)

Subdivision B

Monthly Results

Feb 2016: 72.4%
Feb 2015: 69.9%
12-Mon Avg: 72.8%
(Mar '15-Feb '16)

Discussion of Results

In February 2016, Over Crowding (19,118 delays), Right-Of-Way (7,669 delays), and Track Gangs (5,397 delays) were the highest categories of delays, representing 64.1% of the total 50,227 delays.

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

| <u>Line</u> | <u>Mar '15 - Feb '16</u> | <u>Mar '14 - Feb '15</u> | <u>% Difference</u> |
|----------------------|--------------------------|--------------------------|---------------------|
| ① | 76.7% | 78.7% | -2.0% |
| ② | 42.6% | 47.6% | -5.0% |
| ③ | 65.1% | 67.1% | -2.0% |
| ④ | 42.1% | 46.9% | -4.8% |
| ⑤ | 38.7% | 44.5% | -5.8% |
| ⑥ | 45.7% | 53.5% | -7.8% |
| ⑦ | 82.0% | 87.3% | -5.3% |
| ⑤ 42 St | 98.9% | 98.0% | +0.9% |
| Subdivision A | 65.3% | 69.3% | -4.0% |
| ① | 66.4% | 71.6% | -5.2% |
| ② | 76.0% | 74.9% | +1.1% |
| ③ | 78.3% | 83.7% | -5.4% |
| ④ | 73.2% | 75.1% | -1.9% |
| ⑤ | 69.0% | 71.3% | -2.3% |
| ⑥ | 57.7% | 55.4% | +2.3% |
| ⑤ Fkln | 99.6% | 99.3% | +0.3% |
| ⑦ | 69.2% | 76.3% | -7.1% |
| ⑤ Rock | 96.0% | 95.7% | +0.3% |
| ① ② | 71.0% | 84.9% | -13.9% |
| ③ | 91.7% | 93.6% | -1.9% |
| ④ | 69.3% | 74.0% | -4.7% |
| ⑤ | 65.6% | 71.4% | -5.8% |
| ⑥ | 70.6% | 75.4% | -4.8% |
| ⑦ | 59.2% | 79.6% | -20.4% |
| Subdivision B | 72.8% | 77.4% | -4.6% |
| Systemwide | 69.4% | 73.8% | -4.4% |

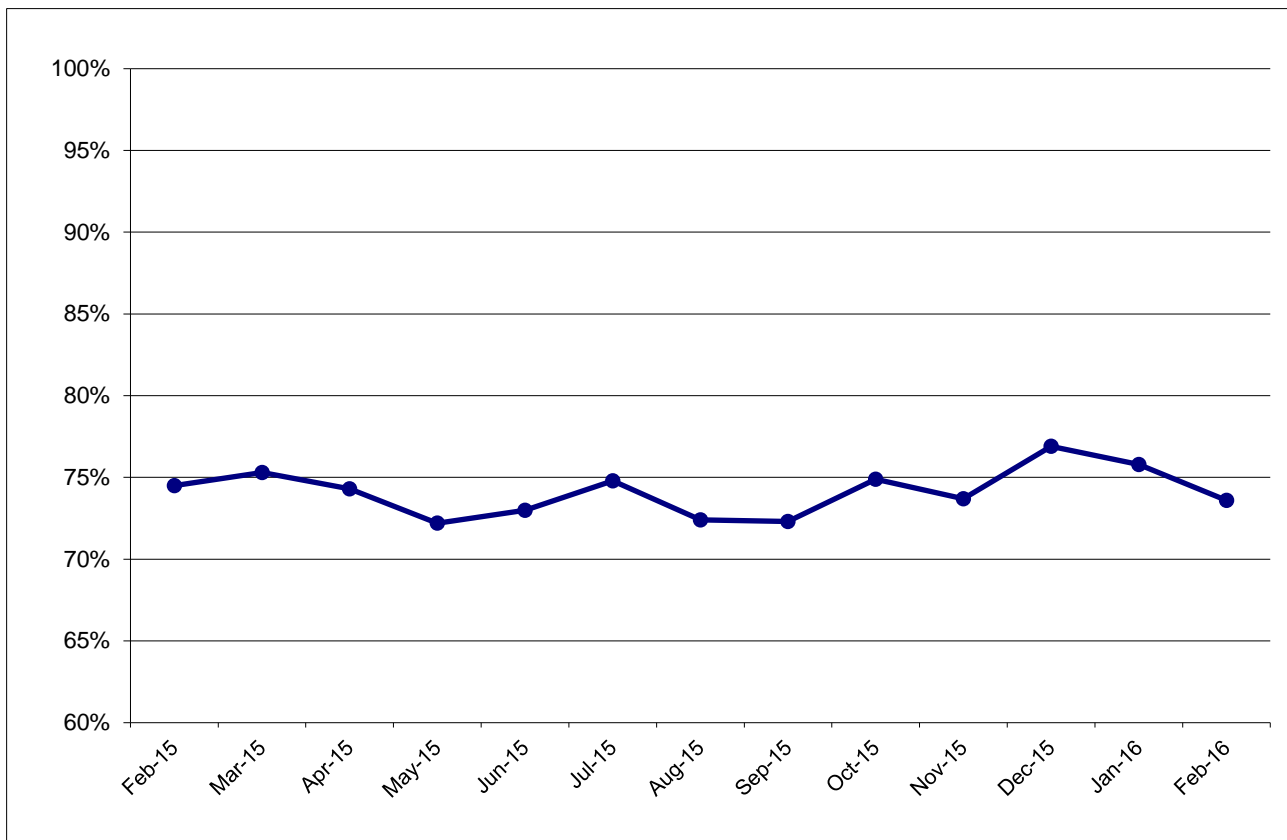
Chart 5

Subway Weekday Terminal Delays **Monthly** **(24 hours)**

| <u>Categories</u> | <u>Feb '16 Delays</u> |
|--------------------------|------------------------------|
| Over Crowding | 19,118 |
| ROW Delays | 7,669 |
| Track Gangs | 5,397 |
| Sick Customer | 3,646 |
| Work Equipment/G. O. | 2,977 |
| Car Equipment | 2,917 |
| Operational Diversions | 1,755 |
| Police | 1,567 |
| Inclement Weather | 1,538 |
| Unruly Customer | 1,325 |
| Fire | 1,017 |
| Employee | 937 |
| External | 213 |
| Infrastructure | 201 |
| Total Delays | 50,277 |

* 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

Feb 2016: 73.6%
Feb 2015: 74.5%
12-Mon Avg: 74.1%
(Mar '15-Feb '16)

Subdivision A Monthly Results

Feb 2016: 70.6%
Feb 2015: 72.5%
12-Mon Avg: 71.8%
(Mar '15-Feb '16)

Subdivision B Monthly Results

Feb 2016: 75.6%
Feb 2015: 75.8%
12-Mon Avg: 75.6%
(Mar '15-Feb '16)

Discussion of Results

In February 2016, Work Equipment/G.O. (3,366 delays), Over Crowding (2,745 delays), and Track Gangs (2,483 delays) were the highest categories of delays, representing 64.1% of the total 13,403 delays.

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

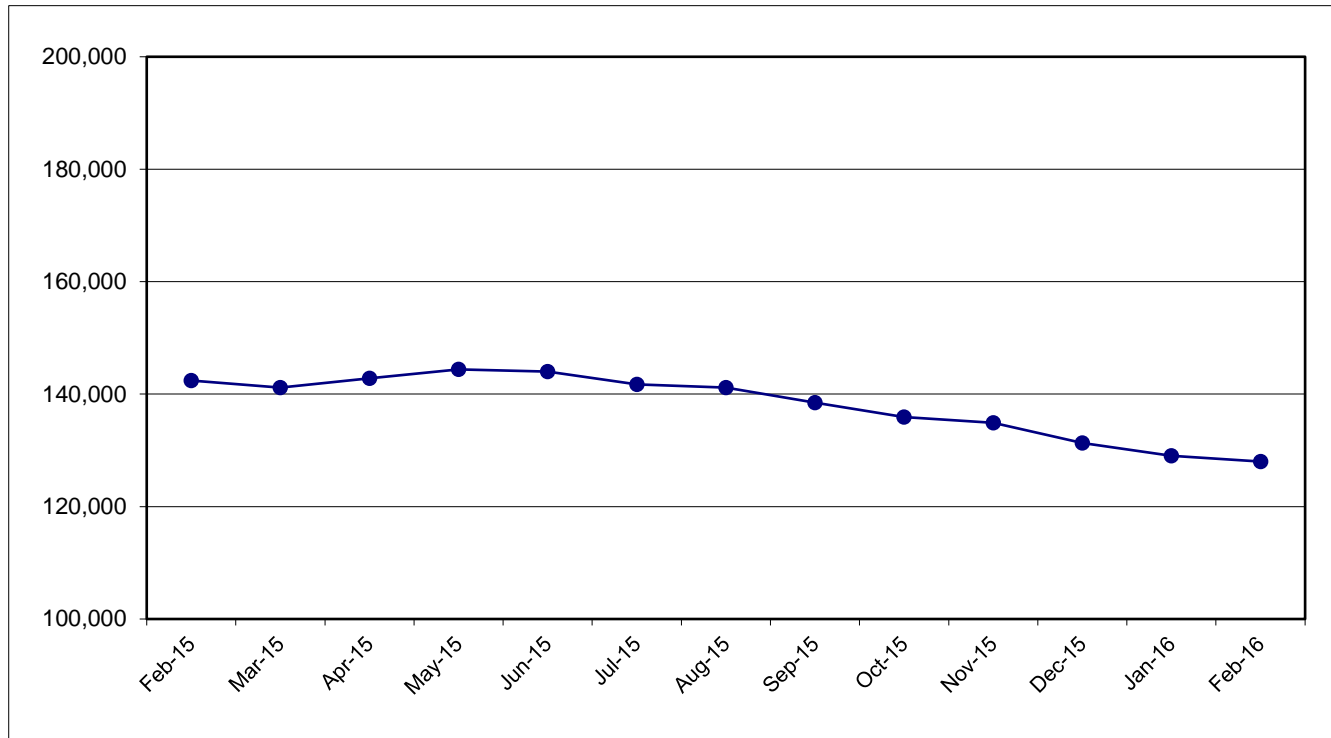
| <u>Line</u> | <u>Mar '15 - Feb '16</u> | <u>Mar '14 - Feb '15</u> | <u>% Difference</u> |
|----------------------|--------------------------|--------------------------|---------------------|
| ① | 88.1% | 85.9% | +2.2% |
| ② | 43.5% | 42.5% | +1.0% |
| ③ | 60.8% | 72.9% | -12.1% |
| ④ | 49.6% | 59.5% | -9.9% |
| ⑤ | 74.5% | 73.1% | +1.4% |
| ⑥ | 56.9% | 70.4% | -13.5% |
| ⑦ | 85.1% | 93.3% | -8.2% |
| ④ 42 St | 99.6% | 99.6% | 0.0% |
| Subdivision A | 71.8% | 77.5% | -5.7% |
| ① | 63.9% | 71.1% | -7.2% |
| ③ | 57.0% | 72.1% | -15.1% |
| ④ | 69.9% | 78.3% | -8.4% |
| ⑤ | 61.3% | 67.8% | -6.5% |
| ⑥ | 37.3% | 55.7% | -18.4% |
| ④ Fkln | 99.6% | 99.3% | +0.3% |
| ⑦ | 84.7% | 87.9% | -3.2% |
| ④ Rock | 97.9% | 97.3% | +0.6% |
| ① ② | 88.6% | 94.0% | -5.4% |
| ③ | 88.5% | 96.1% | -7.6% |
| ④ | 96.5% | 97.9% | -1.4% |
| ⑤ | 70.2% | 75.4% | -5.2% |
| ⑥ | 83.1% | 84.9% | -1.8% |
| ⑦ | 71.2% | 73.3% | -2.1% |
| Subdivision B | 75.6% | 81.6% | -6.0% |
| Systemwide | 74.1% | 79.9% | -5.8% |

Subway Weekend Terminal Delays Monthly (24 hours)

| <u>Categories</u> | <u>Feb '16 Delays</u> |
|------------------------|-----------------------|
| Work Equipment/G. O. | 3,366 |
| Over Crowding | 2,745 |
| Track Gangs | 2,483 |
| ROW Delays | 1,618 |
| Sick Customer | 581 |
| Police | 535 |
| Car Equipment | 532 |
| Unruly Customer | 508 |
| Operational Diversions | 354 |
| Employee | 268 |
| Inclement Weather | 134 |
| Fire | 122 |
| Infrastructure | 120 |
| External | 28 |
| Collision/Derailment | 9 |
| Total Delays | 13,403 |

* Total may differ slightly due to rounding.

Subway Mean Distance Between Failure 12 Month Rolling Average



Definition

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

Monthly Results

Feb 2016: 108,560

Feb 2015: 118,482

12-Month Average

Mar 15 - Feb 16: 128,007

Mar 14 - Feb 15: 142,422

Annual Result

2016 Goal: 150,000

2015 Actual: 131,325

Discussion of Results

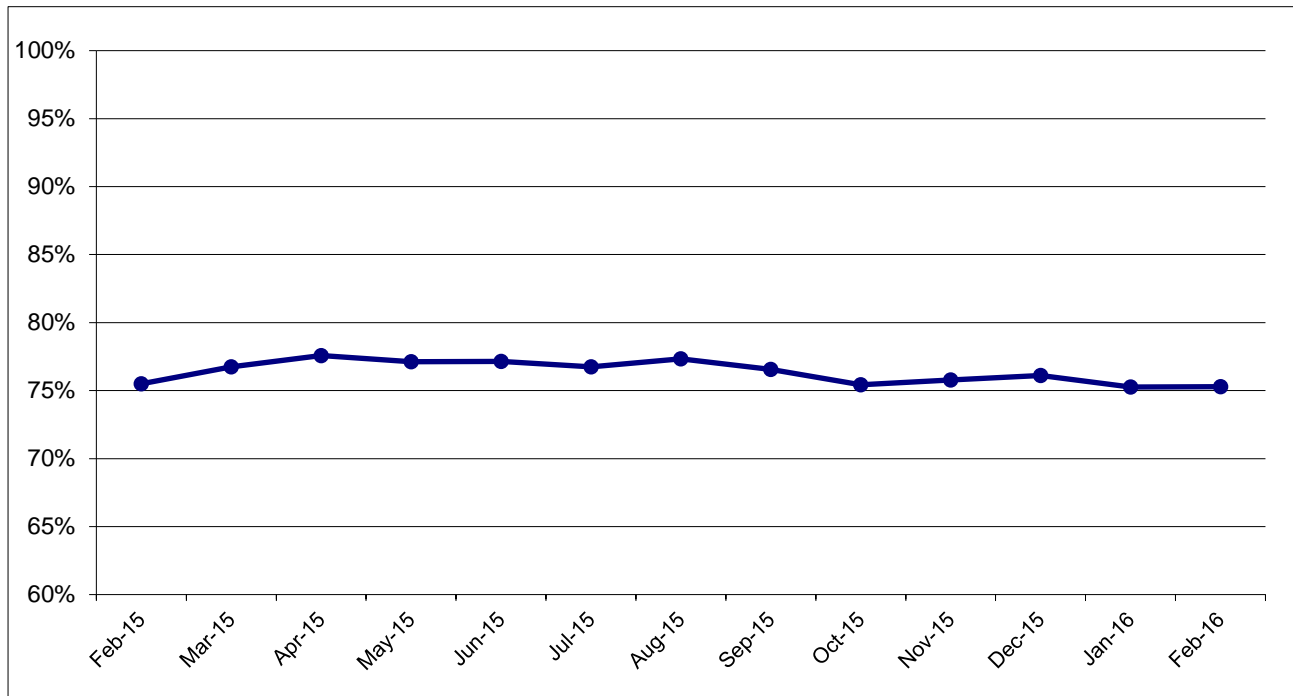
MDBF in February 2016 decreased 8.4% from February 2015. Over the past year, the MDBF 12-month average decreased 10.1%.

Subway Mean Distance Between Failure 12 Month Rolling Average

| <u>Car Class</u> | <u># of Cars</u> | <u>Feb '16</u> | <u>Feb '15</u> | <u>% Change</u> |
|-------------------|------------------|----------------|----------------|-----------------|
| R32 | 222 | 38,362 | 62,541 | -38.7% |
| R42 | 50 | 41,027 | 50,228 | -18.3% |
| R46 | 752 | 101,630 | 88,877 | 14.3% |
| R62 | 315 | 190,050 | 207,454 | -8.4% |
| R62A | 824 | 94,755 | 117,791 | -19.6% |
| R68 | 425 | 122,788 | 155,771 | -21.2% |
| R68A | 200 | 123,449 | 85,175 | 45.0% |
| R142 | 1,030 | 148,354 | 151,905 | -2.3% |
| R142A | 250 | 59,156 | 79,373 | -25.5% |
| R143 | 212 | 65,164 | 93,211 | -30.1% |
| R160 | 1,662 | 345,586 | 375,314 | -7.9% |
| R188 - New | 121 | 335,141 | 372,521 | -10.0% |
| R188 - Conversion | 330 | 110,524 | 80,256 | 37.7% |
| FLEET | 6,393 | 128,007 | 142,422 | -10.1% |

Chart 11

Service - Key Performance Indicator (S-KPI) Monthly



S-KPI Definition

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

- 60%** Wait Assessment (WA) is measured weekdays between 6:00 am - 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

Feb. 2016: 75.3%
 Feb. 2015: 75.5%
 12 Mon Avg: 75.9%
 (Mar '15 - Feb '16)

Subdivision A

Monthly Results

Feb. 2016: 70.6%
 Feb. 2015: 70.3%
 12 Mon Avg: 71.9%
 (Mar '15 - Feb '16)

Subdivision B

Monthly Results

Feb. 2016: 78.7%
 Feb. 2015: 79.1%
 12 Mon Avg: 78.8%
 (Mar '15 - Feb '16)

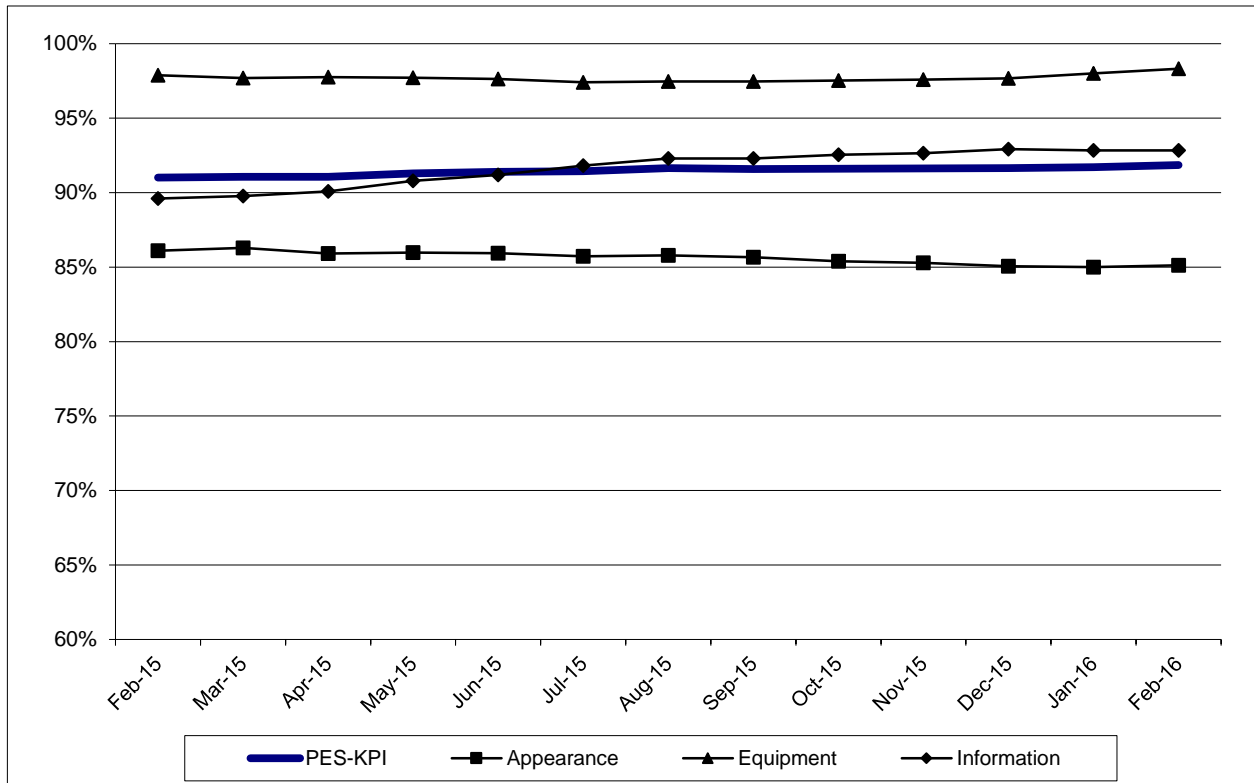
Chart 12

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

| <u>Line</u> | <u>Mar '15 - Feb '16</u> | <u>Mar '14 - Feb '15</u> | <u>% Difference</u> |
|----------------------|--------------------------|--------------------------|---------------------|
| ① | 78.2% | 78.9% | -0.7% |
| ② | 66.0% | 66.1% | -0.1% |
| ③ | 76.2% | 76.9% | -0.7% |
| ④ | 60.4% | 64.4% | -4.0% |
| ⑤ | 61.4% | 63.5% | -2.1% |
| ⑥ | 58.3% | 61.9% | -3.6% |
| ⑦ | 79.0% | 81.8% | -2.8% |
| ⑤ 42nd | 86.6% | 85.7% | +0.9% |
| Subdivision A | 71.9% | 73.9% | -2.0% |
| ① | 68.2% | 68.6% | -0.4% |
| ② | 77.5% | 76.1% | +1.4% |
| ③ | 74.2% | 78.4% | -4.2% |
| ④ | 79.9% | 81.4% | -1.5% |
| ⑤ | 75.7% | 76.4% | -0.7% |
| ⑥ | 70.9% | 69.4% | +1.5% |
| ⑤ Fkln | 90.6% | 89.5% | +1.1% |
| ⑦ | 73.6% | 79.2% | -5.6% |
| ⑤ Rock | 87.7% | 87.0% | +0.7% |
| ① ② | 72.1% | 83.6% | -11.5% |
| ③ | 79.0% | 83.6% | -4.6% |
| ④ | 77.3% | 79.4% | -2.1% |
| ⑤ | 76.8% | 79.6% | -2.8% |
| ⑥ | 78.8% | 80.7% | -1.9% |
| ⑦ | 69.3% | 82.2% | -12.9% |
| Subdivision B | 78.8% | 81.3% | -2.5% |
| Systemwide | 75.9% | 78.2% | -2.3% |

Chart 13

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



PES-KPI Definition

PES-KPI is a composite indicator for the Subway Car and Station environments, which consists of three categories designed to reflect customer experiences.

Appearance: includes Litter, Cleanliness and Graffiti ratings in both Subway Cars and Stations; does not currently include peeling paint or missing tiles for Stations.

Equipment: includes in Stations, the functionality of Elevators, Escalators, Turnstiles, Booth Microphones and MetroCard Vending Machines; and in Subway Cars the functionality of the Door Panels, Lighting and Climate Control.

Information: includes the ratings for Maps, Employees in Proper Uniforms and Subway Car Announcements and Signage.

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

| | <u>PES-KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> |
|-----------------------|----------------|-------------------|------------------|--------------------|
| February 2016: | 91.9% | 85.1% | 98.3% | 92.8% |
| February 2015: | 91.0% | 86.1% | 97.9% | 89.6% |
| % Difference: | +0.9% | -1.0% | +0.4% | +3.2% |

Chart 14

PES-KPI - Subway Car 12 Month Rolling Average

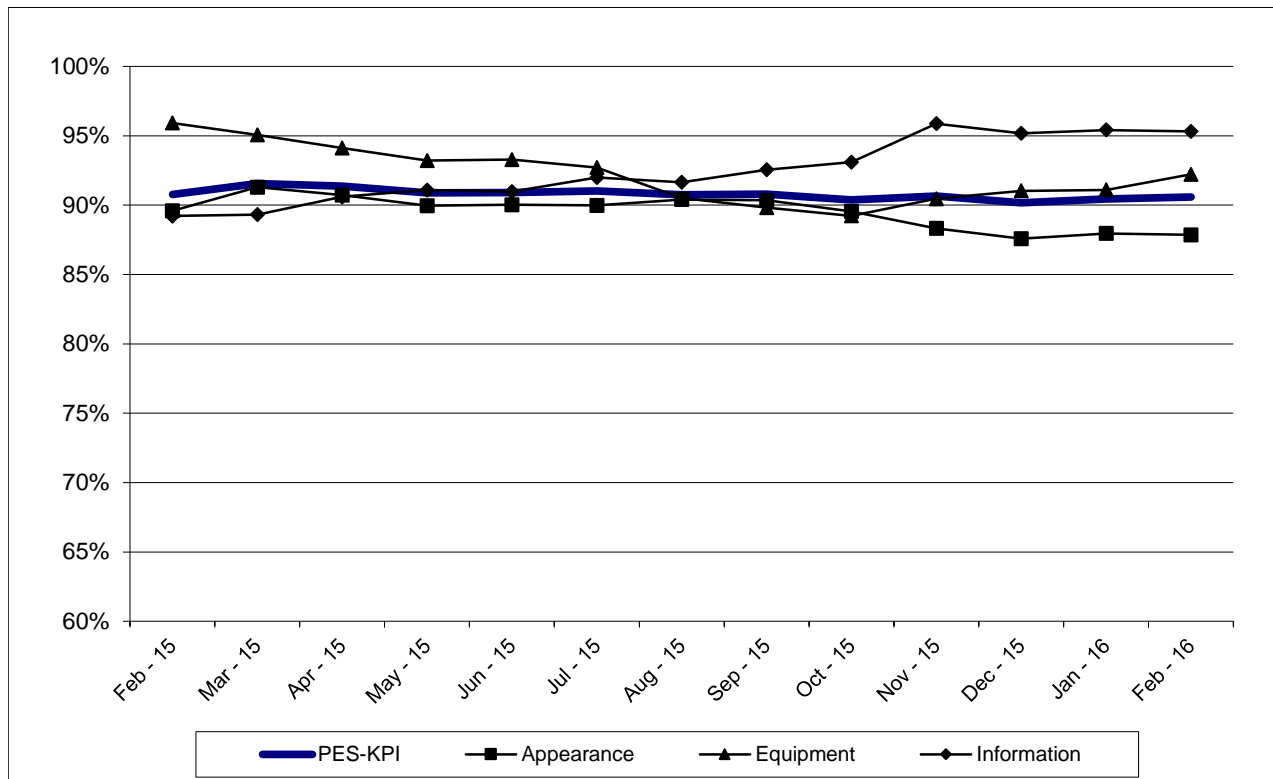
| <u>Line</u> | February 2016 | | | | February 2015 | | | | % Difference |
|----------------------|---------------|-------------------|------------------|--------------------|---------------|-------------------|------------------|--------------------|--------------|
| | <u>KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> | <u>KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> | <u>KPI</u> |
| ① | 94.9% | 96.9% | 96.7% | 91.0% | 93.8% | 93.5% | 95.7% | 92.3% | +1.1% |
| ② | 96.5% | 94.7% | 99.0% | 96.0% | 95.0% | 90.3% | 97.5% | 97.5% | +1.5% |
| ③ | 95.0% | 96.4% | 97.9% | 90.6% | 95.8% | 94.9% | 99.1% | 93.4% | -0.8% |
| ④ | 95.6% | 93.0% | 98.2% | 95.7% | 95.2% | 92.5% | 95.9% | 97.4% | +0.4% |
| ⑤ | 95.7% | 93.5% | 97.9% | 95.7% | 95.5% | 93.4% | 97.6% | 95.6% | +0.2% |
| ⑥ | 94.8% | 94.0% | 97.8% | 92.6% | 94.9% | 91.8% | 96.2% | 96.9% | -0.1% |
| ⑦ | 97.8% | 98.2% | 99.6% | 95.5% | 95.7% | 96.4% | 98.5% | 92.2% | +2.1% |
| ⑨ 42nd | 94.4% | 97.1% | 94.0% | 91.9% | 95.7% | 95.3% | 99.2% | 92.5% | -1.3% |
| Subdivision A | 95.5% | 95.2% | 97.9% | 93.5% | 95.0% | 93.1% | 97.1% | 94.9% | +0.5% |
| Ⓐ | 95.0% | 93.5% | 98.0% | 93.6% | 94.3% | 93.4% | 95.1% | 94.5% | +0.7% |
| Ⓑ | 92.8% | 91.4% | 95.7% | 91.3% | 93.8% | 93.0% | 95.4% | 92.9% | -1.0% |
| Ⓒ | 96.1% | 95.2% | 98.7% | 94.4% | 94.3% | 93.3% | 96.5% | 93.0% | +1.8% |
| Ⓓ | 92.5% | 90.2% | 96.9% | 90.5% | 93.1% | 92.9% | 93.6% | 92.7% | -0.6% |
| Ⓔ | 96.4% | 93.4% | 97.4% | 98.3% | 96.5% | 94.6% | 98.8% | 96.1% | -0.1% |
| Ⓕ | 96.3% | 94.0% | 98.7% | 96.1% | 94.6% | 92.0% | 98.4% | 93.5% | +1.7% |
| Ⓖ Fkln | 94.6% | 92.3% | 97.2% | 94.5% | 92.4% | 93.5% | 94.6% | 89.2% | +2.2% |
| Ⓖ | 94.7% | 95.7% | 96.9% | 91.6% | 93.9% | 94.0% | 93.5% | 94.3% | +0.8% |
| Ⓙ/Ⓩ | 94.9% | 91.5% | 98.7% | 94.7% | 96.7% | 94.3% | 97.6% | 98.3% | -1.8% |
| Ⓛ | 95.6% | 92.1% | 96.5% | 98.3% | 95.0% | 90.1% | 98.3% | 96.6% | +0.6% |
| Ⓜ | 96.3% | 91.7% | 98.1% | 99.1% | 95.6% | 91.1% | 97.3% | 98.4% | +0.7% |
| Ⓝ | 96.4% | 93.3% | 97.9% | 98.1% | 95.2% | 89.2% | 98.6% | 98.0% | +1.2% |
| Ⓢ | 95.8% | 88.5% | 99.6% | 99.5% | 94.9% | 90.3% | 98.2% | 96.4% | +0.9% |
| Ⓡ | 95.9% | 95.8% | 98.3% | 93.5% | 95.0% | 91.6% | 97.6% | 95.9% | +0.9% |
| Subdivision B | 95.3% | 92.8% | 97.8% | 95.5% | 94.8% | 92.2% | 96.9% | 95.3% | +0.5% |
| Systemwide | 95.4% | 93.7% | 97.8% | 94.7% | 94.9% | 92.6% | 97.0% | 95.1% | +0.5% |

Chart 15

PES-KPI - Stations 12 Month Rolling Average

| <u>Borough</u> | <u>February 2016</u> | | | | <u>February 2015</u> | | | | <u>% Difference</u> |
|-------------------|----------------------|-------------------|------------------|--------------------|----------------------|-------------------|------------------|--------------------|---------------------|
| | <u>KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> | <u>KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> | <u>KPI</u> |
| Bronx | 85.8% | 71.5% | 98.4% | 90.2% | 86.4% | 80.5% | 97.9% | 82.1% | -0.6% |
| Manhattan | 87.7% | 76.7% | 98.6% | 89.8% | 86.4% | 77.9% | 99.0% | 84.2% | +1.3% |
| Brooklyn | 89.3% | 78.6% | 99.0% | 92.3% | 86.8% | 80.4% | 98.4% | 83.0% | +2.5% |
| Queens | 89.3% | 80.1% | 99.5% | 90.3% | 89.3% | 83.4% | 99.4% | 86.2% | +0.0% |
| Systemwide | 88.3% | 77.2% | 98.8% | 90.9% | 87.1% | 80.2% | 98.8% | 83.9% | +1.2% |

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



PES-KPI Definition

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

Appearance: includes Litter, Cleanliness and Graffiti ratings in Cars and Stations.

Equipment: includes in Cars, the functionality of Door Panels, Lighting and Climate Control.

Information: includes the ratings for Maps, Employees in Proper Uniforms and Subway Car Announcements and Signage.

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

SIR PES-KPI Results

| | <u>PES-KPI</u> | <u>Appearance</u> | <u>Equipment</u> | <u>Information</u> |
|-----------------------|----------------|-------------------|------------------|--------------------|
| February 2016: | 90.6% | 87.9% | 92.2% | 95.3% |
| February 2015: | 90.8% | 89.6% | 95.9% | 89.2% |
| % Difference: | -0.2% | -1.7% | -3.7% | +6.1% |

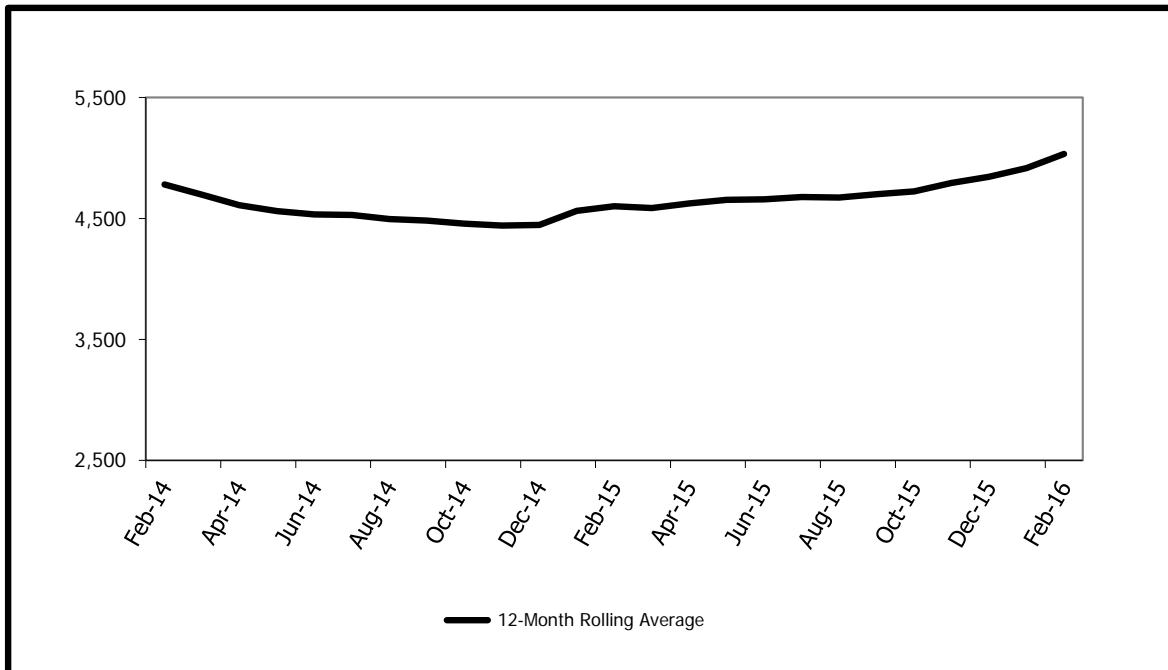
Chart 17

Monthly Operations Report

Statistical results for the month of February 2016 are shown below.

| MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators | | | | | | |
|---|------------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator | Current Month: February 2016 | | | 12-Month Average | | |
| | This Year | Last Year | % Change | This Year | Last Year | % Change |
| System MDBF (chart 1) | 5,684 | 4,208 | +35.1% | 5,033 | 4,600 | +9.4% |
| NYCT Bus | 5,372 | 4,078 | +31.7% | 4,797 | 4,363 | +9.9% |
| MTA Bus | 6,998 | 4,702 | +48.8% | 5,968 | 5,568 | +7.2% |
| System MDBSI (chart 2) | 2,652 | 2,268 | +16.9% | 2,511 | 2,453 | +2.3% |
| NYCT Bus | 2,508 | 2,225 | +12.7% | 2,399 | 2,393 | +0.2% |
| MTA Bus | 3,252 | 2,426 | +34.1% | 2,949 | 2,668 | +10.5% |
| System Trips Completed (chart 3) | 99.31% | 98.23% | +1.1% | 98.94% | 98.81% | +0.1% |
| NYCT Bus | 99.33% | 98.48% | +0.8% | 98.99% | 98.95% | +0.0% |
| MTA Bus | 99.24% | 97.21% | +2.0% | 98.76% | 98.22% | +0.5% |
| System AM Pull Out (chart 4) | 99.79% | 98.70% | +1.1% | 99.63% | 99.40% | +0.2% |
| NYCT Bus | 99.84% | 98.96% | +0.9% | 99.67% | 99.55% | +0.1% |
| MTA Bus | 99.63% | 97.77% | +1.9% | 99.49% | 98.85% | +0.6% |
| System PM Pull Out (chart 5) | 99.92% | 99.56% | +0.4% | 99.81% | 99.60% | +0.2% |
| NYCT Bus | 99.95% | 99.82% | +0.1% | 99.90% | 99.83% | +0.1% |
| MTA Bus | 99.80% | 98.62% | +1.2% | 99.49% | 98.80% | +0.7% |
| System Buses> = 12 years | 20% | 27% | | | | |
| NYCT Bus | 23% | 32% | | | | |
| MTA Bus | 10% | 12% | | | | |
| System Fleet Age | 7.81 | 8.99 | | | | |
| NYCT Bus | 7.54 | 9.14 | | | | |
| MTA Bus | 8.76 | 8.48 | | | | |
| Paratransit | | | | | | |
| % of Trips Completed | 94.83% | 93.81% | +1.0% | 94.70% | 94.43% | +0.3% |
| Trips Requested | 624,356 | 590,284 | +5.8% | 653,326 | 649,333 | +0.6% |
| Trips Scheduled | 531,985 | 492,693 | +8.0% | 564,098 | 566,223 | -0.4% |
| Trips Completed | 504,463 | 462,191 | +9.1% | 534,184 | 534,681 | -0.1% |
| Early Cancellations as a Percentage of Trips Requested | 14.04% | 15.93% | -1.9% | 12.87% | 12.00% | +0.9% |
| Late Cancellations as a Percentage of Trips Scheduled | 3.04% | 3.62% | -0.6% | 2.86% | 3.38% | -0.5% |
| No-Shows (Passenger) as a Percentage of Trips Scheduled | 1.53% | 1.64% | -0.1% | 1.55% | 1.46% | +0.1% |
| No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled | 0.60% | 0.93% | -0.3% | 0.89% | 0.73% | +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% | 0.61% | +0.2% | 0.78% | 0.80% | -0.0% |
| New Applications Received | 2,668 | 2,562 | +4.1% | 3,025 | 3,059 | -1.1% |

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

February 2016: 5,684
February 2015: 4,208

12-Month Average

March 15 - February 16: 5,033
March 14 - February 15: 4,600

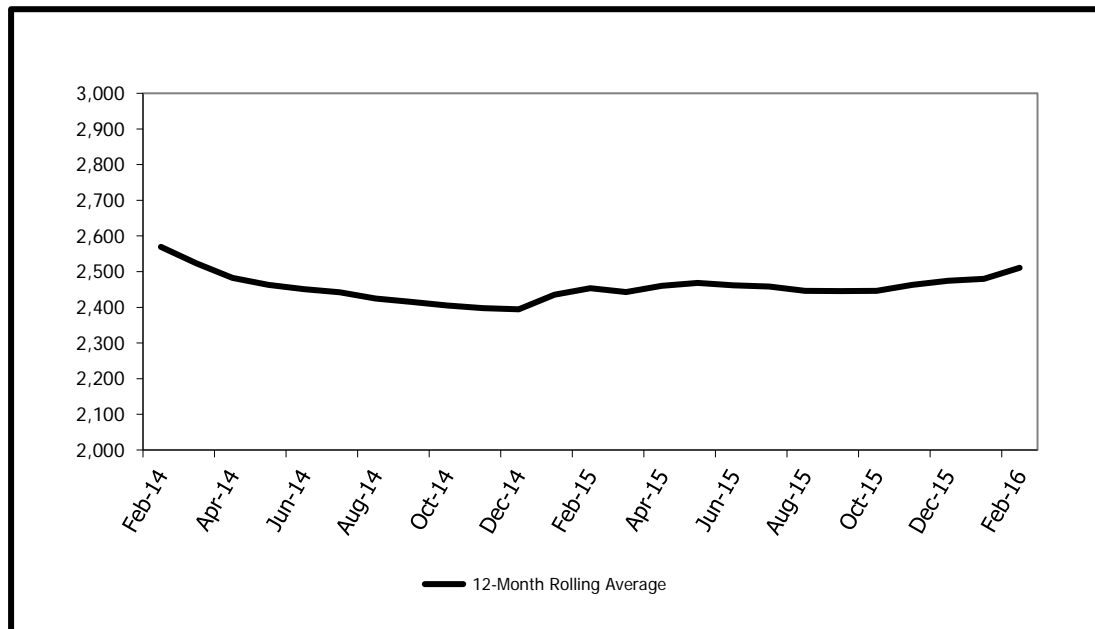
Annual Results

2016 Goal: 5,002
2015 Actual: 4,844

* "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

February 2016: 2,652
February 2015: 2,268

12-Month Average

March 15 - February 16: 2,511
March 14 - February 15: 2,453

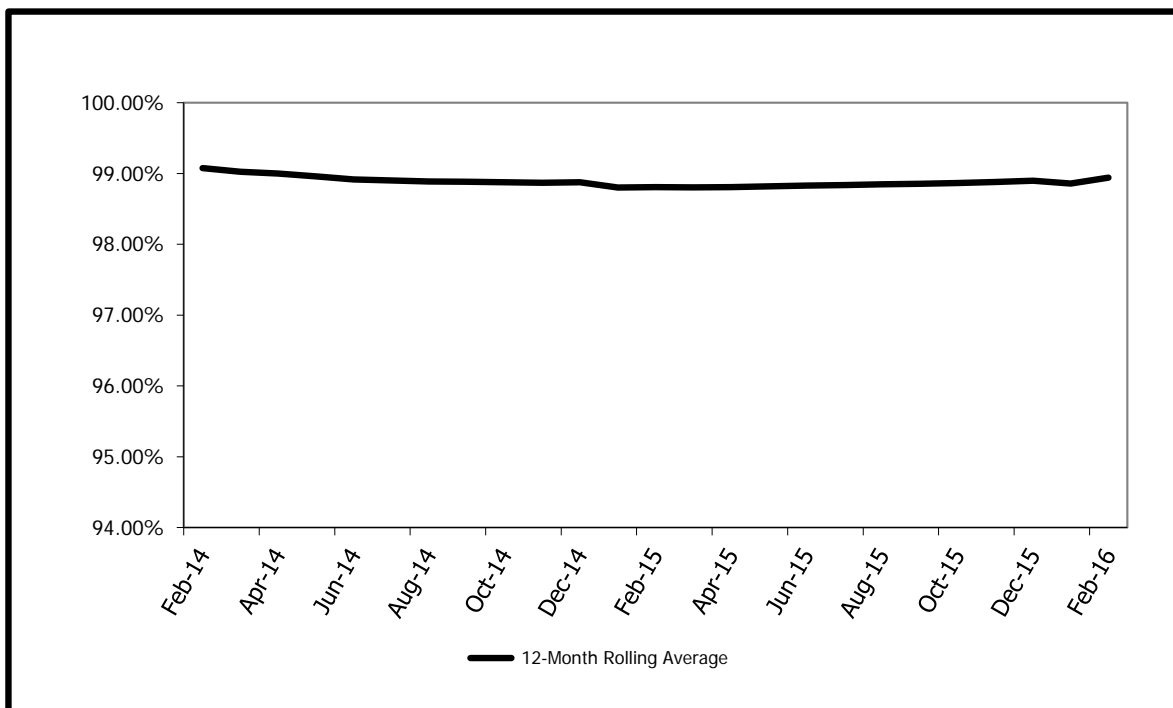
Annual Results

2016 YTD: 2,655
2015 Actual: 2,474

* "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

February 2016: 99.31%
February 2015: 98.23%

12-Month Average

March 15 - February 16: 98.94%
March 14 - February 15: 98.81%

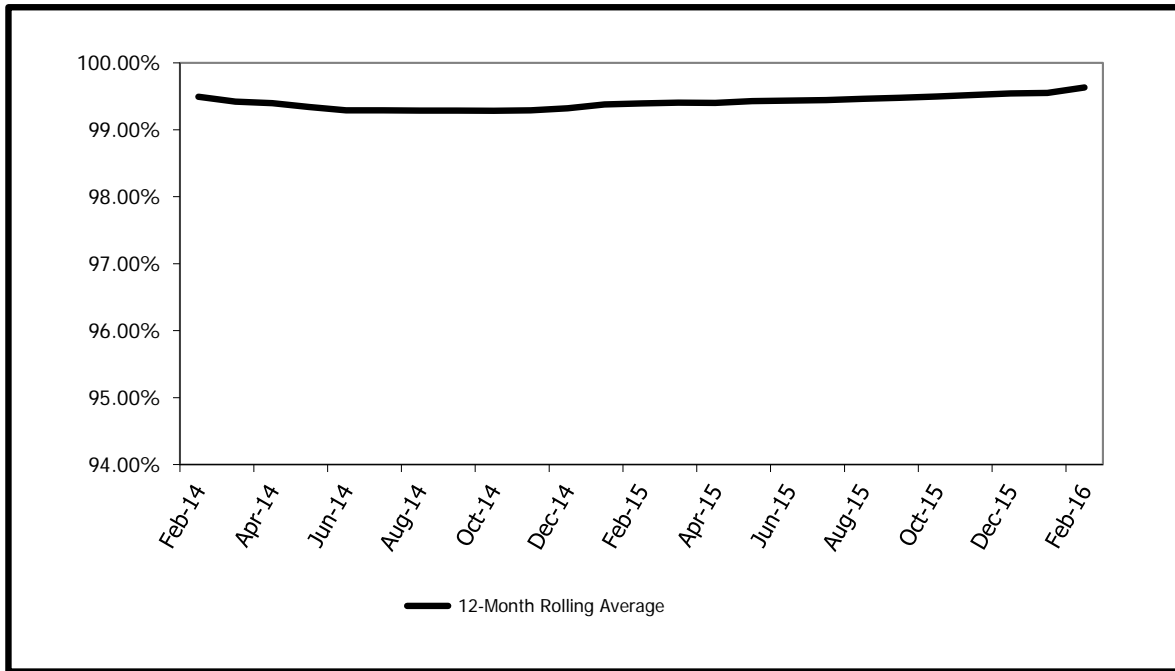
Annual Results

2016 YTD: 98.19%
2015 Actual: 98.90%

* "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

February 2016: 99.79%
February 2015: 98.70%

12-Month Average

March 15 - February 16: 99.63%
March 14 - February 15: 99.40%

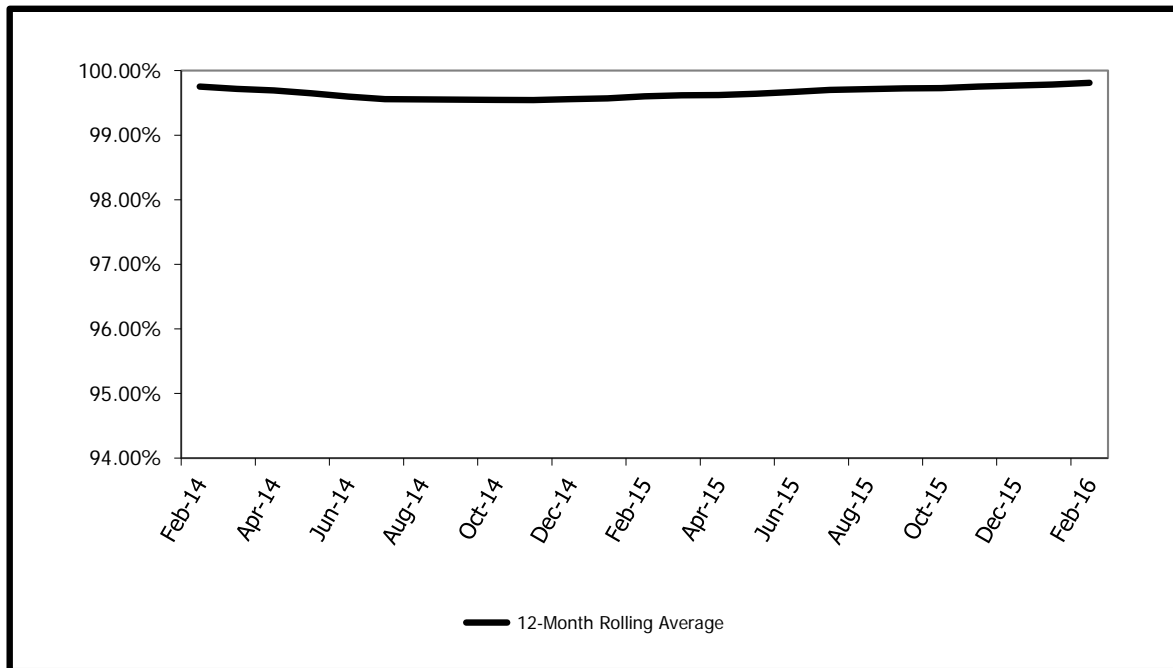
Annual Results

2016 YTD: 99.74%
2015 Actual: 99.55%

* "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

| | | | | | |
|----------------|--------|------------------------|--------|--------------|--------|
| February 2016: | 99.92% | March 15 - February 16 | 99.81% | 2016 YTD: | 99.89% |
| February 2015: | 99.56% | March 14 - February 15 | 99.60% | 2015 Actual: | 99.77% |

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

Chart 5

Monthly Operations Report

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

| Safety Report | | | |
|--|---------------------|---------------------|----------|
| Performance Indicators | 12-Month Average | | |
| | Mar 2015 - Feb 2016 | Mar 2014 - Feb 2015 | % Change |
| Subways | | | |
| Subway Customer Accidents per Million Customers ¹ | 2.58 | 2.60 | -0.8% |
| Subway Collisions ^{2,3} | 0 | 1 | -100.0% |
| Subway Derailments ^{2,3} | 2 | 3 | -33.3% |
| Subway Fires ² | 1,022 | 963 | +6.1% |
| Buses | | | |
| Bus Collisions Per Million Miles Regional | 53.79 | 48.63 | +10.6% |
| Bus Collision Injuries Per Million Miles Regional | 6.28 | 6.43 | -2.3% |
| Bus Customer Accidents Per Million Customers Regional | 1.15 | 1.09 | +5.7% |
| | | | |
| Total NYCT and MTA Bus Lost Time Accidents per 100 Employees | 3.76 | 3.61 | +4.2% |

¹ 12-Month Average data from February 2015 through January 2016.

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

³ Data from April 2015 through March 2016.

| Leading Indicators | | | | |
|--|-------|--------|--------|------------------|
| Subways | March | YTD | Goal | YTD as % of Goal |
| Roadway Worker Protection | | | | |
| Joint Track Safety Audits -- Actual Count | 36 | 97 | 336 | 28.9% |
| Joint Track Safety Audits -- Compliance Rate | 99.5% | 99.1% | 100.0% | 99.1% |
| | | | | |
| Mainline Collision/Derailment Prevention | | | | |
| Continuous Welded Rail Initiative (# of Track Feet) | 5,658 | 16,043 | 61,178 | 26.2% |
| | | | | |
| Station -- Emergency Communication | | | | |
| Help Point Installations | 9 | 28 | 130 | 21.5% |
| Buses | March | YTD | Goal | YTD as % of Goal |
| Collision Prevention | | | | |
| Audible Pedestrian Warning System Pilot ⁴ | N/A | N/A | 40 | N/A |
| Collision Avoidance System Pilot ⁵ | N/A | N/A | 20 | N/A |
| Vision Zero Employee Training | 499 | 1,467 | 6,000 | 24.5% |

⁴ Proof of concept on 4 buses continues to function as designed – currently developing a design for the visual portion of this initiative. Requirements document and statement of work 90% complete. Vendor outreach initiated.

⁵ Algorithms on proof of concept 2 buses fine-tuned successfully for better object recognition. Requirements document and statement of work 90% complete for expanded rollout to additional 100 buses. Started to work with Procurement on next steps.

Monthly Operations Report

Safety Report Definitions:

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

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

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

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

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

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

Monthly Operations Report

| Subways Crime Report | | | | | | |
|---|---------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator | Current Month: March 2016 | | | 12-Month Average | | |
| | This Year | Last Year | % Change | This Year | Last Year | % Change |
| Major Felonies ¹ (Attachments 1-3) | 179 | 175 | +2.3% | 572 | 499 | +14.6% |
| Robberies ¹ | 43 | 28 | +53.6% | 123 | 98 | +25.5% |

| SIR Crime Report | | | | | | |
|--|---------------------------|-----------|----------|------------------|-----------|----------|
| Performance Indicator | Current Month: March 2016 | | | 12-Month Average | | |
| | This Year | Last Year | % Change | This Year | Last Year | % Change |
| Major Felonies ¹ (Attachment 4) | 0 | 0 | 0.0% | 4 | 4 | 0.0% |
| Robberies ¹ | 0 | 0 | 0.0% | 0 | 4 | -100.0% |

¹ The table shows year-to-date figures rather than 12-month averages.



Police Department
City of New York

MTA Report

CRIME STATISTICS MARCH

| | 2016 | 2015 | Diff | % Change |
|------------------------------------|-------------------|-------------------|-----------------|--------------------|
| MURDER | 1 | 0 | 1 | ***. *% |
| RAPE | 0 | 0 | 0 | 0.0% |
| ROBBERY | 43 | 28 | 15 | 53.6% |
| GL | 115 | 123 | -8 | -6.5% |
| FELASSAULT | 19 | 20 | -1 | -5.0% |
| BURGLARY | 1 | 4 | -3 | -75.0% |
| <u>TOTAL MAJOR FELONIES</u> | <u>179</u> | <u>175</u> | <u>4</u> | <u>2.3%</u> |

During March, the daily Robbery average increased from 0.9 to 1.3

During March, the daily Major Felony average increased from 5.5 to 5.6

CRIME STATISTICS JANUARY THRU MARCH

| | 2016 | 2015 | Diff | % Change |
|------------------------------------|-------------------|-------------------|------------------|---------------------|
| MURDER | 1 | 0 | 1 | ***. *% |
| RAPE | 0 | 0 | 0 | 0.0% |
| ROBBERY | 123 | 98 | 25 | 25.5% |
| GL | 367 | 344 | 23 | 6.7% |
| FELASSAULT | 75 | 52 | 23 | 44.2% |
| BURGLARY | 6 | 5 | 1 | 20.0% |
| <u>TOTAL MAJOR FELONIES</u> | <u>572</u> | <u>499</u> | <u>73</u> | <u>14.6%</u> |

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

Year to date the daily Major Felony average increased from 5.5 to 6.3

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

MARCH ACTIVITY

| | 2016 | 2015 | Diff | % Change |
|---------------|-------------|-------------|-------------|-----------------|
| Total Arrests | 3004 | 4043 | -1039 | -25.7% |
| TOS Arrests | 2147 | 2062 | 85 | 4.1% |
| Summons | 7210 | 6859 | 351 | 5.1% |

JANUARY THRU MARCH ACTIVITY

| | 2016 | 2015 | Diff | % Change |
|---------------|-------------|-------------|-------------|-----------------|
| Total Arrests | 11453 | 11562 | -109 | -0.9% |
| TOS Arrests | 6865 | 6009 | 856 | 14.2% |
| Summons | 20985 | 18705 | 2280 | 12.2% |

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

| | <i>JANUARY-MARCH</i> | | | | | | | | | | | | | | | | | | | |
|-----------------------------|----------------------|--------------|--------------|--------------|--------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|-------------|
| | <i>1997</i> | <i>1998</i> | <i>1999</i> | <i>2000</i> | <i>2001</i> | <i>2002</i> | <i>2003</i> | <i>2004</i> | <i>2005</i> | <i>2006</i> | <i>2007</i> | <i>2008</i> | <i>2009</i> | <i>2010</i> | <i>2011</i> | <i>2012</i> | <i>2013</i> | <i>2014</i> | <i>2015</i> | <i>2016</i> |
| <i>Murder</i> | <i>1</i> | <i>0</i> | <i>3</i> | <i>1</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>1</i> | <i>2</i> | <i>1</i> | <i>1</i> | <i>0</i> | <i>1</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>1</i> |
| <i>Rape</i> | <i>1</i> | <i>4</i> | <i>0</i> | <i>1</i> | <i>1</i> | <i>0</i> | <i>2</i> | <i>0</i> | <i>2</i> | <i>2</i> | <i>0</i> | <i>2</i> | <i>0</i> | <i>0</i> | <i>0</i> | <i>3</i> | <i>2</i> | <i>3</i> | <i>0</i> | <i>0</i> |
| <i>Robbery</i> | <i>553</i> | <i>503</i> | <i>412</i> | <i>336</i> | <i>321</i> | <i>308</i> | <i>289</i> | <i>258</i> | <i>327</i> | <i>233</i> | <i>188</i> | <i>189</i> | <i>188</i> | <i>184</i> | <i>176</i> | <i>236</i> | <i>155</i> | <i>119</i> | <i>98</i> | <i>123</i> |
| <i>Assault</i> | <i>120</i> | <i>130</i> | <i>105</i> | <i>99</i> | <i>71</i> | <i>71</i> | <i>60</i> | <i>63</i> | <i>79</i> | <i>45</i> | <i>48</i> | <i>52</i> | <i>46</i> | <i>51</i> | <i>56</i> | <i>38</i> | <i>46</i> | <i>48</i> | <i>52</i> | <i>75</i> |
| <i>Burglary</i> | <i>12</i> | <i>5</i> | <i>1</i> | <i>2</i> | <i>3</i> | <i>1</i> | <i>3</i> | <i>0</i> | <i>0</i> | <i>1</i> | <i>0</i> | <i>2</i> | <i>0</i> | <i>2</i> | <i>0</i> | <i>3</i> | <i>5</i> | <i>6</i> | <i>5</i> | <i>6</i> |
| <i>GL</i> | <i>762</i> | <i>637</i> | <i>533</i> | <i>548</i> | <i>519</i> | <i>500</i> | <i>393</i> | <i>430</i> | <i>485</i> | <i>282</i> | <i>292</i> | <i>312</i> | <i>295</i> | <i>264</i> | <i>318</i> | <i>403</i> | <i>384</i> | <i>393</i> | <i>344</i> | <i>367</i> |
| <i>TOTAL MAJOR FELONIES</i> | <i>1449</i> | <i>1279</i> | <i>1054</i> | <i>987</i> | <i>915</i> | <i>880</i> | <i>747</i> | <i>752</i> | <i>895</i> | <i>564</i> | <i>529</i> | <i>557</i> | <i>530</i> | <i>501</i> | <i>550</i> | <i>683</i> | <i>592</i> | <i>569</i> | <i>499</i> | <i>572</i> |
| <i>Major Fel Per Day</i> | <i>16.10</i> | <i>14.21</i> | <i>11.71</i> | <i>10.97</i> | <i>10.17</i> | <i>9.78</i> | <i>8.30</i> | <i>8.36</i> | <i>9.94</i> | <i>6.27</i> | <i>5.88</i> | <i>6.19</i> | <i>5.89</i> | <i>5.57</i> | <i>6.11</i> | <i>7.59</i> | <i>6.58</i> | <i>6.32</i> | <i>5.54</i> | <i>6.36</i> |



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

March 2016 vs. 2015

| | 2016 | 2015 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 0 | 0 | 0 | 0% |
| Felony Assault | 0 | 0 | 0 | 0% |
| Burglary | 0 | 0 | 0 | 0% |
| Grand Larceny | 0 | 0 | 0 | 0% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 0 | 0 | 0 | 0% |

Year to Date 2016 vs. 2015

| | 2016 | 2015 | Diff | % Change |
|-----------------------------|-------------|-------------|-------------|-----------------|
| Murder | 0 | 0 | 0 | 0% |
| Rape | 0 | 0 | 0 | 0% |
| Robbery | 0 | 4 | -4 | -100% |
| Felony Assault | 0 | 0 | 0 | 0% |
| Burglary | 0 | 0 | 0 | 0% |
| Grand Larceny | 4 | 0 | 4 | 100% |
| Grand Larceny Auto | 0 | 0 | 0 | 0% |
| Total Major Felonies | 4 | 4 | 0 | 0% |



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for February 2016 are presented in the table below and compared to the Adopted Budget (budget).

| Category (\$ in millions) | February Results | | February Year-to-Date Results | | | |
|--|----------------------|-------|-------------------------------|-------------|----------------------|-------|
| | Variance Fav/(Unfav) | | Budget | Prel Actual | Variance Fav/(Unfav) | |
| | \$ | % | | | \$ | % |
| Total Farebox Revenue | (15.4) | (4.4) | 703.8 | 672.9 | (30.9) | (4.4) |
| Nonreimb. Exp. before Dep./OPEB | 10.4 | 1.8 | 1,147.7 | 1,125.1 | 22.6 | 2.0 |
| Net Cash Deficit* | 4.4 | 1.7 | (500.9) | (524.0) | (23.1) | (4.6) |
| *Excludes Subsidies and Debt Service | | | | | | |

February 2016 **farebox revenue** was \$338.1 million, \$15.4 million (4.4 percent) below budget. Subway revenue was \$13.2 million (4.9 percent) below budget, bus revenue was \$2.2 million (2.8 percent) below budget, and paratransit revenue was \$0.1 million (7.3 percent) below budget. Accrued fare media liability was equal to budget. Year-to-date revenue of \$672.9 million was \$30.9 million (4.4 percent) below budget. The February 2016 non-student **average fare** of \$1.875 increased 4.7¢ from February 2015; the subway fare increased 5.0¢, the local bus fare increased 4.0¢, and the express bus fare increased 12.1¢.

Total **ridership** in February 2016 of 187.7 million was 8.2 million trips (4.2 percent) below budget. Average weekday ridership in February 2016 was 7.7 million, 0.5 percent higher than February 2015. Average weekday ridership for the twelve months ending February 2016 was 7.8 million, 0.4 percent higher than the twelve months ending February 2015.

Nonreimbursable expenses before depreciation and OPEB in February were below budget by \$10.4 million (1.8 percent). Labor expenses were less than budget by a net \$1.5 million (0.4 percent), as the favorable timing of health & welfare/OPEB current expenses and payroll vacancy savings were largely offset by higher overtime expenses, primarily from delayed reporting of the impact of the January blizzard as the blizzard timing coincided with the timing of the January payroll closing. Non-labor expenses were under budget by \$8.8 million (6.2 percent), generated mainly from lower energy costs.

Year-to-date, nonreimbursable expenses were less than budget by \$22.6 million (2.0 percent), including higher net labor costs of a \$2.5 million (0.3 percent) and non-labor underruns of \$25.0 million (8.7 percent), with most accounts reporting favorable results.

The **net cash deficit** for February year-to-date was \$524.0 million, unfavorable to budget by \$23.1 million (4.6 percent), due largely to lower farebox receipts caused by the January blizzard.

FINANCIAL RESULTS

Farebox Revenue

February 2016 Farebox Revenue - (\$ in millions)

| | February | | | | February Year-to-Date | | | |
|-----------------------------|--------------|--------------|-------------------------|---------------|-----------------------|--------------|-------------------------|---------------|
| | Budget | Preliminary | Favorable/(Unfavorable) | | Budget | Preliminary | Favorable/(Unfavorable) | |
| | | Actual | Amount | Percent | | Actual | Amount | Percent |
| Subway | 269.8 | 256.6 | (13.2) | (4.9%) | 537.2 | 512.7 | (24.4) | (4.5%) |
| NYCT Bus | 77.1 | 75.0 | (2.2) | (2.8%) | 153.4 | 147.2 | (6.2) | (4.0%) |
| Paratransit | 1.6 | 1.5 | (0.1) | (7.3%) | 3.2 | 2.9 | (0.3) | (10.1%) |
| Subtotal | 348.5 | 333.1 | (15.4) | (4.4%) | 693.8 | 662.8 | (30.9) | (4.5%) |
| Fare Media Liability | 5.0 | 5.0 | 0.0 | 0.0% | 10.1 | 10.1 | 0.0 | 0.0% |
| Total - NYCT | 353.5 | 338.1 | (15.4) | (4.4%) | 703.8 | 672.9 | (30.9) | (4.4%) |
| MTA Bus Company | 16.8 | 16.2 | (0.5) | (3.0%) | 33.2 | 32.0 | (1.2) | (3.6%) |
| <i>Total - Regional Bus</i> | <i>93.9</i> | <i>91.2</i> | <i>(2.7)</i> | <i>(2.8%)</i> | <i>186.5</i> | <i>179.2</i> | <i>(7.4)</i> | <i>(4.0%)</i> |

Note: Totals may not add due to rounding.

- The negative February subway and bus revenue variances were due to lower-than-forecasted ridership.

Average Fare

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

| | NYC Transit | | | | MTA Bus Company | | | |
|--------------------|-------------|---------|--------|---------|-----------------|---------|--------|---------|
| | 2015 | Prelim. | Change | | 2015 | Prelim. | Change | |
| | | 2016 | Amount | Percent | | 2016 | Amount | Percent |
| Subway | 1.906 | 1.956 | 0.050 | 2.6% | 1.547 | 1.595 | 0.048 | 3.1% |
| Local Bus | 1.535 | 1.574 | 0.040 | 2.6% | 1.547 | 1.595 | 0.048 | 3.1% |
| Subway & Local Bus | 1.813 | 1.859 | 0.046 | 2.6% | 1.547 | 1.595 | 0.048 | 3.1% |
| Express Bus | 4.984 | 5.105 | 0.121 | 2.4% | 4.991 | 5.123 | 0.131 | 2.6% |
| Total | 1.829 | 1.875 | 0.047 | 2.6% | 1.819 | 1.860 | 0.041 | 2.3% |

- The average fare increases were mostly due to the March 22, 2015 fare increase.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the preliminary February average fare of \$1.19 was 19¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of February, other operating revenue underran budget by \$0.9 million (2.5 percent), due mostly to underruns in advertising, real estate and MetroCard surcharge revenues, partly offset by higher paratransit Urban Tax revenue. Year-to-date, other operating revenue was below budget by \$7.6 million (10.1 percent), caused mainly by the unfavorable timing of paratransit Urban Tax revenue recorded in December 2015 and underruns in advertising and MetroCard surcharge revenue.

Nonreimbursable Expenses

In the month of February, nonreimbursable expenses before depreciation and OPEB were below budget by \$10.4 million (1.8 percent). Year-to-date, expenses were under budget by \$22.6 million (2.0 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of February were less than budget by \$1.5 million (0.4 percent). Health & welfare/OPEB current expenses were favorable by \$4.1 million (4.5 percent), due to the favorable timing of expenses. Payroll expenses were lower by \$2.6 million (1.0 percent), resulting from vacancy savings, partly offset by the unfavorable timing of employee earned separation costs. Partly offsetting these positive results were higher overtime expenses of \$5.4 million (15.0 percent), caused largely by delayed reporting of overtime costs incurred during the January blizzard, caused by the January payroll close coinciding with the blizzard. Other fringe benefits were unfavorable to budget by \$1.2 million (4.8 percent), mainly from unfavorable direct overhead credits, due to reimbursable payroll underruns. Pension expenses and reimbursable overhead credits also produced favorable results of \$0.7 million (3.9 percent) and \$0.8 million (4.6 percent), respectively. Year-to-date, labor expenses were above budget by a net \$2.5 million (0.3 percent). Overtime expenses were in excess of budget by \$8.3 million (11.2 percent), due primarily to the impact of the January blizzard. Other fringe benefits exceeded budget by \$3.6 million (6.9 percent), driven by unfavorable direct overhead credits due to reimbursable payroll underruns. Partly offsetting these unfavorable results were lower health & welfare/OPEB current expenses of \$6.1 million (3.0 percent), due to the favorable timing of expenses, and payroll underruns of \$1.8 million (0.3 percent), largely from vacancies.

Non-labor expenses were below budget in February by \$8.8 million (6.2 percent). Electric power expenses were under by \$4.5 million (15.3 percent), largely from lower consumption and prices as well as favorable billing and timing adjustments. Fuel expenses were less by \$3.5 million (35.0 percent), due mostly to lower prices. Paratransit service contract expenses were favorable by \$1.3 million (4.1 percent), due primarily to lower trips. Other business expenses were favorable by \$1.2 million (19.9 percent), involving the timing of accrual adjustments. Materials & supplies expenses were lower by \$1.0 million (4.0 percent), as the favorable timing of maintenance material requirements was partly offset by unfavorable inventory/obsolescence adjustments. Partly offsetting these positive results was an overrun in professional service contract expenses of \$4.1 million (57.0 percent), mainly from the unfavorable timing of office-related, bond services and EDP maintenance & repair expenses. Year-to-date, non-labor expenses were under budget by \$25.0 million (8.7 percent), including the following:

- Electric power expenses were under budget by \$9.6 million (16.7 percent), due mainly to lower consumption and prices, and favorable billing/timing adjustments.
- Fuel expenses were lower than budget by \$7.4 million (36.9 percent), mainly from lower prices.
- Paratransit service contract expenses were below budget by \$4.6 million (6.9 percent), due principally to lower trips

- Professional service contract expenses were favorable by \$3.5 million (21.0 percent), due primarily to the favorable timing of bond and other professional service expenses, partly offset by the unfavorable timing of office and IT-related expenses.
- Materials and supplies expenses were less than budget by \$3.0 million (5.9 percent), due mostly to the favorable timing of maintenance material requirements, partly offset by unfavorable inventory/obsolescence adjustments.
- Public liability claims expenses underran by \$1.7 million (8.3 percent), due to the favorable timing of expenses.
- Maintenance contract expenses were in excess of budget by \$4.8 million (16.0 percent), primarily from the establishing of 2016 accrual adjustments applicable to various accounts, partly offset by the favorable timing of security service expenses.

Depreciation expenses were higher than budget year-to-date by \$82.4 million (31.8 percent), due to the unfavorable timing of assets reaching beneficial use.

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

Net Cash Deficit

The net cash deficit for February year-to-date was \$524.0 million, unfavorable to budget by \$23.1 million (4.6 percent), due largely to lower farebox receipts caused by the January blizzard.

Incumbents

There were 47,180 full-time paid incumbents at the end of February, an increase of 30 from January and a net increase of 29 from December 2015 (excluding 164 December temporary paid incumbents).

RIDERSHIP RESULTS

February 2016 Ridership vs. Budget - (millions)

| | February | | | | February Year-to-Date | | | |
|-----------------------------|--------------|--------------|--------------|---------------|-----------------------|--------------|---------------|---------------|
| | Budget | Preliminary | More/(Less) | | Budget | Preliminary | More/(Less) | |
| | | Actual | Amount | Percent | | Actual | Amount | Percent |
| Subway | 143.0 | 136.7 | (6.3) | (4.4%) | 284.8 | 273.1 | (11.7) | (4.1%) |
| NYCT Bus | 52.1 | 50.3 | (1.8) | (3.4%) | 104.2 | 99.4 | (4.8) | (4.6%) |
| Subtotal | 195.1 | 187.0 | (8.1) | (4.1%) | 389.0 | 372.4 | (16.5) | (4.2%) |
| Paratransit | 0.8 | 0.7 | (0.1) | (11.0%) | 1.6 | 1.4 | (0.2) | (13.1%) |
| Total - NYCT | 195.8 | 187.7 | (8.2) | (4.2%) | 390.5 | 373.8 | (16.7) | (4.3%) |
| MTA Bus Company | 10.1 | 9.7 | (0.4) | (4.0%) | 20.1 | 19.1 | (1.0) | (4.7%) |
| <i>Total - Regional Bus</i> | <i>62.2</i> | <i>60.0</i> | <i>(2.2)</i> | <i>(3.5%)</i> | <i>124.2</i> | <i>118.5</i> | <i>(5.8)</i> | <i>(4.6%)</i> |

Notes: Totals may not add due to rounding.

The negative ridership variances from budget were partly due to the following factors:

- A period of extremely cold weather from Friday, February 12 through the President's Day holiday that included the first sub-zero temperatures in more than 20 years
- Moderate snowfall on Friday, February 5 and two separate weekdays with more than an inch of rain
- Lower than expected non-student ridership on Monday, February 8, when public schools were closed for the first time in observance of the Chinese Lunar New Year Holiday.

February Average Weekday and Weekend Ridership vs. Prior Year

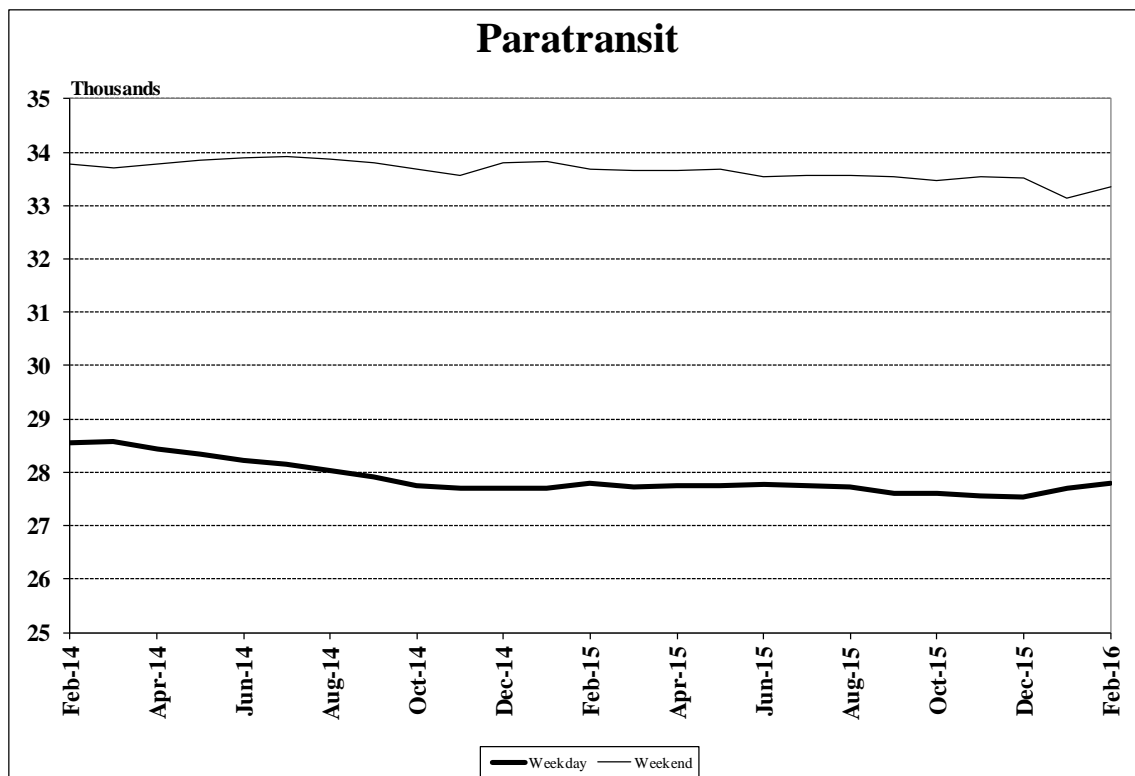
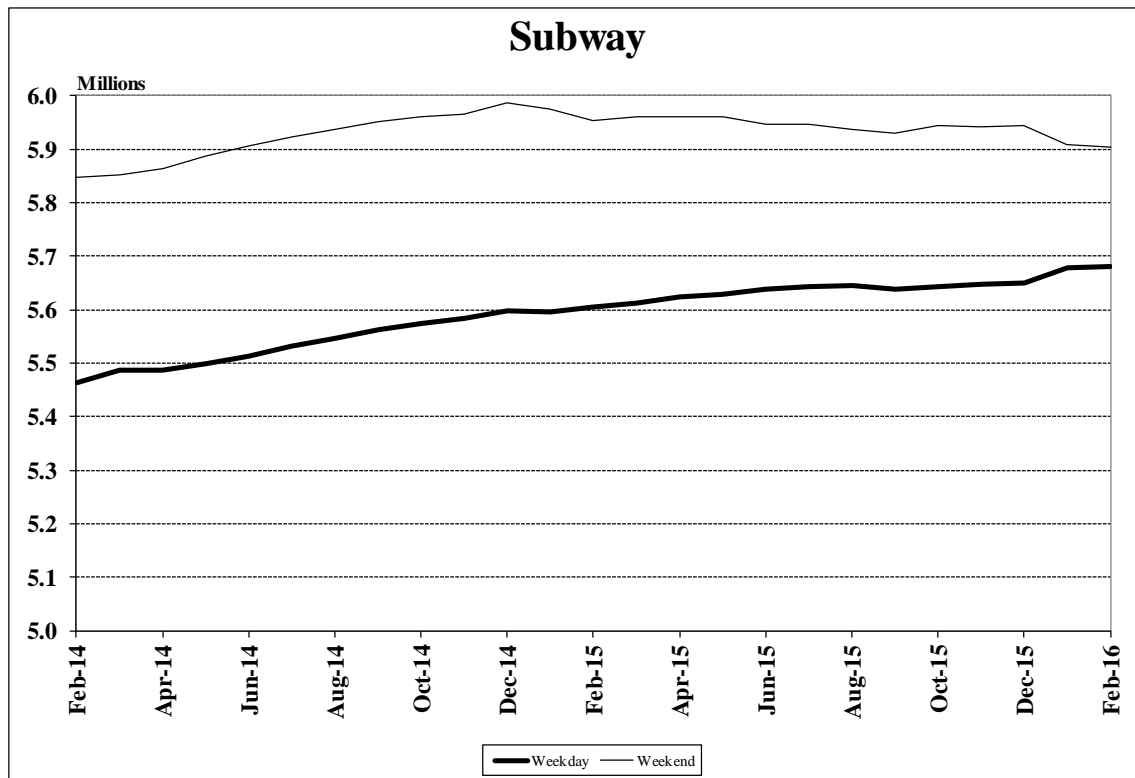
| <u>Month</u> | Average Weekday (thousands) | | | | Average Weekend (thousands) | | | |
|---------------------------------|-----------------------------|--------------|------------|--------------|-----------------------------|--------------|-------------|--------------|
| | 2015 | Preliminary | Change | | 2015 | Preliminary | Change | |
| | | 2016 | Amount | Percent | | 2016 | Amount | Percent |
| Subway | 5,569 | 5,595 | +27 | +0.5% | 5,473 | 5,410 | -63 | -1.2% |
| NYCT Local Bus | 1,984 | 1,997 | +13 | +0.7% | 2,060 | 2,090 | +30 | +1.5% |
| NYCT Express Bus | 42 | 42 | -0 | -0.2% | 11 | 12 | +1 | +8.5% |
| Paratransit | 27 | 28 | +1 | +4.6% | 29 | 32 | +3 | +9.7% |
| TOTAL - NYCT | 7,621 | 7,662 | +41 | +0.5% | 7,573 | 7,544 | -29 | -0.4% |
| MTABC Local Bus | 362 | 368 | +6 | +1.7% | 351 | 360 | +9 | +2.5% |
| MTABC Express Bus | 31 | 30 | -1 | -3.7% | 11 | 11 | +0 | +1.1% |
| Total - MTA Bus | 393 | 398 | +5 | +1.3% | 362 | 371 | +9 | +2.4% |
| <i>Total - Regional Bus</i> | <i>2,419</i> | <i>2,437</i> | <i>18</i> | <i>+0.8%</i> | <i>2,433</i> | <i>2,473</i> | <i>40</i> | <i>+1.6%</i> |
| 12-Month Rolling Average | | | | | | | | |
| Subway | 5,605 | 5,681 | +76 | +1.4% | 5,954 | 5,904 | -50 | -0.8% |
| Local Bus | 2,082 | 2,036 | -46 | -2.2% | 2,302 | 2,239 | -64 | -2.8% |
| Express Bus | 42 | 41 | -1 | -3.4% | 12 | 12 | -0 | -0.4% |
| Paratransit | 28 | 28 | -0 | -0.0% | 34 | 33 | -0 | -1.0% |
| TOTAL - NYCT | 7,757 | 7,786 | +29 | +0.4% | 8,302 | 8,188 | -114 | -1.4% |
| MTABC Local Bus | 377 | 378 | +1 | +0.2% | 390 | 390 | +1 | +0.2% |
| MTABC Express Bus | 32 | 30 | -2 | -5.7% | 13 | 12 | -0 | -3.4% |
| Total - MTA Bus | 409 | 408 | -1 | -0.3% | 402 | 403 | +0 | +0.1% |
| <i>Total - Regional Bus</i> | <i>2,533</i> | <i>2,485</i> | <i>-48</i> | <i>-1.9%</i> | <i>2,717</i> | <i>2,653</i> | <i>-63</i> | <i>-2.3%</i> |

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

- February 2016 average weekday subway ridership was the highest of any February in over forty-five years.
- The February 2016 average weekday subway and bus ridership increases over February 2015 were mainly due to 6.7 inches of weekday snowfall in 2015 and frigid temperatures that made February 2015 the coldest February since 1934.

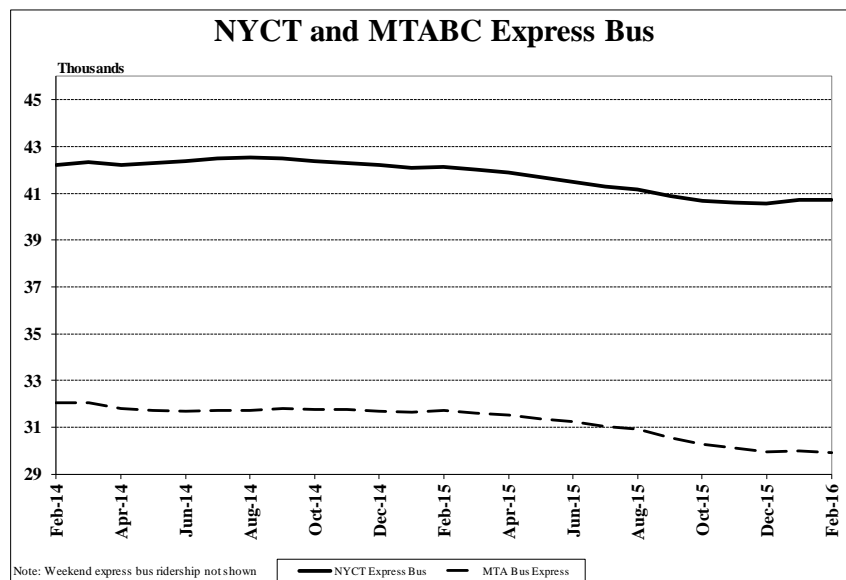
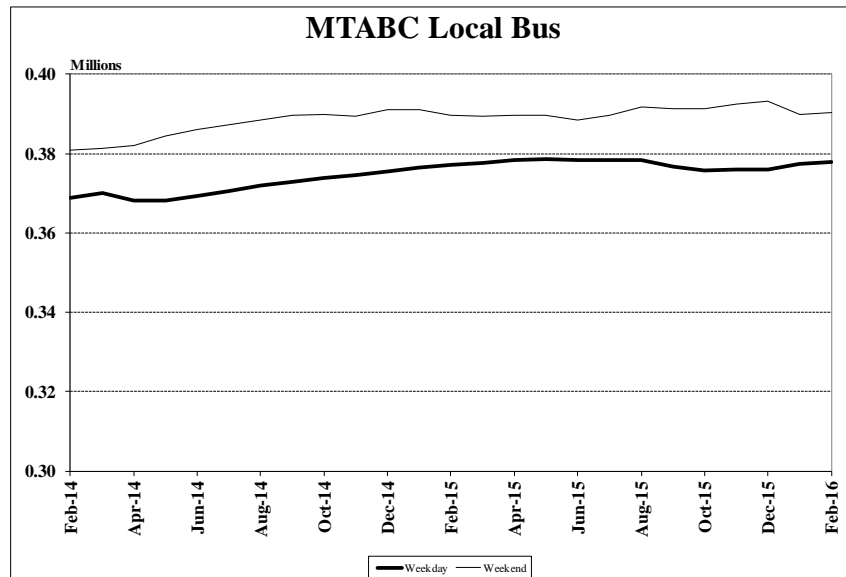
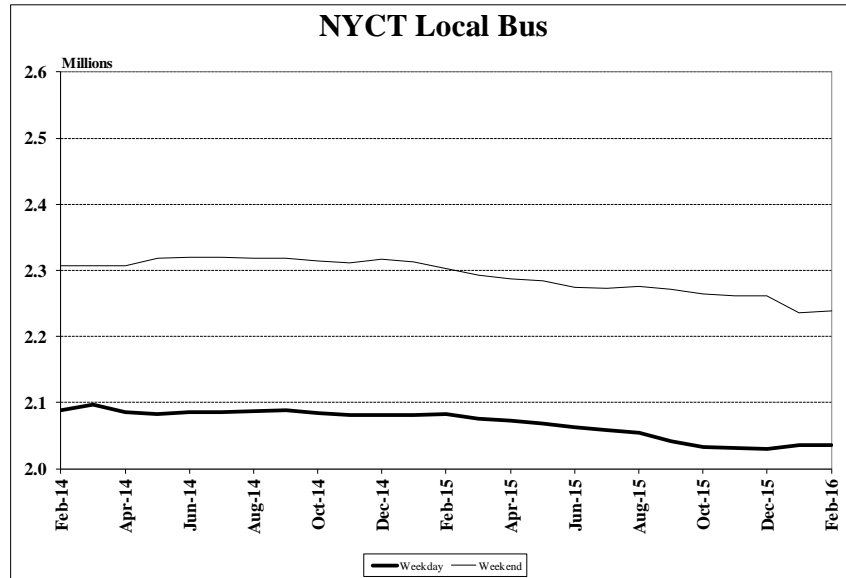
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From February 2015 to February 2016, weekday ridership increased on all area services, except for NYCT and MTA Express Bus and the Staten Island Ferry. The largest weekday increase was on the Staten Island Railway (up 6.9 percent), continuing a shift from Staten Island express buses to the Staten Island Railway after the March 22, 2015 fare increase.

The large weekend decrease on the Staten Island Railway was due to no service between St. George and Clifton over the President's Day long weekend.

Bridges and Tunnels traffic increased on both weekdays and weekends.

| Ridership on Transit Services in the New York Area (thousands) | | | | |
|---|--------|-----------------------|-------------------|---|
| Transit Service | Feb-15 | Preliminary Feb-16 | Percent Change | 12-Month Rolling Average Percent Change |
| <u>Average Weekday</u> | | | | |
| NYCT Subway | 5,569 | 5,595 | +0.5% | +1.4% |
| NYCT Local Bus | 1,984 | 1,997 | +0.7% | -2.2% |
| NYCT Express Bus | 42 | 42 | -0.2% | -3.4% |
| NYCT Paratransit | 27 | 28 | +4.6% | -0.0% |
| Staten Island Railway | 15 | 16 | +6.9% | +5.4% |
| MTA Local Bus | 362 | 368 | +1.7% | +0.2% |
| MTA Express Bus | 31 | 30 | -3.7% | -5.7% |
| Long Island Rail Road | 285 | 293 | +2.5% | +2.5% |
| Metro-North Railroad | 262 | 262 | +0.1% | +1.4% |
| Staten Island Ferry | 57 | 50 | -12.2% | +1.9% |
| PATH | 245 | 259 | +5.7% | +3.9% |
| <u>Average Weekend</u> | | | | |
| NYCT Subway | 5,473 | 5,410 | -1.2% | -0.8% |
| NYCT Local Bus | 2,060 | 2,090 | +1.5% | -2.8% |
| NYCT Express Bus | 11 | 12 | +8.5% | -0.4% |
| NYCT Paratransit | 29 | 32 | +9.7% | -1.0% |
| Staten Island Railway | 6 | 5 | -15.3% | -3.0% |
| MTA Local Bus | 351 | 360 | +2.5% | +0.2% |
| MTA Express Bus | 11 | 11 | +1.1% | -3.4% |
| Long Island Rail Road | 154 | 166 | +7.5% | +2.0% |
| Metro-North Railroad | 196 | 201 | +2.5% | +3.0% |
| Staten Island Ferry | 53 | 54 | +2.4% | +1.6% |
| PATH | 164 | 180 | +9.4% | +8.9% |

| MTA Bridges and Tunnels (thousands) | | | | |
|--|-------|-------|--------|-------|
| Average Weekday | 753 | 803 | +6.7% | +4.5% |
| Average Weekend | 1,254 | 1,417 | +13.0% | +4.5% |

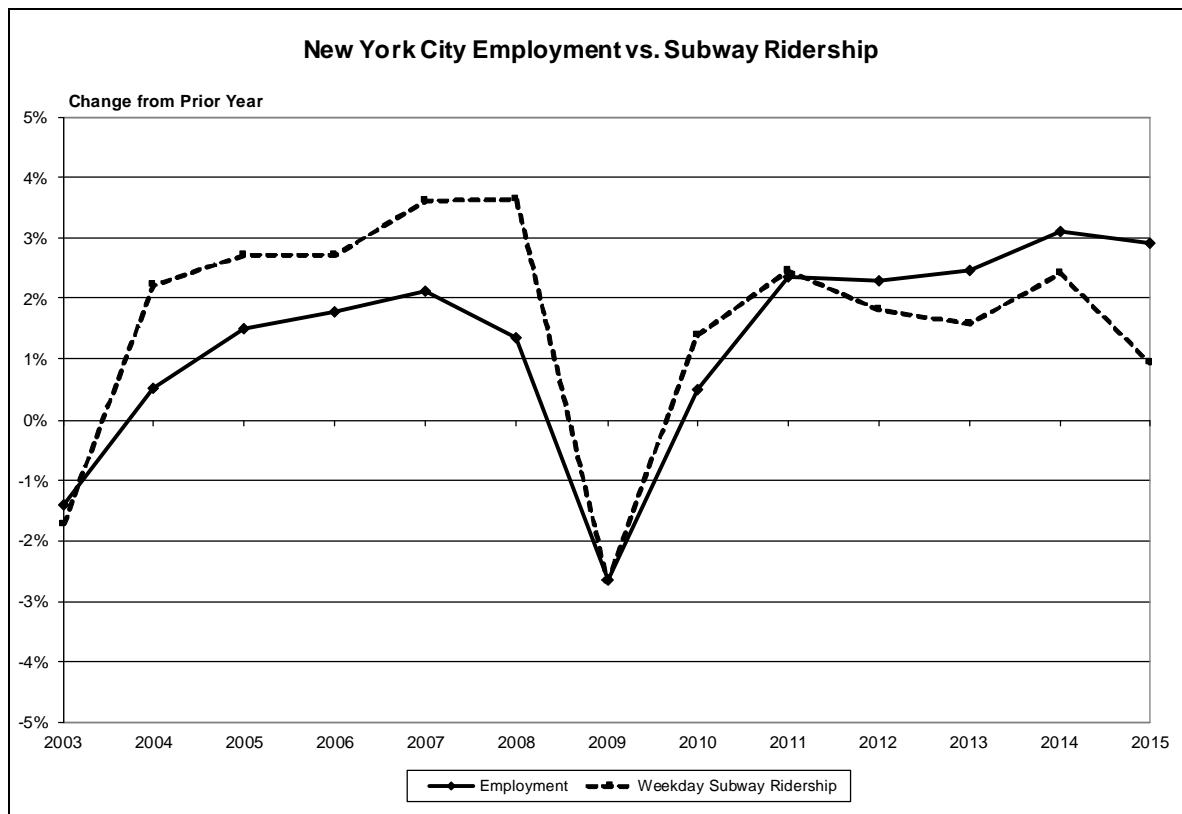
Note: Percentages are based on unrounded data.

Economy

From February 2015 to February 2016, New York City employment increased 2.6 percent (108,400 jobs). Private sector employment increased 2.9 percent (104,300 jobs) and government employment increased 0.8 percent (4,100 jobs). All of the private employment sub-sectors increased over the prior year. The sub-sector with the largest absolute increase was educational & health services (up 29,600 jobs or 3.4 percent). The sub-sector with the largest percentage increase was construction (up 9.4 percent or 11,900 jobs).

Employment data for 2015 was recently re-benchmarked by the New York State Department of Labor, resulting in a larger increase than originally reported. Total employment increased by 2.9 percent or 119,100 jobs; private sector employment increased by 3.2 percent or 114,700 jobs, and government employment increased 0.8 percent or 4,400 jobs.

As shown in the chart below, subway ridership outpaced employment increases from 2004 to 2008. The rate of decline during the 2009 recession was similar for both, but employment growth has outpaced ridership since 2011, due in part to the impact from Superstorm Sandy in late 2012 and early 2013, and severe winters in 2014 and 2015. The 2.9 percent employment increase in 2015 was 2.0 percentage points higher than the 0.9 percent 2015 subway average weekday ridership increase.



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

3/25/2016 01:10 PM

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|------------------|------------------|--|---------------|-----------------|-----------------|--|--------------|------------------|------------------|--|---------------|
| | | | Var Percent | | | | | | | | | |
| | Adopted | Actual | Favorable (Unfavorable) Variance | Percent | Adopted | Actual | Favorable (Unfavorable) Variance | Percent | Adopted | Actual | Favorable (Unfavorable) Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue: | | | | | | | | | | | | |
| Subway | \$269.780 | \$256.614 | (13.166) | (4.9) | \$0.000 | \$0.000 | - | - | \$269.780 | \$256.614 | (13.166) | (4.9) |
| Bus | \$77.106 | \$74.953 | (2.153) | (2.8) | \$0.000 | \$0.000 | - | - | \$77.106 | \$74.953 | (2.153) | (2.8) |
| Paratransit | \$1.610 | \$1.493 | (0.117) | (7.3) | \$0.000 | \$0.000 | - | - | \$1.610 | \$1.493 | (0.117) | (7.3) |
| Fare Liability | \$5.033 | \$5.033 | \$0.000 | 0.0 | \$0.000 | \$0.000 | - | - | \$5.033 | \$5.033 | \$0.000 | 0.0 |
| Farebox Revenue | \$353.530 | \$338.093 | (15.437) | (4.4) | \$0.000 | \$0.000 | - | - | \$353.530 | \$338.093 | (15.437) | (4.4) |
| Fare Reimbursement | \$6.314 | \$6.314 | \$0.000 | 0.0 | \$0.000 | \$0.000 | - | - | \$6.314 | \$6.314 | \$0.000 | 0.0 |
| Paratransit Reimbursement | \$15.753 | \$16.866 | \$1.113 | 7.1 | \$0.000 | \$0.000 | - | - | \$15.753 | \$16.866 | \$1.113 | 7.1 |
| Other Operating Revenue | \$13.308 | \$11.316 | (1.992) | (15.0) | \$0.000 | \$0.000 | - | - | \$13.308 | \$11.316 | (1.992) | (15.0) |
| Other Revenue | \$35.375 | \$34.497 | (0.878) | (2.5) | \$0.000 | \$0.000 | - | - | \$35.375 | \$34.497 | (0.878) | (2.5) |
| Capital and Other Reimbursements | \$0.000 | \$0.000 | - | - | \$85.435 | \$84.293 | (1.142) | (1.3) | \$85.435 | \$84.293 | (1.142) | (1.3) |
| Total Revenue | \$388.905 | \$372.590 | (16.315) | (4.2) | \$85.435 | \$84.293 | (1.142) | (1.3) | \$474.340 | \$456.883 | (17.457) | (3.7) |
| Expenses | | | | | | | | | | | | |
| Labor : | | | | | | | | | | | | |
| Payroll | \$260.502 | \$257.885 | \$2.617 | 1.0 | \$36.292 | \$31.948 | \$4.344 | 12.0 | \$296.794 | \$289.833 | \$6.961 | 2.3 |
| Overtime | \$36.112 | \$41.542 | (5.430) | (15.0) | \$7.196 | \$9.874 | (2.677) | (37.2) | \$43.308 | \$51.415 | (8.107) | (18.7) |
| Total Salaries & Wages | \$296.614 | \$299.427 | (2.813) | (0.9) | \$43.488 | \$41.822 | \$1.667 | 3.8 | \$340.102 | \$341.248 | (1.146) | (0.3) |
| Health and Welfare | \$66.333 | \$61.337 | \$4.997 | 7.5 | \$1.773 | \$2.321 | (0.548) | (30.9) | \$68.106 | \$63.657 | \$4.449 | 6.5 |
| OPEB Current Payment | \$35.274 | \$36.213 | (0.939) | (2.7) | \$0.761 | \$0.664 | \$0.097 | 12.7 | \$36.035 | \$36.878 | (0.843) | (2.3) |
| Pensions | \$18.637 | \$17.901 | \$0.736 | 3.9 | \$0.537 | \$0.658 | (0.121) | (22.4) | \$19.174 | \$18.558 | \$0.616 | 3.2 |
| Other Fringe Benefits | \$25.696 | \$26.938 | (1.243) | (4.8) | \$13.546 | \$12.577 | \$0.969 | 7.2 | \$39.242 | \$39.515 | (0.274) | (0.7) |
| Total Fringe Benefits | \$145.940 | \$142.389 | \$3.551 | 2.4 | \$16.617 | \$16.220 | \$0.397 | 2.4 | \$162.557 | \$158.609 | \$3.948 | 2.4 |
| Contribution to GASB Fund | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Reimbursable Overhead | (16.935) | (17.713) | \$0.778 | 4.6 | \$16.935 | \$17.713 | (0.778) | (4.6) | \$0.000 | \$0.000 | \$0.000 | - |
| Labor | \$425.619 | \$424.102 | \$1.517 | 0.4 | \$77.040 | \$75.755 | \$1.285 | 1.7 | \$502.659 | \$499.857 | \$2.802 | 0.6 |
| Non-Labor : | | | | | | | | | | | | |
| Electric Power | \$29.515 | \$25.003 | \$4.512 | 15.3 | \$0.021 | \$0.034 | (0.012) | (58.5) | \$29.536 | \$25.037 | \$4.499 | 15.2 |
| Fuel | \$10.015 | \$6.513 | \$3.502 | 35.0 | \$0.000 | \$0.002 | (0.002) | - | \$10.015 | \$6.515 | \$3.500 | 35.0 |
| Insurance | \$6.033 | \$6.012 | \$0.021 | 0.3 | \$0.000 | \$0.000 | - | - | \$6.033 | \$6.012 | \$0.021 | 0.3 |
| Claims | \$10.429 | \$9.562 | \$0.866 | 8.3 | \$0.000 | \$0.000 | - | - | \$10.429 | \$9.562 | \$0.866 | 8.3 |
| Paratransit Service Contracts | \$32.931 | \$31.586 | \$1.345 | 4.1 | \$0.000 | \$0.000 | - | - | \$32.931 | \$31.586 | \$1.345 | 4.1 |
| Maintenance and Other Operating Contracts | \$16.097 | \$15.614 | \$0.482 | 3.0 | \$2.538 | \$2.631 | (0.094) | (3.7) | \$18.634 | \$18.246 | \$0.389 | 2.1 |
| Professional Service Contracts | \$7.240 | \$11.367 | (4.128) | (57.0) | \$0.470 | \$0.483 | (0.013) | (2.8) | \$7.709 | \$11.850 | (4.141) | (53.7) |
| Materials & Supplies | \$25.150 | \$24.138 | \$1.012 | 4.0 | \$5.207 | \$4.932 | \$0.275 | 5.3 | \$30.357 | \$29.069 | \$1.288 | 4.2 |
| Other Business Expenses | \$6.210 | \$4.973 | \$1.237 | 19.9 | \$0.159 | \$0.456 | (0.297) | - | \$6.369 | \$5.430 | \$0.940 | 14.8 |
| Non-Labor | \$143.619 | \$134.770 | \$8.849 | 6.2 | \$8.395 | \$8.538 | (0.143) | (1.7) | \$152.014 | \$143.307 | \$8.707 | 5.7 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Other Expense Adjustments | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Total Expenses before Depreciation and OPEB | \$569.238 | \$558.872 | \$10.366 | 1.8 | \$85.435 | \$84.293 | \$1.142 | 1.3 | \$654.673 | \$643.164 | \$11.509 | 1.8 |
| Depreciation | \$130.081 | \$170.733 | (40.652) | (31.3) | \$0.000 | \$0.000 | - | - | \$130.081 | \$170.733 | (40.652) | (31.3) |
| OPEB Liability | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Environmental Remediation | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Total Expenses | \$699.320 | \$729.605 | (30.285) | (4.3) | \$85.435 | \$84.293 | \$1.142 | 1.3 | \$784.755 | \$813.898 | (29.143) | (3.7) |
| OPERATING SURPLUS/DEFICIT | (310.415) | (357.015) | (46.600) | (15.0) | \$0.000 | \$0.000 | \$0.000 | - | (310.415) | (357.015) | (46.600) | (15.0) |

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2016 Adopted
Accrual Statement of Operations By Category_MM
Year-To-Date - Feb 2016
(\$ in Millions)

3/25/2016 01:10 PM

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|--------------------|--------------------|--|---------------|------------------|------------------|--|--------------|--------------------|--------------------|--|---------------|
| | | | Var Percent | | | | | | | | | |
| | Adopted | Actual | Favorable (Unfavorable) Variance | Percent | Adopted | Actual | Favorable (Unfavorable) Variance | Percent | Adopted | Actual | Favorable (Unfavorable) Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue: | | | | | | | | | | | | |
| Subway | \$537,166 | \$512,732 | (24,435) | (4.5) | \$0,000 | \$0,000 | - | - | \$537,166 | \$512,732 | (24,435) | (4.5) |
| Bus | \$153,380 | \$147,190 | (6,190) | (4.0) | \$0,000 | \$0,000 | - | - | \$153,380 | \$147,190 | (6,190) | (4.0) |
| Paratransit | \$3,213 | \$2,888 | (0,325) | (10.1) | \$0,000 | \$0,000 | - | - | \$3,213 | \$2,888 | (0,325) | (10.1) |
| Fare Liability | \$10,066 | \$10,066 | \$0,000 | 0.0 | \$0,000 | \$0,000 | - | - | \$10,066 | \$10,066 | \$0,000 | 0.0 |
| Farebox Revenue | \$703,824 | \$672,875 | (30,949) | (4.4) | \$0,000 | \$0,000 | - | - | \$703,824 | \$672,875 | (30,949) | (4.4) |
| Fare Reimbursement | \$13,477 | \$13,477 | \$0,000 | 0.0 | \$0,000 | \$0,000 | - | - | \$13,477 | \$13,477 | \$0,000 | 0.0 |
| Paratransit Reimbursement | \$34,686 | \$31,243 | (3,443) | (9.9) | \$0,000 | \$0,000 | - | - | \$34,686 | \$31,243 | (3,443) | (9.9) |
| Other Operating Revenue | \$26,616 | \$22,488 | (4,128) | (15.5) | \$0,000 | \$0,000 | - | - | \$26,616 | \$22,488 | (4,128) | (15.5) |
| Other Revenue | \$74,779 | \$67,208 | (7,571) | (10.1) | \$0,000 | \$0,000 | - | - | \$74,779 | \$67,208 | (7,571) | (10.1) |
| Capital and Other Reimbursements | \$0,000 | \$0,000 | - | - | \$172,472 | \$161,965 | (10,507) | (6.1) | \$172,472 | \$161,965 | (10,507) | (6.1) |
| Total Revenue | \$778,603 | \$740,082 | (38,521) | (4.9) | \$172,472 | \$161,965 | (10,507) | (6.1) | \$951,075 | \$902,048 | (49,028) | (5.2) |
| Expenses | | | | | | | | | | | | |
| Labor : | | | | | | | | | | | | |
| Payroll | \$527,763 | \$525,936 | \$1,827 | 0.3 | \$73,426 | \$63,338 | \$10,088 | 13.7 | \$601,189 | \$589,274 | \$11,915 | 2.0 |
| Overtime | \$74,133 | \$82,415 | (8,282) | (11.2) | \$14,690 | \$18,004 | (3,314) | (22.6) | \$88,823 | \$100,419 | (11,596) | (13.1) |
| Total Salaries & Wages | \$601,896 | \$608,351 | (6,455) | (1.1) | \$88,116 | \$81,341 | \$6,774 | 7.7 | \$690,012 | \$689,693 | \$0,319 | 0.0 |
| Health and Welfare | \$132,662 | \$126,493 | \$6,170 | 4.7 | \$3,598 | \$5,003 | (1,404) | (39.0) | \$136,261 | \$131,496 | \$4,765 | 3.5 |
| OPEB Current Payment | \$70,548 | \$70,596 | (0,047) | (0.1) | \$1,522 | \$1,387 | \$0,135 | 8.8 | \$72,070 | \$71,983 | \$0,087 | 0.1 |
| Pensions | \$38,288 | \$35,920 | \$2,367 | 6.2 | \$1,074 | \$1,195 | (0,121) | (11.3) | \$39,362 | \$37,115 | \$2,246 | 5.7 |
| Other Fringe Benefits | \$51,949 | \$55,537 | (3,588) | (6.9) | \$27,272 | \$24,367 | \$2,905 | 10.7 | \$79,221 | \$79,904 | (0,683) | (0.9) |
| Total Fringe Benefits | \$293,447 | \$288,545 | \$4,902 | 1.7 | \$33,466 | \$31,952 | \$1,514 | 4.5 | \$326,913 | \$320,498 | \$6,416 | 2.0 |
| Contribution to GASB Fund | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - |
| Reimbursable Overhead | (34,277) | (33,373) | (0,904) | (2.6) | \$34,277 | \$33,373 | \$0,904 | 2.6 | \$0,000 | \$0,000 | \$0,000 | - |
| Labor | \$861,066 | \$863,523 | (2,457) | (0.3) | \$155,859 | \$146,667 | \$9,192 | 5.9 | \$1,016,925 | \$1,010,190 | \$6,735 | 0.7 |
| Non-Labor : | | | | | | | | | | | | |
| Electric Power | \$57,502 | \$47,892 | \$9,610 | 16.7 | \$0,043 | \$0,060 | (0,017) | (39.8) | \$57,544 | \$47,951 | \$9,593 | 16.7 |
| Fuel | \$19,981 | \$12,603 | \$7,378 | 36.9 | \$0,000 | \$0,003 | (0,003) | - | \$19,981 | \$12,606 | \$7,374 | 36.9 |
| Insurance | \$12,066 | \$12,073 | (0,007) | (0.1) | \$0,000 | \$0,000 | - | - | \$12,066 | \$12,073 | (0,007) | (0.1) |
| Claims | \$20,858 | \$19,125 | \$1,733 | 8.3 | \$0,000 | \$0,000 | - | - | \$20,858 | \$19,125 | \$1,733 | 8.3 |
| Paratransit Service Contracts | \$66,465 | \$61,905 | \$4,560 | 6.9 | \$0,000 | \$0,000 | - | - | \$66,465 | \$61,905 | \$4,560 | 6.9 |
| Maintenance and Other Operating Contracts | \$30,168 | \$34,982 | (4,814) | (16.0) | \$4,938 | \$4,959 | (0,021) | (0.4) | \$35,106 | \$39,940 | (4,835) | (13.8) |
| Professional Service Contracts | \$16,705 | \$13,202 | \$3,503 | 21.0 | \$0,911 | \$0,785 | \$0,126 | 13.9 | \$17,617 | \$13,987 | \$3,629 | 20.6 |
| Materials & Supplies | \$50,868 | \$47,863 | \$3,005 | 5.9 | \$10,407 | \$8,578 | \$1,829 | 17.6 | \$61,275 | \$56,441 | \$4,833 | 7.9 |
| Other Business Expenses | \$12,046 | \$11,966 | \$0,080 | 0.7 | \$0,315 | \$0,914 | (0,599) | - | \$12,360 | \$12,880 | (0,519) | (4.2) |
| Non-Labor | \$286,658 | \$261,611 | \$25,048 | 8.7 | \$16,613 | \$15,298 | \$1,315 | 7.9 | \$303,271 | \$276,909 | \$26,362 | 8.7 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - |
| Other Expense Adjustments | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - |
| Total Expenses before Depreciation and OPEB | \$1,147,724 | \$1,125,134 | \$22,590 | 2.0 | \$172,472 | \$161,965 | \$10,507 | 6.1 | \$1,320,196 | \$1,287,099 | \$33,097 | 2.5 |
| Depreciation | \$259,070 | \$341,467 | (82,397) | (31.8) | \$0,000 | \$0,000 | - | - | \$259,070 | \$341,467 | (82,397) | (31.8) |
| OPEB Liability | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - |
| Environmental Remediation | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - | \$0,000 | \$0,000 | - | - |
| Total Expenses | \$1,406,794 | \$1,466,601 | (59,807) | (4.3) | \$172,472 | \$161,965 | \$10,507 | 6.1 | \$1,579,266 | \$1,628,566 | (49,300) | (3.1) |
| OPERATING SURPLUS/DEFICIT | (628,191) | (726,518) | (98,327) | (15.7) | \$0,000 | \$0,000 | \$0,000 | - | (628,191) | (726,518) | (98,327) | (15.7) |

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
February 2016
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | MONTH | | | YEAR TO DATE | | |
|---|----------------------|--|--------|--|--|--------|---|
| | | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Farebox Revenue | NR | (15.4) | (4.4) | Due partly to the impact of extreme cold weather during the President's Day three day holiday weekend | (30.9) | (4.4) | Due largely to the impacts of the January blizzard and extreme cold weather during the President's Day three day holiday weekend in February |
| Other Operating Revenue | NR | (0.9) | (2.5) | Mostly underruns in advertising, real estate and MetroCard surcharge revenues, partly offset by higher paratransit Urban Tax revenue | (7.6) | (10.1) | Caused mainly by the unfavorable timing of paratransit Urban Tax revenues recorded in December 2015 and underruns in advertising and MetroCard surcharge revenues |
| Payroll | NR | 2.6 | 1.0 | Largely vacancy savings, partly offset by the unfavorable timing of employee earned separation costs | 1.8 | 0.3 | Largely vacancy savings, partly offset by the unfavorable timing of employee earned separation costs |
| Overtime | NR | (5.4) | (15.0) | Due primarily to delayed reporting of overtime costs incurred during the January blizzard, due to the January payroll close coinciding with the blizzard | (8.3) | (11.2) | Due mostly to overtime requirements in dealing with the January blizzard |
| Health & Welfare (including OPEB current payment) | NR | 4.1 | 4.5 | The favorable timing of expenses | 6.1 | 3.0 | The favorable timing of expenses |
| Other Fringe Benefits | NR | (1.2) | (4.8) | Mainly unfavorable direct overhead credits, due to reimbursable payroll underruns | (3.6) | (6.9) | Mainly unfavorable direct overhead credits, due to reimbursable payroll underruns |
| Reimbursable Overhead | NR | | | | (0.9) | (2.6) | Unfavorable reimbursable overhead credits, resulting from reimbursable payroll underruns |
| Electric Power | NR | 4.5 | 15.3 | Primarily lower consumption and prices, and favorable billing/timing adjustments | 9.6 | 16.7 | Primarily lower consumption and prices, and favorable billing/timing adjustments |
| Fuel | NR | 3.5 | 35.0 | Mainly lower prices | 7.4 | 36.9 | Mainly lower prices |
| Claims | NR | 0.9 | 8.3 | The favorable timing of expenses | 1.7 | 8.3 | The favorable timing of expenses |
| Paratransit Service Contracts | NR | 1.3 | 4.1 | Due principally to lower trips | 4.6 | 6.9 | Due principally to lower trips |

Table 3

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
February 2016
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | MONTH | | | YEAR TO DATE | | |
|---|----------------------|--|-----------------|---|--|-----------------|---|
| | | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Maintenance and Other Operating Contracts | NR | 0.5 | 3.0 | Primarily underruns in building-related expenses, tires & tube and rental expenses, partly offset by higher maintenance & repair expenses | (4.8) | (16.0) | Primarily the recording of 2016 accrual adjustments applicable to various accounts, partly offset by the favorable timing of security service expenses |
| Professional Service Contracts | NR | (4.1) | (57.0) | Mainly the unfavorable timing of office-related, bond services and EDP maintenance & repair expenses | 3.5 | 21.0 | Primarily the favorable timing of bond and other professional services expenses, partly offset by the unfavorable timing of office and IT-related expenses |
| Materials and Supplies | NR | 1.0 | 4.0 | Mostly the favorable timing of maintenance material requirements, partly offset by unfavorable inventory obsolescence adjustments | 3.0 | 5.9 | Mostly the favorable timing of maintenance material requirements, partly offset by unfavorable inventory obsolescence adjustments |
| Other Business Expenses | NR | 1.2 | 19.9 | Primarily the favorable timing of accrual adjustments | | | |
| Capital and Other Reimbursements | R | | | | (10.5) | (6.1) | Reduced reimbursements consistent with a decrease in reimbursable expenses |
| Payroll | R | 4.3 | 12.0 | Mainly the timing of non-capital transactions and capital engineering work | 10.1 | 13.7 | Mainly the timing of non-capital transactions and capital engineering work |
| Overtime | R | (2.7) | (37.2) | Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other capital program support | (3.3) | (22.6) | Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other capital program support |
| Other Fringe Benefits | R | 1.0 | 7.2 | Mostly from favorable direct overhead expenses, due to reimbursable payroll underruns | 2.9 | 10.7 | Mostly from favorable direct overhead expenses, due to reimbursable payroll underruns |
| Materials & Supplies | R | | | | 1.8 | 17.6 | Primarily the favorable timing of maintenance material requirements |
| Other Business Expenses | R | (0.3) | over (100.0) | Primarily unfavorable results in miscellaneous expenses/credits | (0.6) | over (100.0) | Primarily unfavorable results in miscellaneous expenses/credits |

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2016 Adopted
Cash Receipts and Expenditures
Feb FY16
(\$ in Millions)

3/25/2016 04:36 PM

| | Month | | | | Year-To-Date | | | |
|---|-----------|-----------|----------------------------|---------|--------------|-------------|----------------------------|---------|
| | Adopted | Actual | Favorable (Unfavorable) | | Adopted | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| <u>Receipts</u> | | | | | | | | |
| Farebox Revenue | \$353.223 | \$348.501 | (4.722) | (1.3) | \$702.776 | \$679.047 | (23.729) | (3.4) |
| Fare Reimbursement | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Paratransit Reimbursement | \$4.360 | \$2.983 | (1.377) | (31.6) | \$11.900 | \$11.570 | (0.330) | (2.8) |
| Other Operating Revenue | \$3.264 | \$3.256 | (0.008) | (0.2) | \$6.528 | \$6.378 | (0.150) | (2.3) |
| Other Revenue | \$7.624 | \$6.239 | (1.385) | (18.2) | \$18.428 | \$17.948 | (0.480) | (2.6) |
| Capital and Other Reimbursements | \$85.435 | \$73.585 | (11.850) | (13.9) | \$172.472 | \$148.202 | (24.270) | (14.1) |
| Total Revenue | \$446.282 | \$428.325 | (17.957) | (4.0) | \$893.676 | \$845.197 | (48.479) | (5.4) |
| <u>Expenditures</u> | | | | | | | | |
| <u>Labor :</u> | | | | | | | | |
| Payroll | \$284.160 | \$282.550 | \$1.610 | 0.6 | \$552.572 | \$551.800 | \$0.772 | 0.1 |
| Overtime | \$43.308 | \$51.415 | (8.107) | (18.7) | \$88.823 | \$100.419 | (11.596) | (13.1) |
| Total Salaries & Wages | \$327.468 | \$333.965 | (6.497) | (2.0) | \$641.396 | \$652.219 | (10.823) | (1.7) |
| Health and Welfare | \$68.106 | \$50.714 | \$17.392 | 25.5 | \$136.261 | \$131.594 | \$4.667 | 3.4 |
| OPEB Current Payment | \$36.035 | \$36.878 | (0.843) | (2.3) | \$72.070 | \$71.983 | \$0.087 | 0.1 |
| Pensions | \$75.931 | \$75.332 | \$0.599 | 0.8 | \$152.876 | \$150.603 | \$2.273 | 1.5 |
| Other Fringe Benefits | \$35.034 | \$37.230 | (2.196) | (6.3) | \$77.108 | \$80.316 | (3.208) | (4.2) |
| Total Fringe Benefits | \$215.105 | \$200.154 | \$14.951 | 7.0 | \$438.315 | \$434.496 | \$3.819 | 0.9 |
| Contribution to GASB Fund | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Reimbursable Overhead | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Labor | \$542.574 | \$534.119 | \$8.455 | 1.6 | \$1,079.711 | \$1,086.715 | (7.004) | (0.6) |
| <u>Non-Labor :</u> | | | | | | | | |
| Electric Power | \$29.536 | \$22.072 | \$7.464 | 25.3 | \$57.544 | \$43.339 | \$14.205 | 24.7 |
| Fuel | \$10.015 | \$5.936 | \$4.079 | 40.7 | \$19.981 | \$11.433 | \$8.548 | 42.8 |
| Insurance | \$9.940 | \$0.000 | \$9.940 | - | \$26.477 | \$18.953 | \$7.524 | 28.4 |
| Claims | \$9.543 | \$3.973 | \$5.570 | 58.4 | \$19.086 | \$7.381 | \$11.705 | 61.3 |
| Paratransit Service Contracts | \$32.931 | \$33.437 | (0.506) | (1.5) | \$66.465 | \$59.024 | \$7.441 | 11.2 |
| Maintenance and Other Operating Contracts | \$18.634 | \$21.352 | (2.718) | (14.6) | \$35.106 | \$46.418 | (11.312) | (32.2) |
| Professional Service Contracts | \$7.709 | \$14.851 | (7.142) | (92.6) | \$14.617 | \$22.639 | (8.022) | (54.9) |
| Materials & Supplies | \$31.357 | \$33.742 | (2.385) | (7.6) | \$63.275 | \$60.807 | \$2.468 | 3.9 |
| Other Business Expenses | \$6.369 | \$6.775 | (0.406) | (6.4) | \$12.360 | \$12.492 | (0.132) | (1.1) |
| Non-Labor | \$156.035 | \$142.138 | \$13.897 | 8.9 | \$314.910 | \$282.486 | \$32.424 | 10.3 |
| <u>Other Expense Adjustments:</u> | | | | | | | | |
| Other | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Other Expense Adjustments | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Total Expenditures before Depreciation and OPEB | \$698.608 | \$676.257 | \$22.351 | 3.2 | \$1,394.621 | \$1,369.201 | \$25.420 | 1.8 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | - | \$0.001 | \$0.000 | \$0.001 | - |
| OPEB Liability | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Environmental Remediation | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Total Expenditures | \$698.609 | \$676.257 | \$22.352 | 3.2 | \$1,394.622 | \$1,369.201 | \$25.421 | 1.8 |
| Net Surplus/(Deficit) | (252.327) | (247.932) | \$4.395 | 1.7 | (500.945) | (524.004) | (23.059) | (4.6) |

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
February 2016
(\$ in millions)

| Operating Receipts or Disbursements | MONTH | | | YEAR TO DATE | | |
|---|--|--------|--|--|--------|--|
| | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Farebox Receipts | (4.7) | (1.3) | Partly the impact of severe cold weather in February around the President's Day holiday weekend | (23.7) | (3.4) | Due largely to the impact of the January blizzard and severe cold weather in February around the President's Day Holiday weekend |
| Other Operating Receipts | (1.4) | (18.2) | Due principally to the unfavorable timing of paratransit Urban Tax receipts | | | |
| Capital and Other Reimbursements | (11.9) | (13.9) | Largely the unfavorable timing of capital reimbursements | (24.3) | (14.1) | Largely the unfavorable timing of capital reimbursements |
| Salaries & Wages | (6.5) | (2.0) | Caused largely by higher overtime expenditures | (10.8) | (1.7) | Caused largely by higher overtime expenditures |
| Health & Welfare (including OPEB current payment) | 16.6 | 15.9 | Due primarily to the favorable timing of payments | 4.8 | 2.3 | Due primarily to the favorable timing of expenses |
| Other Fringe Benefits | (2.2) | (6.3) | Mainly the unfavorable timing of payments | (3.2) | (4.2) | Mainly the unfavorable timing of payments |
| Electric Power | 7.5 | 25.3 | Expense savings and the favorable timing of payments | 14.2 | 24.7 | Expense savings and the favorable timing of payments |
| Fuel | 4.1 | 40.7 | Mainly lower prices | 8.5 | 42.8 | Mainly lower prices |
| Insurance | 9.9 | n/a | Predominantly the favorable timing of interagency payments | 7.5 | 28.4 | Predominantly the favorable timing of interagency payments |
| Claims | 5.6 | 58.4 | The favorable timing of payments | 11.7 | 61.3 | The favorable timing of payments |
| Paratransit Service Contracts | | | | 7.4 | 11.2 | Expense underruns and the favorable timing of payments |
| Maintenance Contracts | (2.7) | (14.6) | Primarily the unfavorable timing of payments | (11.3) | (32.2) | Primarily the unfavorable timing of payments |
| Professional Service Contracts | (7.1) | (92.6) | Primarily the unfavorable timing of payments | (8.0) | (54.9) | Primarily the unfavorable timing of payments |
| Materials & Supplies | (2.4) | (7.6) | Largely the unfavorable timing of payments, partly offset by the favorable timing of maintenance material requirements | 2.5 | 3.9 | Largely the favorable timing of maintenance material requirements, partly offset by the unfavorable timing of payments |

MTA NEW YORK CITY TRANSIT
February Financial Plan - 2016 Adopted
Cash Conversion (Cash Flow Adjustments)
Feb FY16
(\$ in Millions)

3/25/2016 04:40 PM

| | Month | | | | Year-To-Date | | | |
|--|-----------------|------------------|----------------------------|---------------|------------------|------------------|----------------------------|---------------|
| | Adopted | Actual | Favorable (Unfavorable) | | Adopted | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | |
| Farebox Revenue | (0.307) | \$10.408 | \$10.715 | - | (1.048) | \$6.172 | \$7.220 | - |
| Fare Reimbursement | (6.314) | (6.314) | \$0.000 | 0.0 | (13.477) | (13.477) | \$0.000 | 0.0 |
| Paratransit Reimbursement | (11.393) | (13.883) | (2.490) | (21.9) | (22.786) | (19.673) | \$3.113 | 13.7 |
| Other Operating Revenue | (10.044) | (8.060) | \$1.984 | 19.7 | (20.088) | (16.110) | \$3.978 | 19.8 |
| Other Revenue | (27.751) | (28.258) | (0.507) | (1.8) | (56.351) | (49.260) | \$7.091 | 12.6 |
| Capital and Other Reimbursements | \$0.000 | (10.708) | (10.708) | - | \$0.000 | (13.763) | (13.763) | - |
| Total Revenue | (28.058) | (28.558) | (0.500) | (1.8) | (57.399) | (56.851) | \$0.548 | 1.0 |
| Expenses | | | | | | | | |
| Labor : | | | | | | | | |
| Payroll | \$12.634 | \$7.283 | (5.351) | (42.4) | \$48.616 | \$37.474 | (11.142) | (22.9) |
| Overtime | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Salaries & Wages | \$12.634 | \$7.283 | (5.351) | (42.4) | \$48.616 | \$37.474 | (11.142) | (22.9) |
| Health and Welfare | \$0.000 | \$12.943 | \$12.943 | - | \$0.000 | (0.098) | (0.098) | - |
| OPEB Current Payment | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Pensions | (56.757) | (56.774) | (0.017) | 0.0 | (113.514) | (113.488) | \$0.026 | 0.0 |
| Other Fringe Benefits | \$4.208 | \$2.285 | (1.923) | (45.7) | \$2.112 | (0.412) | (2.525) | - |
| Total Fringe Benefits | (52.549) | (41.545) | \$11.004 | 20.9 | (111.402) | (113.998) | (2.597) | (2.3) |
| Contribution to GASB Fund | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Reimbursable Overhead | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Labor | (39.914) | (34.262) | \$5.652 | 14.2 | (62.786) | (76.525) | (13.739) | (21.9) |
| Non-Labor : | | | | | | | | |
| Electric Power | \$0.000 | \$2.965 | \$2.965 | - | \$0.000 | \$4.612 | \$4.612 | - |
| Fuel | \$0.000 | \$0.579 | \$0.579 | - | \$0.000 | \$1.173 | \$1.173 | - |
| Insurance | (3.907) | \$6.012 | \$9.919 | - | (14.411) | (6.880) | \$7.531 | 52.3 |
| Claims | \$0.886 | \$5.589 | \$4.703 | - | \$1.772 | \$11.744 | \$9.972 | - |
| Paratransit Service Contracts | \$0.000 | (1.851) | (1.851) | - | \$0.000 | \$2.881 | \$2.881 | - |
| Maintenance and Other Operating Contracts | \$0.000 | (3.106) | (3.106) | - | \$0.000 | (6.478) | (6.478) | - |
| Professional Service Contracts | \$0.000 | (3.001) | (3.001) | - | \$3.000 | (8.652) | (11.652) | - |
| Materials & Supplies | (1.000) | (4.673) | (3.673) | - | (2.000) | (4.366) | (2.366) | - |
| Other Business Expenses | \$0.000 | (1.345) | (1.345) | - | \$0.000 | \$0.388 | \$0.388 | - |
| Non-Labor | (4.021) | \$1.169 | \$5.190 | - | (11.639) | (5.577) | \$6.062 | 52.1 |
| Other Expense Adjustments: | | | | | | | | |
| Other | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Other Expense Adjustments | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Total Expenses before Depreciation and OPEB | (43.935) | (33.093) | \$10.843 | 24.7 | (74.425) | (82.102) | (7.677) | (10.3) |
| Depreciation | \$130.081 | \$170.733 | \$40.652 | 31.3 | \$259.069 | \$341.467 | \$82.398 | 31.8 |
| OPEB Liability | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Environmental Remediation | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Total Expenditures | \$86.146 | \$137.641 | \$51.495 | 59.8 | \$184.644 | \$259.365 | \$74.720 | 40.5 |
| Total Cash Conversion Adjustments | \$58.088 | \$109.083 | \$50.995 | 87.8 | \$127.245 | \$202.514 | \$75.269 | 59.2 |

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
February 2016

| | <u>Adopted Budget</u> | <u>Actual</u> | <u>Variance Fav./Unfav</u> | <u>Explanation</u> |
|----------------------------------|---------------------------|---------------|--------------------------------|--------------------|
| Administration | | | | |
| Office of the President | 66 | 56 | 10 | |
| Law | 303 | 291 | 12 | |
| Office of the EVP | 46 | 42 | 4 | |
| Human Resources | 231 | 235 | (4) | |
| Office of Management and Budget | 42 | 39 | 3 | |
| Capital Planning & Budget | 35 | 31 | 4 | |
| Corporate Communications | 260 | 252 | 8 | |
| Non-Departmental | (36) | - | (36) | |
| Labor Relations | 98 | 91 | 7 | |
| Materiel | 289 | 268 | 21 | |
| Controller | 131 | 120 | 11 | |
| Total Administration | 1,465 | 1,425 | 40 | |
| Operations | | | | |
| Subways Service Delivery | 7,927 | 7,804 | 123 | |
| Subways Operations Support/Admin | 405 | 383 | 22 | |
| Subways Stations | 2,632 | 2,613 | 19 | |
| Sub-total Subways | 10,964 | 10,800 | 164 | |
| Buses | 10,949 | 10,913 | 36 | |
| Paratransit | 213 | 203 | 10 | |
| Operations Planning | 402 | 387 | 15 | |
| Revenue Control | 579 | 551 | 28 | |
| Total Operations | 23,107 | 22,854 | 253 | |
| Maintenance | | | | |
| Subways Operations Support/Admin | 150 | 142 | 8 | |
| Subways Engineering | 377 | 355 | 22 | |
| Subways Car Equipment | 4,454 | 4,380 | 74 | |
| Subways Infrastructure | 1,589 | 1,549 | 40 | |
| Subways Elevators & Escalators | 444 | 400 | 44 | |
| Subways Stations | 3,698 | 3,685 | 13 | |
| Subways Track | 2,811 | 2,764 | 47 | |
| Subways Power | 608 | 598 | 10 | |
| Subways Signals | 1,504 | 1,475 | 29 | |
| Subways Electronic Maintenance | 1,592 | 1,491 | 101 | |
| Sub-total Subways | 17,227 | 16,839 | 388 | |
| Buses | 3,686 | 3,666 | 20 | |
| Supply Logistics | 559 | 559 | 0 | |
| System Safety | 99 | 86 | 13 | |
| Non-Departmental | (88) | 0 | (88) | |
| Total Maintenance | 21,483 | 21,150 | 333 | |
| Engineering/Capital | | | | |
| Capital Program Management | 1,358 | 1,362 | (4) | |
| Total Engineering/Capital | 1,358 | 1,362 | (4) | |
| Public Safety | | | | |
| Security | 650 | 641 | 9 | |
| Total Public Safety | 650 | 641 | 9 | |
| Total Positions | 48,063 | 47,432 | 631 | |
| Non-Reimbursable | 42,974 | 43,007 | (33) | |
| Reimbursable | 5,089 | 4,425 | 664 | |
| Total Full-Time | 47,860 | 47,181 | 679 | |
| Total Full-Time Equivalents | 203 | 251 | (48) | |

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

| FUNCTION/OCCUPATION | Adopted Budget | Actual | Variance Fav./(Unfav) | Explanation |
|-----------------------------------|-------------------|---------------|--------------------------|-------------|
| Administration: | | | | |
| Managers/Supervisors | 542 | 460 | 82 | |
| Professional, Technical, Clerical | 894 | 943 | (49) | |
| Operational Hourlies | 29 | 22 | 7 | |
| Total Administration | 1,465 | 1,425 | 40 | |
| Operations | | | | |
| Managers/Supervisors | 2,755 | 2,684 | 71 | |
| Professional, Technical, Clerical | 505 | 483 | 22 | |
| Operational Hourlies | 19,847 | 19,687 | 160 | |
| Total Operations | 23,107 | 22,854 | 253 | |
| Maintenance | | | | |
| Managers/Supervisors | 3,852 | 3,821 | 31 | |
| Professional, Technical, Clerical | 1,088 | 1,013 | 75 | |
| Operational Hourlies | 16,543 | 16,316 | 227 | |
| Total Maintenance | 21,483 | 21,150 | 333 | |
| Engineering/Capital | | | | |
| Managers/Supervisors | 339 | 346 | (7) | |
| Professional, Technical, Clerical | 1,017 | 1,014 | 3 | |
| Operational Hourlies | 2 | 2 | 0 | |
| Total Engineering/Capital | 1,358 | 1,362 | (4) | |
| Public Safety | | | | |
| Managers/Supervisors | 275 | 265 | 10 | |
| Professional, Technical, Clerical | 39 | 37 | 2 | |
| Operational Hourlies | 336 | 339 | (3) | |
| Total Public Safety | 650 | 641 | 9 | |
| Total Positions | | | | |
| Managers/Supervisors | 7,763 | 7,576 | 187 | |
| Professional, Technical, Clerical | 3,543 | 3,490 | 53 | |
| Operational Hourlies | 36,757 | 36,366 | 391 | |
| Total Positions | 48,063 | 47,432 | 631 | |

MTA New York City Transit
2016 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| | February | | | | | | February Year-to-Date | | | | | |
|---|------------------|-----------------|------------------|-----------------|---------------------|------------------------------|-----------------------|-----------------|------------------|------------------|---------------------|-------------------------------|
| | Adopted Budget | | Actuals | | Var. - Fav./(Unfav) | | Adopted Budget | | Actuals | | Var. - Fav./(Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | |
| <u>Scheduled Service</u> | 326,561 | \$10.345 | 326,655 | \$10.395 | (94) | (\$0.050) (0.5%) | 663,595 | \$20.916 | 660,752 | \$20.942 | 2,843 | (\$0.026) (0.1%) |
| <u>Unscheduled Service</u> | 272,535 | \$8.828 | 235,740 | \$7.685 | 36,796 | \$1.143 12.9% | 539,094 | \$17.369 | 542,567 | \$17.682 | (3,473) | (\$0.313) (1.8%) |
| <u>Programmatic/Routine Maintenance</u> | 298,307 | \$10.809 | 149,546 | \$5.01 | 148,761 | \$5.799 53.6% | 658,051 | \$23.572 | 616,796 | \$20.788 | 41,255 | \$2.783 11.8% |
| <u>Unscheduled Maintenance</u> | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 0.0% | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 0.0% |
| <u>Vacancy/Absentee Coverage</u> | 41,411 | \$1.290 | 89,265 | \$2.944 | (47,854) | (\$1.654) * | 82,821 | \$2.567 | 139,786 | \$4.610 | (56,965) | (\$2.043) (79.6%) |
| <u>Weather Emergencies</u> | 124,857 | \$4.142 | 437,988 | \$14.698 | (313,131) | (\$10.557) * | 249,190 | \$8.266 | 503,715 | \$16.895 | (254,525) | (\$8.629) * |
| <u>Safety/Security/Law Enforcement</u> | 11,239 | \$0.325 | 13,463 | \$0.379 | (2,224) | (\$0.054) (16.5%) | 22,481 | \$0.648 | 25,270 | \$0.710 | (2,789) | (\$0.062) (9.6%) |
| <u>Other</u> | 12,737 | \$0.372 | 12,053 | \$0.43 | 684 | (\$0.058) (15.5%) | 26,701 | \$0.795 | 22,388 | \$0.789 | 4,313 | \$0.007 0.8% |
| Subtotal | 1,087,647 | \$36.112 | 1,264,710 | \$41.542 | (177,063) | (\$5.430) (15.0%) | 2,241,933 | \$74.133 | 2,511,274 | \$82.415 | (269,343) | (\$8.282) (11.2%) |
| REIMBURSABLE OVERTIME | 235,444 | \$7.196 | 280,650 | \$9.874 | (45,207) | (\$2.678) (37.2%) | 482,140 | \$14.690 | 513,134 | \$18.004 | (30,994) | (\$3.314) (22.6%) |
| TOTAL OVERTIME | 1,323,091 | \$43.308 | 1,545,360 | \$51.416 | (222,269) | (\$8.108) (18.7%) | 2,724,073 | \$88.823 | 3,024,408 | \$100.419 | (300,337) | (\$11.596) (13.1%) |

Totals may not add due to rounding

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

* Exceeds 100%

MTA New York City Transit
2016 February Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| | February | | | February Year to Date | | |
|---|---------------------|------------------|--|-----------------------|------------------|--|
| | Var. - Fav./(Unfav) | | Explanations | Var. - Fav./(Unfav) | | Explanations |
| | Hours | \$ | | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | | | | |
| <u>Scheduled Service</u> | (94) | (\$0.0) .9% | | 2,843 | (\$0.0) .3% | |
| <u>Unscheduled Service</u> | 36,796 | \$1.1 (21.0%) | Favorable results due to payment of 2015 earned hourly overtime in January 2016, reversed in February. | (3,473) | (\$0.3) 3.8% | |
| <u>Programmatic/Routine Maintenance</u> | 148,761 | \$5.8 * | Favorable results due to staff diverted to implement cold weather plans and perform weather related functions. In addition, payment of 2015 earned hourly overtime in January 2016 was reversed in February. | 41,255 | \$2.8 (33.6%) | Favorable results due to staff diverted to implement cold weather plans and perform weather related functions. |
| <u>Unscheduled Maintenance</u> | 0 | \$0.0 .0% | | 0 | \$0.0 .0% | |
| <u>Vacancy/Absentee Coverage</u> | (47,854) | (\$1.7) 30.5% | Mainly due to vacancy / absentee coverage for signal and track maintenance. | (56,965) | (\$2.0) 24.7% | Mainly due to vacancy / absentee coverage for signal and track maintenance. |
| <u>Weather Emergencies</u> | (313,131) | (\$10.6) * | Unfavorable results mainly due to response to the January blizzard (financial impact in February results). | (254,525) | (\$8.6) * | Unfavorable results mainly due to response to the January blizzard (financial impact in February results). |
| <u>Safety/Security/Law Enforcement</u> | (2,224) | (\$0.1) 1.0% | | (2,789) | (\$0.1) .7% | |
| <u>Other</u> | 684 | (\$0.1) 1.1% | | 4,313 | \$0.0 (0.1%) | |
| Subtotal | (177,063) | (\$5.4) 67.0% | | (269,341) | (\$8.3) 71.4% | |
| REIMBURSABLE OVERTIME | (45,207) | (\$2.7) 33.0% | Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support. | (30,994) | (\$3.3) 28.6% | Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support. |
| TOTAL OVERTIME | (222,269) | (\$8.1) | | (300,335) | (\$11.6) | |

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2016 Overtime Reporting
Overtime Legend

Type

Definition

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



FINANCIAL AND RIDERSHIP REPORT

February 2016

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.7 million in February, was less than \$0.1 million (5.7 percent) below the Adopted Budget (budget). Year-to-date, operating revenue was \$1.4 million, (0.1 percent) below budget. These results were due mostly to underruns in farebox revenue, caused by lower ridership.

Total **ridership** in February 2016 was 339,259 riders, 6.6 percent (23,962 riders) below budget, due mostly to shuttle buses replacing trains between St. George and Clifton on one weekend including President's Day. Year-to-date, ridership was 702,642 riders, 4.5 percent (32,948 riders) below budget, due mainly to poor weekend ridership resulting from the historic blizzard in January and the President's Day weekend service shutdown in February. February 2016 average weekday ridership was 15,911, 6.9 percent (1,028 riders) higher than February 2015, due mostly to worse weather in 2015. Average weekday ridership for the twelve months ending February 2016 was 16,257 riders, 5.4 percent (833 riders) higher than the previous twelve-month period, due to the shift from express buses to SIR and the SI Ferry after the March 22, 2015 fare increase.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were lower than budget in February by \$1.8 million (33.8 percent). Labor expenses were below budget by \$0.3 million (10.8 percent), including favorable results in pension expenses of \$0.5 million (100.0 percent) and payroll expenses of \$0.2 million (13.5 percent), due to the favorable timing of expenses, partly offset by higher overtime expenses of \$0.3 million (over 100.0 percent), caused mostly by the President's Day weekend service shutdown and adverse weather, and the unfavorable timing of health & welfare/OPEB current expenses of \$0.3 million (60.0 percent). Non-labor expenses underran budget by \$1.5 million (63.8 percent), due essentially to lower maintenance contract expenses of \$1.6 million (96.5 percent), resulting from the favorable timing of the billing of R44 fleet maintenance costs. This 18-month project, which is being performed by NYCT, began effective 12/1/15. Year-to-date, expenses were below budget by \$5.0 million (45.7 percent). Labor costs were less than budget by \$1.7 million (27.4 percent), due to the favorable timing of pension expenses of \$1.0 million (100.0 percent) and payroll expenses of \$0.8 million (21.5 percent). Non-labor expenses were under by \$3.3 million (70.6 percent), due essentially to lower Maintenance Contract expenses of \$3.3 million (97.5 percent), again due to the timing of R44 maintenance contract billing.

Depreciation expenses of \$1.3 million year-to-date were slightly below budget.

The **operating cash deficit** (excluding subsidies) was \$5.6 million through February, \$3.4 million (38.0 percent) favorable to budget, due primarily to the timing of R44 fleet maintenance billing/payments.

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2016 Adopted
Accrual Statement of Operations By Category_MM
Month - feb 2016
(\$ in Millions)

3/25/2016 01:26 PM

| | Nonreimbursable | | Var Percent | | Reimbursable | | | | Total | | | |
|--|-----------------|----------------|----------------------------|--------------|----------------|----------------|----------------------------|---------------|----------------|----------------|----------------------------|-------------|
| | Adopted | Actual | Favorable (Unfavorable) | | Adopted | Actual | Favorable (Unfavorable) | | Adopted | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$0.520 | \$0.477 | (0.043) | (8.3) | \$0.000 | \$0.000 | - | - | \$0.520 | \$0.477 | (0.043) | (8.3) |
| Other Revenue | \$0.195 | \$0.197 | \$0.002 | 1.2 | \$0.000 | \$0.000 | - | - | \$0.195 | \$0.197 | \$0.002 | 1.2 |
| Capital and Other Reimbursements | \$0.000 | \$0.000 | - | - | \$0.424 | \$0.562 | \$0.138 | 32.5 | \$0.424 | \$0.562 | \$0.138 | 32.5 |
| Total Revenue | \$0.715 | \$0.674 | (0.041) | (5.7) | \$0.424 | \$0.562 | \$0.138 | 32.5 | \$1.139 | \$1.236 | \$0.097 | 8.5 |
| Expenses | | | | | | | | | | | | |
| Labor : | | | | | | | | | | | | |
| Payroll | \$1.741 | \$1.507 | \$0.235 | 13.5 | \$0.131 | \$0.104 | \$0.027 | 20.6 | \$1.872 | \$1.611 | \$0.262 | 14.0 |
| Overtime | \$0.150 | \$0.407 | (0.257) | - | \$0.150 | \$0.142 | \$0.008 | 5.3 | \$0.300 | \$0.549 | (0.249) | (82.8) |
| Total Salaries & Wages | \$1.891 | \$1.913 | (0.022) | (1.1) | \$0.281 | \$0.246 | \$0.035 | 12.5 | \$2.172 | \$2.159 | \$0.013 | 0.6 |
| Health and Welfare | \$0.359 | \$0.550 | (0.191) | (53.1) | \$0.000 | \$0.000 | - | - | \$0.359 | \$0.550 | (0.191) | (53.1) |
| OPEB Current Payment | \$0.118 | \$0.213 | (0.095) | (80.3) | \$0.000 | \$0.000 | \$0.000 | - | \$0.118 | \$0.213 | (0.095) | (80.3) |
| Pensions | \$0.511 | \$0.000 | \$0.511 | - | \$0.000 | \$0.000 | - | - | \$0.511 | \$0.000 | \$0.511 | - |
| Other Fringe Benefits | \$0.305 | \$0.284 | \$0.021 | 6.9 | \$0.009 | \$0.000 | \$0.009 | - | \$0.314 | \$0.284 | \$0.030 | 9.6 |
| Total Fringe Benefits | \$1.293 | \$1.046 | \$0.247 | 19.1 | \$0.009 | \$0.000 | \$0.009 | - | \$1.302 | \$1.046 | \$0.256 | 19.6 |
| Contribution to GASB Fund | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Reimbursable Overhead | (0.134) | (0.240) | \$0.106 | 79.0 | \$0.134 | \$0.240 | (0.106) | (79.1) | \$0.000 | \$0.000 | \$0.000 | - |
| Labor | \$3.050 | \$2.720 | \$0.331 | 10.8 | \$0.424 | \$0.486 | (0.062) | (14.6) | \$3.474 | \$3.206 | \$0.269 | 7.7 |
| Non-Labor : | | | | | | | | | | | | |
| Electric Power | \$0.450 | \$0.425 | \$0.025 | 5.6 | \$0.000 | \$0.001 | (0.001) | - | \$0.450 | \$0.426 | \$0.024 | 5.3 |
| Fuel | \$0.030 | \$0.008 | \$0.022 | 74.8 | \$0.000 | \$0.000 | - | - | \$0.030 | \$0.008 | \$0.022 | 74.8 |
| Insurance | \$0.100 | \$0.094 | \$0.006 | 5.9 | \$0.000 | \$0.000 | - | - | \$0.100 | \$0.094 | \$0.006 | 5.9 |
| Claims | \$0.008 | \$0.014 | (0.006) | (75.0) | \$0.000 | \$0.000 | - | - | \$0.008 | \$0.014 | (0.006) | (75.0) |
| Paratransit Service Contracts | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Maintenance and Other Operating Contracts | \$1.671 | \$0.058 | \$1.613 | 96.5 | \$0.000 | \$0.000 | - | - | \$1.671 | \$0.058 | \$1.613 | 96.5 |
| Professional Service Contracts | \$0.064 | \$0.004 | \$0.060 | 94.2 | \$0.000 | \$0.001 | (0.001) | - | \$0.064 | \$0.005 | \$0.059 | 92.6 |
| Materials & Supplies | \$0.020 | \$0.226 | (0.206) | - | \$0.000 | \$0.074 | (0.074) | - | \$0.020 | \$0.300 | (0.280) | - |
| Other Business Expenses | \$0.003 | \$0.022 | (0.019) | - | \$0.000 | \$0.000 | - | - | \$0.003 | \$0.022 | (0.019) | - |
| Non-Labor | \$2.346 | \$0.850 | \$1.496 | 63.8 | \$0.000 | \$0.076 | (0.076) | - | \$2.346 | \$0.926 | \$1.420 | 60.5 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Other Expense Adjustments | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Total Expenses before Depreciation and OPEB | \$5.396 | \$3.570 | \$1.827 | 33.8 | \$0.424 | \$0.562 | (0.138) | (32.5) | \$5.820 | \$4.132 | \$1.689 | 29.0 |
| Depreciation | \$0.690 | \$0.642 | \$0.048 | 6.9 | \$0.000 | \$0.000 | - | - | \$0.690 | \$0.642 | \$0.048 | 6.9 |
| OPEB Liability | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Environmental Remediation | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Total Expenses | \$6.086 | \$4.212 | \$1.874 | 30.8 | \$0.424 | \$0.562 | (0.138) | (32.5) | \$6.510 | \$4.774 | \$1.736 | 26.7 |
| OPERATING SURPLUS/DEFICIT | (5.372) | (3.538) | \$1.834 | 34.1 | \$0.000 | \$0.000 | \$0.000 | - | (5.372) | (3.538) | \$1.834 | 34.1 |

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2016 Adopted
Accrual Statement of Operations By Category_MM
Year-To-Date - feb 2016
(\$ in Millions)

3/25/2016 01:26 PM

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|--|-----------------|----------------|----------------------------|--------------|----------------|----------------|----------------------------|--------------|-----------------|----------------|----------------------------|-------------|
| | Adopted | Actual | Favorable (Unfavorable) | | Adopted | Actual | Favorable (Unfavorable) | | Adopted | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$1.026 | \$0.964 | (0.062) | (6.1) | \$0.000 | \$0.000 | - | - | \$1.026 | \$0.964 | (0.062) | (6.1) |
| Other Revenue | \$0.470 | \$0.454 | (0.016) | (3.3) | \$0.000 | \$0.000 | - | - | \$0.470 | \$0.454 | (0.016) | (3.3) |
| Capital and Other Reimbursements | \$0.000 | \$0.000 | - | - | \$0.884 | \$0.972 | \$0.088 | 10.0 | \$0.884 | \$0.972 | \$0.088 | 10.0 |
| Total Revenue | \$1.496 | \$1.418 | (0.078) | (5.2) | \$0.884 | \$0.972 | \$0.088 | 10.0 | \$2.380 | \$2.390 | \$0.010 | 0.4 |
| Expenses | | | | | | | | | | | | |
| Labor : | | | | | | | | | | | | |
| Payroll | \$3.639 | \$2.858 | \$0.781 | 21.5 | \$0.280 | \$0.199 | \$0.081 | 29.0 | \$3.919 | \$3.057 | \$0.862 | 22.0 |
| Overtime | \$0.324 | \$0.707 | (0.383) | - | \$0.300 | \$0.250 | \$0.050 | 16.7 | \$0.624 | \$0.957 | (0.333) | (53.3) |
| Total Salaries & Wages | \$3.963 | \$3.565 | \$0.398 | 10.0 | \$0.580 | \$0.449 | \$0.131 | 22.6 | \$4.543 | \$4.014 | \$0.529 | 11.6 |
| Health and Welfare | \$0.718 | \$0.624 | \$0.094 | 13.1 | \$0.000 | \$0.000 | - | - | \$0.718 | \$0.624 | \$0.094 | 13.1 |
| OPEB Current Payment | \$0.236 | \$0.303 | (0.067) | (28.4) | \$0.000 | \$0.004 | (0.004) | - | \$0.236 | \$0.307 | (0.071) | (30.0) |
| Pensions | \$1.022 | \$0.000 | \$1.022 | - | \$0.000 | \$0.000 | - | - | \$1.022 | \$0.000 | \$1.022 | - |
| Other Fringe Benefits | \$0.622 | \$0.501 | \$0.121 | 19.4 | \$0.018 | \$0.000 | \$0.018 | - | \$0.640 | \$0.501 | \$0.139 | 21.7 |
| Total Fringe Benefits | \$2.598 | \$1.428 | \$1.170 | 45.0 | \$0.018 | \$0.004 | \$0.014 | 77.8 | \$2.616 | \$1.432 | \$1.184 | 45.3 |
| Contribution to GASB Fund | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Reimbursable Overhead | (0.286) | (0.438) | \$0.152 | 53.1 | \$0.286 | \$0.438 | (0.152) | (53.1) | \$0.000 | \$0.000 | \$0.000 | - |
| Labor | \$6.275 | \$4.555 | \$1.720 | 27.4 | \$0.884 | \$0.891 | (0.007) | (0.8) | \$7.159 | \$5.446 | \$1.713 | 23.9 |
| Non-Labor : | | | | | | | | | | | | |
| Electric Power | \$0.850 | \$0.736 | \$0.114 | 13.4 | \$0.000 | \$0.003 | (0.003) | - | \$0.850 | \$0.739 | \$0.111 | 13.1 |
| Fuel | \$0.050 | \$0.000 | \$0.050 | - | \$0.000 | \$0.000 | - | - | \$0.050 | \$0.000 | \$0.050 | - |
| Insurance | \$0.200 | \$0.188 | \$0.012 | 5.9 | \$0.000 | \$0.000 | - | - | \$0.200 | \$0.188 | \$0.012 | 5.9 |
| Claims | \$0.016 | \$0.016 | \$0.000 | 0.0 | \$0.000 | \$0.000 | - | - | \$0.016 | \$0.016 | \$0.000 | 0.0 |
| Paratransit Service Contracts | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Maintenance and Other Operating Contracts | \$3.342 | \$0.084 | \$3.258 | 97.5 | \$0.000 | \$0.000 | - | - | \$3.342 | \$0.084 | \$3.258 | 97.5 |
| Professional Service Contracts | \$0.128 | (0.001) | \$0.129 | - | \$0.000 | \$0.003 | (0.003) | - | \$0.128 | \$0.002 | \$0.126 | 98.4 |
| Materials & Supplies | \$0.040 | \$0.310 | (0.270) | - | \$0.000 | \$0.075 | (0.075) | - | \$0.040 | \$0.385 | (0.345) | - |
| Other Business Expenses | \$0.005 | \$0.028 | (0.023) | - | \$0.000 | \$0.000 | - | - | \$0.005 | \$0.028 | (0.023) | - |
| Non-Labor | \$4.631 | \$1.362 | \$3.269 | 70.6 | \$0.000 | \$0.081 | (0.081) | - | \$4.631 | \$1.443 | \$3.188 | 68.8 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Other Expense Adjustments | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Total Expenses before Depreciation and OPEB | \$10.906 | \$5.917 | \$4.989 | 45.7 | \$0.884 | \$0.972 | (0.088) | (9.9) | \$11.790 | \$6.889 | \$4.901 | 41.6 |
| Depreciation | \$1.380 | \$1.284 | \$0.096 | 6.9 | \$0.000 | \$0.000 | - | - | \$1.380 | \$1.284 | \$0.096 | 6.9 |
| OPEB Liability | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Environmental Remediation | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Total Expenses | \$12.286 | \$7.201 | \$5.084 | 41.4 | \$0.884 | \$0.972 | (0.088) | (9.9) | \$13.170 | \$8.173 | \$4.997 | 37.9 |
| OPERATING SURPLUS/DEFICIT | (10.789) | (5.783) | \$5.007 | 46.4 | \$0.000 | \$0.000 | \$0.000 | - | (10.790) | (5.783) | \$5.007 | 46.4 |

Note: Totals may not add due to rounding

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

Table 3

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
FEBRUARY 2016
(\$ in millions)

| <u>Generic Revenue or Expense Category</u> | <u>Non Reimb. or Reimb.</u> | <u>MONTH</u> | | | <u>YEAR-TO-DATE</u> | | |
|---|---------------------------------|--|-----------------|--|--|-----------------|--|
| | | <u>Favorable/ (Unfavorable) Variance</u> | | <u>Reason for Variance</u> | <u>Favorable/ (Unfavorable) Variance</u> | | <u>Reason for Variance</u> |
| | | <u>\$</u> | <u>%</u> | | <u>\$</u> | <u>%</u> | |
| Farebox Revenue | Non Reimb. | (0.043) | (8.3) | Mostly due to lower ridership | (0.062) | (6.1) | Mostly due to lower ridership |
| Other Operating Revenue | Non Reimb. | | | | (0.016) | (3.3) | The unfavorable timing of student fare reimbursements |
| Payroll | Non Reimb. | 0.235 | 13.5 | Primarily the timing of expenses and vacancy savings | 0.781 | 21.5 | Primarily the timing of expenses and vacancy savings |
| Overtime | Non Reimb. | (0.257) | over (100.0) | Mainly due to the President's Day weekend service shutdown and some extreme cold weather in February, and a partial impact from the January Blizzard | (0.383) | over (100.0) | Mainly due to the President's Day weekend service shutdown and some extreme cold weather in February, and the impact of the January Blizzard |
| Health and Welfare (including OPEB current payment) | Non Reimb. | (0.286) | (60.0) | The unfavorable timing of expenses | | | |
| Pension | Non Reimb. | 0.511 | 100.0 | The favorable timing of expenses/payments | 1.022 | 100.0 | The favorable timing of expenses/payments |
| Other Fringe Benefits | Non Reimb. | 0.021 | 6.9 | Timing of interagency fringe benefit billing | 0.121 | 19.4 | Timing of interagency fringe benefit billing |
| Electric Power | Non Reimb. | 0.025 | 5.6 | Mostly favorable prices and the timing of expenses | 0.114 | 13.4 | Mostly favorable prices and the timing of expenses |
| Fuel | Non Reimb. | 0.022 | 74.8 | Largely lower prices | 0.050 | n/a | Largely lower prices |
| Insurance | Non Reimb. | 0.006 | 5.9 | The favorable timing of interagency billing | 0.012 | 5.9 | The favorable timing of interagency billing |
| Maintenance & Other Operating Contracts | Non Reimb. | 1.613 | 96.5 | Mainly the favorable timing of R44 car fleet maintenance billing from NYCT | 3.258 | 97.5 | Mainly the favorable timing of R44 car fleet maintenance billing from NYCT |
| Professional Service Contracts | Non Reimb. | 0.060 | 94.2 | The favorable timing of expenses | 0.129 | n/a | The favorable timing of expenses |
| Materials and Supplies | Non Reimb. | (0.206) | over (100.0) | Primarily the unfavorable timing of maintenance material requirements | (0.270) | over (100.0) | Primarily the unfavorable timing of maintenance material requirements |
| Capital and Other Reimbursements | Reimb. | 0.138 | 32.5 | Timing of contractor requirements | 0.088 | 10.0 | Timing of contractor requirements |
| Payroll | Reimb. | 0.027 | 20.6 | Timing of contractor requirements | 0.081 | 29.0 | Timing of contractor requirements |
| Overtime | Reimb. | | | | 0.050 | 16.7 | Timing of contractor requirements |
| Materials & Supplies | Reimb. | (0.074) | n/a | Additional project requirements | (0.075) | n/a | Additional project requirements |

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2016 Adopted
Cash Receipts and Expenditures
Feb FY16
(\$ in Millions)

3/29/2016 05:33 PM

| | Month | | | | Year-To-Date | | | |
|--|----------------|----------------|----------------------------|---------------|-----------------|----------------|----------------------------|---------------|
| | | | Favorable (Unfavorable) | | | | Favorable (Unfavorable) | |
| | Adopted | Actual | Variance | Percent | Adopted | Actual | Variance | Percent |
| <u>Receipts</u> | | | | | | | | |
| Farebox Revenue | \$0.520 | \$0.485 | (0.035) | (6.7) | \$1.026 | \$1.042 | \$0.016 | 1.6 |
| Other Revenue | \$0.195 | \$0.023 | (0.172) | (88.2) | \$0.470 | \$0.092 | (0.378) | (80.4) |
| Capital and Other Reimbursements | \$0.424 | \$0.359 | (0.065) | (15.3) | \$0.884 | \$0.630 | (0.254) | (28.7) |
| Total Revenue | \$1.139 | \$0.867 | (0.272) | (23.9) | \$2.380 | \$1.764 | (0.616) | (25.9) |
| <u>Expenditures</u> | | | | | | | | |
| <u>Labor :</u> | | | | | | | | |
| Payroll | \$1.702 | \$1.822 | (0.120) | (7.0) | \$3.579 | \$3.678 | (0.099) | (2.8) |
| Overtime | \$0.300 | \$0.521 | (0.221) | (73.7) | \$0.624 | \$0.838 | (0.214) | (34.3) |
| Total Salaries & Wages | \$2.002 | \$2.343 | (0.341) | (17.0) | \$4.203 | \$4.516 | (0.313) | (7.5) |
| Health and Welfare | \$0.359 | \$0.000 | \$0.359 | - | \$0.718 | \$0.000 | \$0.718 | - |
| OPEB Current Payment | \$0.118 | \$0.073 | \$0.045 | 38.1 | \$0.236 | \$0.115 | \$0.121 | 51.3 |
| Pensions | \$0.511 | \$0.000 | \$0.511 | - | \$1.022 | \$0.000 | \$1.022 | - |
| Other Fringe Benefits | \$0.301 | \$0.354 | (0.053) | (17.6) | \$0.614 | \$0.739 | (0.125) | (20.4) |
| Total Fringe Benefits | \$1.289 | \$0.427 | \$0.862 | 66.9 | \$2.590 | \$0.854 | \$1.736 | 67.0 |
| Contribution to GASB Fund | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Reimbursable Overhead | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Labor | \$3.291 | \$2.770 | \$0.521 | 15.8 | \$6.793 | \$5.370 | \$1.423 | 20.9 |
| <u>Non-Labor :</u> | | | | | | | | |
| Electric Power | \$0.450 | \$0.368 | \$0.082 | 18.2 | \$0.850 | \$0.972 | (0.122) | (14.4) |
| Fuel | \$0.030 | \$0.007 | \$0.023 | 76.7 | \$0.050 | \$0.025 | \$0.025 | 50.0 |
| Insurance | \$0.100 | \$0.002 | \$0.098 | 98.0 | \$0.200 | \$0.151 | \$0.049 | 24.5 |
| Claims | \$0.008 | \$0.000 | \$0.008 | - | \$0.016 | \$0.000 | \$0.016 | - |
| Paratransit Service Contracts | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Maintenance and Other Operating Contracts | \$1.671 | \$0.048 | \$1.623 | 97.1 | \$3.342 | \$0.104 | \$3.238 | 96.9 |
| Professional Service Contracts | \$0.064 | \$0.035 | \$0.029 | 45.3 | \$0.128 | \$0.218 | (0.090) | (70.3) |
| Materials & Supplies | \$0.020 | \$0.295 | (0.275) | - | \$0.040 | \$0.511 | (0.471) | - |
| Other Business Expenses | \$0.003 | \$0.010 | (0.007) | - | \$0.005 | \$0.016 | (0.011) | - |
| Non-Labor | \$2.346 | \$0.765 | \$1.581 | 67.4 | \$4.631 | \$1.997 | \$2.634 | 56.9 |
| <u>Other Expense Adjustments:</u> | | | | | | | | |
| Other | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Other Expense Adjustments | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Total Expenditures before Depreciation and OPEB | \$5.637 | \$3.535 | \$2.102 | 37.3 | \$11.424 | \$7.367 | \$4.057 | 35.5 |
| Depreciation | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| OPEB Liability | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| GASB 68 Pension Adjustment | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Environmental Remediation | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Total Expenditures | \$5.637 | \$3.535 | \$2.102 | 37.3 | \$11.424 | \$7.367 | \$4.057 | 35.5 |
| Net Surplus/(Deficit) | (4.499) | (2.668) | \$1.831 | 40.7 | (9.044) | (5.603) | \$3.441 | 38.0 |

Note: Totals may not add due to rounding

Table 5

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
FEBRUARY 2016
(\$ in millions)

| Operating Receipts or Disbursements | MONTH | | | YEAR TO DATE | | |
|---|--|-----------------|--|--|-----------------|--|
| | Favorable/ (Unfavorable) Variance | | Reason for Variance | Favorable/ (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Farebox Receipts | (0.035) | (6.7%) | Primarily the unfavorable timing of cash settlements with NYCT | 0.016 | 1.6% | Primarily the favorable timing of cash settlements with NYCT |
| Other Operating Revenue | (0.172) | (88.2%) | Mostly the unfavorable timing of student fare reimbursements | (0.378) | (80.4%) | Mostly the unfavorable timing of student fare reimbursements |
| Capital and Other Reimbursements | (0.065) | (15.3%) | The unfavorable timing of reimbursements | (0.254) | (28.7%) | The unfavorable timing of reimbursements |
| Salaries & Wages | (0.341) | (17.0%) | Mostly the unfavorable timing of payments | (0.313) | (7.5%) | Mostly the unfavorable timing of payments |
| Health and Welfare (including OPEB current payment) | 0.404 | 84.7% | Mostly the favorable timing of expenses/payments | 0.839 | 88.0% | Mostly the favorable timing of expenses/payments |
| Pensions | 0.511 | 100.0% | The favorable timing of expenses/payments | 1.022 | 100.0% | The favorable timing of expenses/payments |
| Electric Power | 0.082 | 18.2% | Mostly the favorable timing of payments | (0.122) | (14.4%) | Mostly the unfavorable timing of payments |
| Maintenance Contracts | 1.623 | 97.1% | Primarily the favorable timing of R44 car fleet maintenance billing from NYCT | 3.238 | 96.9% | Primarily the favorable timing of R44 car fleet maintenance billing from NYCT |
| Professional Service Contracts | | | | (0.090) | (70.3%) | The unfavorable timing of payments |
| Materials and Supplies | (0.275) | over (100.0) | Primarily the unfavorable timing of payments and maintenance material requirements | (0.471) | over (100.0) | Primarily the unfavorable timing of payments and maintenance material requirements |

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2016 Adopted
Cash Conversion (Cash Flow Adjustments)
feb FY16
(\$ in Millions)

3/29/2016 05:39 PM

| | Month | | | | Year-To-Date | | | |
|--|----------------|----------------|----------------------------|--------------|----------------|----------------|----------------------------|---------------|
| | Adopted | Actual | Favorable (Unfavorable) | | Adopted | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Revenue | | | | | | | | |
| Farebox Revenue | \$0.000 | \$0.008 | \$0.008 | - | \$0.000 | \$0.078 | \$0.078 | - |
| Other Revenue | \$0.000 | (0.174) | (0.174) | - | \$0.000 | (0.362) | (0.362) | - |
| Capital and Other Reimbursements | \$0.000 | (0.203) | (0.203) | - | \$0.000 | (0.342) | (0.342) | - |
| Total Revenue | \$0.000 | (0.369) | (0.369) | - | \$0.000 | (0.626) | (0.626) | - |
| Expenses | | | | | | | | |
| Labor : | | | | | | | | |
| Payroll | \$0.170 | (0.211) | (0.381) | - | \$0.340 | (0.621) | (0.961) | - |
| Overtime | \$0.000 | \$0.028 | \$0.028 | - | \$0.000 | \$0.119 | \$0.119 | - |
| Total Salaries & Wages | \$0.170 | (0.184) | (0.354) | - | - | (0.502) | (0.842) | - |
| Health and Welfare | \$0.000 | \$0.550 | \$0.550 | - | \$0.000 | \$0.624 | \$0.624 | - |
| OPEB Current Payment | \$0.000 | \$0.140 | \$0.140 | - | \$0.000 | \$0.192 | \$0.192 | - |
| Pensions | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Other Fringe Benefits | \$0.013 | (0.070) | (0.083) | - | \$0.026 | (0.238) | (0.264) | - |
| Total Fringe Benefits | \$0.013 | \$0.619 | \$0.606 | - | \$0.026 | \$0.578 | \$0.552 | - |
| Contribution to GASB Fund | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Reimbursable Overhead | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Labor | \$0.183 | \$0.436 | \$0.253 | - | \$0.366 | \$0.076 | (0.290) | (79.2) |
| Non-Labor : | | | | | | | | |
| Electric Power | \$0.000 | \$0.058 | \$0.058 | - | \$0.000 | (0.233) | (0.233) | - |
| Fuel | \$0.000 | \$0.001 | \$0.001 | - | \$0.000 | (0.025) | (0.025) | - |
| Insurance | \$0.000 | \$0.092 | \$0.092 | - | \$0.000 | \$0.037 | \$0.037 | - |
| Claims | \$0.000 | \$0.014 | \$0.014 | - | \$0.000 | \$0.016 | \$0.016 | - |
| Paratransit Service Contracts | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Maintenance and Other Operating Contracts | \$0.000 | \$0.010 | \$0.010 | - | \$0.000 | (0.020) | (0.020) | - |
| Professional Service Contracts | \$0.000 | (0.030) | (0.030) | - | \$0.000 | (0.216) | (0.216) | - |
| Materials & Supplies | \$0.000 | \$0.005 | \$0.005 | - | \$0.000 | (0.126) | (0.126) | - |
| Other Business Expenses | \$0.000 | \$0.012 | \$0.012 | - | \$0.000 | \$0.012 | \$0.012 | - |
| Non-Labor | \$0.000 | \$0.161 | \$0.161 | - | \$0.000 | (0.554) | (0.554) | - |
| Other Expense Adjustments: | | | | | | | | |
| Other | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Other Expense Adjustments | \$0.000 | \$0.000 | - | - | \$0.000 | \$0.000 | - | - |
| Total Expenses before Depreciation and OPEB | \$0.183 | \$0.597 | \$0.414 | - | \$0.366 | (0.478) | (0.844) | - |
| Depreciation | \$0.690 | \$0.642 | (0.048) | (6.9) | \$1.380 | \$1.284 | (0.096) | (6.9) |
| OPEB Liability | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Environmental Remediation | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | \$0.000 | \$0.000 | - |
| Total Expenditures | \$0.873 | \$1.239 | \$0.366 | 41.9 | \$1.746 | \$0.806 | (0.940) | (53.8) |
| Total Cash Conversion Adjustments | \$0.873 | \$0.870 | (0.003) | (0.3) | \$1.746 | \$0.180 | (1.566) | (89.7) |

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
February 2016**

| <u>Function/Departments</u> | <u>Adopted Budget</u> | <u>Actual</u> | <u>Favorable (Unfavorable) Variance</u> |
|------------------------------------|----------------------------------|----------------------|--|
| Administration | | | |
| Executive | 13 | 11 | 2 |
| General Office | 10 | 9 | 1 |
| Purchasing/Stores | 6 | 5 | 1 |
| Total Administration | 29 | 25 | 4 |
| Operations | | | |
| Transportation | 107 | 105 | 2 |
| Total Operations | 107 | 105 | 2 |
| Maintenance | | | |
| Mechanical | 52 | 43 | 9 |
| Electronics/Electrical | 15 | 14 | 1 |
| Power/Signals | 26 | 18 | 8 |
| Maintenance of Way | 48 | 46 | 2 |
| Infrastructure | 25 | 27 | (2) |
| Total Maintenance | 166 | 148 | 18 |
| Engineering/Capital | | | |
| Reimbursable Program Support | 26 | 18 | 8 |
| Total Engineering Capital | 26 | 18 | 8 |
| Total Positions | 328 | 296 | 32 |
| Non-Reimbursable | 302 | 278 | 24 |
| Reimbursable | 26 | 18 | 8 |
| Total Full-Time | 328 | 296 | 32 |
| Total Full-Time-Equivalents | 0 | 0 | 0 |

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
February 2016

| | <u>Adopted Budget</u> | <u>Actual</u> | <u>Favorable (Unfavorable) Variance</u> | <u>Explanation of Variances</u> |
|---|---------------------------|---------------|---|---------------------------------|
| Administration | | | | |
| Managers/Supervisors | 17 | 18 | (1) | |
| Professional, Technical, Clerical | 12 | 7 | 5 | |
| Operational Hourlies | 0 | 0 | 0 | |
| Total Administration | 29 | 25 | 4 | |
| Operations | | | | |
| Managers/Supervisors | 5 | 3 | 2 | |
| Professional, Technical, Clerical | 3 | 1 | 2 | |
| Operational Hourlies | 99 | 101 | (2) | |
| Total Operations | 107 | 105 | 2 | |
| Maintenance | | | | |
| Managers/Supervisors | 12 | 12 | 0 | |
| Professional, Technical, Clerical | 6 | 3 | 3 | |
| Operational Hourlies | 148 | 133 | 15 | |
| Total Maintenance | 166 | 148 | 18 | |
| Engineering/Capital (Sandy Recovery) | | | | |
| Managers/Supervisors | 4 | 3 | 1 | |
| Professional, Technical, Clerical | 2 | 2 | 0 | |
| Operational Hourlies | 20 | 13 | 7 | |
| Total Engineering/Capital | 26 | 18 | 8 | |
| Total Positions | | | | |
| Managers/Supervisors | 38 | 36 | 2 | |
| Professional, Technical, Clerical | 23 | 13 | 10 | |
| Operational Hourlies | 267 | 247 | 20 | |
| Total Positions | 328 | 296 | 32 | |

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

| Month of February | | | | |
|--------------------------|---------------|-----------------|----------------|--|
| <u>Budget</u> | <u>Actual</u> | <u>Variance</u> | | <u>Explanation</u> |
| | | <u>Amount</u> | <u>Percent</u> | |
| 0.363 | 0.339 | (0.024) | (6.6%) | Mostly due to shuttle buses replacing trains between St. George and Clifton on one weekend including President's Day |
| Year-to-Date | | | | |
| 0.736 | 0.703 | (0.033) | (4.5%) | Mostly due to poor weekend ridership (the historic blizzard in January and the President's Day weekend G.O. in February) |

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

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2015 ACTUAL VERSUS 2016 PRELIMINARY ACTUAL
(in millions)**

| | Month of February | | | | Explanation |
|-----------------|--------------------------|-------|----------|---------|--|
| | 2015 | 2016 | Variance | | |
| | | | Amount | Percent | |
| Average Weekday | 0.015 | 0.016 | 0.001 | 6.9% | Mostly due to worse weather in 2015 than in 2016 |
| Average Weekend | 0.006 | 0.005 | (0.001) | (15.3%) | Shuttle buses replace trains between St. George and Clifton on one weekend including Presidents' Day |
| | 12-Month Rolling Average | | | | |
| Average Weekday | 0.015 | 0.016 | 0.001 | 5.4% | 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) | (3.0%) | More weekends with service changes in the current 12-month period than in the prior 12-month period |

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

FINANCIAL AND RIDERSHIP REPORT

February 2016

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$17.8 million in February, \$0.6 million (3.2 percent) below budget, due primarily by an underrun in farebox revenue of \$0.5 million (3.0 percent), due to lower ridership caused by adverse weather conditions.

Total MTA Bus **ridership** in February 2016 was 9.7 million, 4.0 percent (0.4 million riders) below budget. Year-to-date, ridership was 19.1 million, 4.7 percent (1.0 million riders) below budget. February 2016 average weekday ridership was 398,129, an increase of 1.3 percent (4,938 riders) from February 2015. Average weekday ridership for the twelve months ending February 2016 was 407,771, a decrease of 0.3 percent (1,182 riders) from the twelve months ending February 2015.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$52.0 million in February, \$1.4 million (2.6 percent) below budget. Labor expenses were over budget by \$1.6 million (4.1 percent), including an overrun in other fringe benefits of \$1.0 million (25.9 percent), due mostly to additional Workers' Compensation reserve requirements based on a current actuarial update. Payroll expenses were also higher by \$0.5 million (2.2 percent), caused by increased wage rates and the unfavorable timing of reimbursable projects, partially offset by vacancies. Non-labor expenses were below budget by \$3.0 million (21.5 percent). This underrun was due to lower maintenance contract expenses of \$1.5 million (49.0 percent), caused by a delay in the Shop Program, and lower fuel prices resulting in a savings of \$0.7 million (36.8 percent). Professional service contract expenses were also favorable by \$0.4 million (19.4 percent), due to the timing of interagency billing. Year-to-date, expenses were below budget by \$5.7 million (5.2 percent). Labor expenses exceeded budget by \$2.1 million (2.5 percent), due primarily to an overrun in payroll expenses of \$2.1 million (5.0 percent), again caused by higher wage rates and the unfavorable timing of reimbursable projects, partially offset by vacancies. Non-labor expenses were under budget by \$7.7 million (27.2 percent). Maintenance contract expenses were favorable by \$3.3 million (52.9 percent), due to a delay in the Shop Program. Professional service contract expenses were below budget by \$1.8 million (42.5 percent), driven by a delay in interagency billing. Fuel expenses were under budget by \$1.5 million (38.4 percent), due to lower prices and reduced service caused by adverse weather.

Depreciation expenses year-to-date were \$2.3 million (33.5 percent) above budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Bus Company recorded \$16.7 million of accrued expenses year-to-date, essentially on budget.

The **operating cash deficit** (excluding subsidies) was \$67.4 million, \$2.5 million (3.6 percent) below budget.

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 2016
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|--------------------|--------------------|-------------------|--------------|-------------------|-----------------|-------------------|---------------|--------------------|--------------------|-------------------|--------------|
| | Favorable | | | | Favorable | | | | Favorable | | | |
| | (Unfavorable) | | | | (Unfavorable) | | | | (Unfavorable) | | | |
| | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$ 16.750 | \$ 16.246 | \$ (0.504) | (3.0) | \$ - | \$ - | \$ - | - | \$ 16.750 | \$ 16.246 | \$ (0.504) | (3.0) |
| Other Operating Income | 1.655 | 1.566 | (0.089) | (5.4) | - | - | - | - | 1.655 | 1.566 | (0.089) | (5.4) |
| Capital and Other Reimbursements | - | - | - | - | 0.482 | 0.282 | (0.200) | (41.5) | 0.482 | 0.282 | (0.200) | (41.5) |
| Total Revenue | \$ 18.405 | \$ 17.812 | \$ (0.593) | (3.2) | \$ 0.482 | \$ 0.282 | \$ (0.200) | (41.5) | \$ 18.887 | \$ 18.094 | \$ (0.793) | (4.2) |
| - Labor: | | | | | | | | | | | | |
| Payroll | \$ 20.886 | \$ 21.355 | \$ (0.469) | (2.2) | \$ 0.231 | \$ 0.164 | \$ 0.067 | 29.0 | \$ 21.117 | \$ 21.519 | \$ (0.402) | (1.9) |
| Overtime | 4.358 | 4.506 | (0.148) | (3.4) | - | - | - | - | 4.358 | 4.506 | (0.148) | (3.4) |
| Health and Welfare | 4.594 | 4.921 | (0.327) | (7.1) | 0.087 | 0.050 | 0.037 | 42.5 | 4.681 | 4.971 | (0.290) | (6.2) |
| OPEB Current Payment | 1.996 | 1.654 | 0.342 | 17.1 | - | - | - | - | 1.996 | 1.654 | 0.342 | 17.1 |
| Pensions | 3.708 | 3.805 | (0.097) | (2.6) | 0.040 | 0.025 | 0.015 | 37.5 | 3.748 | 3.830 | (0.082) | (2.2) |
| Other Fringe Benefits | 3.853 | 4.852 | (0.999) | (25.9) | 0.038 | 0.024 | 0.014 | 36.8 | 3.891 | 4.876 | (0.985) | (25.3) |
| GASB Account | - | - | - | - | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | (0.092) | 0.092 | - | - | - | - | - | - | (0.092) | 0.092 | - |
| Total Labor Expenses | \$ 39.395 | \$ 41.001 | \$ (1.606) | (4.1) | \$ 0.396 | \$ 0.263 | \$ 0.133 | 33.6 | \$ 39.791 | \$ 41.264 | \$ (1.473) | (3.7) |
| - Non-Labor: | | | | | | | | | | | | |
| Electric Power | \$ 0.147 | \$ 0.131 | \$ 0.016 | 10.9 | \$ - | \$ - | \$ - | - | \$ 0.147 | \$ 0.131 | \$ 0.016 | 10.9 |
| Fuel | 1.927 | 1.218 | 0.709 | 36.8 | - | - | - | - | 1.927 | 1.218 | 0.709 | 36.8 |
| Insurance | 0.492 | 0.290 | 0.202 | 41.1 | - | - | - | - | 0.492 | 0.290 | 0.202 | 41.1 |
| Claims | 2.316 | 2.400 | (0.084) | (3.6) | - | - | - | - | 2.316 | 2.400 | (0.084) | (3.6) |
| Maintenance and Other Operating Contracts | 3.063 | 1.563 | 1.500 | 49.0 | 0.018 | - | 0.018 | 100.0 | 3.082 | 1.563 | 1.519 | 49.3 |
| Professional Service Contracts | 2.093 | 1.686 | 0.407 | 19.4 | - | - | - | - | 2.093 | 1.686 | 0.407 | 19.4 |
| Materials & Supplies | 3.740 | 3.458 | 0.282 | 7.5 | 0.067 | 0.019 | 0.048 | 71.8 | 3.807 | 3.477 | 0.330 | 8.7 |
| Other Business Expense | 0.204 | 0.229 | (0.025) | (12.1) | - | - | - | - | 0.204 | 0.229 | (0.025) | (12.1) |
| Total Non-Labor Expenses | \$ 13.983 | \$ 10.974 | \$ 3.009 | 21.5 | \$ 0.086 | \$ 0.019 | \$ 0.067 | 77.9 | \$ 14.069 | \$ 10.993 | \$ 3.075 | 21.9 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses before Non-Cash Liability Adjs. | \$ 53.378 | \$ 51.975 | \$ 1.403 | 2.6 | \$ 0.482 | \$ 0.282 | \$ 0.200 | 41.5 | \$ 53.860 | \$ 52.257 | \$ 1.602 | 3.0 |
| Depreciation | 3.373 | 4.574 | (1.201) | (35.6) | - | - | - | - | 3.373 | 4.574 | (1.201) | (35.6) |
| OPEB Obligation | 8.346 | 8.350 | (0.004) | (0.0) | - | - | - | - | 8.346 | 8.350 | (0.004) | (0.0) |
| Environmental Remediation | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Expenses | \$ 65.097 | \$ 64.899 | \$ 0.198 | 0.3 | \$ 0.482 | \$ 0.282 | \$ 0.200 | 41.5 | \$ 65.579 | \$ 65.181 | \$ 0.397 | 0.6 |
| Net Surplus/(Deficit) | \$ (46.692) | \$ (47.087) | \$ (0.395) | (0.8) | \$ 0.000 | \$ - | \$ (0.000) | * | \$ (46.692) | \$ (47.087) | \$ (0.396) | (0.8) |

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET
ACCRAUAL STATEMENT of OPERATIONS by CATEGORY
February 2016 Year-To-Date
(\$ in millions)

| | Nonreimbursable | | | | Reimbursable | | | | Total | | | |
|---|--------------------|--------------------|-------------------|--------------|-----------------|-----------------|-------------------|----------------|--------------------|--------------------|-------------------|--------------|
| | Favorable | | | | Favorable | | | | Favorable | | | |
| | (Unfavorable) | | | | (Unfavorable) | | | | (Unfavorable) | | | |
| | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent | Adopted Budget | Actual | Variance | Percent |
| Revenue | | | | | | | | | | | | |
| Farebox Revenue | \$ 33.161 | \$ 31.972 | \$ (1.189) | (3.6) | \$ - | \$ - | \$ - | - | \$ 33.161 | \$ 31.972 | \$ (1.189) | (3.6) |
| Other Operating Income | 3.362 | 3.195 | (0.167) | (5.0) | - | - | - | - | 3.362 | 3.195 | (0.167) | (5.0) |
| Capital and Other Reimbursements | - | - | - | - | 0.979 | 0.394 | (0.585) | (59.8) | 0.979 | 0.394 | (0.585) | (59.8) |
| Total Revenue | \$ 36.523 | \$ 35.167 | \$ (1.356) | (3.7) | \$ 0.979 | \$ 0.394 | \$ (0.585) | (59.8) | \$ 37.502 | \$ 35.561 | \$ (1.941) | (5.2) |
| Expenses | | | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | | | |
| Payroll | \$ 42.425 | \$ 44.559 | \$ (2.134) | (5.0) | 0.469 | 0.228 | \$ 0.241 | 51.4 | \$ 42.894 | \$ 44.787 | \$ (1.893) | (4.4) |
| Overtime | 9.002 | 8.776 | 0.226 | 2.5 | - | - | - | - | 9.002 | 8.776 | 0.226 | 2.5 |
| Health and Welfare | 9.687 | 9.452 | 0.235 | 2.4 | 0.177 | 0.070 | 0.107 | 60.5 | 9.864 | 9.522 | 0.342 | 3.5 |
| OPEB Current Payment | 3.992 | 3.307 | 0.685 | 17.2 | - | - | - | - | 3.992 | 3.307 | 0.685 | 17.2 |
| Pensions | 7.819 | 7.610 | 0.209 | 2.7 | 0.081 | 0.034 | 0.047 | 58.0 | 7.900 | 7.644 | 0.256 | 3.2 |
| Other Fringe Benefits | 8.125 | 9.518 | (1.393) | (17.1) | 0.078 | 0.033 | 0.045 | 57.7 | 8.203 | 9.551 | (1.348) | (16.4) |
| GASB Account | - | - | - | - | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | (0.121) | 0.121 | - | - | - | - | - | - | (0.121) | 0.121 | - |
| Total Labor Expenses | \$ 81.050 | \$ 83.101 | \$ (2.051) | (2.5) | \$ 0.805 | \$ 0.365 | \$ 0.440 | 54.7 | \$ 81.855 | \$ 83.466 | \$ (1.611) | (2.0) |
| <i>Non-Labor:</i> | | | | | | | | | | | | |
| Electric Power | \$ 0.298 | \$ 0.269 | \$ 0.029 | 9.7 | \$ - | \$ - | \$ - | - | \$ 0.298 | \$ 0.269 | \$ 0.029 | 9.7 |
| Fuel | 3.914 | 2.410 | 1.504 | 38.4 | - | - | - | - | 3.914 | 2.410 | 1.504 | 38.4 |
| Insurance | 1.000 | 0.559 | 0.441 | 44.1 | - | - | - | - | 1.000 | 0.559 | 0.441 | 44.1 |
| Claims | 4.705 | 4.800 | (0.095) | (2.0) | - | - | - | - | 4.705 | 4.800 | (0.095) | (2.0) |
| Maintenance and Other Operating Contracts | 6.221 | 2.928 | 3.293 | 52.9 | 0.037 | - | 0.037 | 100.0 | 6.259 | 2.928 | 3.331 | 53.2 |
| Professional Service Contracts | 4.252 | 2.445 | 1.807 | 42.5 | - | - | - | - | 4.252 | 2.445 | 1.807 | 42.5 |
| Materials & Supplies | 7.597 | 6.766 | 0.831 | 10.9 | 0.136 | 0.029 | 0.107 | 78.7 | 7.733 | 6.795 | 0.938 | 12.1 |
| Other Business Expense | 0.415 | 0.488 | (0.073) | (17.5) | - | - | - | - | 0.415 | 0.488 | (0.073) | (17.5) |
| Total Non-Labor Expenses | \$ 28.403 | \$ 20.664 | \$ 7.739 | 27.2 | \$ 0.174 | \$ 0.029 | \$ 0.145 | 83.3 | \$ 28.577 | \$ 20.693 | \$ 7.883 | 27.6 |
| Other Expense Adjustments: | | | | | | | | | | | | |
| Other | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenses before Non-Cash Liability Adjs. | \$ 109.453 | \$ 103.765 | \$ 5.688 | 5.2 | \$ 0.979 | \$ 0.394 | \$ 0.585 | 59.7 | \$ 110.432 | \$ 104.159 | \$ 6.272 | 5.7 |
| Depreciation | 6.852 | 9.148 | (2.296) | (33.5) | - | - | - | - | 6.852 | 9.148 | (2.296) | (33.5) |
| OPEB Obligation | 16.692 | 16.700 | (0.008) | (0.0) | - | - | - | - | 16.692 | 16.700 | (0.008) | (0.0) |
| Environmental Remediation | - | - | - | - | - | - | - | - | - | - | - | - |
| Total Expenses | \$ 132.997 | \$ 129.613 | \$ 3.384 | 2.5 | \$ 0.979 | \$ 0.394 | \$ 0.585 | 59.7 | \$ 133.976 | \$ 130.007 | \$ 3.968 | 3.0 |
| Net Surplus/(Deficit) | \$ (96.474) | \$ (94.446) | \$ 2.028 | 2.1 | \$ 0.000 | \$ - | \$ (0.000) | (100.0) | \$ (96.474) | \$ (94.446) | \$ 2.027 | 2.1 |

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NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

| Generic Revenue or Expense Category | Nonreimb or Reimb | February 2016 | | | Year-To-Date | | |
|---|----------------------|--|--------------|--|--|--------------|--|
| | | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | | \$ | % | | \$ | % | |
| Farebox Revenue | NR | \$ (0.504) | (3.0) | Lower ridership due to adverse weather conditions | \$ (1.189) | (3.6) | Lower ridership due to adverse weather conditions |
| Other Operating Revenue | NR | \$ (0.089) | (5.4) | (a) | \$ (0.167) | (5.0) | Lower student fares |
| Capital and Other Reimbursements | R | \$ (0.200) | (41.5) | Timing of reimbursement receipts | \$ (0.585) | (59.8) | Timing of reimbursement receipts |
| Total Revenue Variance | | \$ (0.793) | (4.2) | | \$ (1.941) | (5.2) | |
| Payroll | NR | \$ (0.469) | (2.2) | Mainly due to rate variance and delay/deferral in reimbursable projects , partially offset by vacancies. | \$ (2.134) | (5.0) | Mainly due to rate variance and delay/deferral in reimbursable projects , partially offset by vacancies. |
| Overtime | NR | \$ (0.148) | (3.4) | Mainly due to winter storm preparation, vacancy and absentee coverage requirements | \$ 0.226 | 2.5 | Mainly due to winter storms, vacancy and absentee coverage requirements |
| Health and Welfare (including OPEB) | NR | \$ 0.015 | 0.2 | (a) | \$ 0.920 | 6.7 | Lower medical expenses |
| Pension | NR | \$ (0.097) | (2.6) | (a) | \$ 0.209 | 2.7 | Lower expenses |
| Other Fringe Benefits | NR | \$ (0.999) | (25.9) | Unfavorable workers' compensation expenses due to latest actuarial estimate | \$ (1.393) | (17.1) | Unfavorable workers' compensation expenses due to latest actuarial estimate |
| Reimbursable Overhead | NR | \$ 0.092 | - | (a) | \$ 0.121 | - | (a) |
| Electric Power | NR | \$ 0.016 | 10.9 | (a) | \$ 0.029 | 10.9 | (a) |
| Fuel | NR | \$ 0.709 | 36.8 | Lower rates | \$ 1.504 | 38.4 | Lower rates and reduced service as the result of Winter Storm Jonas. |
| Insurance | NR | \$ 0.202 | 41.1 | Lower expenses | \$ 0.441 | 44.1 | Lower expenses |
| Claims | NR | \$ (0.084) | (3.6) | (a) | \$ (0.095) | (2.0) | (a) |
| Maintenance and Other Operating Contracts | NR | \$ 1.500 | 49.0 | Delay in the shop program | \$ 3.293 | 52.9 | Delay in the shop program |
| Professional Service Contracts | NR | \$ 0.407 | 19.4 | Mainly due to delay in interagency billing | \$ 1.807 | 42.5 | Mainly due to delay in interagency billing |
| Materials & Supplies | NR | \$ 0.282 | 7.5 | Mainly due to lower general maintenance material expenses | \$ 0.831 | 10.9 | Mainly due to lower general maintenance material expenses |
| Other Business Expense | NR | \$ (0.025) | (12.1) | Higher mobility tax and AFC collection fees | \$ (0.073) | (17.5) | Higher mobility tax and AFC collection fees |
| Depreciation | NR | \$ (1.201) | (35.6) | non cash expense | \$ (2.296) | (33.5) | non cash expense |
| Other Post Employment Benefits | NR | \$ (0.004) | (0.0) | (a) | \$ (0.008) | (0.0) | (a) |
| Environmental Remediation | | \$ - | - | | \$ - | - | |
| Payroll | R | \$ 0.067 | 29.0 | Timing of charges | \$ 0.241 | 51.4 | Timing of charges |
| Health and Welfare | R | \$ 0.037 | 42.5 | Timing of charges | \$ 0.107 | 60.5 | Timing of charges. |
| Pension | R | \$ 0.015 | 37.5 | | \$ 0.047 | 58.0 | |
| Other Fringe Benefits | R | \$ 0.014 | 36.8 | | \$ 0.045 | 57.7 | |
| Maintenance and Other Operating Contracts | R | \$ 0.018 | * | Timing of charges | \$ 0.037 | * | Timing of charges |
| Materials & Supplies | R | \$ 0.048 | * | Timing of charges | \$ 0.107 | * | Timing of charges |
| Total Expense Variance | | \$ 0.397 | 0.6 | | \$ 3.968 | 3.0 | |
| Net Variance | | \$ (0.396) | (0.8) | | \$ 2.027 | 2.1 | |

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

| | February 2016 | | | | Year-To-Date | | | |
|--|--------------------|--------------------|-------------------------|---------------|--------------------|--------------------|-------------------------|--------------|
| | Adopted Budget | Actual | Favorable (Unfavorable) | | Adopted Budget | Actual | Favorable (Unfavorable) | |
| | | | Variance | Percent | | | Variance | Percent |
| Receipts | | | | | | | | |
| Farebox Revenue | \$ 16.750 | \$ 15.317 | \$ (1.433) | (8.6) | \$ 33.161 | \$ 29.774 | \$ (3.387) | (10.2) |
| Other Operating Revenue | 1.727 | 0.484 | (1.243) | (72.0) | 3.454 | 3.786 | 0.332 | 9.6 |
| Capital and Other Reimbursements | 0.769 | 0.550 | (0.219) | (28.5) | 1.538 | 1.010 | (0.528) | (34.3) |
| Total Receipts | \$ 19.246 | \$ 16.351 | \$ (2.895) | (15.0) | \$ 38.153 | \$ 34.570 | \$ (3.583) | (9.4) |
| Expenditures | | | | | | | | |
| <i>Labor:</i> | | | | | | | | |
| Payroll | \$ 20.183 | \$ 19.247 | \$ 0.936 | 4.6 | \$ 40.366 | \$ 41.710 | \$ (1.344) | (3.3) |
| Overtime | 4.358 | 4.487 | (0.129) | (3.0) | 9.002 | 8.757 | 0.245 | 2.7 |
| Health and Welfare | 5.058 | 3.757 | 1.301 | 25.7 | 10.116 | 8.607 | 1.509 | 14.9 |
| OPEB Current Payment | 1.996 | 1.654 | 0.342 | 17.1 | 3.992 | 3.308 | 0.684 | 17.1 |
| Pensions | 4.065 | 3.805 | 0.260 | 6.4 | 8.130 | 7.610 | 0.520 | 6.4 |
| Other Fringe Benefits | 3.896 | 2.968 | 0.928 | 23.8 | 7.792 | 8.233 | (0.441) | (5.7) |
| GASB Account | - | - | - | - | - | - | - | - |
| Reimbursable Overhead | - | - | - | - | - | - | - | - |
| Total Labor Expenditures | \$ 39.556 | \$ 35.918 | \$ 3.638 | 9.2 | \$ 79.398 | \$ 78.225 | \$ 1.173 | 1.5 |
| <i>Non-Labor:</i> | | | | | | | | |
| Electric Power | \$ 0.153 | \$ 0.131 | \$ 0.022 | 14.4 | \$ 0.306 | \$ 0.269 | \$ 0.037 | 12.1 |
| Fuel | 2.011 | 1.246 | 0.765 | 38.0 | 4.022 | 2.488 | 1.534 | 38.1 |
| Insurance | 0.514 | - | 0.514 | 100.0 | 1.028 | 0.650 | 0.378 | 36.8 |
| Claims | 2.083 | 2.215 | (0.132) | (6.3) | 4.166 | 3.153 | 1.013 | 24.3 |
| Maintenance and Other Operating Contracts | 3.215 | 1.782 | 1.433 | 44.6 | 6.430 | 5.057 | 1.373 | 21.4 |
| Professional Service Contracts | 2.184 | 1.566 | 0.618 | 28.3 | 4.368 | 4.927 | (0.559) | (12.8) |
| Materials & Supplies | 3.973 | 4.112 | (0.139) | (3.5) | 7.946 | 6.612 | 1.334 | 16.8 |
| Other Business Expenses | 0.213 | 0.374 | (0.161) | (75.6) | 0.426 | 0.601 | (0.175) | (41.1) |
| Total Non-Labor Expenditures | \$ 14.346 | \$ 11.426 | \$ 2.920 | 20.4 | \$ 28.692 | \$ 23.757 | \$ 4.935 | 17.2 |
| Other Expenditure Adjustments: | | | | | | | | |
| Other | - | - | - | - | - | - | - | - |
| Total Other Expenditure Adjustments | \$ - | \$ - | \$ - | - | \$ - | \$ - | \$ - | - |
| Total Expenditures | \$ 53.902 | \$ 47.344 | \$ 6.558 | 12.2 | \$ 108.090 | \$ 101.982 | \$ 6.108 | 5.7 |
| Operating Cash Surplus/(Deficit) | \$ (34.656) | \$ (30.993) | \$ 3.663 | 10.6 | \$ (69.937) | \$ (67.412) | \$ 2.525 | 3.6 |

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

| Operating Receipts or Disbursements | February 2016 | | | Year-To-Date | | |
|---|--|---------------|--|--|--------------|--|
| | Favorable (Unfavorable) Variance | | Reason for Variance | Favorable (Unfavorable) Variance | | Reason for Variance |
| | \$ | % | | \$ | % | |
| Farebox Revenue | \$ (1.433) | (8.6) | Lower ridership | \$ (3.387) | (10.2) | Lower ridership due to the snow storm shutdown of Jan 23 |
| Other Operating Revenue | (1.243) | (72.0) | Delay in students/elderly reimbursements | 0.332 | 9.6 | Receipt of students/elderly reimbursements from prior years |
| Capital and Other Reimbursements | (0.219) | (28.5) | Timing of reimbursement receipts | (0.528) | (34.3) | Timing of reimbursement receipts |
| Total Receipts | \$ (2.895) | (15.0) | | \$ (3.583) | (9.4) | |
| Payroll | \$ 0.936 | 4.6 | Delay Interagency payments partially offset by higher rate variance | \$ (1.344) | (3.3) | Interagency payments from last year and by higher rates variances |
| Overtime | (0.129) | (3.0) | Mainly due to winter storm preparation, vacancy and absentee coverage requirements | 0.245 | 2.7 | Mainly due to winter storms, vacancy and absentee coverage requirements |
| Health and Welfare (including OPEB) | 1.643 | 23.3 | Favorable timing of payments | 2.193 | 15.5 | Favorable timing of payments |
| Pension | 0.260 | 6.4 | Favorable timing of payments | 0.520 | 6.4 | Favorable timing of payments |
| Other Fringe Benefits | 0.928 | 23.8 | Favorable timing of payments | (0.441) | (5.7) | Payments for prior periods |
| GASB | - | - | | - | - | |
| Electric Power | 0.022 | 14.4 | (a) | 0.037 | 12.1 | (a) |
| Fuel | 0.765 | 38.0 | Lower rates | 1.534 | 38.1 | Lower rates, delay in payments and reduced service as the result of Winter Storm Jonas |
| Insurance | 0.514 | 100.0 | Favorable timing of payments | 0.378 | 36.8 | Favorable timing of payments |
| Claims | (0.132) | (6.3) | Higher Claim expenses | 1.013 | 24.3 | Lower Claim expenses |
| Maintenance and Other Operating Contracts | 1.433 | 44.6 | Delay in the shop program | 1.373 | 21.4 | Delay in the shop program |
| Professional Service Contracts | 0.618 | 28.3 | Mainly due to delay in interagency billing | (0.559) | (12.8) | Payments for prior periods |
| Materials & Supplies | (0.139) | (3.5) | (a) | 1.334 | 16.8 | Mainly due to lower general maintenance material expenses |
| Other Business Expenditure | (0.161) | (75.6) | Higher mobility tax and AFC collection fees | (0.175) | (41.1) | Higher mobility tax and AFC collection fees |
| Total Expenditures | \$ 6.558 | 12.2 | | \$ 6.108 | 5.7 | |
| Net Cash Variance | \$ 3.663 | 10.6 | | \$ 2.525 | 3.6 | |

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

| | February 2016 | | | | | Year-To-Date | | | | |
|--|----------------------------|-------------------|-------------------|---------------|--|----------------------------|-------------------|-------------------|--------------|--|
| | Favorable (Unfavorable) | | | | | Favorable (Unfavorable) | | | | |
| | Adopted Budget | Actual | Variance | Percent | | Adopted Budget | Actual | Variance | Percent | |
| Receipts | | | | | | | | | | |
| Farebox Revenue | \$ - | \$ (0.929) | \$ (0.929) | - | | \$ - | \$ (2.198) | \$ (2.198) | - | |
| Other Operating Revenue | 0.072 | (1.082) | (1.154) | * | | 0.092 | 0.591 | 0.499 | * | |
| Capital and Other Reimbursements | 0.287 | 0.268 | (0.019) | (6.6) | | 0.559 | 0.616 | 0.057 | 10.2 | |
| Total Receipts | \$ 0.359 | \$ (1.743) | \$ (2.102) | * | | \$ 0.651 | \$ (0.991) | \$ (1.642) | * | |
| Expenditures | | | | | | | | | | |
| <i>Labor:</i> | | | | | | | | | | |
| Payroll | \$ 0.935 | \$ 2.272 | \$ 1.337 | * | | \$ 2.528 | \$ 3.077 | \$ 0.549 | 21.7 | |
| Overtime | - | 0.019 | 0.019 | - | | - | 0.019 | 0.019 | - | |
| Health and Welfare | (0.377) | 1.214 | 1.591 | * | | (0.252) | 0.915 | 1.167 | * | |
| OPEB Current Payment | - | - | - | - | | - | (0.001) | (0.001) | - | |
| Pensions | (0.317) | 0.025 | 0.342 | * | | (0.230) | 0.034 | 0.264 | * | |
| Other Fringe Benefits | (0.005) | 1.908 | 1.913 | * | | 0.411 | 1.318 | 0.907 | * | |
| GASB Account | - | - | - | - | | - | - | - | - | |
| Reimbursable Overhead | - | (0.092) | (0.092) | - | | - | (0.121) | (0.121) | - | |
| Total Labor Expenditures | \$ 0.235 | \$ 5.346 | \$ 5.111 | * | | \$ 2.457 | \$ 5.241 | \$ 2.784 | * | |
| <i>Non-Labor:</i> | | | | | | | | | | |
| Traction and Propulsion Power | \$ (0.006) | \$ - | 0.006 | 100.0 | | \$ (0.008) | \$ - | 0.008 | 100.0 | |
| Fuel for Buses and Trains | (0.084) | (0.028) | 0.056 | 66.5 | | (0.108) | (0.078) | 0.030 | 27.5 | |
| Insurance | (0.022) | 0.290 | 0.312 | * | | (0.028) | (0.091) | (0.063) | * | |
| Claims | 0.233 | 0.185 | (0.048) | (20.8) | | 0.539 | 1.647 | 1.108 | * | |
| Maintenance and Other Operating Contracts | (0.133) | (0.219) | (0.086) | (64.4) | | (0.171) | (2.129) | (1.958) | * | |
| Professional Service Contracts | (0.091) | 0.120 | 0.211 | * | | (0.116) | (2.482) | (2.366) | * | |
| Materials & Supplies | (0.166) | (0.635) | (0.469) | * | | (0.213) | 0.183 | 0.396 | * | |
| Other Business Expenditures | (0.009) | (0.145) | (0.136) | * | | (0.011) | (0.113) | (0.102) | * | |
| Total Non-Labor Expenditures | \$ (0.277) | \$ (0.433) | \$ (0.155) | (56.0) | | \$ (0.115) | \$ (3.064) | \$ (2.948) | * | |
| Other Expenditure Adjustments : | | | | | | | | | | |
| Other | - | - | - | - | | - | - | - | - | |
| Total Other Expenditure Adjustments | \$ - | \$ - | \$ - | - | | \$ - | \$ - | \$ - | - | |
| Gap Closing Expenditures : | | | | | | | | | | |
| 'Additional Actions for Budget Balance: Expenditures | - | - | - | - | | - | - | - | - | |
| Total Gap Closing Expenditures | - | - | - | - | | - | - | - | - | |
| Total Cash Conversion Adjustments before Non-Cash Liability Adjs. | | | | | | | | | | |
| | \$ 0.316 | \$ 3.170 | \$ 2.854 | * | | \$ 2.342 | \$ 2.177 | \$ (0.164) | (7.0) | |
| Depreciation Adjustment | 3.373 | 4.574 | 1.201 | 35.6 | | 6.852 | 9.148 | 2.296 | 33.5 | |
| Other Post Employment Benefits | 8.346 | 8.350 | 0.004 | 0.0 | | 16.692 | 16.700 | 0.008 | 0.0 | |
| Environmental Remediation | - | - | - | - | | - | - | - | - | |
| Total Cash Conversion Adjustments | \$ 12.035 | \$ 16.094 | \$ 4.059 | 33.7 | | \$ 26.537 | \$ 27.034 | \$ 0.498 | 1.9 | |

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET
Utilization
(In millions)

| | <u>February 2016</u> | | | <u>Year-to-date as of February 2016</u> | | |
|-------------------------------|----------------------|------------------|---|---|------------------|---|
| | Adopted Budget | Actual | Favorable/ (Unfavorable) Variance | Adopted Budget | Actual | Favorable/ (Unfavorable) Variance |
| <u>Farebox Revenue</u> | | | | | | |
| Fixed Route | \$ 16.750 | \$ 16.246 | \$ (0.504) | \$ 33.161 | \$ 31.972 | \$ (1.189) |
| Total Farebox Revenue | \$ 16.750 | \$ 16.246 | \$ (0.504) | \$ 33.161 | \$ 31.972 | \$ (1.189) |
| | | | | | | |
| Other Revenue | \$ 1.655 | \$ 1.566 | \$ (0.089) | \$ 3.362 | \$ 3.195 | \$ (0.167) |
| Capital & Other | 0.482 | 0.282 | (0.200) | 0.979 | 0.394 | (0.585) |
| Total Revenue | \$ 18.887 | \$ 18.094 | \$ (0.793) | \$ 37.502 | \$ 35.561 | \$ (1.941) |
| | | | | | | |
| <u>Ridership</u> | | | | | | |
| Fixed Route | 10.050 | 9.651 | (0.399) | 20.066 | 19.116 | (0.950) |
| Total Ridership | 10.050 | 9.651 | (0.399) | 20.066 | 19.116 | (0.950) |

MTA BUS COMPANY
2016 Adopted Budget vs. Actual
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
FEBRUARY 2016

| FUNCTION/DEPARTMENT | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-----------------------------------|---------------------------|---------------|---|---------------------------------|
| Administration | | | | |
| Office of the EVP | 6 | 3 | 3 | |
| Human Resources | 16 | 15 | 1 | |
| Office of Management and Budget | 17 | 14 | 3 | |
| Technology & Information Services | - | - | - | |
| Material | 18 | 15 | 3 | |
| Controller | 15 | 19 | (4) | |
| Office of the President | 2 | 2 | - | |
| System Safety Administration | 5 | 1 | 4 | |
| Law | 21 | 22 | (1) | |
| Corporate Communications | - | - | - | |
| Labor Relations | 4 | 3 | 1 | |
| Strategic Office | 23 | 11 | 12 | |
| Non-Departmental | 22 | - | 22 | |
| Total Administration | 149 | 105 | 44 | Vacancies to be filled |
| Operations | | | | |
| Buses | 2,235 | 2,234 | 1 | |
| Office of the Executive VP | 4 | 4 | - | |
| Safety & Training | 29 | 42 | (13) | Students in Training |
| Road Operations | 120 | 120 | - | |
| Transportation Support | 22 | 24 | (2) | |
| Operations Planning | 31 | 29 | 2 | |
| Revenue Control | 27 | 28 | (1) | |
| Total Operations | 2,468 | 2,481 | (13) | |
| Maintenance | | | | |
| Buses | 757 | 764 | (7) | |
| Maintenance Support/CMF | 209 | 203 | 6 | |
| Facilities | 74 | 64 | 10 | |
| Supply Logistics | 95 | 91 | 4 | |
| Total Maintenance | 1,135 | 1,122 | 13 | Vacancies to be filled |
| Capital Program Management | 37 | 29 | 8 | |
| Total Engineering/Capital | 37 | 29 | 8 | Vacancies to be filled |
| Security | 18 | 17 | 1 | |
| Total Public Safety | 18 | 17 | 1 | |
| Total Positions | 3,807 | 3,754 | 53 | |
| Non-Reimbursable | 3,767 | 3,715 | 52 | |
| Reimbursable | 40 | 39 | 1 | |
| Total Full-Time | 3,792 | 3,740 | 52 | |
| Total Full-Time Equivalents | 15 | 14 | 1 | |

MTA BUS COMPANY
2016 Adopted Budget vs. Actual
TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
FEBRUARY 2016

FEBRUARY 2016

| FUNCTION/OCCUPATIONAL GROUP | Adopted Budget | Actual | Favorable (Unfavorable) Variance | Explanation of Variances |
|-----------------------------------|-------------------|--------------|--|--------------------------|
| Administration | | | | |
| Managers/Supervisors | 60 | 43 | 17 | |
| Professional, Technical, Clerical | 71 | 62 | 9 | |
| Operational Hourlies | 18 | - | 18 | |
| Total Administration | 149 | 105 | 44 | Vacancies to be filled |
| Operations | | | | |
| Managers/Supervisors | 302 | 306 | (4) | |
| Professional, Technical, Clerical | 50 | 49 | 1 | |
| Operational Hourlies | 2,116 | 2,126 | (10) | |
| Total Operations | 2,468 | 2,481 | (13) | |
| Maintenance | | | | |
| Managers/Supervisors | 218 | 218 | - | |
| Professional, Technical, Clerical | 21 | 23 | (2) | |
| Operational Hourlies | 896 | 881 | 15 | |
| Total Maintenance | 1,135 | 1,122 | 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 | 13 | 1 | |
| Professional, Technical, Clerical | 4 | 4 | - | |
| Operational Hourlies | - | - | - | |
| Total Public Safety | 18 | 17 | 1 | |
| Total Baseline Positions | | | | |
| Managers/Supervisors | 615 | 598 | 17 | |
| Professional, Technical, Clerical | 162 | 149 | 13 | |
| Operational Hourlies | 3,030 | 3,007 | 23 | |
| Total Baseline Positions | 3,807 | 3,754 | 53 | |

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

| | February | | | | | | February Year-to-Date | | | | | |
|---|----------------|----------------|---------------|----------------|----------------------|---------------------------|-----------------------|----------------|----------------|----------------|-----------------------|------------------------|
| | Adopted Budget | | Actuals | | Var. - Fav./(Unfav) | | Adopted Budget | | Actuals | | Var. - Fav./(Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | | | |
| <u>Scheduled Service</u> | 48,223 | \$2.002 | 46,336 | \$2.237 | 1,887 3.9% | (\$0.235) -11.7% | 101,740 | \$4.226 | 93,274 | \$4.034 | 8,466 8.3% | \$0.192 4.5% |
| <u>Unscheduled Service</u> | 10,080 | \$0.431 | 7,509 | \$0.343 | 2,571 25.5% | 0.087 20.3% | 20,976 | \$0.943 | 15,642 | \$0.669 | 5,335 25.4% | 0.275 29.1% |
| <u>Programmatic/Routine Maintenance</u> | 21,045 | \$0.914 | 18,611 | \$0.904 | 2,435 11.6% | 0.009 1.0% | 43,886 | \$1.849 | 37,488 | \$1.706 | 6,398 14.6% | 0.143 7.7% |
| <u>Unscheduled Maintenance</u> | 0 | \$0.000 | 0 | \$0.000 | 0 0.0% | - 0.0% | 0 | \$0.000 | 0 | \$0.000 | 0 0.0% | - 0.0% |
| <u>Vacancy/Absentee Coverage</u> | 15,406 | \$0.772 | 17,113 | \$0.804 | (1,707) -11.1% | (0.032) -4.2% | 28,612 | \$1.496 | 32,428 | \$1.491 | (3,817) -13.3% | 0.005 0.3% |
| <u>Weather Emergencies</u> | 5,126 | \$0.205 | 3,156 | \$0.145 | 1,970 * | 0.060 * | 10,548 | \$0.421 | 16,437 | \$0.736 | (5,889) * | (0.314) * |
| <u>Safety/Security/Law Enforcement</u> | 217 | \$0.011 | 177 | \$0.009 | 40 18.3% | 0.002 21.0% | 353 | \$0.016 | 307 | \$0.014 | 46 13.1% | 0.002 14.2% |
| <u>Other</u> | 292 | \$0.024 | 244 | \$0.063 | 47 * | (0.039) * | 615 | \$0.051 | 760 | \$0.127 | (146) * | (0.076) * |
| Subtotal | 100,390 | \$4.358 | 93,146 | \$4.506 | 7,243 7.2% | (\$0.148) -3.4% | 206,730 | \$9.003 | 196,337 | \$8.776 | 10,394 5.0% | \$0.227 2.5% |
| REIMBURSABLE OVERTIME | 0 | \$0.000 | 0 | \$0.000 | 0 | - | 0 | \$0.000 | 0 | \$0.000 | 0 | - |
| TOTAL OVERTIME | 100,390 | \$4.358 | 93,146 | \$4.506 | 7,243 7.2% | (\$0.148) -3.4% | 206,730 | \$9.003 | 196,337 | \$8.776 | 10,394 5.0% | \$0.227 2.5% |

Totals may not add due to rounding.

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

* Exceeds 100%

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

| | February | | | February Year-to-Date | | |
|---|-----------------------|----------------------------|--------------|------------------------|-------------------------|--------------|
| | Var. - Fav./(Unfav) | | Explanations | Var. - Fav./(Unfav) | | Explanations |
| | Hours | \$ | | Hours | \$ | |
| NON-REIMBURSABLE OVERTIME | | | | | | |
| <u>Scheduled Service</u> | 1,887 3.9% | (\$0.235) -11.7% | | 8,466 8.3% | \$0.192 4.5% | |
| <u>Unscheduled Service</u> | 2,571 25.5% | 0.087 20.3% | | 5,335 25.4% | 0.275 29.1% | |
| <u>Programmatic/Routine Maintenance</u> | 2,435 11.6% | 0.009 1.0% | | 6,398 14.6% | 0.143 7.7% | |
| <u>Unscheduled Maintenance</u> | - 0.0% | 0.000 0.0% | | - 0.0% | 0.000 0.0% | |
| <u>Vacancy/Absentee Coverage</u> | (1,707) -11.1% | (0.032) -4.2% | | (3,817) -13.3% | 0.005 0.3% | |
| <u>Weather Emergencies</u> | 1,970 * | 0.060 * | Winter Storm | (5,889) * | (0.314) * | Winter Storm |
| <u>Safety/Security/Law Enforcement</u> | 40 18.3% | 0.002 21.0% | | 46 13.1% | 0.002 14.2% | |
| <u>Other</u> | 47 * | (0.039) * | | (146) * | (0.076) * | |
| Subtotal | 7,243 7.2% | (\$0.148) -3.4% | | 10,394 5.0% | \$0.227 2.5% | |
| REIMBURSABLE OVERTIME | 0 0.0% | \$0.000 0.0% | | 0 0.0% | \$0.000 0.0% | |
| TOTAL OVERTIME | 7,243 | (\$0.148) | | 10,394 | \$0.227 | |

METROPOLITAN TRANSPORTATION AUTHORITY
2016 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through February 29, New York City Transit's performance against its 2016 Capital Project Milestones was:

| | (\$ in Millions) | | |
|--------------------------------|------------------|-----------------|----------|
| | <u>Planned</u> | <u>Achieved</u> | <u>%</u> |
| Design Starts | \$36.8 | \$31.3 | 85 |
| Design Completions | \$12.9 | \$18.1 | 141 |
| Construction Awards | \$693.9 | \$458.0 | 66 |
| Substantial Completions | \$111.9 | \$238.1 | 213 |
| Closeouts | \$161.1 | \$89.7 | 56 |

During February, NYCT awarded projects totaling \$323.3 million, including:

- Various contracts under the 2015-2016 Track and Switch Program; and
- Two contracts for installation of Help Point units at 75 stations throughout the system.

During the same period, NYCT substantially completed one project for \$2.6 million:

- Acceptance of one R188 railcar for service on the A-Division as part of the ongoing delivery of the new R188 fleet.

Also during February, NYCT started nineteen design projects for \$22.7 million, completed six design projects for \$8.9 million, and closed out twelve projects for \$57.8 million.

Capital Program Status
April 2016
(February 2016)

During February, NYCT awarded \$323.3 million in projects, including \$253.4 million for various contracts under the 2015-2016 Track and Switch Program. Scopes include replacement of mainline track, mainline switches, yard track, yard switches and continuous welded rail throughout the system, with multiple contracts awarded for scope on the Jamaica and Queens Boulevard Lines. Track replacement typically includes the replacement of track materials such as contact rail, running rails, ties, ballast and associated equipment that have reached the end of their useful life. Continuous Welded Rail is typically installed at critical locations to prevent the occurrence of broken rail as well as to reduce damage to rolling stock and provide a better quality ride. Overall, track and switch replacement serves to improve customer safety and service reliability.

NYCT also awarded \$37.5 million across two contracts for installation of Help Point kiosks at 75 locations throughout the system. One contract involves in-house installation of Help Point units at 30 locations in Brooklyn and Queens, the second involves third-party installation of Help Point units at 45 locations in Manhattan, Brooklyn and Queens. Design and procurement of materials was advanced under a separate project. Help Point intercoms in stations provide customers with a reliable, easy to use communications link to NYCT customer service personnel for information or in the event of an emergency.

During February, NYCT accepted one R188 car for service on the A-Division for \$2.6 million. This railcar is part of an option exercised for the procurement of 103 R188 Communication Based Train Control (CBTC)-ready cars and for the retrofit of 370 R142A cars with CBTC compatible equipment. These CBTC-ready cars will run on the IRT on the numbered lines throughout the transit system. A total of 96 cars have been accepted to date and the acceptance of additional cars will be ongoing through mid-2016.

Also during February, NYCT started nineteen design projects for \$22.7 million, completed six design projects for \$8.9 million, and closed out twelve projects for \$57.8 million.

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

Projects Closed During February 2016
(\$ in millions)

| Project | Base Budget | Current Budget | Original Date | Months Delay |
|--|--------------------|-----------------------|----------------------|---------------------|
| Rockefeller Center Access Control | \$15.66 | \$18.25 | 10/2014 | 16 |
| Two Escalators Roosevelt Av / QBL | \$10.69 | \$11.11 | 10/2015 | 4 |
| Communication Room Waterproofing: 2 Locations | \$0.25 | \$0.25 | 11/2015 | 3 |
| Communication Room Waterproofing: 14 Locations | \$8.75 | \$8.92 | 11/2015 | 3 |
| Sidewalk Shed: Livingston Plaza [SBMP] | \$1.16 | \$1.17 | 12/2015 | 2 |
| Track Intrusion Detection Pilot | \$5.39 | \$5.35 | 12/2015 | 2 |
| Station Component: Van Cortlandt Park-242 St / Bway-7 Av | \$4.16 | \$4.85 | 12/2015 | 2 |
| Station Painting: Van Cortlandt Park-242 St-Bway/7Av | \$1.12 | \$0.99 | 12/2015 | 2 |
| 3 Street Stairs: Rockaway Avenue / Fulton (S1/S3/S7) [SBMP] | \$1.16 | \$1.18 | 1/2016 | 1 |
| 3 Street Stairs: Clinton-Washington / FUL (S2/S4/S6) [SBMP] | \$1.48 | \$1.53 | 1/2016 | 1 |
| 3 Street Stairs: Clinton-Washington Av/FUL (S1/S3/S5) [SBMP] | \$1.19 | \$1.24 | 1/2016 | 1 |
| Sandy Mitigation: Sidewalk Vent Covers - 6 Stations [SBFP] | \$2.68 | \$2.93 | 2/2016 | 0 |

The closeout of Rockefeller Center Access Control was delayed by 16 months due to resolution of a contractor claim, final submittal and approval of closeout deliverables and additional time to complete punch list items. The closeout of Two Escalators Roosevelt Avenue on the Queens Boulevard Line was delayed by 4 months due to a delay in the submittal of closeout deliverables, including operations and management manuals, as well as a delay in the resolution of warranty work related issues.

CAPITAL PROJECT MILESTONE SUMMARY
2016
(THROUGH FEBRUARY 29, 2016)

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

February

| | | | | | | |
|-------------------------|--------|----|--------|----|-------|-------|
| Design Starts | \$27.3 | 19 | \$22.7 | 19 | 83.2 | 100.0 |
| Design Completions | 12.3 | 9 | 8.9 | 6 | 72.9 | 66.7 |
| Construction Awards | 565.3 | 23 | 323.3 | 19 | 57.2 | 82.6 |
| Substantial Completions | 96.9 | 17 | 2.6 | 1 | 2.7 | 5.9 |
| Closeouts | 43.1 | 12 | 57.8 | 12 | 134.1 | 100.0 |

2016 Year-To-Date

| | | | | | | |
|-------------------------|--------|----|--------|----|-------|------|
| Design Starts | \$36.8 | 25 | \$31.3 | 23 | 85.2 | 92.0 |
| Design Completions | 12.9 | 11 | 18.1 | 10 | 141.1 | 90.9 |
| Construction Awards | 693.9 | 28 | 458.0 | 27 | 66.0 | 96.4 |
| Substantial Completions | 111.9 | 24 | 238.1 | 14 | 212.8 | 58.3 |
| Closeouts | 161.1 | 30 | 89.7 | 15 | 55.7 | 50.0 |

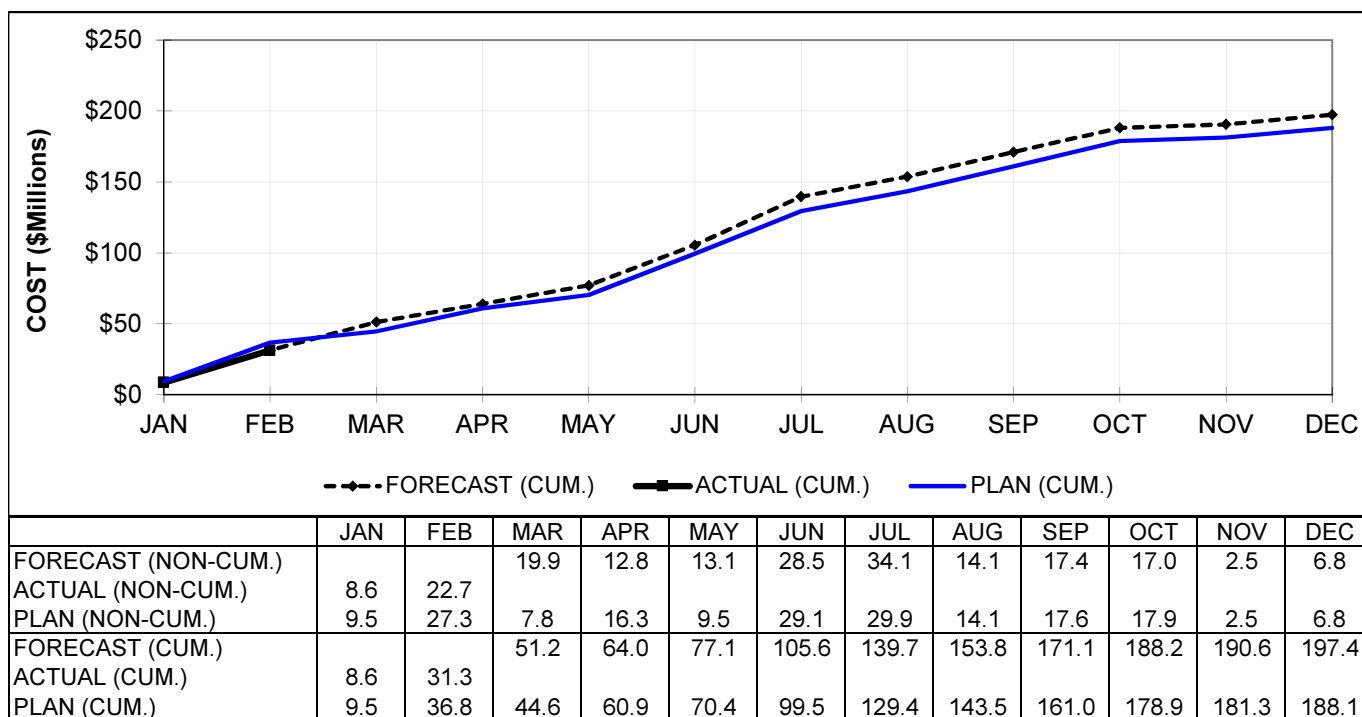
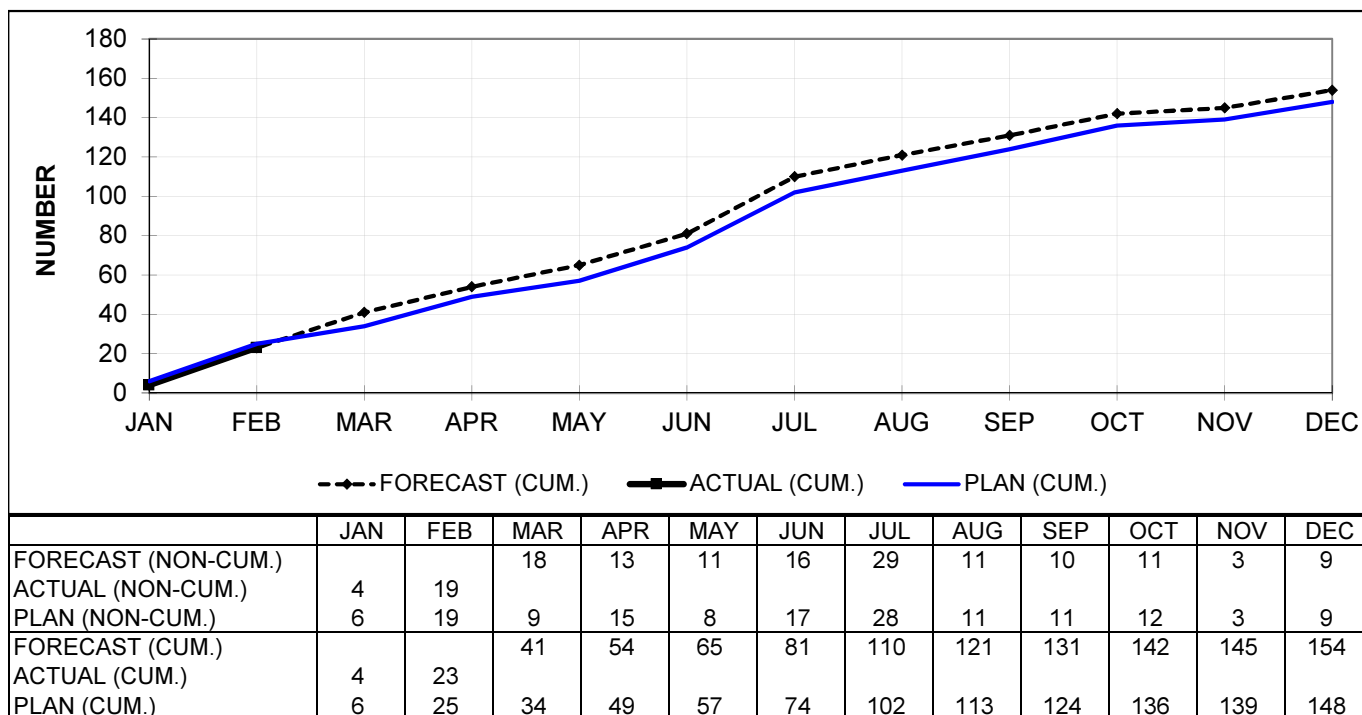
2016 Projected To-Year-End

| | Initial Plan | | Current Forecast | | %(\$) | %(#) |
|-------------------------|--------------|-----|------------------|-----|-------|-------|
| Design Starts | \$188.1 | 148 | \$197.4 | 154 | 104.9 | 104.1 |
| Design Completions | 249.7 | 152 | 253.8 | 155 | 101.6 | 102.0 |
| Construction Awards | 4,429.6 | 171 | 4,406.3 | 172 | 99.5 | 100.6 |
| Substantial Completions | 2,513.4 | 166 | 2,537.0 | 165 | 100.9 | 99.4 |
| Closeouts | 6,039.3 | 206 | 6,041.5 | 204 | 100.0 | 99.0 |

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

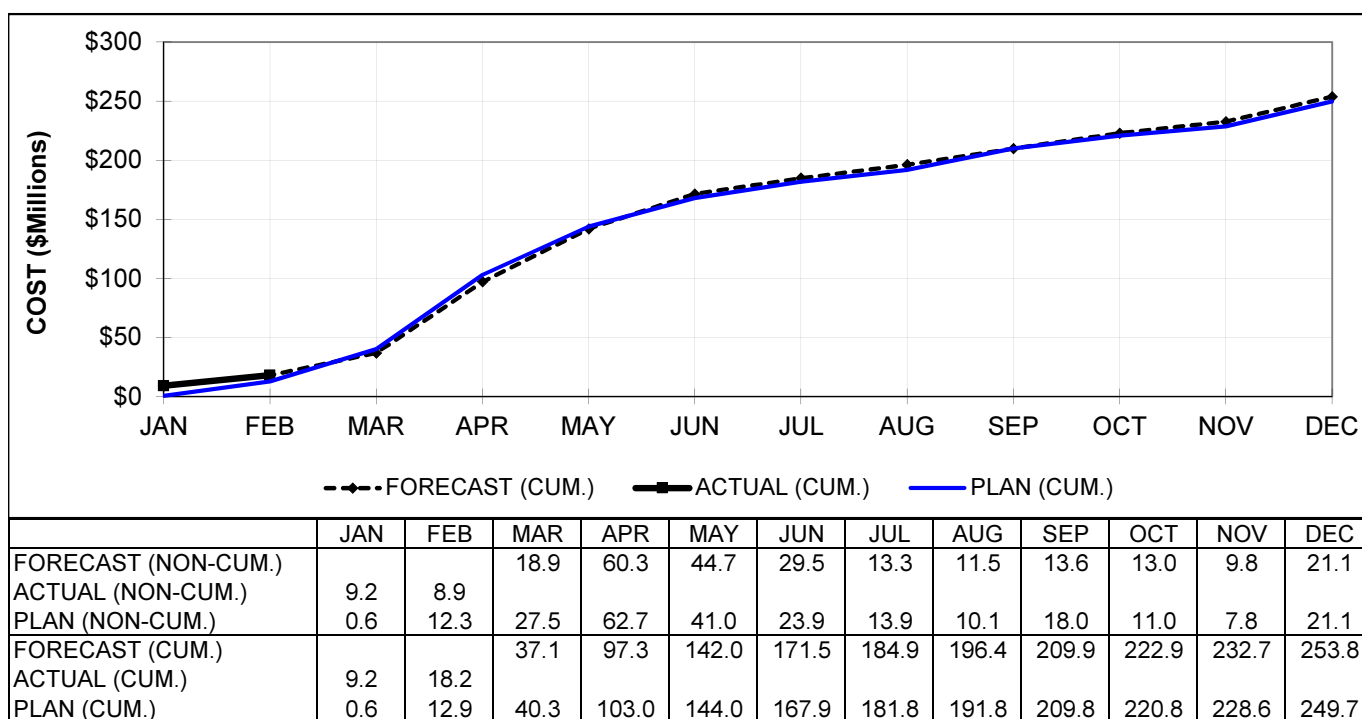
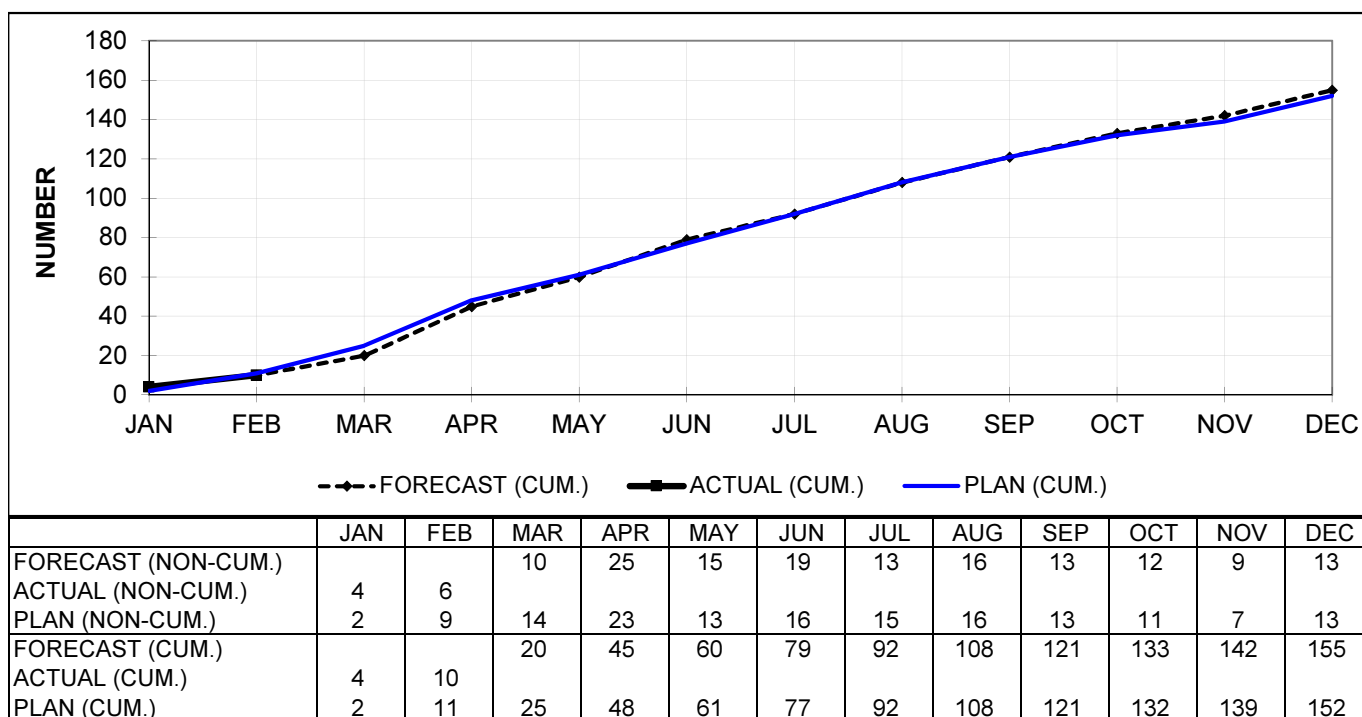
2015 Design Starts Charts

As of February 2016



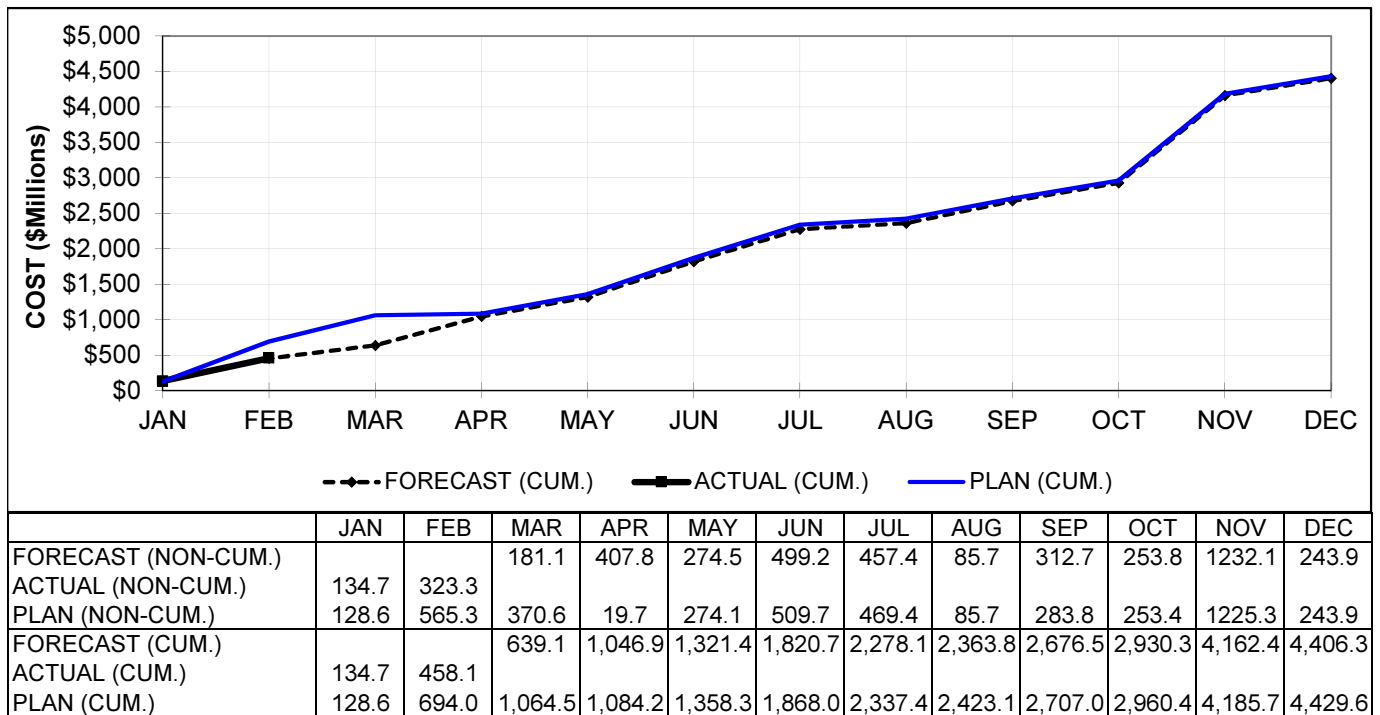
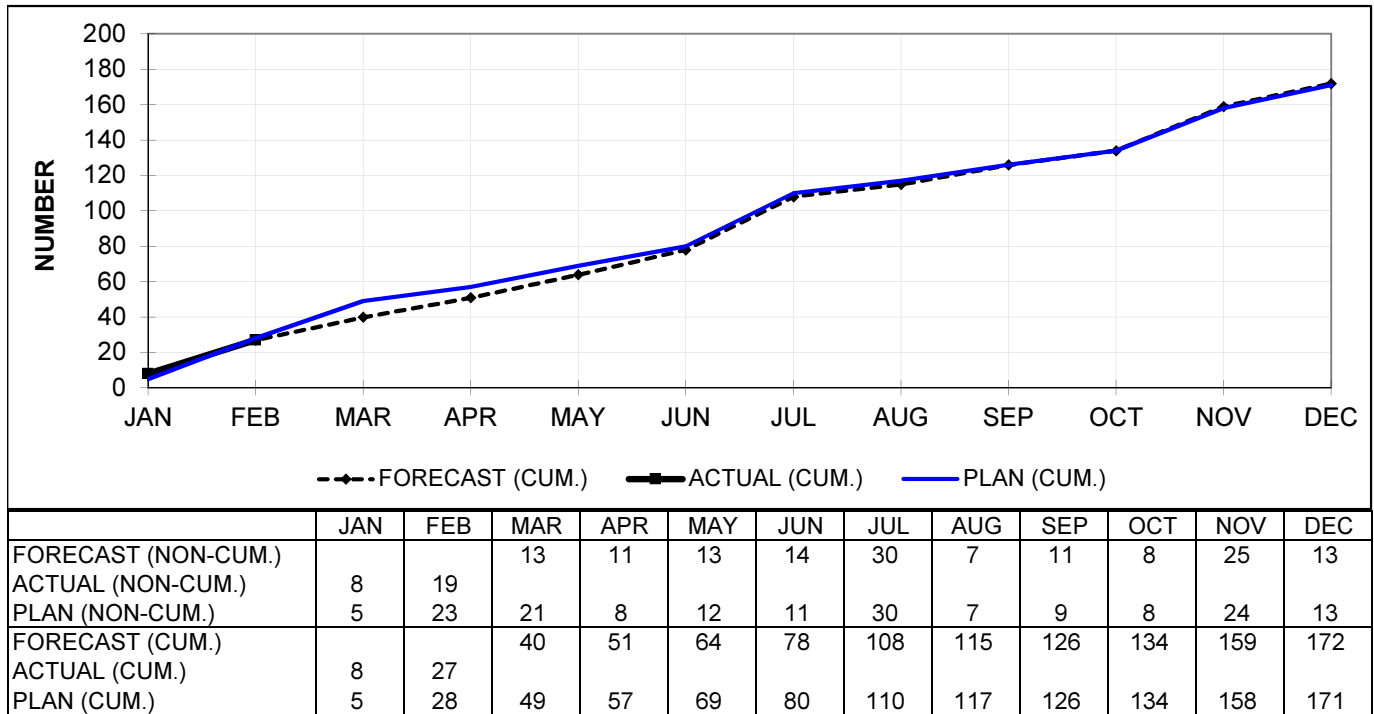
2015 Design Completions Charts

As of February 2016



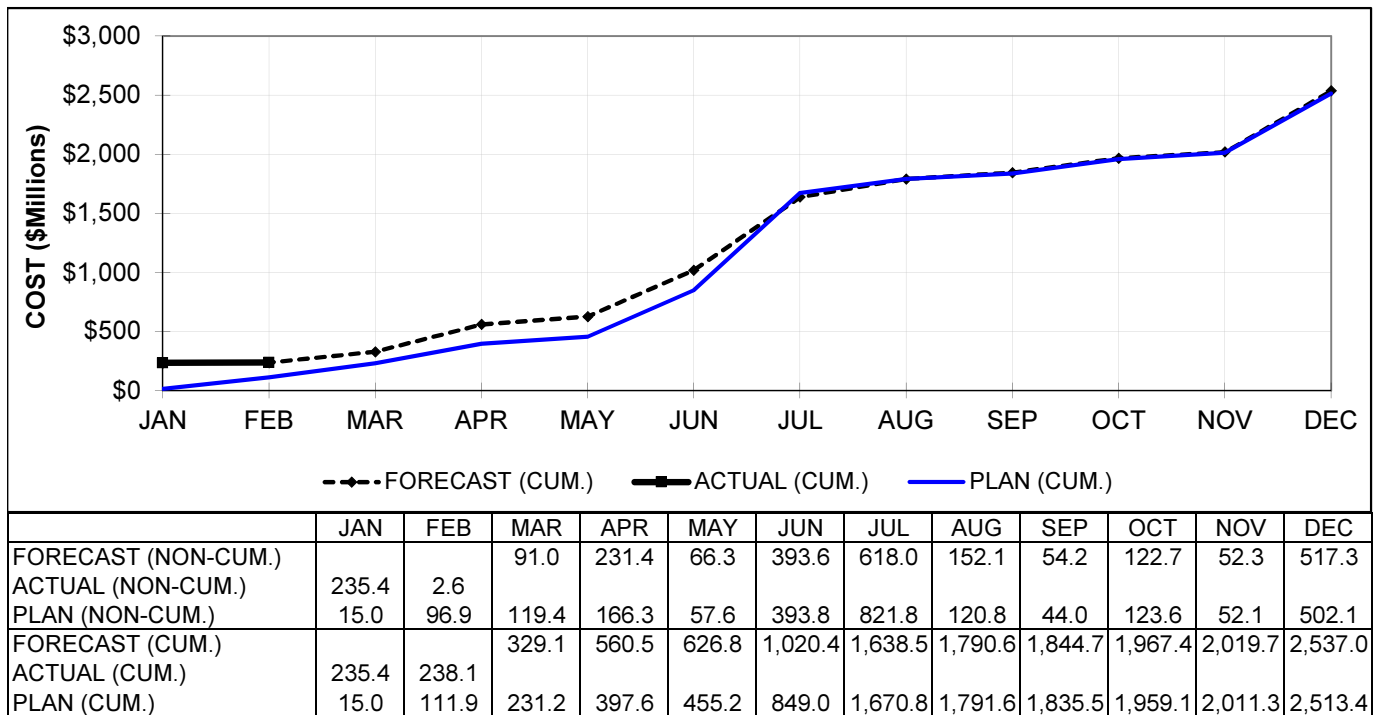
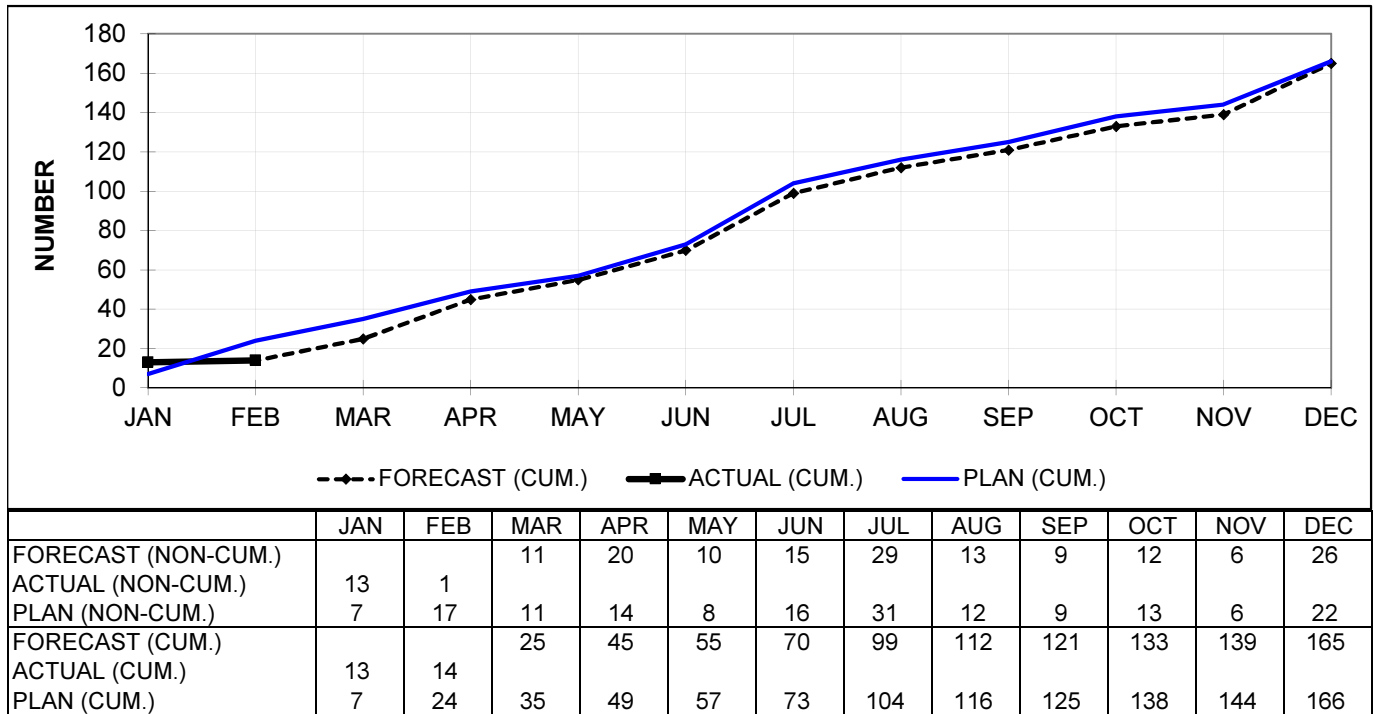
2015 Awards Charts

As of February 2016



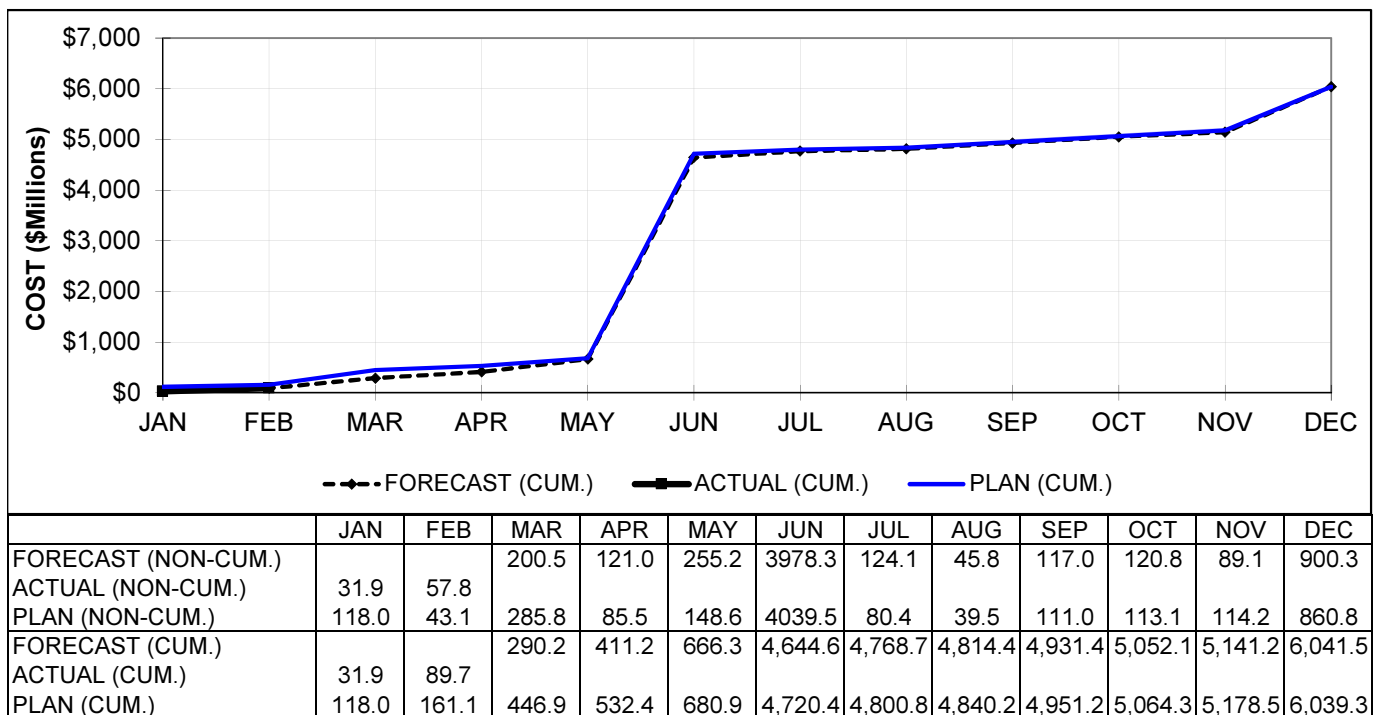
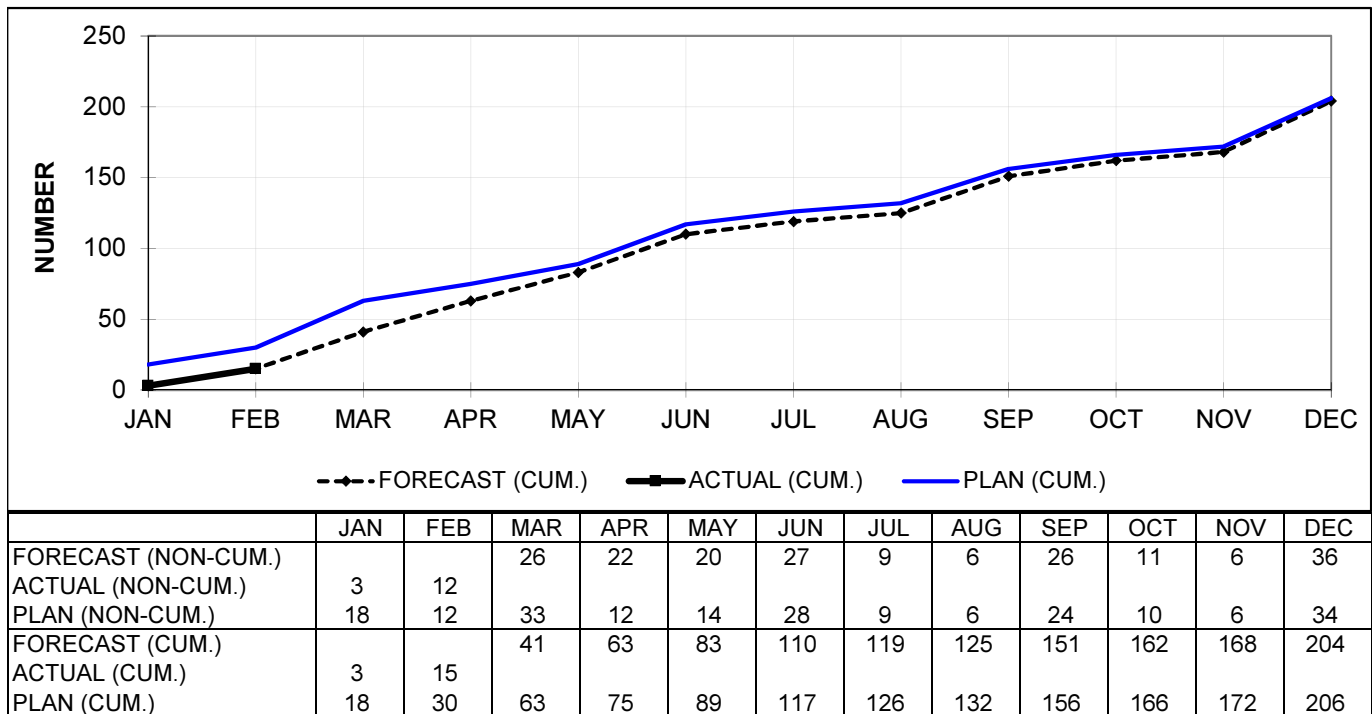
2015 Substantial Completions Charts

As of February 2016



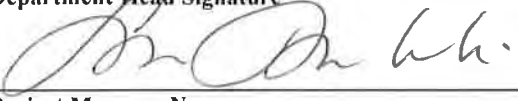


2015 Closeouts Charts

As of February 2016



PROCUREMENTS

The Procurement Agenda this month includes 12 actions for a proposed expenditure of \$2.2M.

| | | | | | | | | | |
|---|-----------------|--------------|-----------------|--------------|-----------------|---|---------------------------------|--------------|------------------------|
| Subject Request for Authorization to Award Various Procurements | | | | | | April 11, 2016 | | | |
| Department Materiel Division – NYCT | | | | | | Department | | | |
| Department Head Name Stephen M. Plochochi | | | | | | Department Head Name | | | |
| Department Head Signature  | | | | | | Department Head Signature | | | |
| Project Manager Name Rose Davis | | | | | | Internal Approvals | | | |
| Board Action | | | | | | | | | |
| Order | To | Date | Approval | Info | Other | | Approval | | Approval |
| 1 | Committee | 4/18/16 | | | |  | President NYCT | | President MTACC |
| 2 | Board | 4/20/16 | | | |  | Executive VP <i>ACT</i> 4/11/16 | | 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 | 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 B: | Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts) | 1 | \$ TBD M |
| <u>Schedules Requiring Majority Vote:</u> | | | |
| Schedule F: | Personal Service Contracts | 9 | \$ 1.6 M |
| Schedule G: | Miscellaneous Service Contracts | 2 | \$ 0.6 M |
| SUBTOTAL | | 12 | \$ 2.2 M |
| TOTAL | | 12 | \$ 2.2 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: None****MTA Capital Construction proposes to award Ratifications in the following categories: None**

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

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

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

BOARD RESOLUTION

WHEREAS, in accordance with Section 1265-a and 1209 of the Public Authorities Law and the All Agency 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.

APRIL 2016

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)

(Staff Summaries required for items estimated to be greater than \$1M.)

- | | | |
|---|------------------------------|-------------------------------|
| 1. Contractor To Be Determined Contract Term To Be Determined Contract# TBD Competitive RFP Authorizing Resolution for the Enhanced Station Initiative for the improvement of 31 Stations in all five boroughs. | Cost To Be Determined | <u>Staff Summary Attached</u> |
|---|------------------------------|-------------------------------|

Procurements Requiring Majority Vote:

F. Personal Service Contracts

(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M Competitive.)


- | | | |
|---|-------------------------------------|--|
| 2. White Glove Placement, Inc. 3. MSI Systems Corp. 4. Penda Aiken, Inc. 5. SHC Services, Inc. 6. New Wave People, Inc. 7. Total Healthcare Staffing 8. Jennifer Temps, Inc. 9. IIT, Inc. 10. Nexus Staffing Eighteen-month contract Various Contract#s Temporary medical staffing. | \$1,600,000 (Est. Aggregate) | <u>Staff Summary Attached</u> ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ ↓ |
|---|-------------------------------------|--|

G. Miscellaneous Service Contracts

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

- | | | |
|--|-------------------------|-------------------------------|
| 11. Fremont Industrial Corp. IFB# 77625 Inspection, certification and repair of fall protection systems. | \$431,560 (Est.) | <u>Staff Summary Attached</u> |
| 12. KS Engineers, PC. RFQ# 122409 Vectorization of working drawings. | \$171,600 (Est.) | <u>Staff Summary Attached</u> |

Staff Summary

| | | | |
|--|-----------------|-------------|-------------------------|
| Item Number 1 | | | |
| Division & Division Head Name: VP Materiel, Stephen M. Plochochi | | | |
|  | | | |
| Internal Approvals | | | |
| Order | Approval | Date | Approval |
| 1 | Materiel | 6 | EVP (ACTING) 4/11/16 |
| 2 X | Law | 7 | President 4.13.16 |
| 3 X | Budget | 8 | |
| 4 X | Subways | 9 | |
| 5 X | CPM | 10 | |

| | |
|--|-----------------------------|
| SUMMARY INFORMATION | |
| Vendor Name Competitive RFP Authorizing Resolution | Contract Nos. TBD |
| Description The Enhanced Station Initiative for the Improvement of 31 Stations in all Five Boroughs | |
| Total Amount TBD | |
| Contract Term (including Options, if any) TBD | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other: | |
| Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |

PURPOSE:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate for the award of contracts under the Enhanced Station Initiative (ESI) Program, and that, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, it is in the public interest to authorize NYC Transit to issue competitive Requests for Proposal (RFPs) in lieu of sealed competitive bids for some or all contracts for the improvement of 31 subway stations in all five boroughs under the ESI Program. This program will be managed by NYC Transit's Department of Capital Program Management.

DISCUSSION:

NYC Transit is pursuing a more streamlined design and construction strategy for certain types of capital projects, as well as alternate project delivery and procurement methods to achieve overall best value and approach for NYC Transit and the public. In keeping with this pursuit, and in the interest of more efficient and faster delivery of projects, NYC Transit intends to issue some, if not all, ESI improvement contracts pursuant to design-build methodology starting in 2016.

The ESI Program's focus is on improving the customer experience, the continued responsibility of providing a state of good repair in stations, and the development of underlying station aesthetics through design innovation. The program includes 31 pre-selected stations located in all five boroughs with a goal of contracting for and completing the work in all stations by December 2018 through the award of multiple contract packages. The work will include making the stations cleaner, brighter and easier to navigate, through a focus on more intuitive way-finding and will provide 21st century amenities such as Wi-Fi and cellular connectivity. This will involve architectural (including painting and signage), structural, electrical (including lighting, communications and technology) and mechanical work, as well as architectural and engineering services and surveying. In order to achieve this aggressive schedule, NYC Transit recommends utilizing the RFP process for some or all of the contract packages in order to evaluate factors other than cost. It is anticipated that contractors will also be provided, to the extent practicable, full access to these stations in order to complete the work as expeditiously as possible.

In addition, the MTA has retained an internationally known firm, Ove Arup & Partners, P.C. (Arup), as a Program Facilitator/Best Practices Consultant to develop the program's phasing plan, schedule, cost estimates and procurement strategy including determining how the stations will be divided into separate procurement packages as well as preparation of the solicitation packages. Arup is also responsible for recommending alternative procurement methods; however, the current plan is to solicit some or all procurement packages by two-step RFP. Although the packaging and procurement strategy for the entire program is still in development, the first package has been positively identified as a design-build.

Staff Summary

Under the design-build method, conceptual design documents along with the Owner's Project Requirements are prepared and form the basis for soliciting proposals to complete the design and perform the construction. The contract award includes overlapping design and construction responsibilities to a single contractor or joint proposer. In accordance with MTA policy regarding the use of design-build, it is NYC Transit's intent to pay a stipend to proposers that were not selected, yet provided proposals which meet a defined standard. This will be done in order to enhance competition and defray proposal costs.

Pursuant to the two-step RFP selection process, the most qualified proposers will be identified in Step 1 and selected to participate in Step 2. During Step 2, the selected proposers will receive a Request for Proposal including conceptual design documents, the Owner's Project Requirements and the proposed contract terms. As part of Step 2, prospective proposers will propose their design and construction approach and will be encouraged to provide alternate proposals with emphasis on minimizing service outages and accelerating the construction schedule.

While cost will remain an important selection criterion, given the complex and aggressive nature of this program, it is in the best interest of NYC Transit to be able to consider technical factors such as design and construction approach, technical ability, performance record, proposed schedule improvements, and other relevant matters to determine which proposal offers the best overall value. In addition, the RFP process will allow NYC Transit greater flexibility than would a low bid process to negotiate alternative approaches to the work, incentives for early completion, as well as contract terms and conditions, which could potentially shorten the project duration.

NYC Transit anticipates that the work to be performed across all 31 stations will be substantially similar and so, taking into consideration the associated schedule constraints, proposers which are qualified under Step 1 will be invited to propose on subsequent RFP packages which may also include opportunities for the evaluation of revised proposer teams.

ALTERNATIVES:

The use of the sealed bid process, in which factors other than cost cannot be considered, is not recommended as it does not provide a means to negotiate an accelerated schedule, evaluate design and construction approach and technical matters, negotiate alternate proposals or consider creative solutions.


IMPACT ON FUNDING:

Funding is identified in the proposed revised 2015-2019 Program now pending MTA Board approval. Additional funding will be identified with future program savings. Awards will be subject to approval of the revised 2015-2019 Capital Program by the MTA Board and subsequently by the NYS Capital Program Review Board.

RECOMMENDATION:

That the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, it is in the public interest to issue competitive Requests for Proposals (RFPs) for the improvement of 31 Stations in the Bronx, Brooklyn, Manhattan, Queens and Staten Island under the Enhanced Station Initiative Program.

Staff Summary

| | | | |
|---|---|--------------|-----------------------------|
| Item Number 2-10 | | | |
| Division & Division Head Name: VP Materiel, Stephen M. Plochochi | | | |
|  | | | |
| Internal Approvals | | | |
| Order | Approval | Date | Approval |
| 1 | Materiel SJS | 6 | EVP (ACTING) MPC 4/11/16 |
| 2 X | Law | 7 4-13-16 | President RHS |
| 3 X | Budget | 8 | |
| 4 4/14/16 ALM | MTA Employee Relations and Administration | 9 | |
| 5 X | DDCR | 10 | |

| | |
|--|---------------------------------|
| SUMMARY INFORMATION | |
| Vendor Name(s) Various Contractors | Contract Nos. Various |
| Description Temporary Medical Staffing | |
| Total Amount \$1,600,000 (Aggregate) | |
| Contract Term (including Options, if any) 18 months (approximate) | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No | |
| Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | |
| Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Piggyback | |
| 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 nine personal and miscellaneous service contracts for Temporary Medical Staffing utilizing various New York State Office of General Services (OGS) contracts with a total estimated aggregate budget of \$1,600,000. Five of the nine firms are certified MBEs, WBEs, or both.

DISCUSSION:

MTA Occupational Health Services requires temporary medical personnel to augment permanent staff in NYC Transit's Medical Assessment Centers (MACs). These personnel will include Physicians, Psychologists, Registered Nurses, Laboratory Technicians and Medical Data Entry Clerks. The OGS contracts will be utilized on an as-needed basis with no minimum guarantee of any assignments.

Work performed at the MACs includes conducting pre-employment physicals, examining employees to determine their fitness for duty and various other health related services. These personnel may be required to perform various medical-related services, which may include: medical examination of employees and candidates for employment, taking medical histories, recommending appropriate work disposition of employees, performing diagnostic testing (i.e., vision, hearing, electrocardiogram), administering flu vaccines for NYC Transit's influenza vaccination program, performing urine collections for drug testing and data entry of medical records.

The contracts will be awarded pursuant to the All-Agency Guidelines for the Procurement of Services, Article XIV, Paragraph D, which states that an Authority may contract for a service available through an existing contract between a contractor and the State of New York or the City of New York or another Authority.

NYC Transit will utilize existing OGS contracts with the firms listed below. The contract terms are October 25, 2012 – October 24, 2017. These contracts were competitively solicited by RFP and were awarded on the basis of best value. The contract terms were reviewed and found to be acceptable. Five of the nine awardees are certified MBEs, WBEs, or both as shown below. For each category of temporary medical staff, except for Laboratory Technicians, three contracts were awarded. One contractor was designated as the primary, one as the secondary and one as the tertiary. OGS awarded only one contract for Laboratory Technicians. OGS procedures require agencies utilizing these contracts to solicit resumes first from the primary contractor.

Staff Summary

If no acceptable resumes are obtained from the primary contractor, resumes are solicited from the secondary contractor and so on until an acceptable candidate is identified.

| <u>Contractor</u> | <u>Location</u> | <u>Contract No.</u> | <u>Category of Medical Staff</u> |
|-----------------------------------|------------------------------|---------------------|---|
| • White Glove Placement, Inc. | Brooklyn, NY 11206 | (PS65942) | General Practitioners and Registered Nurses (Primary) |
| • MSI Systems Corp | Florham, NJ 07932 | (PS65929) | General Practitioners and Registered Nurses (Secondary) |
| • Penda Aiken, Inc. (MBE/WBE) | Brooklyn, NY 11217 | (PS65934) | General Practitioners and Registered Nurses (Tertiary) |
| • SHC Services, Inc. | Park City, UT 84098 | (PS65937) | Psychologists (Primary) |
| • New Wave People, Inc. | Princeton, NJ 08542 | (PS65931) | Psychologists / Laboratory Technicians (Secondary) (Primary) |
| • Total Healthcare Staffing (WBE) | Bellmore, NY 11710 | (PS65940) | Psychologists (Tertiary) |
| • Jennifer Temps, Inc. (MBE/WBE) | New York, NY 10038 | (PS65921) | Medical Data Entry Clerks (Primary) |
| • IIT, Inc. (MBE) | Huntington Station, NY 11746 | (PS65919) | Medical Data Entry Clerks (Secondary) |
| • Nexus Staffing (MBE) | Mineola, NY 11501 | (PS65932) | Medical Data Entry Clerks (Tertiary) |

Use of the referenced contracts is the most efficient manner in which to procure the needed services. The labor rates have been found to be fair and reasonable.

M/W/DBE INFORMATION:

The MTA Department of Diversity and Civil Rights (DDCR) has assigned M/WBE goals of 0% MBE and 0% WBE due to lack of subcontracting opportunities for M/WBEs and because NYS OGS assigned goals of 0% MBE and 0% WBE.

IMPACT ON FUNDING:

Funds are available in the Division of Human Resources' Operating Budget under Responsibility Center 7134, General Ledger Account number 712402, Function Number 900.

ALTERNATIVES:

None recommended. There is no reason to believe that conducting a separate solicitation would yield more favorable results.

RECOMMENDATION:

That the Board approve the award of nine personal and miscellaneous service contracts as described in the Purpose section.

Schedule G: Miscellaneous Service Contracts

Item Number: 11

| | | |
|---|--|--|
| Vendor Name (& Location) Fremont Industrial Corp. (Westbury, NY) | Contract Number IFB 77625 | Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Description Inspection, Certification and Repair of fall protection systems | Total Amount: \$431,560 (Est.) | |
| Contract Term (including Options, if any) Five years | Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a | Requesting Dept/Div & Dept/Div Head Name: Department of Buses/MTA Bus Company, Darryl C. Irick | |
| Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive | | |
| Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other: | | |

Discussion:

This five-year estimated quantity contract requires the contractor to perform on-site inspection, certification and as-needed maintenance and repair services to approximately 221 fall protection systems of various manufacturers located at 24 bus depots and maintenance facilities for the Department of Buses (DOB) and MTA Bus Company. The Occupational Safety and Health Administration requires that fall protection systems are to be inspected periodically by a competent person to determine the systems are in a safe operating condition, and that a documented record of inspections be maintained.

The fall protection systems are utilized as personal protection devices designed to safely arrest falls from dangerous heights, preventing potential serious injury or death to the user. The user is securely strapped into a full body harness with a self-retracting lanyard that is tethered to a horizontally mounted lifeline or a beam, anchored to a secure fixed structure. A trolley connected to the lanyard allows the user to safely traverse the roof of the bus. The contractor is required to: 1) be certified by the system manufacturers as both professionally and technically qualified to perform inspections and maintenance repairs to the equipment; and/or 2) be judged technically qualified by DOB Engineering in accordance with technical requirements set forth in the contract. To be technically qualified, the contractor must have at least five years of experience in the fall protection industry and employ the services of a NYS-licensed professional engineer to certify the service reports on any inspection, maintenance or repair.

Despite Procurement's extensive outreach to the marketplace to increase competition, only one bid was received from Fremont Industrial Corp. (Fremont) the incumbent on the existing contract. Bids were expected from two other vendors; however, one declined to bid because it determined that its geographic location in relation to the location of the work-sites would considerably increase its bid prices. The other vendor stated that its pricing would not be competitive.

This contract has a five-year term while the previous contract had a three-year term; a comparison was made of years 1-3 of both contracts, which indicated that Fremont's offer on this solicitation is approximately 31% below the pricing on the previous contract. This was due in part to changes made to the technical requirements of the bid that administratively streamlined the inspection documentation process. The offer on years 4-5 of the contract represent an increase of approximately 5% over the offer on years 1-3. The pricing offered by Fremont has been found fair and reasonable.

Schedule G: Miscellaneous Service Contracts

Item Number: 12

| | | |
|--|--|--|
| Vendor Name (& Location) KS Engineers, PC (Newark, NJ) | Contract Number RFQ 122409 | Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No |
| Description Vectorization of working drawings | Total Amount: \$171,600 (Est.) | |
| Contract Term (including Options, if any) May 7, 2016 – May 6, 2021 | Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: | |
| Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a | Requesting Dept/Div & Dept/Div Head Name: MTA IT, Sidney Gellineau | |
| 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: Discretionary Bid | | |

Discussion:

This contract is for the vectorization of working drawings in the estimated amount of \$171,600 for five years. KS Engineers, PC (KSE) is a certified Minority-owned Business Enterprise. This solicitation utilized discretionary procurement procedures under Public Authorities Law 2879(b)(3)(i) that allows awards of up to \$200,000 to be made to certified Minority, or Women-Owned Business Enterprises (MWBs) or small businesses using a streamlined competitive process. This contract was competed among MWBs and small businesses.

Vectorization is the process of transforming bitmap images to vector drawings. A bitmap image is formed from pixels, like pictures obtained from scanning. The bitmap image has a limited amount of detail, depending on the image size and resolution. When a bitmap image is magnified to a high degree, the individual pixels become visible, smooth lines become jagged and the details of the image become distorted. In comparison, a vector drawing is stored as a collection of geometric objects, such as lines and curves, which are drawn between specific coordinates. Magnification of a vector drawing will reveal details more accurately than a bitmap image. Vector drawings are used when accuracy is extremely important, such as engineering drawings. The contractor will perform the vectorization services on bitmap files and hard copy drawings that belong to NYC Transit's Department of Capital Program Management.

Nine bids were received. KSE submitted the lowest responsive and responsible bid of \$171,600, which is 9.45% lower than the second lowest bid. The price for this contract has increased by approximately 3.0% per year above the price for the existing contract.



SERVICE CHANGES: REROUTE B36 IN SHEEPSHEAD BAY

Service Issue

The existing B36 route has a three block diversion from Avenue Z to Sheepshead Bay Road via East 17th Street and Jerome Avenue (southbound) and East 15th Street (northbound) in order to access the entrance to the Sheepshead Bay Road BQ station. There are approximately 2,270 average weekday transfers from the B36 to the subway at Sheepshead Bay Road, the 6th highest bus-to-subway transfer in Brooklyn. The current routing that diverts from Avenue Z gives these transfer customers an easier connection between the bus and subway, but B36 performance suffers as a result of the additional turning movements required and severe congestion on the narrow segment of Sheepshead Bay Road in front of the subway entrance. The turning movements also create conflict points with pedestrians and other vehicles.

As part of a project to improve safety in the area, the New York City Department of Transportation has proposed making Sheepshead Bay Road a one-way eastbound street and rerouting the B36 to remain on Avenue Z. B36 travel would be faster and more predictable by eliminating the diversion from Avenue Z to the subway entrance. The B36 bus stops would now be one block, approximately 275 feet, away from the subway station entrance, but to help facilitate the walking transfer, East 15th Street would be closed to vehicular traffic between Sheepshead Bay Road and Avenue Z.

Recommendation

Reroute the B36 to remain on Avenue Z instead of diverting to Sheepshead Bay Road. The modified route would provide quicker and more reliable travel while helping to improve safety in the corridor.

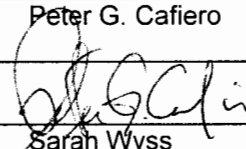
Budget Impact

There is no net operational cost associated with this service.

Proposed Implementation Date





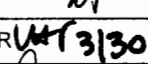

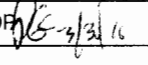
April 24, 2016.

Staff Summary

| | |
|---------------------------|---|
| Subject | Reroute B36 in Sheepshead Bay |
| Department | Operations Planning |
| Department Head Name | Peter G. Cafiero |
| Department Head Signature |  |
| Project Manager Name | Sarah Wyss |

| | |
|-------------------------|----------------|
| Date | March 25, 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 | Board | | | X | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|--|-------|--|
| Order | Approval | Order | Approval |
| 8 | President  | 4 | VP General Counsel  |
| 7 | Executive VP <i>ACTING</i> 7/8/16 | 3 | Director OMB  |
| 6 | SVP Buses  | 2 | VP GCR  |
| 5 | VP Corp. Comm.  | 1 | Chief OF  |

Purpose

To obtain presidential approval and inform the board of a recommendation to reroute the B36 to use Avenue Z instead of Sheepshead Bay Road as part of a New York City Department of Transportation proposal to convert Sheepshead Bay Road to a one-way street.

Discussion

The B36 operates between Sheepshead Bay and Coney Island via Gravesend Neck Road, East 29th Street, Avenue U, Nostrand Avenue, Avenue Z, East 17th Street (southbound), Jerome Avenue (southbound), East 15th Street (northbound), Sheepshead Bay Road, Avenue Z, Ocean Parkway, Neptune Avenue, West 5th Street, Surf Avenue, West 37th Street, Bayview Avenue, and West 33rd Street.

The existing B36 route has a three block diversion from Avenue Z to Sheepshead Bay Road via East 17th Street and Jerome Avenue (southbound) and East 15th Street (northbound) in order to access the entrance to the Sheepshead Bay Road **BQ** station. There are approximately 2,270 average weekday transfers from the B36 to the subway at Sheepshead Bay Road, the 6th highest bus-to-subway transfer in Brooklyn. The current routing that diverts from Avenue Z gives these transferring customers a direct connection between the bus and subway, but B36 performance suffers as a result of the additional turning movements required and severe congestion on the narrow segment of Sheepshead Bay Road in front of the subway entrance. The turning movements also create conflict points with pedestrians and other vehicles.

The New York City Department of Transportation (NYCDOT) identified Avenue Z and East 15th Street as priority safety corridors in the 2015 Vision Zero Borough Action Plans. As part of a project to improve safety in the area, NYCDOT has proposed making Sheepshead Bay Road a one-way eastbound street and rerouting the B36 to remain on Avenue Z. B36 travel would be faster and more predictable by eliminating the diversion from Avenue Z to the subway entrance. The B36 bus stops would now be one block away from the subway station entrance, but to help facilitate the walking transfer, East 15th Street would be closed to vehicular traffic between Sheepshead Bay Road and Avenue Z.

Recommendation

Reroute the B36 to remain on Avenue Z instead of diverting to Sheepshead Bay Road. The modified route would provide quicker and more reliable travel while helping to improve safety in the corridor.

Alternatives to the Proposed Service Change

1. *Reroute the B36 westbound on Avenue Z.* If the NYCDOT proceeds with the one-way conversion of Sheepshead Bay Road to eastbound only, the B36 would operate on Avenue Z westbound and continue to use Sheepshead Bay Road in the eastbound direction where it would continue to encounter conflicts, congestion and delays.

Budget Impact

There is no net operational cost associated with this service.

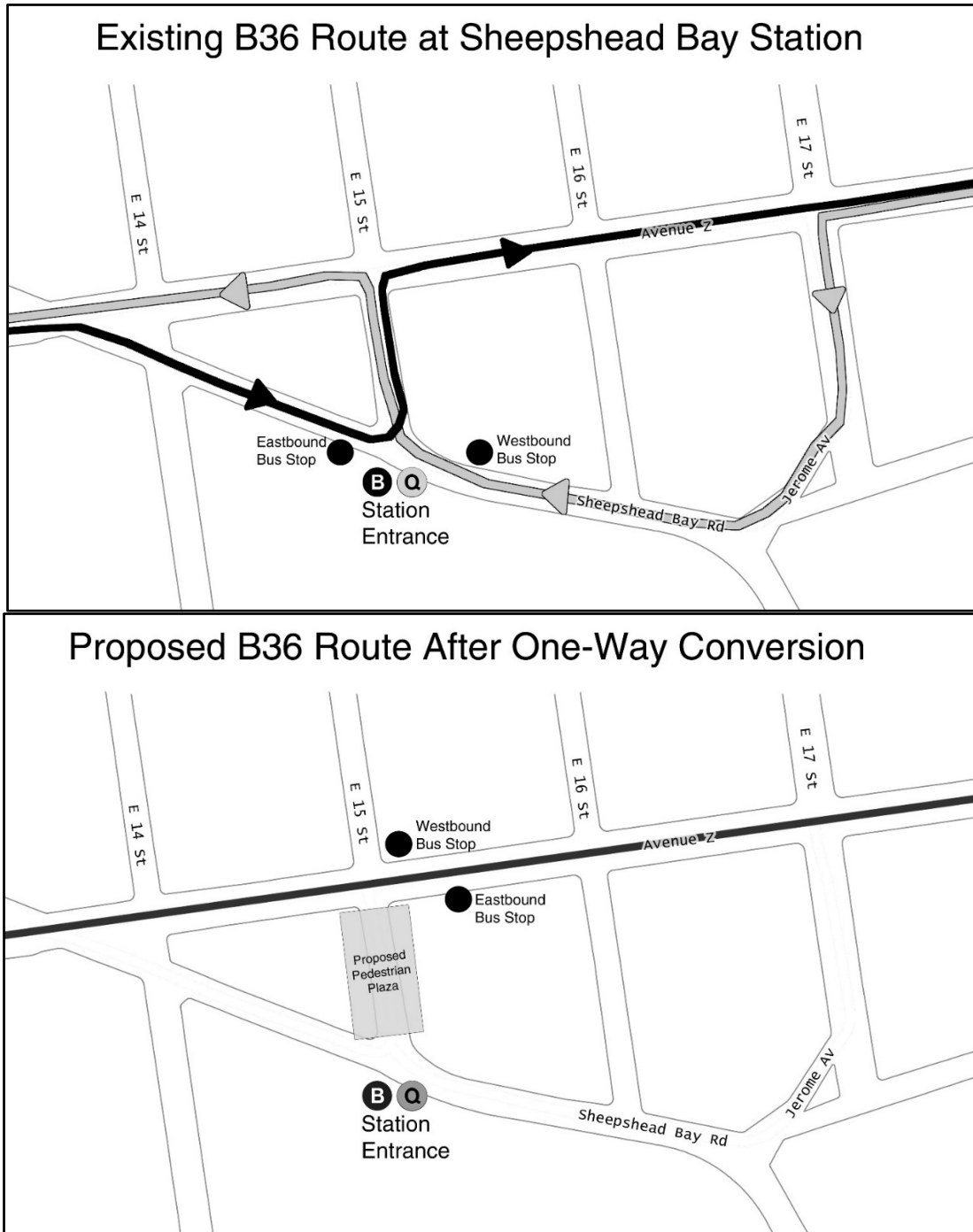
Proposed Implementation Date

TBD

Approved:


Veronique Hakim
President

Attachment 1





SERVICE CHANGES: Q54 REROUTE IN JAMAICA, QUEENS

Service Issue

As part of a pedestrian improvement project NYCDOT will be making several changes to the intersection at Metropolitan Avenue, Hillside Avenue, and 130th Street. Westbound traffic traveling on Metropolitan Avenue will no longer be able to travel through the intersection. The eastbound Q54 route is not affected by the NYCDOT project.

Recommendation

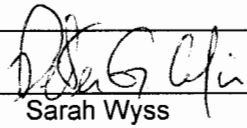
Reroute the westbound Q54 bus to 131st Street between Jamaica Avenue and Metropolitan Avenue. The Q54 will remain on Jamaica Avenue to 131st Street, travel to Hillside Avenue to Metropolitan Avenue, and then continue on the existing routing.

Budget Impact

There is no budget impact for this reroute.






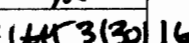

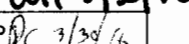
Proposed Implementation Date

Spring 2016

| | |
|---------------------------|---|
| Subject | Reroute Q54 bus in Jamaica, Queens |
| Department | Operations Planning |
| Department Head Name | Peter G. Cafiero |
| Department Head Signature |  |
| Project Manager Name | Sarah Wyss |

| | |
|-------------------------|----------------|
| Date | March 22, 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 | Board | | | X | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|--|-------|---|
| Order | Approval | Order | Approval |
| 8 | President  | 4 | VP General Counsel  |
| 7 | Executive VP  <i>MC 7/5/16</i> <i>ACTING</i> | 3 | Director OMB  |
| 6 | SVP Buses  | 2 | VP GCR  <i>3/30/16</i> |
| 5 | VP Corp. Comm.  | 1 | Chief OP  <i>3/30/16</i> |

Purpose

To obtain presidential approval and inform the board of a recommendation to permanently reroute the Q54 bus in Jamaica, Queens.

Discussion

The Q54 is an east-west route that provides local bus service between Jamaica and Williamsburg. The Q54 travels along Metropolitan Avenue, Cooper Avenue, Grand Street, Marcy Avenue, Rodney Avenue, and Broadway. The westbound Q54 terminal is located at the Williamsburg Bridge Bus Terminal. The eastbound Q54 terminal is located on 170th Street and Jamaica Avenue. The Q54 operates weekdays and weekends at all times.

NYCDOT is implementing a pedestrian safety project at the intersection of Metropolitan Avenue, Hillside Avenue, and 130th Street. Part of the project involves building a pedestrian safety island that will take over the right travel lane preventing westbound through-traffic. Metropolitan Avenue will now be one way westbound between 130th and 131st Street so the Q54 will no longer be able to travel on its current route.

Recommendation

The westbound Q54 will be rerouted to 131st Street and Hillside Avenue from Jamaica Avenue to Metropolitan Avenue. Westbound Q54 buses will continue on Jamaica Avenue, turn right on 131st Street, turn left on Hillside Avenue, and turn right onto Metropolitan Avenue to continue along the existing route.

Alternatives to the Proposed Service Change

1. *Continue to operate the Q54 on Metropolitan Avenue, make a right turn onto 131st Street followed by immediate left turn onto Hillside Avenue, then continue along existing route.* This is not a viable option because the turning radius of the bus prevents it from making this “s-turn” safely.


Budget Impact

There is no budget impact for this reroute.

Proposed Implementation Date

Spring 2016

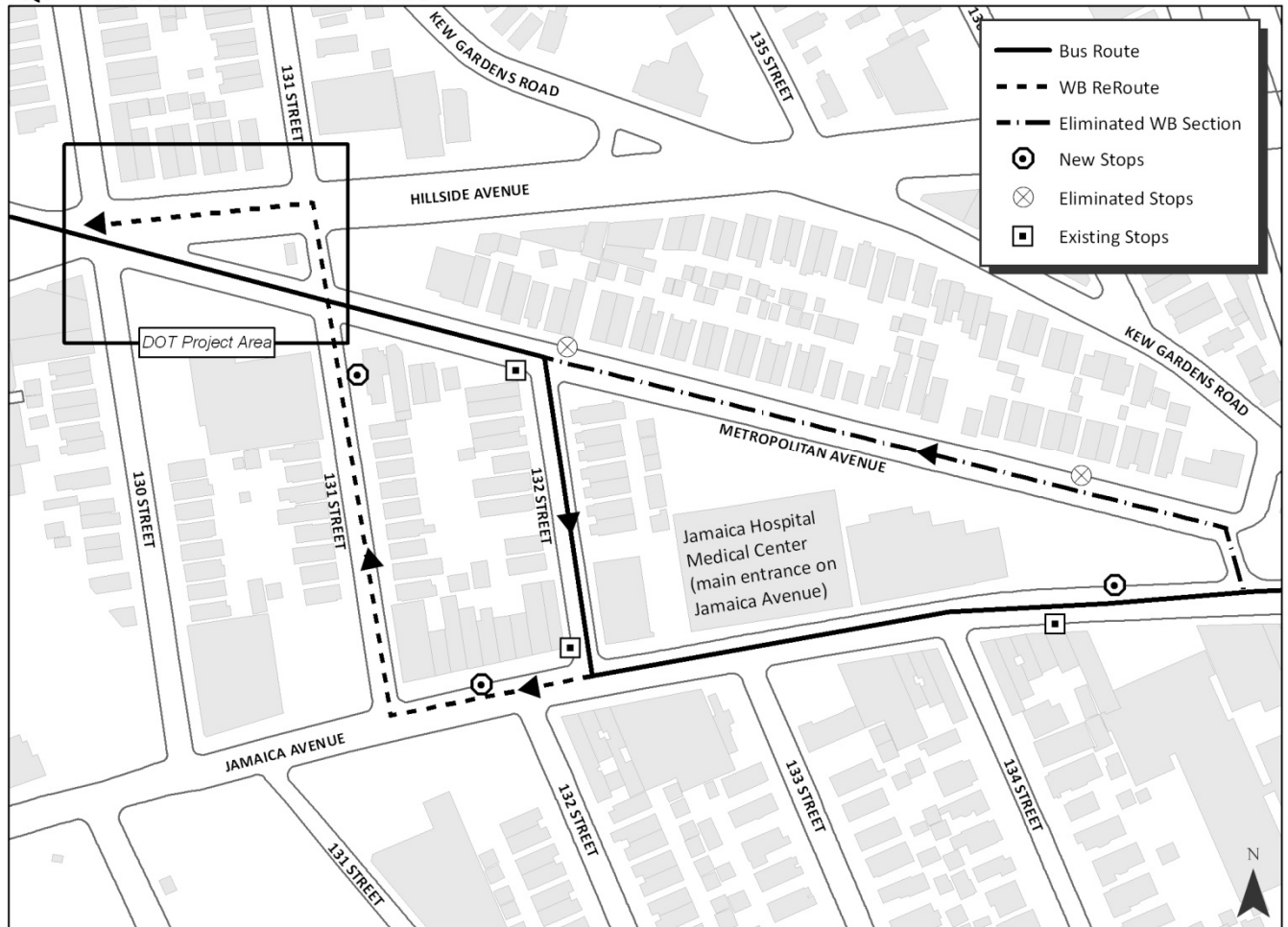
Approved:



Veronique Hakim
President

Attachment 1

Q54 Westbound Re-Route



SERVICE CHANGES: BUS SCHEDULE CHANGES EFFECTIVE JULY 2016

Service Issue

To ensure that bus schedules accurately match current rider demand and operating conditions, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYC Transit routinely changes service to reflect changes in demand in compliance with MTA Board-adopted bus loading guidelines. These changes also address the need for running time adjustments to more accurately reflect observed traffic conditions. Major changes in service (e.g., new routes, route extensions and restructures, limited-stop or Select Bus Service implementation) are not included, and are presented in separate Staff Summaries if applicable.

Under the NYCT bus schedule review program all of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Recommendation

Fifty-six bus schedule changes (on forty-eight routes) are proposed for implementation in July 2016.

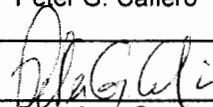
Budget Impact

Implementation of the July 2016 schedule changes is estimated to save \$27k annually. This savings will be incorporated into the 2016 operating budget.

Proposed Implementation Date






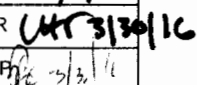


July 2016.

Staff Summary

| | |
|---------------------------|---|
| Subject | Bus Schedule Changes Effective July 2016 |
| Department | Operations Planning |
| Department Head Name | Peter G. Cafiero |
| Department Head Signature |  |
| Project Manager Name | Francisca Gomez |

| | |
|-------------------------|----------------|
| Date | March 30, 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 | Board | | | X | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|---|-------|--|
| Order | Approval | Order | Approval |
| 8 | President  | 4 | VP General Counsel  |
| 7 | ACTING Executive VP  MPC 4/18/16 | 3 | Director OMB  |
| 6 | SVP Buses  | 2 | VP GCR  3/30/16 |
| 5 | VP Corp. Comm.  | 1 | Chief OF  3/30/16 |

Purpose

To obtain Presidential approval, and to inform the NYC Transit Committee, of ongoing bus schedule changes in response to changes in ridership, and revised running times where applicable that more closely match operating conditions.

Discussion

Under the NYCT bus schedule review program all of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Bus schedule changes identified for implementation in July 2016 are a product of NYC Transit's continuing effort to review and revise bus schedules to ensure that they accurately meet customer demand, include running times adjusted to reflect the most recent traffic conditions, and comply with MTA Board-adopted bus loading guidelines. Major changes in service (e.g., new routes, route extensions and restructures, limited-stop or Select Bus Service implementation) are not included, and are presented in separate Staff Summaries if applicable.

Recommendation

Fifty-six bus schedule changes (on forty-eight routes) have been identified for proposed changes in service levels and/or running times in July 2016 (see Attachment 1).

1. Twenty-one of the fifty-six bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.
2. Thirty-four bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.
3. One bus schedule change contains modifications in running times to improve reliability utilizing information on the latest available traffic conditions.

Alternative to the Proposed Service Change

Do nothing. NYCT would not make service level adjustments to better meet customer demand or make running time changes to more closely effect existing traffic conditions.


Budget Impact

Implementation of the July 2016 schedule change is estimated to save \$27k annually. These savings will be incorporated into the 2016 operating budget.

Proposed Implementation Date

July 2016

Approved:



Veronique Hakim
President

Attachment 1
July 2016 - Page 1 of 2

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

| Saturday | AM Peak | | | | Midday | | | | PM Peak | | | | Evening | | | | |
|-----------|----------------------------------|----------|-----------------------------------|----------|----------------------------------|----------|-----------------------------------|----------|----------------------------------|----------|-----------------------------------|----------|----------------------------------|----------|-----------------------------------|----------|-----------|
| | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Rev Miles |
| | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Change |
| B44 - SBS | 9 | 10 | 73% | 84% | 9 | 9 | 55% | 55% | 8 | 9 | 64% | 74% | 10 | 10 | 65% | 65% | -3.7% |
| B47 | 15 | 15 | 76% | 76% | 10 | 12 | 61% | 73% | 10 | 12 | 73% | 88% | 10 | 12 | 44% | 53% | -8.2% |
| B52 | 20 | 12 | 161% | 97% | 9 | 9 | 75% | 75% | 9 | 9 | 80% | 80% | 10 | 10 | 82% | 82% | -1.0% |
| B54 | 15 | 15 | 65% | 65% | 15 | 20 | 71% | 71% | 12 | 15 | 63% | 79% | 15 | 20 | 43% | 56% | -5.9% |
| B63 | 20 | 20 | 56% | 56% | 10 | 10 | 94% | 94% | 10 | 10 | 95% | 95% | 15 | 20 | 61% | 81% | -0.6% |
| B68 | 9 | 10 | 66% | 77% | 8 | 9 | 64% | 75% | 8 | 9 | 59% | 69% | 10 | 12 | 53% | 63% | -12.2% |
| Bx09 | 12 | 9 | 122% | 87% | 10 | 10 | 92% | 92% | 8 | 9 | 76% | 86% | 9 | 9 | 79% | 79% | -1.5% |
| Bx10 | 15 | 15 | 83% | 83% | 15 | 15 | 83% | 83% | 15 | 12 | 116% | 93% | 20 | 20 | 71% | 71% | +3.9% |
| Bx11(**) | 15 | 12 | 126% | 101% | 10 | 10 | 93% | 93% | 9 | 9 | 86% | 86% | 10 | 15 | 40% | 60% | 0.0% |
| Bx15 | 9 | 8 | 102% | 89% | 7 | 8 | 77% | 86% | 6 | 7 | 81% | 90% | 10 | 10 | 87% | 87% | -1.4% |
| Bx27 | 15 | 12 | 104% | 101% | 12 | 12 | 94% | 94% | 10 | 12 | 82% | 98% | 12 | 15 | 55% | 69% | -4.2% |
| Bx31 | 20 | 15 | 112% | 84% | 15 | 15 | 81% | 81% | 12 | 15 | 68% | 85% | 15 | 20 | 46% | 61% | -2.9% |
| M07 | 15 | 15 | 47% | 47% | 10 | 10 | 88% | 88% | 7 | 8 | 70% | 85% | 15 | 20 | 59% | 79% | -5.9% |
| M14 | 5.5 | 5 | 93% | 85% | 4.5 | 4.5 | 78% | 78% | 4 | 4.5 | 72% | 77% | 4 | 4.5 | 51% | 54% | +1.6% |
| M66 | 20 | 20 | 60% | 60% | 9 | 10 | 70% | 81% | 9 | 10 | 58% | 68% | 10 | 10 | 73% | 73% | -7.8% |
| M72 | 20 | 30 | 37% | 56% | 15 | 15 | 63% | 63% | 12 | 15 | 55% | 69% | 15 | 15 | 38% | 38% | -10.8% |
| M96 | 12 | 12 | 86% | 86% | 7 | 8 | 60% | 72% | 7 | 8 | 66% | 80% | 10 | 12 | 72% | 86% | -4.8% |
| M116 | 15 | 12 | 104% | 83% | 12 | 12 | 93% | 93% | 12 | 10 | 108% | 90% | 15 | 15 | 84% | 84% | +2.2% |
| Q01 | 15 | 15 | 69% | 69% | 15 | 15 | 56% | 56% | 15 | 15 | 55% | 55% | 15 | 20 | 52% | 69% | -2.7% |
| Q03(**) | 20 | 20 | 69% | 69% | 15 | 15 | 90% | 90% | 15 | 15 | 70% | 70% | 15 | 15 | 58% | 58% | 0.0% |
| Q04 | 12 | 12 | 74% | 74% | 10 | 12 | 52% | 68% | 9 | 10 | 44% | 55% | 15 | 15 | 74% | 74% | -7.3% |
| Q05 | 9 | 10 | 69% | 80% | 8 | 8 | 58% | 58% | 7 | 8 | 62% | 76% | 10 | 12 | 56% | 67% | -6.1% |
| Q13 | 15 | 12 | 108% | 82% | 10 | 12 | 57% | 76% | 10 | 12 | 58% | 76% | 15 | 15 | 56% | 56% | -4.7% |
| Q15 | 15 | 20 | 63% | 84% | 20 | 20 | 88% | 88% | 15 | 15 | 93% | 93% | 15 | 20 | 56% | 74% | -4.4% |
| Q17 | 7 | 7 | 91% | 91% | 6 | 6 | 84% | 84% | 6 | 7 | 71% | 79% | 7 | 8 | 65% | 79% | -0.6% |
| Q28 | 10 | 10 | 91% | 91% | 12 | 12 | 85% | 85% | 10 | 12 | 56% | 75% | 12 | 15 | 46% | 61% | -4.9% |
| Q43 | 10 | 9 | 102% | 88% | 10 | 9 | 108% | 93% | 10 | 10 | 79% | 79% | 12 | 12 | 73% | 73% | +4.9% |
| Q46 | 8 | 7 | 103% | 85% | 9 | 8 | 105% | 89% | 8 | 7 | 101% | 83% | 8 | 9 | 61% | 72% | +2.5% |
| Q77 | 30 | 20 | 104% | 69% | 20 | 20 | 91% | 91% | 20 | 20 | 50% | 50% | 30 | 30 | 53% | 53% | +8.0% |
| Q83 | 12 | 12 | 95% | 95% | 10 | 10 | 64% | 64% | 10 | 10 | 74% | 74% | 10 | 12 | 61% | 82% | -0.9% |
| Q84 | 15 | 15 | 84% | 84% | 15 | 20 | 67% | 89% | 20 | 20 | 51% | 51% | 20 | 20 | 40% | 40% | -6.6% |
| Q85 | 10 | 9 | 104% | 89% | 10 | 10 | 86% | 86% | 9 | 10 | 66% | 77% | 12 | 15 | 57% | 72% | -2.1% |
| Q88 | 15 | 12 | 109% | 87% | 9 | 9 | 84% | 84% | 10 | 12 | 72% | 87% | 15 | 15 | 72% | 72% | -2.5% |
| S53 | 12 | 9 | 125% | 89% | 10 | 8 | 120% | 90% | 10 | 10 | 93% | 93% | 15 | 15 | 90% | 90% | +11.8% |
| S59 | 15 | 15 | 83% | 83% | 20 | 20 | 59% | 59% | 15 | 20 | 72% | 96% | 20 | 20 | 47% | 47% | -3.3% |

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

Routes with running time changes only - B37

(**) Trip adjustment

Attachment 1
July 2016 - Page 2 of 2

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

| Sunday | Morning | | | | Midday | | | | Afternoon | | | | Evening | | | | | |
|--|----------------------------------|---------|-----------------------------------|---------|----------------------------------|---------|-----------------------------------|---------|----------------------------------|---------|-----------------------------------|---------|----------------------------------|---------|-----------------------------------|---------|-----------|--------|
| | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Rev Miles | |
| | Route | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Change |
| B16 | 20 | 20 | 43% | 43% | 20 | 20 | 83% | 83% | 20 | 20 | 75% | 75% | 20 | 30 | 35% | 53% | -2.0% | |
| B25 | 20 | 20 | 33% | 33% | 12 | 15 | 59% | 74% | 12 | 12 | 83% | 83% | 20 | 30 | 51% | 76% | -4.3% | |
| B42 | 15 | 15 | 58% | 58% | 15 | 15 | 55% | 55% | 12 | 15 | 28% | 37% | 12 | 15 | 23% | 31% | -3.2% | |
| B44 - SBS | 12 | 12 | 69% | 69% | 10 | 12 | 47% | 56% | 9 | 10 | 65% | 76% | 15 | 15 | 72% | 72% | -5.0% | |
| B63 | 30 | 30 | 64% | 64% | 12 | 10 | 112% | 93% | 15 | 12 | 119% | 96% | 20 | 20 | 91% | 91% | +2.7% | |
| B65(**) | 30 | 30 | 44% | 44% | 20 | 20 | 62% | 62% | 20 | 20 | 77% | 77% | 20 | 30 | 26% | 39% | 0.0% | |
| B68 | 12 | 12 | 91% | 91% | 10 | 10 | 78% | 78% | 10 | 10 | 68% | 79% | 10 | 10 | 55% | 55% | -2.9% | |
| Bx03(**) | 12 | 12 | 95% | 95% | 9 | 8 | 83% | 70% | 8 | 8 | 74% | 74% | 9 | 10 | 67% | 78% | 0.0% | |
| Bx09 | 12 | 12 | 68% | 68% | 9 | 10 | 74% | 86% | 9 | 9 | 88% | 88% | 9 | 10 | 57% | 67% | -3.1% | |
| Bx17(**) | 20 | 20 | 62% | 62% | 15 | 15 | 81% | 81% | 12 | 12 | 69% | 69% | 20 | 15 | 102% | 76% | 0.0% | |
| Bx31 | 20 | 30 | 44% | 65% | 20 | 20 | 65% | 65% | 20 | 20 | 68% | 68% | 20 | 20 | 72% | 72% | -3.6% | |
| Bx36 | 12 | 9 | 131% | 93% | 8 | 8 | 88% | 88% | 8 | 7 | 109% | 90% | 15 | 12 | 104% | 83% | +7.1% | |
| M07(**) | 20 | 20 | 58% | 58% | 10 | 8 | 128% | 94% | 6 | 7 | 76% | 84% | 15 | 15 | 69% | 69% | 0.0% | |
| M101 | 12 | 12 | 54% | 54% | 20 | 12 | 168% | 65% | 15 | 15 | 77% | 77% | 15 | 15 | 93% | 93% | +4.4% | |
| M102(**) | 20 | 20 | 55% | 55% | 12 | 10 | 71% | 59% | 12 | 15 | 36% | 70% | 15 | 15 | 42% | 42% | 0.0% | |
| M103 | 15 | 20 | 37% | 49% | 12 | 12 | 43% | 43% | 12 | 12 | 56% | 56% | 15 | 20 | 38% | 51% | -3.8% | |
| Q01 | 20 | 20 | 69% | 69% | 20 | 20 | 47% | 47% | 15 | 20 | 51% | 68% | 20 | 20 | 46% | 46% | -4.8% | |
| Q15 | 30 | 20 | 132% | 88% | 30 | 30 | 99% | 99% | 20 | 20 | 61% | 61% | 20 | 20 | 72% | 72% | +4.4% | |
| Q58(**) | 7 | 8 | 74% | 90% | 10 | 10 | 86% | 86% | 12 | 12 | 89% | 89% | 8 | 9 | 73% | 85% | 0.0% | |
| S74 | 20 | 15 | 77% | 58% | 20 | 15 | 65% | 49% | 15 | 15 | 53% | 53% | 30 | 30 | 67% | 67% | +3.1% | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| | | | | | | | | | | | | | | | | | | |
| Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings. Routes with running time changes only: None (**) Trip adjustment | | | | | | | | | | | | | | | | | | |

SERVICE CHANGES: **NYC TRANSIT COMMITTEE NOTIFICATION:**
SUBWAY SCHEDULE CHANGES EFFECTIVE
FALL 2016

Service Issue

To ensure that subway schedules accurately match current rider demand, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYC Transit routinely changes service to reflect changes in demand in compliance with MTA Board-adopted subway loading guidelines.

Recommendation

Routine schedule adjustments for the ② and ⑦ are proposed for implementation.

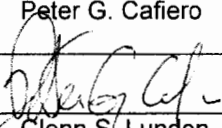
Budget Impact

Implementation of the proposed routine ② and ⑦ schedule changes will cost approximately \$2.5 million annually, which is consistent with the 2016 Operating Budget.

Proposed Implementation Date



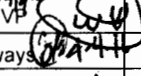

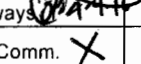


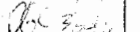
Fall 2016.

Staff Summary

| | |
|---------------------------|---|
| Subject | Subway Schedule Changes Effective Fall 2016 |
| Department | Operations Planning |
| Department Head Name | Peter G. Cafiero |
| Department Head Signature |  |
| Project Manager Name | Glenn S. Lunden |

| | |
|-------------------------|----------------|
| Date | March 25, 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 | Board | | | X | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|--|-------|--|
| Order | Approval | Order | Approval |
| 8 | President  | 4 | VP General Counsel  |
| 7 | ACTING MPC VP Executive VP  | 3 | Director OMB  |
| 6 | VP SVP Subways  | 2 | VP GCR  |
| 5 | VP Corp. Comm.  | 1 | Chief OP  |

Purpose

To obtain Presidential approval, and to inform the NYC Transit and MTA Bus Committee, of schedule adjustments on the ② and ⑦ routes in response to changes in subway ridership.

Discussion

Schedule adjustments on the ② and ⑦ routes are a product of NYC Transit's continuing effort to review and revise subway schedules, when feasible, to ensure that they accurately meet customer demand and are in compliance with MTA Board-adopted loading guidelines.

The schedule changes outlined below will be implemented with the Fall 2016 Pick. These changes represent service adjustments during weekday evenings and weekends to more closely align ② and ⑦ service with customer demand and established guidelines for subway operation.

Note that some routes in the subway system operate with average loads that exceed guideline levels at certain times. However, due to car and track capacity constraints during peak hours and due to the need to perform ongoing maintenance and capital construction work during off-peak hours, service levels have been capacity constrained, and cannot be increased to bring passenger loads to within guideline levels at all times.

Current weekend service frequencies were established on A Division routes in 2001 and on B Division routes in 2010. These frequencies were set at maximum levels that could regularly be operated while accommodating necessary capital and maintenance work, when multiple routes frequently need to be combined on one track, and trains move slowly past work zones.

In response to continued growth in weekend ridership, NYCT re-evaluated weekend service patterns system wide to identify if there were any potential opportunities to increase service frequencies while continuing to accommodate ongoing capital and maintenance work. The ② has been identified as a service that has experienced weekend ridership growth warranting additional weekend service and that, from a track capacity standpoint, can accommodate some increases in weekend service frequencies while still accommodating construction and maintenance work. In addition, when ⑤ service must be suspended or reduced due to ongoing capital construction work, the ② is the only service in this Bronx corridor, and is no longer sufficient to accommodate all corridor ridership.

Weekend service on the ④ train on the Lexington Avenue Line currently operates with the same (8-minute) frequency proposed for the ② line during the hours outlined below, while still accommodating necessary work. Weekend ridership on the Seventh Avenue Line has grown sufficiently to warrant increasing scheduled ② line frequencies to match those of the ④ line, without compromising NYCT's ability to undertake necessary capital and maintenance work. Nevertheless, because of the need to accommodate work, scheduled service on the ② cannot be increased on weekends to levels that would bring train loads fully within Guideline levels (as shown in Attachment 1). Note that it is likely that NYCT may need to reduce ② service on selected weekends in order to accommodate construction. NYCT will continue to monitor service operability on the ② line once the proposed schedule adjustments are implemented and will reevaluate service frequencies if necessary.

The additional ⑦ service is proposed on weekday evenings, prior to the start of construction-related service diversions, and when car and track capacity constraints do not preclude increased service frequency on the line.

The schedule changes proposed are as follows:

- Saturday ② service will be increased a total of 31 round trips between approximately 7:00 a.m. and 8:00 p.m.
- Sunday ② service will be increased a total of 18 round trips between approximately 10:00 a.m. and 7:00 p.m.
- Weekday evening ⑦ service will be increased a total of 2 round trips between approximately 8:00 p.m. and 10:00 p.m.

Recommendation

Implement routine ② and ⑦ schedule adjustments.

Staff Summary



Alternative to the Proposed Service Change

Do nothing. NYCT would not make normal ② and ⑦ service adjustments to better meet customer demand.

Budget Impact

Implementation of the proposed routine ② and ⑦ schedule changes will cost approximately \$2.5 million annually, which is consistent with the 2016 Operating Budget.

Proposed Implementation Date

Fall 2016.

Approved:

A handwritten signature in black ink, appearing to read "V. Hakim", written over a horizontal line.

Veronique Hakim
President

**Attachment 1
Fall 2016 Schedule Changes**

| | | | | Current | | | | Proposed | | | |
|---------------------------|-----------|-------------|---------------|------------------|-----------------|---------------------------|----------------------|------------------|-----------------|------------|----------------------|
| Route | Direction | Time Period | | Scheduled Trains | Average Headway | Riders/Car ⁽¹⁾ | Percent of Guideline | Scheduled Trains | Average Headway | Riders/Car | Percent of Guideline |
| 2 3 | SB | Saturday | 7:00 - 11:00 | 40 | 6.0 | 45 | 94% | 50 | 4.8 | 36 | 75% |
| 2 3 ⁽²⁾ | NB | Saturday | 16:00 - 21:00 | 50 | 6.0 | 70 | 146% | 63 | 4.8 | 56 | 116% |
| 2 3 | SB | Sunday | 10:00 - 13:00 | 30 | 6.0 | 42 | 88% | 36 | 5.0 | 35 | 73% |
| 2 3 | NB | Sunday | 16:00 - 19:00 | 30 | 6.0 | 58 | 121% | 38 | 4.7 | 46 | 95% |
| 7 7 | NB | weekday | 20:00-22:00 | 28 | 4.3 | 50 | 104% | 30 | 4.0 | 46 | 97% |

1. Ridership data based on field surveys at peak load point.

2. Although **2 3** service will operate over guideline loads during some time periods , it is not feasible to schedule more than the proposed 13 trains per hour on weekends due to ongoing maintenance and capital construction work.



SERVICE CHANGES:

NYCT/MTA BUS COMMITTEE NOTIFICATION RE-LABELING of the QM1, QM2, QM4, QM5, QM6, QM10, QM12, and QM24 THIRD AVENUE BRANCH SERVICE

SERVICE ISSUE:

MTA Bus currently operates eight Queens-based express bus routes to Midtown Manhattan that have 6th Avenue and 3rd Avenue branches (QM1, QM2, QM4, QM5, QM6, QM10, QM12, and QM24). In Midtown, all eight routes provide base service to the 6th Avenue corridor, and provide weekday peak period service to the 3rd Avenue corridor. The dual service patterns makes it difficult for customers to identify the specific branch being served, as they now have to carefully watch the destination sign scroll for “via 3 AV” to appear. Similarly, this service pattern makes it more difficult for those using the new customer-facing, and internal MTA technological applications, such as Bus Time, to simply identify the route branches at-a-glance.

RECOMMENDED SOLUTION:

To provide more clearly identifiable labeling, which would reduce customer confusion and improve route branch identification; it is recommended that the route labels of the 3rd Avenue branch of the QM1, QM2, QM4, QM5, QM6, QM10, QM12, and QM24 be revised to those that are more distinctive and clearly identifiable with their separate branch destinations. The 3rd Avenue branch of these routes would be relabeled the QM31, QM32, QM44, QM35, QM36, QM40, QM42, and QM34, respectively. The 6th Avenue service would retain the current labels. There would be no revision to the existing service patterns, travel paths, hours of service or bus stops.

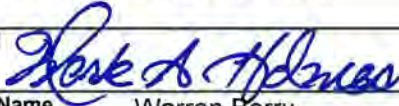
ESTIMATED IMPACT:

This revision would be cost neutral. All current travel paths, service patterns, hours of service and bus stops would remain. The relabeling of the 3rd Avenue branches of the QM1, QM2, QM4, QM5, QM6, QM10, QM12, and QM24 would provide more distinctive and clearly identifiable route labels, which would reduce customer confusion as buses approach the bus stops, as well as benefit those using internal and external technological applications such as Bus Time.

PLANNED IMPLEMENTATION:





Phased implementation in July and September 2016.

Staff Summary

| | |
|---------------------------|--|
| Subject | Relabeling of the QM1, QM2, QM4, QM5, QM6, QM10, QM12, and QM24 Third Avenue Branch Service |
| Department | Operations Planning |
| Department Head Name | Mark A. Holmes |
| Department Head Signature |  |
| Project Manager Name | Warren Berry |

| | |
|-------------------------|----------------|
| Date | March 31, 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 | NYCT/MTA Bus Comm | | | X | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|--|---------|---|
| Order | Approval | Order | Approval |
| 4 | President | 4/12/16 |  |
| 3 | Executive Vice President | 4/12/16 |  |
| 2 | VP, Government and Community Relations | 4/11/16 |  |
| 1 | VP, Transportation, Safety & Training | 4/12/16 |  |

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to relabel the 3rd Avenue branches of eight express bus routes (QM1, QM2, QM4, QM5, QM6, QM10, QM12, and QM24) that provide service between Queens and Midtown Manhattan.

DISCUSSION:

The QM1, QM2, QM4, QM5, QM6, QM10, QM12, and QM24 provide premium fare express bus service between Queens and Midtown, Manhattan. In Midtown between 34th Street and 57th Street, all eight routes provide base service to the 6th Avenue corridor, and provide peak period service to the 3rd Avenue corridor. All trips on each route makes the same bus stops in Queens, but then each trip is scheduled to either serve 3rd Avenue or 6th Avenue.

The QM1, QM5, and QM6 provide express bus service between eastern Queens on the Union Turnpike corridor, and Midtown, Manhattan. The QM5 and QM6 provide 6th Avenue service full time (approximately 6 AM to midnight) on weekdays, Saturdays and Sundays, and 3rd Avenue service during the weekday peak periods in the peak direction; while the QM1 operates only on weekdays during the peak periods, in the peak direction (both 6th and 3rd Avenue branches). The QM1 transports an average of approximately 550 passengers per weekday. The QM5 transports an average of 1,940 passengers per weekday, 360 passengers per Saturday, and 240 passengers per Sunday. The QM6 transports an average of 1,030 passengers per weekday, 250 passengers per Saturday, and 200 passengers per Sunday.

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

The QM2 provides express bus service between Bay Terrace, Queens, and Midtown, Manhattan. The 6th Avenue branch operates weekdays, Saturdays, and Sundays, at all times except late nights; and the 3rd Avenue branch operates weekday, peak periods only (both directions in the AM and eastbound in the PM). The QM2 transports approximately 1,790 passengers per weekday, 370 passengers per Saturday, and 230 passengers per Sunday.

The QM4 provides express bus service between Electchester, Queens, and Midtown, Manhattan. The 6th Avenue branch operates weekdays, Saturdays, and Sundays, at all times except late nights; and the 3rd Avenue branch operates weekdays during peak periods in the peak direction. The QM4 carries an average of 755 passengers per weekday, 125 passengers per Saturday and 80 passengers per Sunday.

The QM10 provides express bus service between Rego Park and LeFrak City, Queens, and Midtown, Manhattan. The 6th Avenue and 3rd Avenue branches both operate weekdays, peak periods in the peak direction only. The QM10 carries an average of 385 passengers per weekday.

The QM12 provides express bus service between Forest Hills, Queens, and Midtown, Manhattan. The 6th Avenue and 3rd Avenue branches both operate weekdays, peak periods in the peak direction only. The QM12 carries an average of 410 passengers per weekday.

The QM24 provides service between Glendale, Queens, and Midtown, Manhattan. The 6th Avenue and 3rd Avenue branches both only operate weekdays, during peak periods in the peak direction. The average weekday ridership on the QM24 is approximately 1,060 passengers per weekday.

These express bus routes have historically utilized the same route label number for both 3rd Avenue and 6th Avenue trips. This labeling makes it difficult for customers traveling to Midtown to identify the specific branch at a glance. All trips on each route makes the same bus stops in Queens, and then in Manhattan each trip either serve 3rd Avenue or 6th Avenue; therefore, at the bus stops in Queens, passengers must carefully watch the scrolling bus destination sign to determine which branch the bus serves. The electronic destination sign text either scrolls “via 3 AV” or “via 6 AV” depending on the corridor the trip is serving. Similarly, it takes an extra effort to differentiate the route branches on the various new customer facing and internal technological applications, such as Bus Time. Customers and employees using these applications must carefully observe the description to determine whether the bus being viewed is providing 3rd Avenue or 6th Avenue service.

To provide more clearly identifiable route labeling and thereby minimize customer confusion, it is recommended to relabel the 3rd Avenue branch of these routes. The 6th Avenue branch would retain the current route labels. The route number differentiation for branching service is similar to the convention used by MTA Bus and NYC Transit on most express bus corridors across the city. This relabeling also allows the route branches to be easily identified at-a-glance by customers waiting at the bus stops as the buses approach, and for those utilizing the new customer facing, and internal technological applications, among others.

It should be noted that it is only proposed to relabel the route numbers; all current service patterns, travel paths, bus stops, and hours of service would remain unchanged.

Staff Summary

The 3rd Avenue branches of the QM1, QM2, QM4, QM5, QM6, QM10, QM12, and QM24 would be relabeled as follows:

| Queens Neighborhoods | Current Route Label (route label to be retained for the 6 th Avenue branch service only) | New 3rd Avenue Branch Route Label |
|-----------------------------|---|---|
| Fresh Meadows | QM1 | QM31 |
| Bay Terrace | QM2 | QM32 |
| Electchester | QM4 | QM44 |
| Glen Oaks | QM5 | QM35 |
| Lake Success | QM6 | QM36 |
| Elmhurst (LeFrak City) | QM10 | QM40 |
| Forest Hills | QM12 | QM42 |
| Glendale | QM24 | QM34 |

Due to the number of routes and the tasks required to revise bus stop signage, bus stop information, reprogram bus destination signs, and change other route identifying items; it is planned to phase this revision over two “picks”. The 3rd Avenue branches of the QM4 and QM24 would be relabeled in July 2016 with the summer schedule change, followed by the QM1, QM2, QM5, QM6, QM10, and QM12 in September 2016 with the fall schedule change.

RECOMMENDATION:

To provide more clearly identifiable route labeling, which would reduce confusion and improve route branch identification; it is recommended that the route labels of the 3rd Avenue branch of the QM1, QM2, QM4, QM5, QM6, QM10, QM12, and QM24 be revised to those that are more distinctive and clearly identifiable with their separate branch destinations. The 3rd Avenue branch of each route would be relabeled the QM31, QM32, QM44, QM35, QM36, QM40, QM42, and QM34, respectively. The 6th Avenue service would retain the current labels. There would be no revision to the existing service patterns, travel paths, hours of service or bus stops.

This relabeling would enable the route branches to be easily identified at-a-glance, benefiting customers waiting at the bus stops as the buses approach, and for those utilizing the new customer facing, and internal technological applications, among others.

ALTERNATIVES:

The only alternative would be to leave the current route labels unchanged. This would forgo an opportunity to improve identification of bus routes for customers and for those using customer facing and internal technological applications.

IMPACT ON FUNDING:

This revision would be cost neutral. All current travel paths, service patterns, hours of service and bus stops would remain. The relabeling of the 3rd Avenue branches of the QM1, QM2, QM4, QM5, QM6, QM10, QM12, and QM24 would provide more distinctive and clearly identifiable route labels, which

Staff Summary

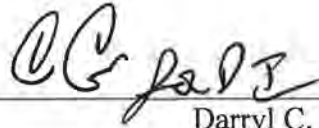
Page 4 of 4

would reduce customer confusion as buses approach the bus stops, as well as benefit those using internal and external technological applications such as Bus Time.

IMPLEMENTATION:

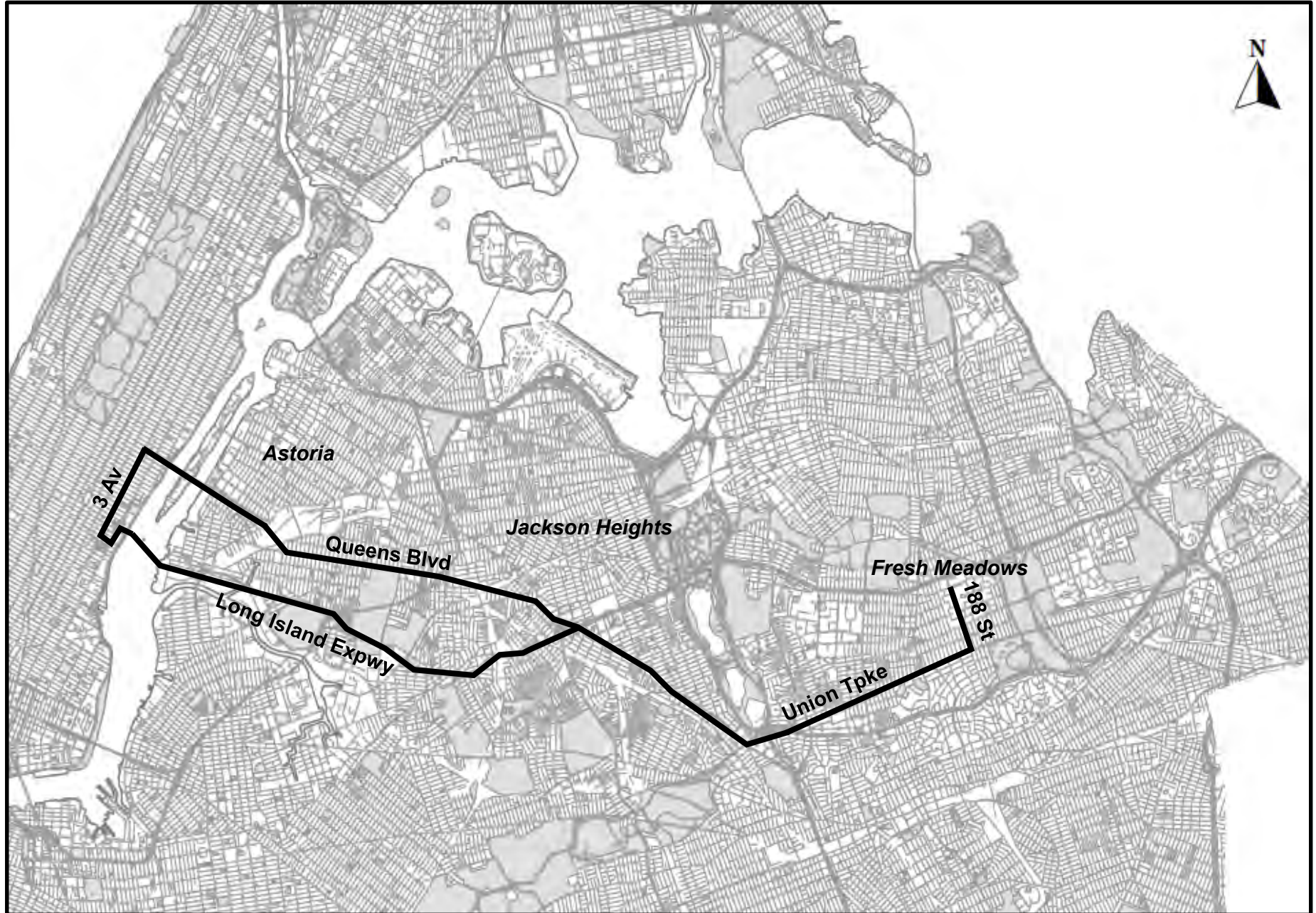
Phased implementation in July and September 2016.

Approved:

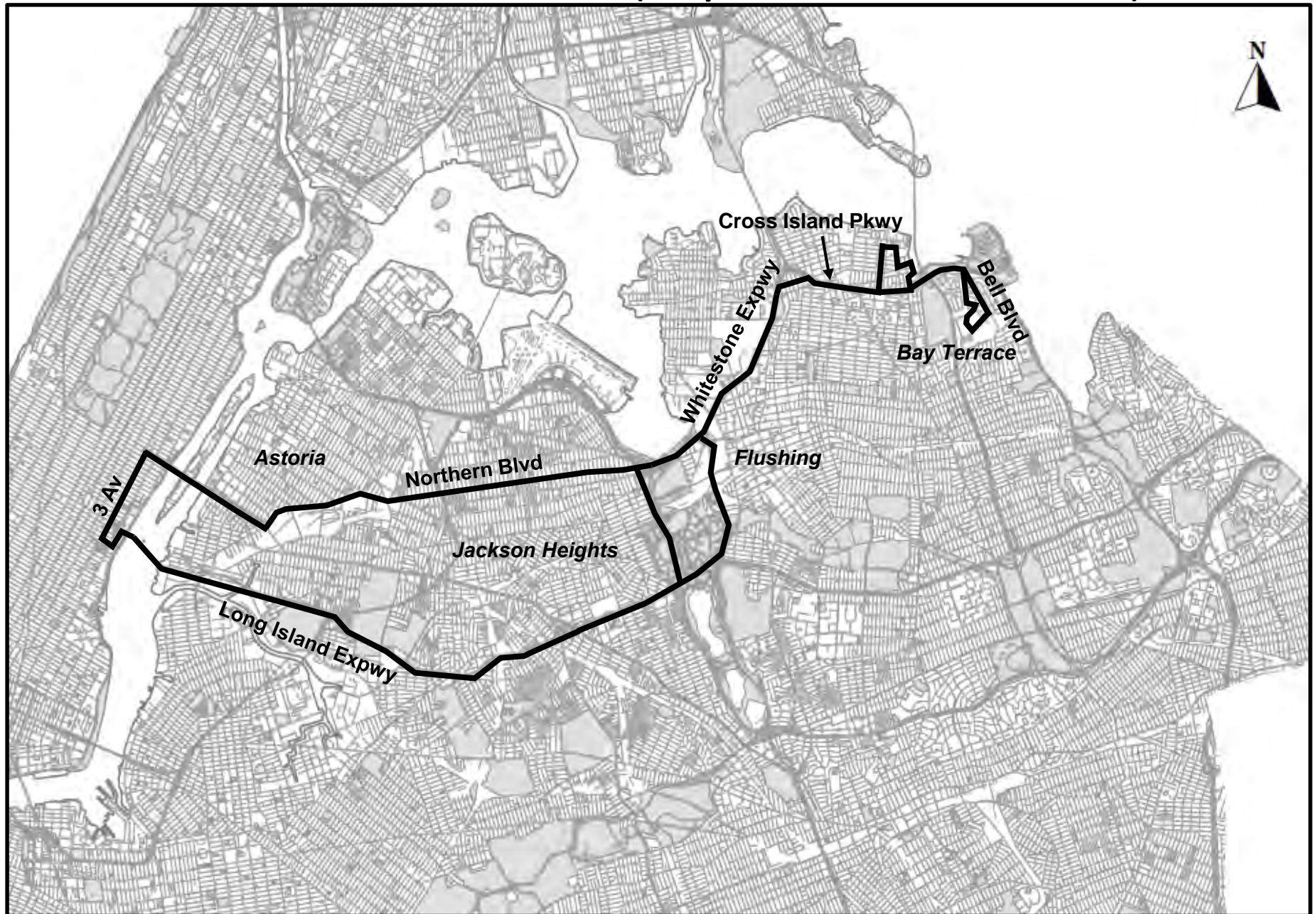


Darryl C. Irick
President

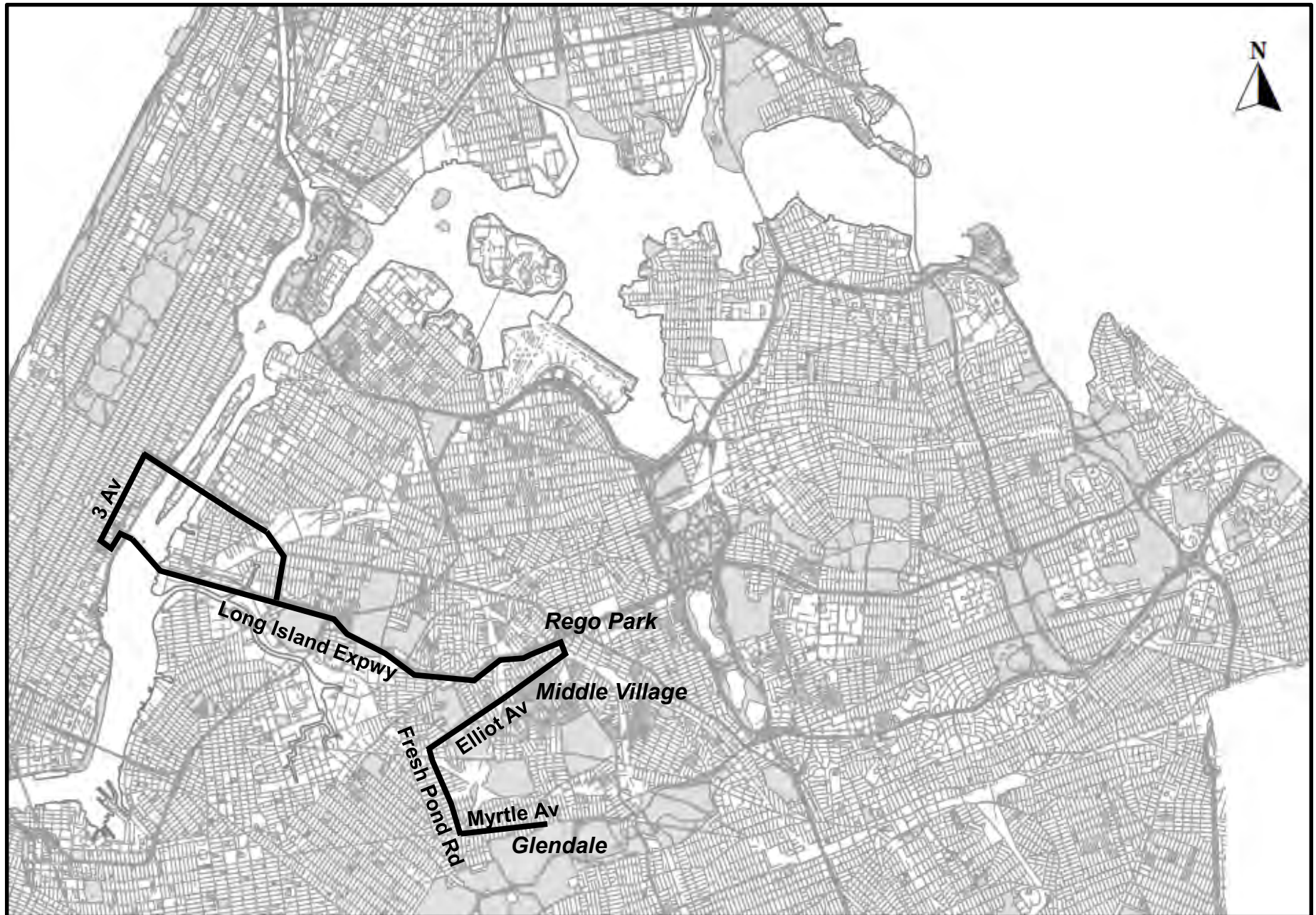
QM31 Service (Fresh Meadows - Midtown)



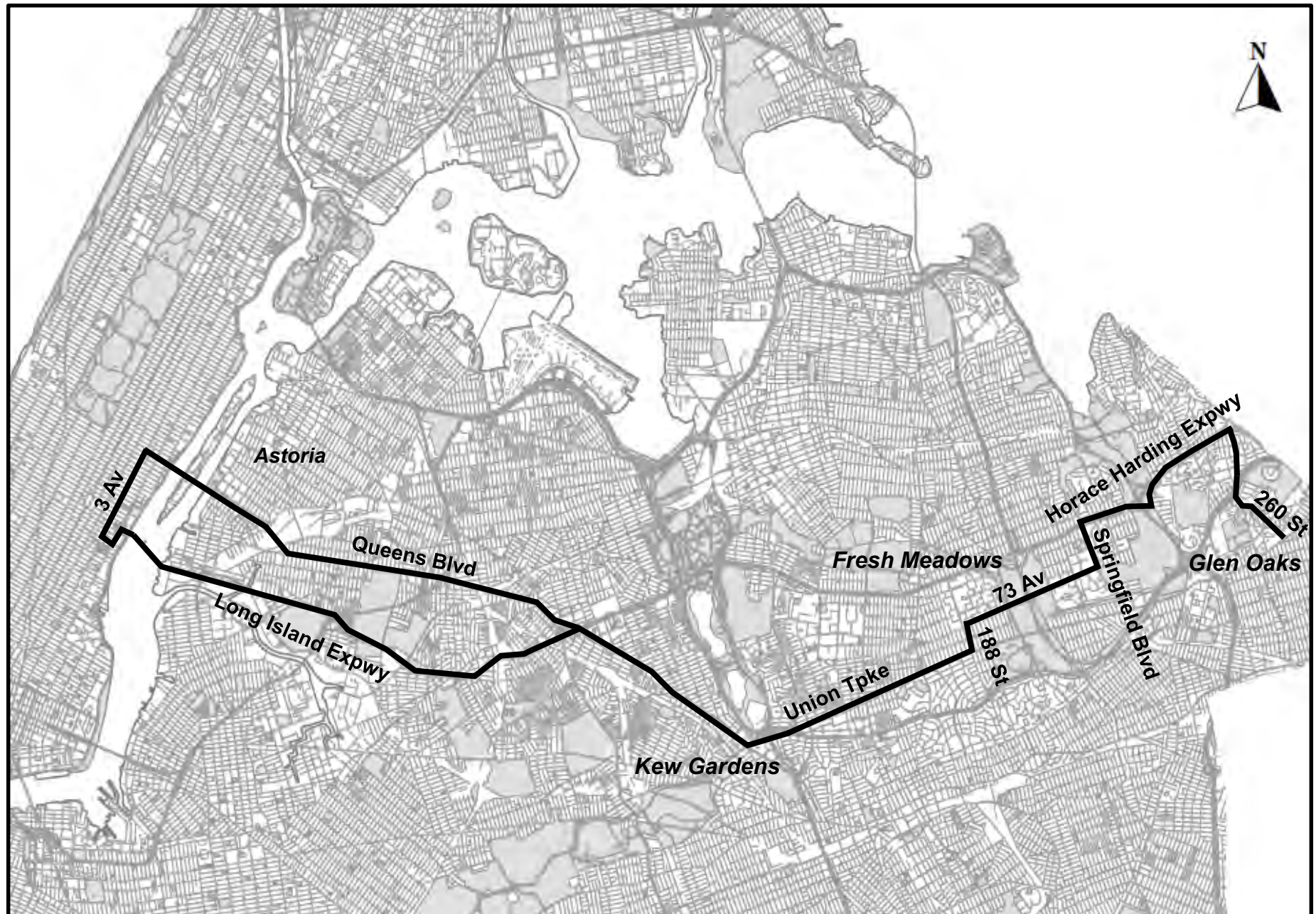
QM32 Service (Bay Terrace - Midtown)



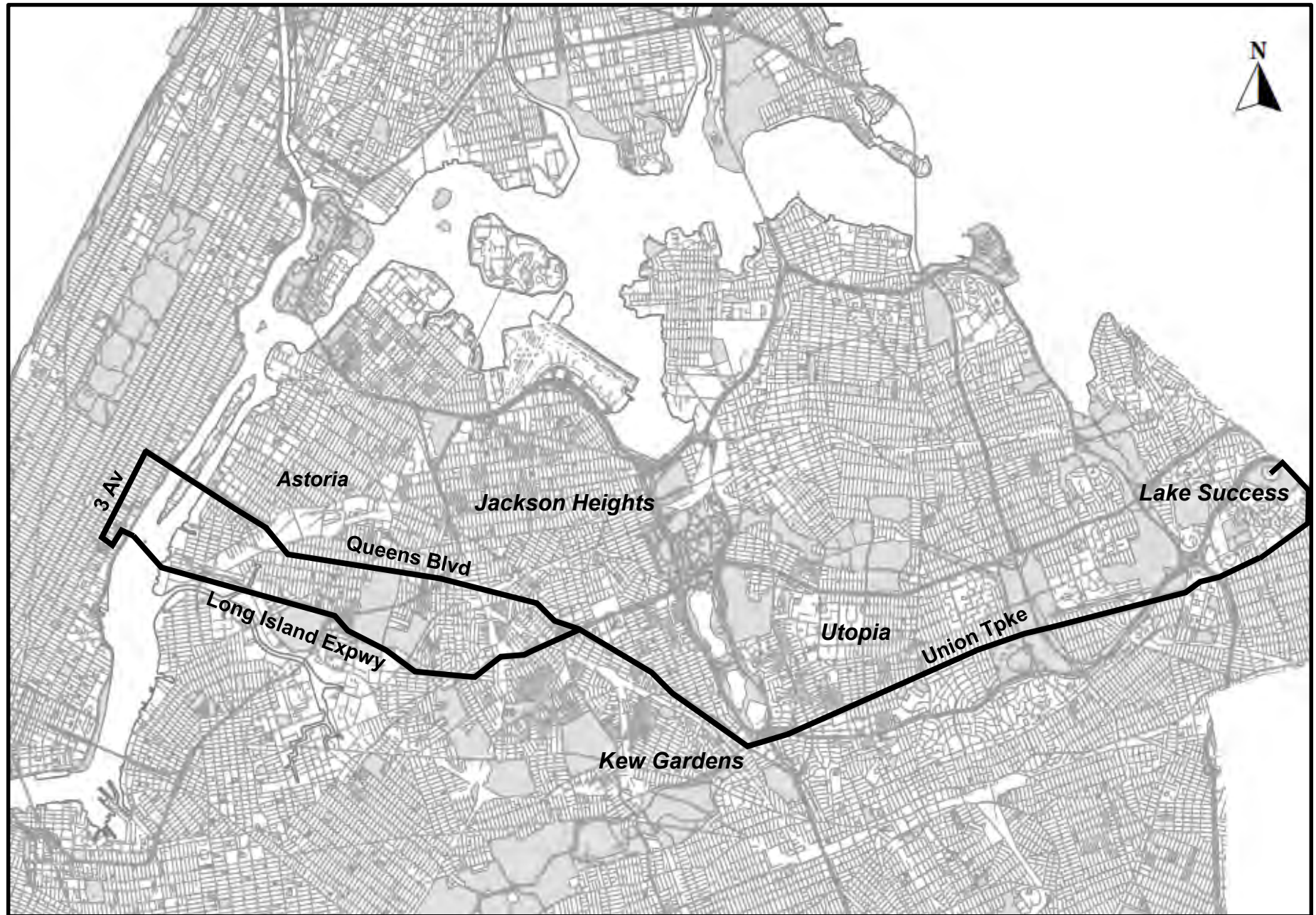
QM34 Service (Glendale - Midtown)



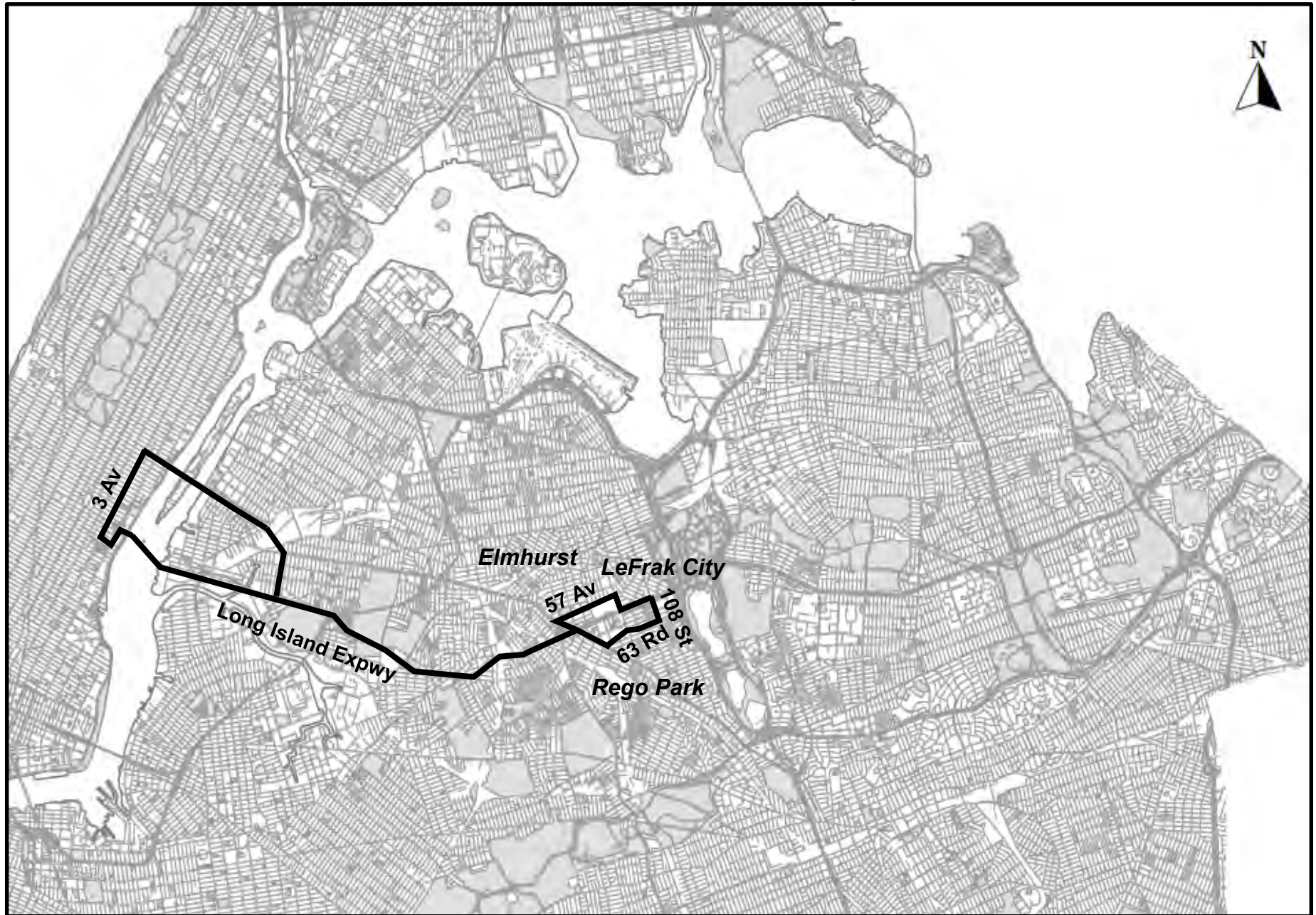
QM35 Service (Glen Oaks - Midtown)



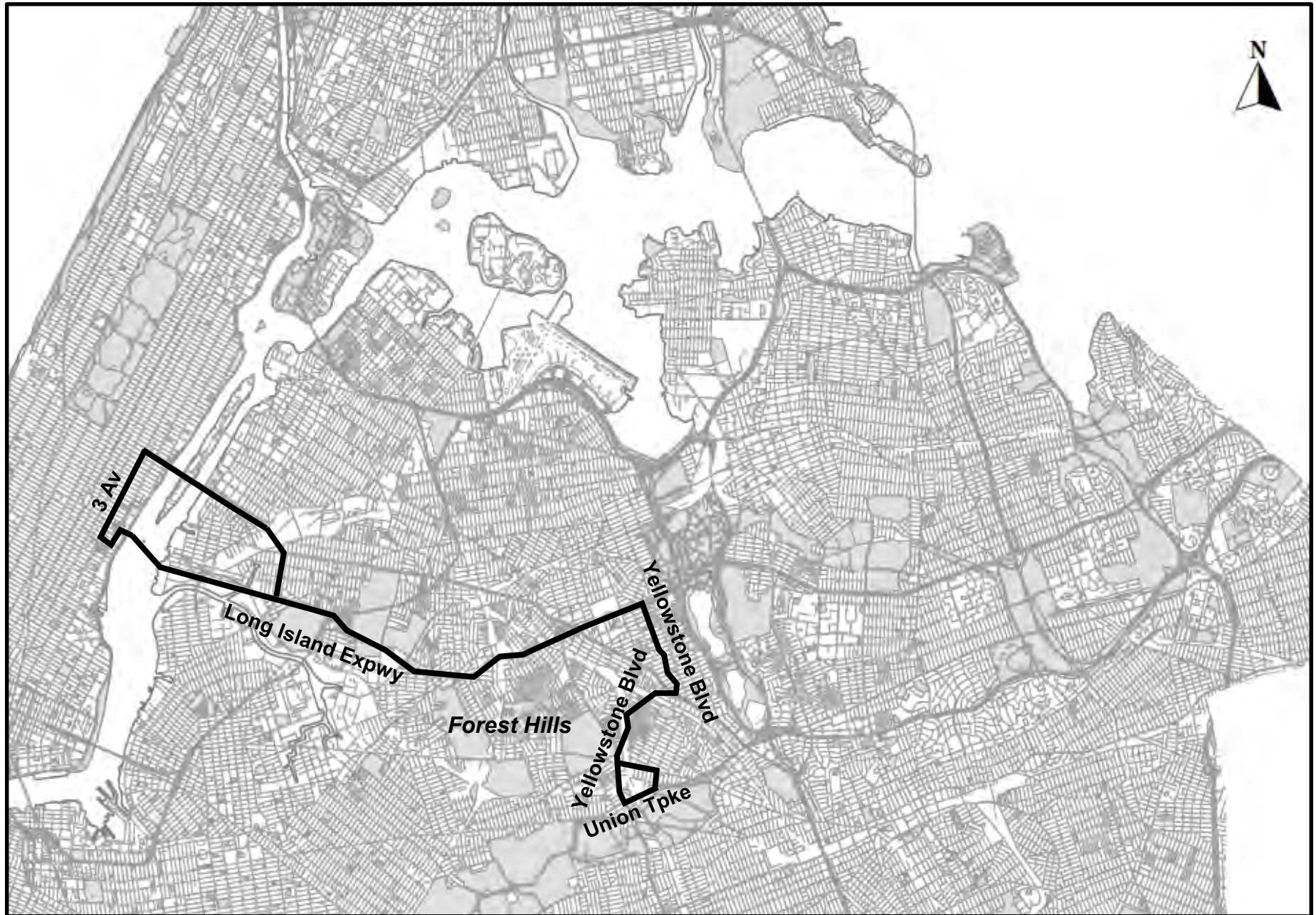
Proposed QM36 Service (Lake Success - Midtown)



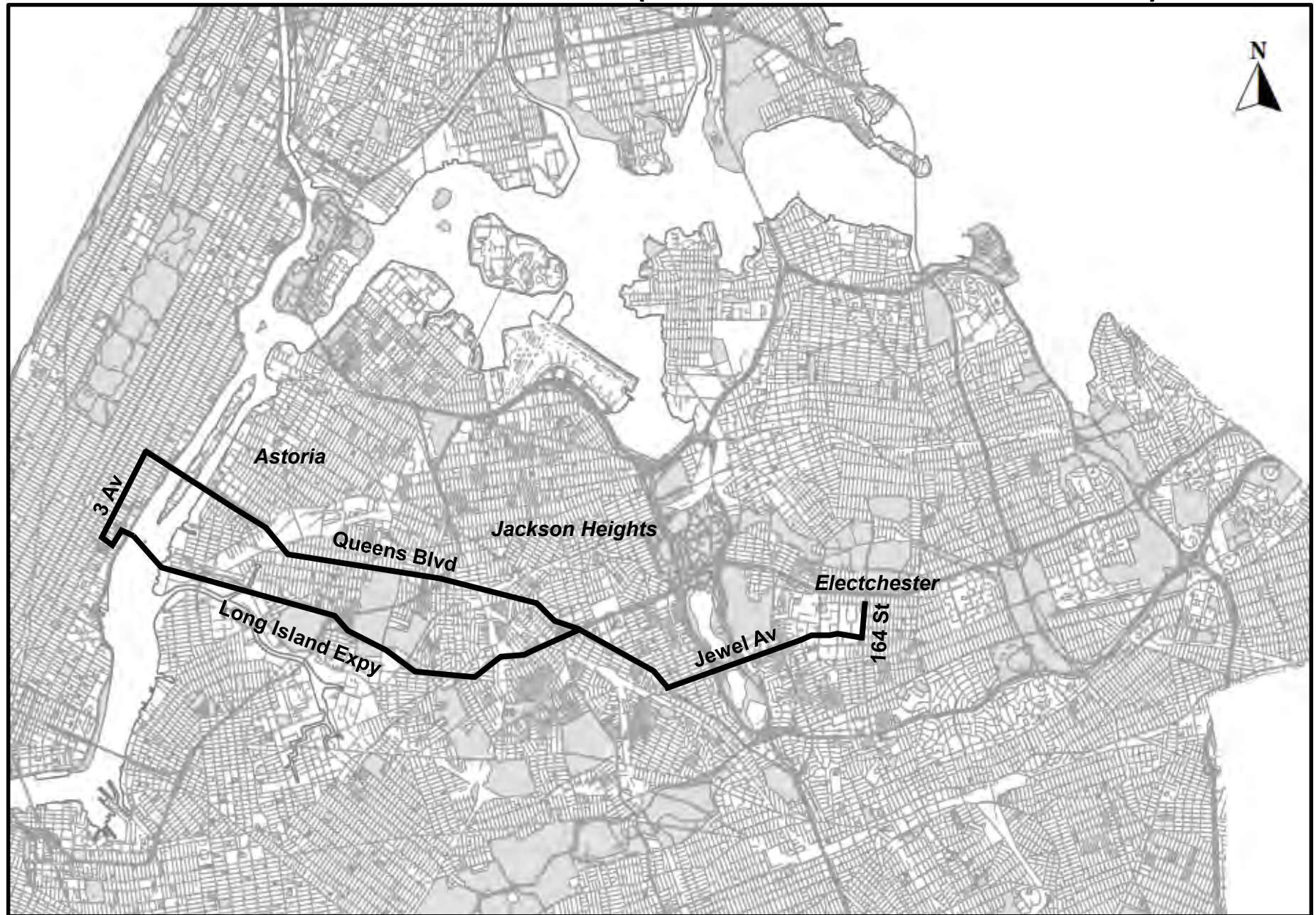
QM40 Service (LeFrak City - Midtown)



QM42 Service (Forest Hills - Midtown)



QM44 Service (Electchester - Midtown)



Report



SERVICE CHANGES: **NYCT/MTA BUS COMMITTEE
NOTIFICATION SERVICE REVISION
Q104 TRAVEL PATH REVISION in
WOODSIDE, QUEENS**

SERVICE ISSUE:

The Q104 provides local bus service between Sunnyside and Ravenswood, Queens, via 48th Street and Broadway. The NYC Department of Transportation (NYCDOT) is conducting a street redesign project in Woodside, which includes the reversal of 48th Street from the southbound to northbound direction and 49th Street from the northbound to southbound direction between Broadway and Northern Boulevard in Woodside. This project affects the travel path of the Q104 bus in both directions, as well as several stops along the route.

RECOMMENDED SOLUTION:

To accommodate the street reversals planned by NYCDOT in Woodside, revise the travel path of the southbound Q104 travel path (to Sunnyside) to utilize 49th Street to travel from Broadway to Northern Boulevard. Additionally, streamline the travel path of northbound Q104 (to Ravenswood) to utilize 48th Street to travel directly from Northern Boulevard to Broadway, discontinuing an acute and difficult “bus only” left turn from Northern Boulevard to Newtown Road. This revision would discontinue one northbound Q104 bus stop on Newtown Road and relocate three other bus stops.

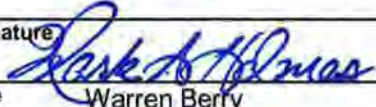
ESTIMATED IMPACT:

The net result of revision would be a decrease of approximately \$50,000 in annual operating cost, as the net travel distance would be slightly reduced.

PLANNED IMPLEMENTATION:

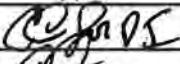

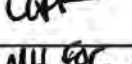
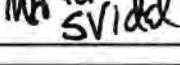
July 2016, upon implementation of the revised traffic patterns by NYCDOT.

Staff Summary

| | |
|----------------------------------|---|
| Subject | Q104 Travel Path Revision in Woodside, Queens |
| Department | Operations Planning |
| Department Head Name | Mark A. Holmes |
| Department Head Signature |  |
| Project Manager Name | Warren Berry |

| | |
|--------------------------------|----------------|
| Date | March 31, 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 | NYCT/MTA Bus Comm | | | X | |
| | | | | | |
| | | | | | |

| Internal Approvals | | | |
|--------------------|--|---------|---|
| Order | Approval | Order | Approval |
| 4 | President | 4/12/16 |  |
| 3 | Executive Vice President | 4/14/16 |  |
| 2 | VP, Government and Community Relations | 4/11/16 |  |
| 1 | VP, Transportation, Safety & Training | 4/12/16 |  |

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise the travel path of the Q104 local bus route in Woodside, Queens in both directions. The Q104 route was formerly operated by Queens Surface Corporation and transitioned into MTA Bus service on February 27, 2005.

DISCUSSION:

The Q104 provides local bus service on weekdays, Saturdays, and Sundays at all times except late nights between Sunnyside, Queens, and Ravenswood, Queens, via the intermediate neighborhoods of Astoria and Woodside. The Q104 transports approximately 2,275 passengers per weekday, 1,500 passengers per Saturday, and 1,200 passengers per Sunday.

The New York City Department of Transportation (NYCDOT) is planning to reverse 48th Street from southbound to northbound between Broadway and Northern Boulevard in Woodside to address traffic and pedestrian safety issues at the intersection of 48th Street and Northern Boulevard, which is laid out in a non-standard offset configuration. NYCDOT found that the intersection is misaligned leading to an unclear delineation of right-of-way, forcing southbound traffic on 48th Street to yield to traffic continuing left to westbound Northern Boulevard or 34th Avenue. To address these traffic issues, NYCDOT will reverse 48th Street between Broadway and Northern Boulevard from one-way southbound to one-way northbound to eliminate these traffic conflicts. To accommodate southbound traffic, NYCDOT will reverse 49th Street from one-way northbound to one-way southbound from Newtown Road at Broadway to Northern Boulevard. The southbound Q104 to Sunnyside currently travels south on the segment of 48th Street (from

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

Broadway to Northern Boulevard), and NYCDOT reached out to MTA Bus to collaborate on ways to maintain Q104 bus operations through the area.

Because of the change in travel direction on 48th Street between Broadway and Northern Boulevard, the southbound Q104 would be rerouted to 49th Street, which would be reversed by NYCDOT to one-way southbound to accommodate southbound general traffic. The southbound Q104 would continue east on Broadway bearing right onto Newtown Road, and traveling one more block to 49th Street where it would travel south to Northern Boulevard, turning onto westbound Northern Boulevard, and then resume its travel path on south on 48th Street. This change would lengthen the southbound travel path by approximately 400 feet and add approximately one minute of travel time. See Map 1.

There is also an opportunity to utilize the NYCDOT street direction change to streamline the travel path of the northbound Q104 (to Ravenswood) and reduce turns by continuing directly north on 48th Street from Northern Boulevard to Broadway. The current northbound Q104 travel path travels north on 48th Street from Sunnyside then turns east (right) onto Northern Boulevard. It continues east on Northern Boulevard before making an acute and difficult left turn onto Newtown Road and then turns left onto Broadway. The left turn from Northern Boulevard onto Newtown Road forces the Q104 to cross a double yellow line, though the turn is legally allowed and marked as “bus only”. With the heavy traffic volume on westbound Northern Boulevard, the bus must wait for a gap in traffic, while blocking traffic in the protected left turn lane from getting to the intersection at 51st Street, which is only 100 feet ahead (east). The Q104 then turns right and left onto Broadway toward Ravenswood. Under this revision the northbound Q104 would travel directly from Northern Boulevard to Broadway along 48th Street, reducing the northbound travel distance by approximately 1,300 feet and travel time by approximately one minute. See Map 2.

The net changes to the round trip (northbound and southbound combined) would be a decrease in travel distance by approximately 900 feet, and no change to travel time.

This travel path revision would affect four bus stops (two southbound and two northbound); however, passengers at only two bus stops would be affected, a total of approximately 140 passengers per weekday and a lesser number on weekends. In the southbound direction, (1) the bus stop on 48th Street at Broadway would be moved around the corner within the same intersection to eastbound Broadway at 48th Street. (2) The southbound stop on 48th Street at Northern Boulevard, which is used by approximately 80 passengers per weekday would be relocated to 49th Street at Northern Boulevard, a distance of approximately 325 feet east. In the northbound direction, (3) the asymmetrical bus stop on Newtown Road would be completely discontinued. This bus stop has low daily ridership, approximately 60 passengers per weekday, the closest alternative northbound Q104 bus stop would be located approximately 1,200 feet west on 48th Street at Northern Boulevard. (4) The bus stop on Broadway at 48th Street would be moved across the street, westerly, within the same intersection.

RECOMMENDATION:

To accommodate the street reversals planned by NYCDOT in Woodside, revise the travel path of the southbound Q104 travel path (to Sunnyside) to utilize 49th Street to travel from Broadway to Northern Boulevard. Additionally, streamline the travel path of northbound Q104 (to Ravenswood) to utilize 48th Street to travel directly from Northern Boulevard to Broadway, discontinuing an acute and difficult “bus only” left turn from Northern Boulevard to Newtown Road. This revision would discontinue one northbound Q104 bus stop on Newtown Road and relocate three other bus stops.

Staff Summary

ALTERNATIVES:

Leaving the Q104 unchanged is not an alternative, as NYCDOT plans to reverse 48th Street between Broadway and Northern Boulevard from one-way southbound to one-way northbound.

One alternative is to revise the southbound Q104, but leave the northbound Q104 unchanged; however, this would forgo the opportunity to eliminate an acute and difficult left turn from Northern Boulevard to Newtown Road.

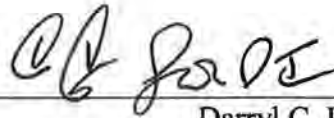
IMPACT ON FUNDING:

The net result of revision would be small decrease in annual operating cost of approximately \$50,000 as the net travel distance would be slightly reduced.

IMPLEMENTATION:

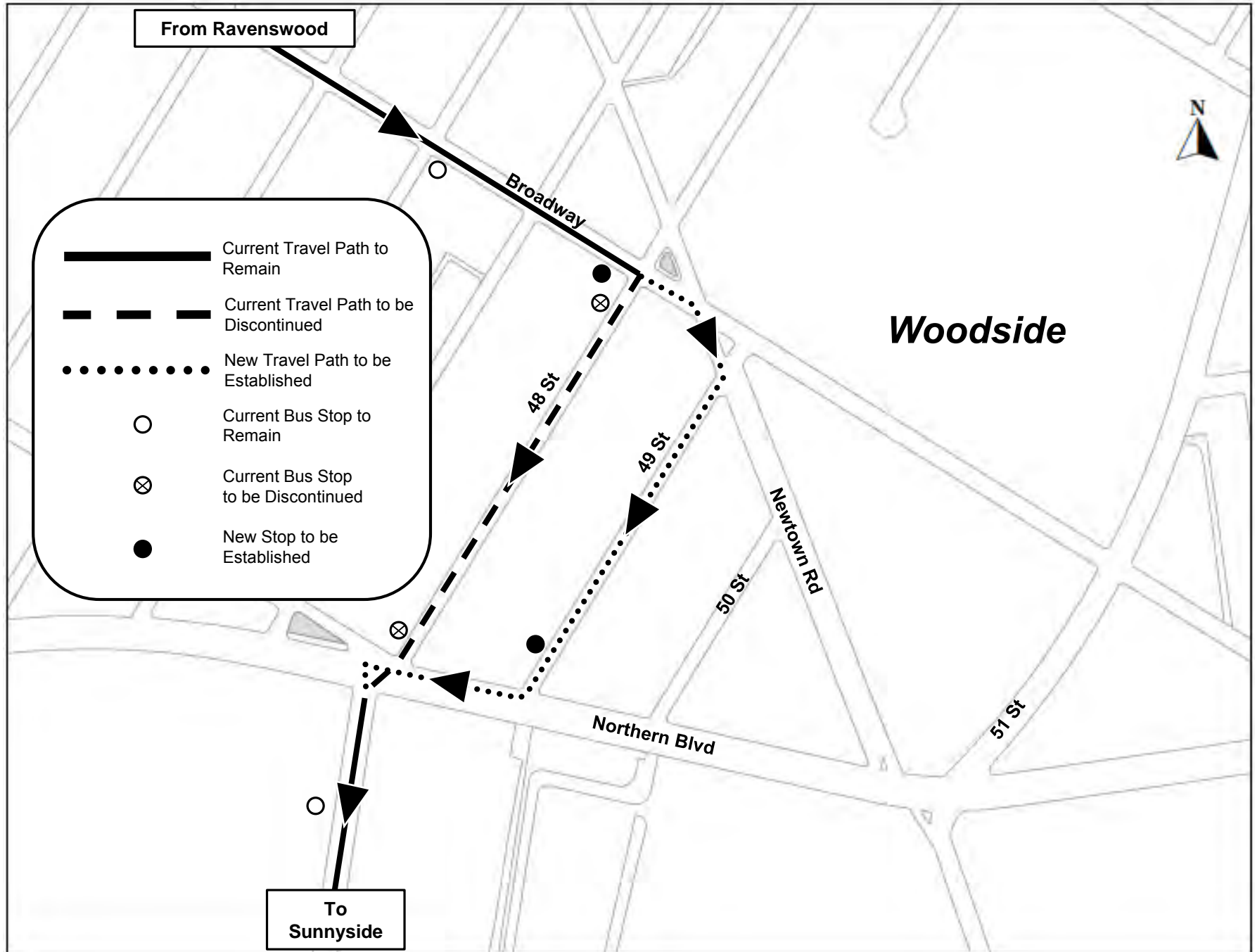
July 2016, upon implementation of the revised traffic patterns by NYCDOT.

Approved:

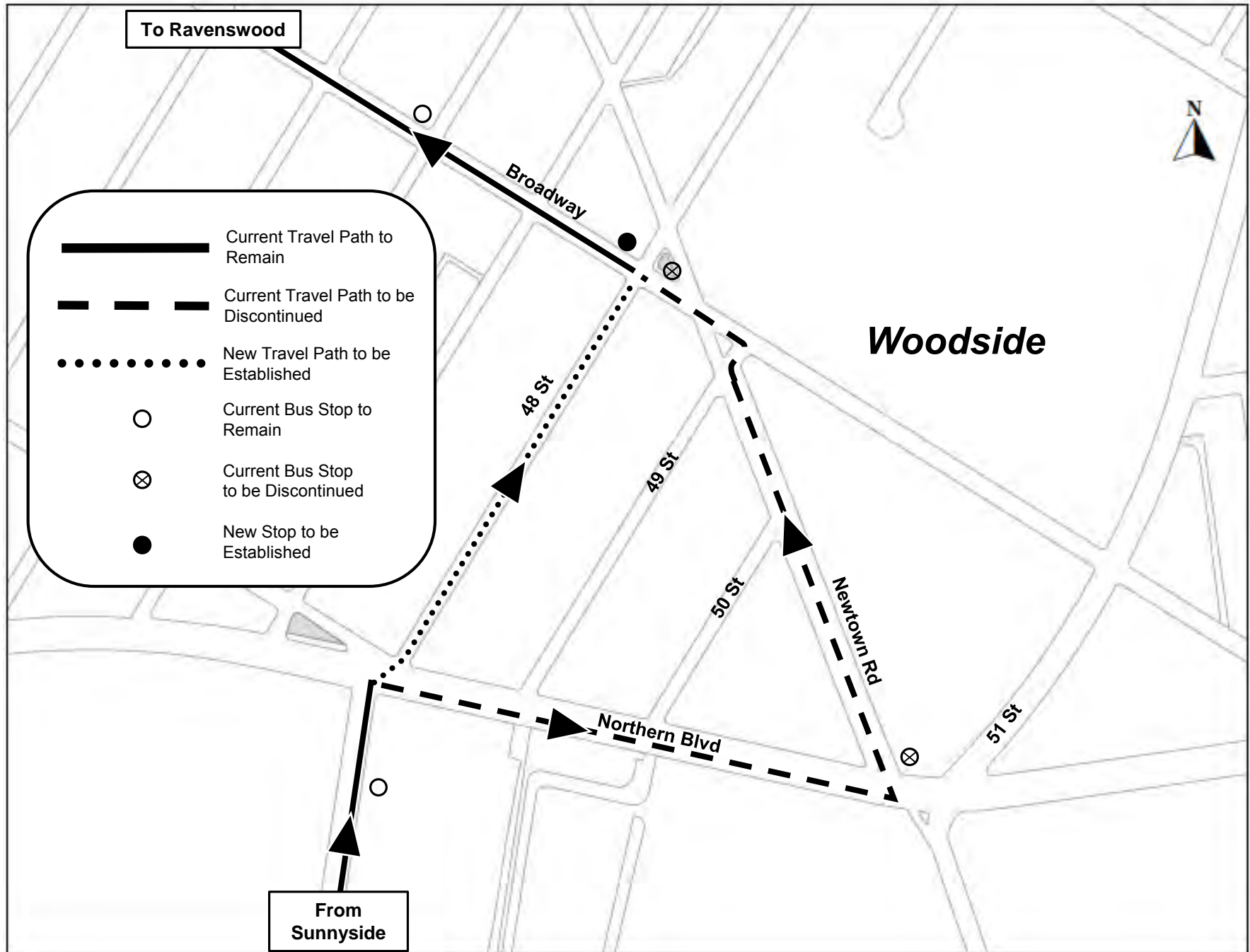


Darryl C. Irick
President

Map 1 - Q104 Southbound Travel Path Revision



Map 2 - Q104 Northbound Travel Path Revision





**SERVICE CHANGES: NYCT / MTA BUS COMMITTEE
NOTIFICATION:
BUS SCHEDULE CHANGES
EFFECTIVE JULY 2016**

SERVICE ISSUE:

To ensure that bus schedules accurately match current rider demand and operating conditions, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. MTA Bus routinely changes service to reflect changes in demand in compliance with MTA Board-approved bus loading guidelines.

Under the MTA Bus schedule review program, all of the weekday express bus and local bus route schedules and approximately half of the weekend MTA Bus local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review and in cases where particular complaints or issues have been identified. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

RECOMMENDATION:

Nine bus schedule changes on a total of three routes are proposed for implementation in July 2016.

ESTIMATED IMPACT:

The July 2016 schedule changes represent an estimated savings of approximately \$2 million annually. These savings are incorporated in the 2016 Platform Budget.

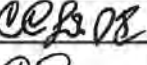

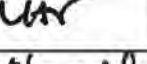
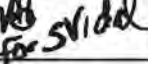
PLANNED IMPLEMENTATION:

July 2016

Staff Summary

Page 1 of 2

| Subject Bus Schedule Changes Effective July 2016 | | | | | |
|--|-------------------|------|----------|------|-------|
| Department Operations Planning | | | | | |
| Department Head Name Mark A. Holmes | | | | | |
| Department Head Signature  | | | | | |
| Project Manager Name Andrew Grahl | | | | | |
| Board Action | | | | | |
| Order | To | Date | Approval | Info | Other |
| 1 | President | | X | | |
| 2 | NYCT/MTA Bus Cmte | | | X | |
| | | | | | |
| | | | | | |

| Date March 28, 2016 | | | |
|------------------------------------|--|---------|---|
| Vendor Name N/A | | | |
| Contract Number N/A | | | |
| Contract Manager Name N/A | | | |
| Table of Contents Ref # N/A | | | |
| Internal Approvals | | | |
| Order | Approval | Order | Approval |
| 4 | President | 4/12/16 |  |
| 3 | Executive Vice President | 4/12/16 |  |
| 2 | VP, Government and Community Relations | 4/11/16 |  |
| 1 | VP, Transportation, Safety & Training | 4/11/16 |  |

Narrative

PURPOSE:

The purpose of this staff summary is to obtain Presidential approval, and to inform the NYCT / MTA Bus Committee, of ongoing bus schedule changes in response to changes in ridership, and revised running times that more closely match operating conditions.

DISCUSSION:

Under the MTA Bus schedule review program, all of the weekday local and express bus route schedules are evaluated at least once each year. Approximately half of the weekend MTA Bus local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the prior review and in cases where particular complaints or issues have been identified. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Bus schedule changes identified for implementation in July 2016 are a product of MTA Bus' continuing effort to review and revise bus schedules to ensure that they accurately meet customer demand and are in compliance with MTA Board-approved bus loading guidelines. Note that only full time changes are reported; routine recurring seasonal changes are not included.

RECOMMENDATION:

Three bus schedule changes affecting three routes which include Weekday, Saturday and Sunday service have been identified for implementation in July 2016.

1. These bus schedule changes represent the results of conversion from standard bus service to articulated bus service on routes Q111, Q113 and Q114. While there is a reduction in revenue miles, the larger articulated buses allow greater service capacity while reducing the number of trips operated consistent with the guidelines for articulated bus service. These schedules also provide improved service to the outer ends of each route by normalizing service with consistent wait times.

ALTERNATIVES:

Do nothing. MTA Bus would be unable to take advantage of the larger capacity articulated buses by increasing capacity while saving operating funds.

These actions would not be responsive to changes in customer demand and operating conditions and is not considered a viable alternative.

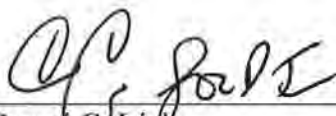
IMPACT OF FUNDING:

The July 2016 schedule changes represent an estimated savings of approximately \$2 million annually. These savings are incorporated in the 2016 Platform Budget.

IMPLEMENTATION:

July 2016.

Approved:



Darryl C. Irick
President

MTA Bus

Summary of Service Span and Frequency Changes by Time Period

Q111/113/114 Articulated Conversion

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

| WEEKDAY | AM Peak | | | | Midday | | | | PM Peak | | | | Evening | | | | Rev Mile Change |
|-----------|-------------------------------------|----------|--------------------------------------|----------|-------------------------------------|----------|--------------------------------------|----------|-------------------------------------|----------|--------------------------------------|----------|-------------------------------------|----------|--------------------------------------|----------|--------------------|
| | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | |
| Route | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | |
| Q111 | 3 | 3.5 | 91% | 80% | 6.5 | 7.5 | 86% | 67% | 3.5 | 4 | 87% | 80% | 8 | 8 | 121% | 96% | -16.9% |
| Q113/Q114 | 6 | 7.5 | 122% | 108% | 10 | 12 | 83% | 66% | 5 | 7 | 68% | 74% | 10 | 12 | 61% | 36% | -16.4% |

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

| SATURDAY | Late Morning | | | | Midday | | | | Late Afternoon | | | | Evening | | | | Rev Miles Change |
|-----------|-------------------------------------|----------|--------------------------------------|----------|-------------------------------------|----------|--------------------------------------|----------|-------------------------------------|----------|--------------------------------------|----------|-------------------------------------|----------|--------------------------------------|----------|---------------------|
| | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | |
| Route | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | |
| Q111 | 7 | 6 | 68% | 39% | 7 | 6 | 67% | 39% | 7.5 | 6 | 82% | 42% | 15 | 20 | 100% | 45% | 4.9% |
| Q113/Q114 | 10 | 12 | 58% | 71% | 10 | 12 | 81% | 63% | 10 | 12 | 103% | 79% | 10 | 12 | 93% | 71% | -16.2% |

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

| SUNDAY | Late Morning | | | | Midday | | | | Late Afternoon | | | | Evening | | | | Rev Miles Change |
|-----------|-------------------------------------|----------|--------------------------------------|----------|-------------------------------------|----------|--------------------------------------|----------|-------------------------------------|----------|--------------------------------------|----------|-------------------------------------|----------|--------------------------------------|----------|---------------------|
| | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | Scheduled Headway in Minutes (*) | | Percent of Guideline Capacity (*) | | |
| Route | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | Current | Proposed | |
| Q111 | 15 | 20 | 52% | 30% | 7 | 6 | 70% | 41% | 8 | 6 | 69% | 27% | 15 | 20 | 106% | 53% | 4.0% |
| Q113/Q114 | 10 | 12 | 53% | 64% | 10 | 12 | 63% | 76% | 10 | 12 | 72% | 55% | --- | --- | --- | --- | -16.3% |

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

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

Actual February 2016 fare media market share of non-student passenger trips compared to the previous year are summarized below:

| <u>Fare Media</u> | <u>February 2015</u> | <u>February 2016*</u> | <u>Difference</u> |
|------------------------|----------------------|-----------------------|-------------------|
| Cash | 2.4% | 2.1% | (0.3%) |
| Single-Ride Ticket | 0.7% | 0.7% | (0.0%) |
| Bonus Pay-Per-Ride | 42.9% | 39.5% | (3.4%) |
| Non-Bonus Pay-Per-Ride | 3.1% | 5.0% | 1.9% |
| 7-Day Farecard | 20.5% | 21.7% | 1.2% |
| 30-Day Farecard | <u>30.4%</u> | <u>31.1%</u> | 0.6% |
| Total | 100.0% | 100.0% | |

* Preliminary

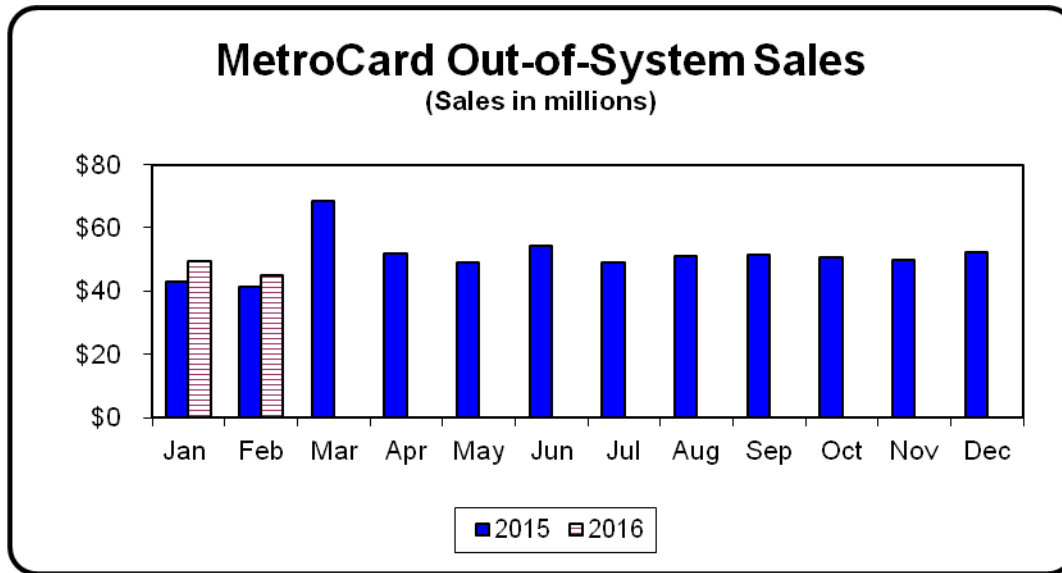
Note: Percentages may not add due to rounding.

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 February 2016 was 5,035, a 10.51 percent increase from the same period last year. The average value of a credit issued was \$72.12.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$45.0 million in February 2016, an 8.69 percent increase compared to February of 2015. Year to dates sales totaled \$94.6 million, a 12.1 percent increase compared to the same period last year.



Retail Sales

There were 4,431 active out-of-system sales and distribution locations for MetroCards, generating \$23.5 million in sales revenue during February 2016.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 102,470 MetroCards valued at approximately \$9.3 million were made in February 2016 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$90.51. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 93,725 for February 2016, generating an additional \$10.9 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$45.5 million, a 4 percent increase when compared to last year.

Mobile Sales Program

In February 2016, the Mobile Sales unit completed 181 site visits, of which 124 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$97,000 in revenue was generated. In February 2016, the Mobile Sales unit assisted and enabled 1,390 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events including the Chinatown Community Center (Manhattan).

Reduced-Fare Program

During February 2016 enrollment in the Reduced-Fare Program increased by 5,528 new customers, while 1,081 customers left the program. The total number of customers in the program is 1,000,949. Seniors account for 822,714 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 178,235 customers. Of those, a total of 38,084 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 \$6.9 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In February 2016, the EasyPay Reduced Fare program enrollment totaled 156,834 accounts. During the month, active EasyPay customers accounted for approximately 2.0 million subway and bus rides with \$1.9 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In February 2016, the EasyPay Xpress PPR program enrollment totaled 86,701 accounts. During this month, active Xpress PPR customers accounted for approximately 1.4 million subway, express bus and local bus rides with \$3.7 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$56.

EasyPay Xpress Unlimited Program

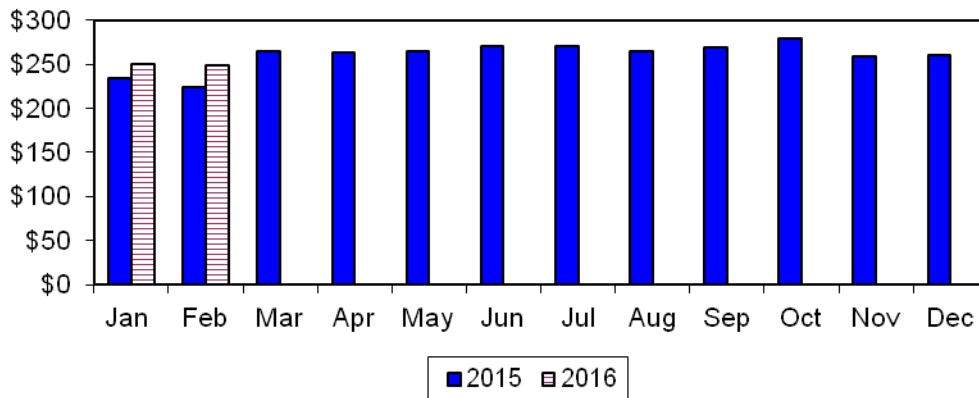
In February 2016, the EasyPay Xpress Unlimited program enrollment totaled 18,446 accounts. During this month, active Xpress Unlimited customers accounted for approximately 806,000 subway and local bus rides with \$1.7 million charged to their accounts. Each active account averaged 47 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during February 2016 totaled \$249.5 million, on a base of 13.1 million customer transactions. This represents the same amount of vending machine transactions compared to the same period last year. During February 2016, MEMs accounted for 1,800,420 transactions resulting in \$50,093,036 in sales. Debit/credit card purchases accounted for 79.1 percent of total vending machine revenue, while cash purchases accounted for 20.9 percent. Debit/credit card transactions account for 54.7 percent of total vending machine transactions, while cash transactions account for 45.3 percent. The average credit sale was \$31.47, more than three times the average cash sale of \$8.75. The average debit sale was \$21.95.

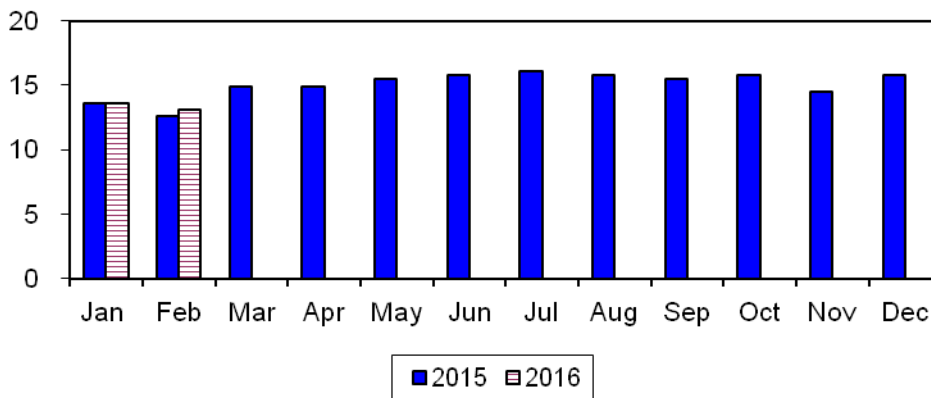
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



MTA HOMELESS OUTREACH

New York City Transit

April 2016



MTA HOMELESS OUTREACH

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

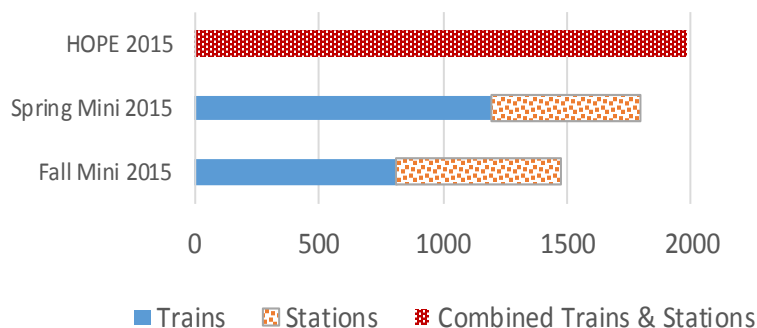


MTA HOMELESS OUTREACH

Subway Population Estimate

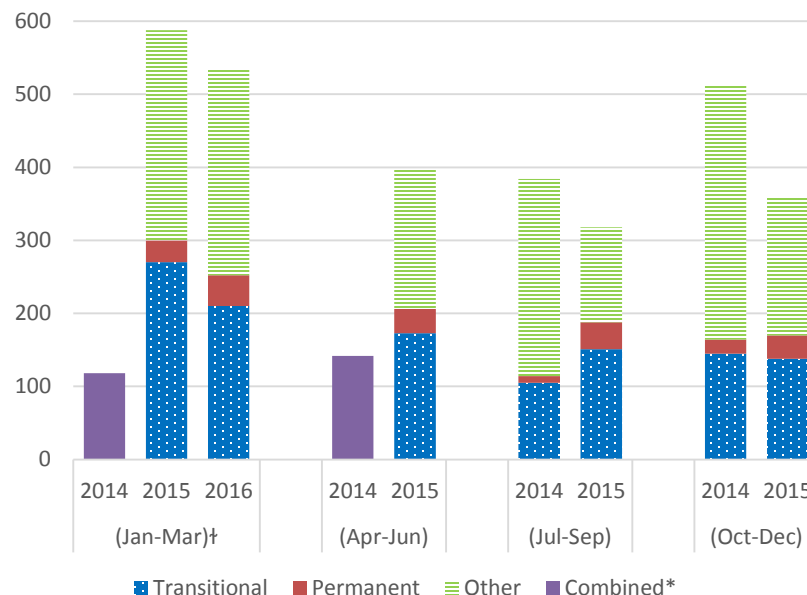
- City-Wide Hope Count February 2015:
 - 1976 (62% of total count – street plus subway)

System Wide Counts



Total Placements

NYCT Placements



† Preliminary March 2016 data

* Combined placement types prior to DHS NYCT contract





MTA NEW YORK CITY TRANSIT 2015 YEAR-END REPORT SUMMARY

2015 ACCRUAL RESULTS-ACTUAL VERSUS FINAL ESTIMATE

Operating revenues exceeded the Estimate by \$55.5 million (1.2 percent). Farebox revenue was higher than the Estimate by \$27.6 million (0.6 percent), due mostly to higher estimated average fares and increased expired MetroCard residual values. Other operating revenue was higher than the Estimate by \$27.9 million (6.5 percent), due primarily to increased advertising revenues.

Operating expenses (before Depreciation, Other Post-Employment Benefits, GASB #68 Pension Adjustment, and Environmental Remediation) exceeded the Estimate by \$167.3 million (2.3 percent). Labor expenses were unfavorable by \$162.3 million (2.9 percent), including a significant increase in other fringe benefit expenses of \$195.0 million (61.6 percent), caused primarily by an increase in Workers' Compensation reserve requirements. Health & Welfare (including OPEB Current Expenses) underran by \$22.1 million (1.9 percent), due mainly to favorable rates, in particular due to greater than expected rebates from the federally subsidized Medicare retiree prescription drug program (EGWP). Non-labor expenses exceeded Estimate by \$5.0 million (0.3 percent). Public liability claim expenses were over by \$48.5 million (35.7 percent) due to additional reserve requirements. Partly offsetting this overrun were favorable results in Fuel of \$19.8 million (16.3 percent), Electric Power of \$14.9 million (4.9 percent) and Professional Services of \$10.6 million (10.2 percent).

Depreciation expenses exceeded Estimate by \$54.0 million (3.3 percent), due to the timing of assets reaching beneficial use. Other Post-Employment Benefits expense was lower by \$486.1 million (30.1 percent). The new GASB #68 Pension Expense Adjustment resulted in a credit of \$314.5 million, and Environmental Remediation expenses were \$12.9 million.

2015 CASH RESULTS- ACTUAL VERSUS FINAL ESTIMATE

MTA New York City Transit's net operating cash deficit (excluding subsidies and debt service) at the end of 2015 was \$2,458.1 million, \$83.6 million (3.3 percent) favorable to the Estimate. This favorable variance consisted of \$104.3 million of favorable real variances and \$20.7 million of unfavorable timing variances, which will be offset in the 2016 through 2018 period. These variances are detailed in subsequent sections of this report.

**MTA NEW YORK CITY TRANSIT
2015 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2015 ACTUALS VS. FINAL ESTIMATE

Non-Reimbursable

Operating Revenues

- **Farebox Revenue.** Farebox revenue of \$4,371.4 million was \$27.6 million (0.6 percent) above the Estimate. Subway revenue was over by \$10.1 million (0.3 percent) and Bus revenue was over by \$4.2 million (0.4 percent) due largely to higher average fares. Fare media liability revenue reflecting the residual values of expired MetroCards exceeded Estimate by \$13.7 million (22.1 percent). Total 2015 ridership was 2,422.1 million, 2.0 million (0.1 percent) below the Estimate. The 2015 average non-student subway and bus fare was \$1.87, 6.8¢ (3.8 percent) higher than in 2014 due to the March 2015 fare increase.
- **Other Operating Revenue.** Other operating revenue of \$455.3 million exceeded the Estimate by \$27.9 million (6.5 percent), due mostly to higher advertising revenues which were higher by \$20.7 million.

Operating Expenses

- **Payroll.** Payroll expenses of \$3,076.0 million were below the Estimate by \$3.1 million (0.1 percent), mainly due to vacancies.
- **Overtime.** Overtime expenses of \$458.6 million exceeded the Estimate by \$8.3 million (1.8 percent), mainly due to bus traffic and ramp delays, and vacancy/absentee coverage requirements.
- **Health & Welfare (including OPEB Current).** Health & Welfare expenses of \$1,112.3 million underran the Estimate by \$22.1 million (1.9 percent), due largely to favorable rates, largely stemming from greater than expected rebates from the federally subsidized Medicare retiree prescription drug program (EGWP).
- **Pension.** Pension expenses of \$867.7 million underran the Estimate by \$12.1 million (1.4 percent) mainly due to an actuarial gain in the MaBSTOA pension valuation.
- **Other Fringe Benefits.** Other fringe benefit costs of \$511.7 million overran the Estimate by \$195.0 million (61.6 percent), caused primarily by an increase in Workers' Compensation reserve requirements, due mostly to

higher statutory weekly payments applied to current year claims, increased average lost days per claim and higher medical costs.

- **Electric Power.** Power expenses of \$286.6 million underran the Estimate by \$14.9 million (4.9 percent), due to lower prices.
- **Fuel.** Fuel expenses of \$101.6 million underran the Estimate by \$19.8 million (16.3 percent), due to lower prices.
- **Claims.** Public liability claims expenses of \$184.4 million exceeded the Estimate by \$48.5 million (35.7 percent), resulting primarily from additional reserve requirements, resulting mainly from an increase in the number of major cases and higher average major case settlement values.
- **Paratransit Service Contracts.** Paratransit service contract expenses of \$379.3 million were lower than the Estimate by \$3.7 million (1.0 percent), due mainly to lower usage of service and less scheduling system costs, and vehicle rehabs.
- **Maintenance Contracts.** Maintenance contract expenses of \$196.4 million were \$5.1 million (2.6 percent) higher than the Estimate, due principally to several year-end post-closing adjustments.
- **Professional Service Contracts.** Professional service contract expenses of \$93.7 million were \$10.6 million (10.2 percent) below the Estimate, due to lower bond service expenses and several other account underruns.
- **Materials and Supplies.** Materials and supplies expenses of \$289.7 million were below the Estimate by \$4.4 million (1.5 percent), due mostly to higher surplus and scrap sales, partly offset by increased maintenance material requirements.

Reimbursable

Total reimbursable revenue and expenses were each \$1,182.9 million. In both cases, this was \$30.1 million (2.6 percent) higher than the Estimate. Labor costs exceeded the estimate by \$13.4 million (1.3 percent), driven by a higher level of track and other project work requirements, which resulted in increased overtime and related overhead expenses. Non-labor expenses exceeded the Estimate by \$16.7 million (13.3 percent), representing support costs for materials & supplies, maintenance contract and professional service contract accounts.

**MTA NEW YORK CITY TRANSIT
2015 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2015 ACTUALS VS. ADOPTED BUDGET

Non-Reimbursable

Operating revenues were higher than Budget by \$19.7 million (0.4 percent).

- Farebox revenue exceeded Budget by \$16.9 million (0.4 percent), including a subway revenue increase of \$8.6 million (0.3 percent), a bus revenue decrease of \$22.4 million (2.3 percent), and a fare media liability expired revenue increase of \$30.8 million (68.8 percent).
- Other operating revenue was above Budget by \$2.8 million (0.6 percent).

Operating expenses were in excess of Budget by a net \$89.3 million (1.2 percent)

- Labor expenses were higher by a net \$117.6 million (2.1 percent), including a significant increase in other fringe benefit expenses of \$195.6 million (61.9 percent), caused primarily by an increase in Workers' Compensation reserve requirements, based on a current actuarial update. Overtime expenses were higher than Budget by \$73.9 million (19.2 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 were less than Budget by \$90.2 million (9.4 percent), based on current actuarial information. Health & welfare/OPEB current expenses were below Budget by \$19.4 million (1.7 percent), resulting from favorable rates and retiree healthcare Affordable Care Act credits. Reimbursable overhead credits were favorable by \$35.8 million (17.5 percent), generated by increased reimbursable labor requirements.
- Non-labor expenses underran Budget by a net \$28.3 million (1.6 percent). Fuel expenses were less by \$64.2 million (38.7 percent), caused by lower prices, and professional service contract expenses were under by \$15.0 million (13.8 percent), due to underruns in several accounts. Other favorable results were reported in insurance of \$6.0 million (7.7 percent), paratransit service contracts of \$6.3 million (1.6 percent) and materials & supplies of \$7.0 million (2.4 percent). The above favorable results were mostly offset by additional public liability claims reserve requirements of \$77.3 million (72.3 percent), based on current actuarial information.

Reimbursable

Total reimbursable revenue and expenses were each \$1,182.9 million. In both cases, this was \$203.3 million (20.8 percent) higher than the Estimate, due to large increases in programmed track reconstruction, HelpPoint installation, and access and protection support for signal and Sandy reconstruction. In addition, the consolidation of MTA Information Services resulted in a large increase in inter-agency reimbursable labor expense

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

| NON-REIMBURSABLE | December 2015 Year-to-Date | | | Favorable/(Unfavorable) Variance | | | |
|---|-----------------------------------|--------------------|--------------------|---|--------------|-----------------------|--------------|
| | <u>Adopted</u> | <u>Final</u> | <u>Actual*</u> | <u>Adopted Budget</u> | | <u>Final Estimate</u> | |
| | <u>\$</u> | <u>\$</u> | <u>\$</u> | <u>\$</u> | <u>%</u> | <u>\$</u> | <u>%</u> |
| Revenue | | | | | | | |
| Farebox Revenue: | | | | | | | |
| Subway | 3,305.012 | 3,303.475 | 3,313.600 | 8.588 | 0.3 | 10.125 | 0.3 |
| Bus | 987.204 | 960.608 | 964.784 | (22.420) | (2.3) | 4.176 | 0.4 |
| Paratransit | 17.474 | 17.823 | 17.425 | (0.049) | (0.3) | (0.398) | (2.2) |
| Fare Media Liability | 44.770 | 61.900 | 75.583 | 30.813 | 68.8 | 13.683 | 22.1 |
| Total Farebox Revenue | 4,354.460 | 4,343.806 | 4,371.392 | 16.932 | 0.4 | 27.586 | 0.6 |
| 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 | 180.224 | (5.827) | (3.1) | 24.445 | 15.7 |
| Total Other Operating Revenue | 452.541 | 427.429 | 455.304 | 2.763 | 0.6 | 27.875 | 6.5 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Revenue | 4,807.001 | 4,771.235 | 4,826.696 | 19.695 | 0.4 | 55.461 | 1.2 |
| Expenses | | | | | | | |
| Labor: | | | | | | | |
| Payroll | 3,082.524 | 3,079.089 | 3,075.994 | 6.530 | 0.2 | 3.095 | 0.1 |
| Overtime | 384.706 | 450.310 | 458.579 | (73.873) | (19.2) | (8.269) | (1.8) |
| Total Salaries & Wages | 3,467.230 | 3,529.399 | 3,534.573 | (67.343) | (1.9) | (5.174) | (0.1) |
| Health and Welfare | 754.812 | 741.101 | 741.052 | 13.760 | 1.8 | 0.049 | 0.0 |
| OPEB Current Payment | 376.846 | 393.258 | 371.230 | 5.616 | 1.5 | 22.028 | 5.6 |
| Pensions | 957.902 | 879.805 | 867.659 | 90.243 | 9.4 | 12.146 | 1.4 |
| Other Fringe Benefits | 316.030 | 316.714 | 511.676 | (195.646) | (61.9) | (194.962) | (61.6) |
| Total Fringe Benefits | 2,405.590 | 2,330.878 | 2,491.617 | (86.027) | (3.6) | (160.739) | (6.9) |
| 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 | 5,785.287 | (117.562) | (2.1) | (162.300) | (2.9) |
| Non-Labor: | | | | | | | |
| Electric Power | 291.618 | 301.437 | 286.555 | 5.063 | 1.7 | 14.882 | 4.9 |
| Fuel | 165.814 | 121.376 | 101.575 | 64.239 | 38.7 | 19.801 | 16.3 |
| Insurance | 78.483 | 72.439 | 72.444 | 6.039 | 7.7 | (0.005) | (0.0) |
| Claims | 107.031 | 135.827 | 184.365 | (77.334) | (72.3) | (48.538) | (35.7) |
| Paratransit Service Contracts | 385.562 | 383.014 | 379.271 | 6.291 | 1.6 | 3.743 | 1.0 |
| Maintenance and Other Operating Contracts | 200.191 | 191.323 | 196.382 | 3.809 | 1.9 | (5.059) | (2.6) |
| Professional Service Contracts | 108.657 | 104.301 | 93.673 | 14.984 | 13.8 | 10.628 | 10.2 |
| Materials & Supplies | 296.738 | 294.125 | 289.716 | 7.022 | 2.4 | 4.409 | 1.5 |
| Other Business Expenses | 84.123 | 81.139 | 85.974 | (1.851) | (2.2) | (4.835) | (6.0) |
| Total Non-Labor Expenses | 1,718.217 | 1,684.981 | 1,689.955 | 28.262 | 1.6 | (4.974) | (0.3) |
| 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 Before GASB Adjs. | 7,385.942 | 7,307.968 | 7,475.242 | (89.300) | (1.2) | (167.274) | (2.3) |
| Depreciation | 1,638.144 | 1,638.144 | 1,692.141 | (53.997) | (3.3) | (53.997) | (3.3) |
| Other Post Employment Benefits Adjustment | 1,616.261 | 1,616.261 | 1,130.113 | 486.148 | 30.1 | 486.148 | 30.1 |
| GASB #68 Pension Expense Adjustment | 0.000 | 0.000 | (314.515) | 314.515 | - | 314.515 | - |
| Environmental Remediation | 0.000 | 0.000 | 12.876 | (12.876) | - | (12.876) | - |
| Total Expenses | 10,640.347 | 10,562.373 | 9,995.857 | 644.490 | 6.1 | 566.516 | 5.4 |
| Net Surplus/(Deficit) | | | | | | | |
| <i>(Excluding Subsidies and Debt Service)</i> | (5,833.346) | (5,791.138) | (5,169.161) | 664.185 | 11.4 | 621.977 | 10.7 |

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

MTA NEW YORK CITY TRANSIT
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 | Final | Actual* | Adopted Budget | | Final Estimate | |
| | Budget | 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
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 | | | |
|---|-----------------------------------|---------------------------------|----------------------|---|--------------|-----------------------------|--------------|
| | <u>Adopted Budget</u> \$ | <u>Final Estimate</u> \$ | <u>Actual*</u> \$ | <u>Adopted Budget</u> \$ | <u>%</u> | <u>Final Estimate</u> \$ | <u>%</u> |
| Revenue | | | | | | | |
| Farebox Revenue: | | | | | | | |
| Subway | 3,305.012 | 3,303.475 | 3,313.600 | 8.588 | 0.3 | 10.125 | 0.3 |
| Bus | 987.204 | 960.608 | 964.784 | (22.420) | (2.3) | 4.176 | 0.4 |
| Paratransit | 17.474 | 17.823 | 17.425 | (0.049) | (0.3) | (0.398) | (2.2) |
| Fare Media Liability | 44.770 | 61.900 | 75.583 | 30.813 | 68.8 | 13.683 | 22.1 |
| Total Farebox Revenue | 4,354.460 | 4,343.806 | 4,371.392 | 16.932 | 0.4 | 27.586 | 0.6 |
| 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 | 180.224 | (5.827) | (3.1) | 24.445 | 15.7 |
| Total Other Operating Revenue | 452.541 | 427.429 | 455.304 | 2.763 | 0.6 | 27.875 | 6.5 |
| 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 | 6,009.604 | 223.002 | 3.9 | 85.552 | 1.4 |
| Expenses | | | | | | | |
| Labor: | | | | | | | |
| Payroll | 3,490.031 | 3,517.656 | 3,512.693 | (22.662) | (0.6) | 4.963 | 0.1 |
| Overtime | 460.420 | 576.707 | 592.140 | (131.720) | (28.6) | (15.433) | (2.7) |
| Total Salaries & Wages | 3,950.451 | 4,094.363 | 4,104.833 | (154.382) | (3.9) | (10.470) | (0.3) |
| Health and Welfare | 775.137 | 761.322 | 761.484 | 13.653 | 1.8 | (0.162) | (0.0) |
| OPEB Current Payment | 385.521 | 401.112 | 378.832 | 6.689 | 1.7 | 22.280 | 5.6 |
| Pensions | 987.161 | 909.902 | 897.454 | 89.707 | 9.1 | 12.448 | 1.4 |
| Other Fringe Benefits | 453.929 | 484.124 | 683.958 | (230.029) | (50.7) | (199.834) | (41.3) |
| Total Fringe Benefits | 2,601.748 | 2,556.460 | 2,721.728 | (119.980) | (4.6) | (165.268) | (6.5) |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Labor Expenses | 6,552.199 | 6,650.823 | 6,826.561 | (274.362) | (4.2) | (175.738) | (2.6) |
| Non-Labor: | | | | | | | |
| Electric Power | 291.870 | 301.689 | 287.108 | 4.762 | 1.6 | 14.581 | 4.8 |
| Fuel | 165.837 | 121.399 | 101.594 | 64.243 | 38.7 | 19.805 | 16.3 |
| Insurance | 78.483 | 72.439 | 72.444 | 6.039 | 7.7 | (0.005) | (0.0) |
| Claims | 107.031 | 135.827 | 184.365 | (77.334) | (72.3) | (48.538) | (35.7) |
| Paratransit Service Contracts | 385.562 | 383.014 | 379.271 | 6.291 | 1.6 | 3.743 | 1.0 |
| Maintenance and Other Operating Contracts | 226.656 | 228.542 | 238.463 | (11.807) | (5.2) | (9.921) | (4.3) |
| Professional Service Contracts | 116.891 | 126.021 | 121.162 | (4.271) | (3.7) | 4.859 | 3.9 |
| Materials & Supplies | 354.967 | 365.474 | 365.083 | (10.116) | (2.8) | 0.391 | 0.1 |
| Other Business Expenses | 86.047 | 75.557 | 82.099 | 3.948 | 4.6 | (6.542) | (8.7) |
| Total Non-Labor Expenses | 1,813.344 | 1,809.962 | 1,831.589 | (18.245) | (1.0) | (21.627) | (1.2) |
| Other Expense Adjustments: | | | | | | | |
| Other | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Other Expense Adjustments | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenses Before GASB Adj's. | 8,365.543 | 8,460.785 | 8,658.150 | (292.607) | (3.5) | (197.365) | (2.3) |
| Depreciation | 1,638.144 | 1,638.144 | 1,692.141 | (53.997) | (3.296) | (53.997) | (3.296) |
| Other Post Employment Benefits Adjustment | 1,616.261 | 1,616.261 | 1,130.113 | 486.148 | 30.079 | 486.148 | 30.079 |
| GASB #68 Pension Expense Adjustment | 0.000 | 0.000 | (314.515) | 314.515 | - | 314.515 | 0.000 |
| Environmental Remediation | 0.000 | 0.000 | 12.876 | (12.876) | - | (12.876) | 0.000 |
| Total Expenses | 11,619.948 | 11,715.190 | 11,178.765 | 441.183 | 3.8 | 536.425 | 4.6 |
| Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i> | (5,833.346) | (5,791.138) | (5,169.161) | 664.185 | 11.4 | 621.977 | 10.7 |

*Subject to year-end audit

MTA
New York City Transit
2015 Year-End
2015 Adopted Budget and Final Estimate vs. Final Actual
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

| | 2015 Adopted Budget | | 2015 Final Estimate | | Actuals | | 2015 Adopted vs. Actuals | | 2015 Final Estimate vs. Actuals | |
|---|---------------------|------------------|---------------------|------------------|-------------------|------------------|-----------------------------|------------------------------|------------------------------------|--------------------------------------|
| | | | | | | | Var. - Fav./(Unfav) | | Var. - Fav./(Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| 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) -0.4% | 54,580 | (\$1.160) -0.9% |
| <u>Unscheduled Service</u> | 3,172,645 | \$99.962 | 3,468,851 | \$109.294 | 3,819,810 | \$118.631 | (647,166) | (\$18.669) -18.7% | (350,959) | (\$9.337) -8.5% |
| <u>Programmatic/Routine Maintenance</u> | 3,787,221 | \$121.177 | 4,472,576 | \$143.106 | 4,473,767 | \$143.313 | (686,546) | (\$22.136) -18.3% | (1,191) | (\$0.207) -0.1% |
| <u>Unscheduled Maintenance</u> | - | \$0.000 | | | 11,479 | \$0.370 | (11,479) | (\$0.370) 0.0% | (11,479) | (\$0.370) 0.0% |
| <u>Vacancy/Absentee Coverage</u> | 477,732 | \$15.168 | 929,675 | \$29.517 | 977,174 | \$31.685 | (499,442) | (\$16.517) 0.0% | (47,499) | (\$2.168) -7.3% |
| <u>Weather Emergencies</u> | 372,713 | \$14.071 | 762,657 | \$28.793 | 840,786 | \$27.517 | (468,073) | (\$13.446) -95.6% | (78,129) | \$1.276 4.4% |
| <u>Safety/Security/Law Enforcement</u> | 110,485 | \$3.508 | 105,815 | \$3.360 | 122,780 | \$3.535 | (12,294) | (\$0.027) -0.8% | (16,965) | (\$0.175) -5.2% |
| <u>Other</u> | 99,403 | \$7.417 | 181,254 | \$13.525 | 292,310 | \$9.653 | (192,907) | (\$2.236) -30.1% | (111,056) | \$3.871 28.6% |
| Sub-Total | 12,060,724 | \$384.706 | 13,938,848 | \$450.310 | 14,501,546 | \$458.579 | (2,440,822) | (\$73.873) -19.2% | (562,698) | (\$8.269) -1.8% |
| REIMBURSABLE OVERTIME | | | | | | | | | | |
| | 2,293,228 | \$75.714 | 3,828,307 | \$126.397 | 3,958,559 | \$133.561 | (1,665,331) | (\$57.846) -76.4% | (130,252) | (\$7.163) -5.7% |
| TOTAL NR & R OVERTIME | 14,353,952 | \$460.420 | 17,767,155 | \$576.707 | 18,460,105 | \$592.140 | (4,106,153) | (\$131.719) | (692,950) | (\$15.432) 0.0% -2.7% |

* Above 100%

**MTA NEW YORK CITY TRANSIT
2015 YEAR-END REPORT
EXPLANATIONS OF OPERATING CASH RECEIPTS AND EXPENDITURE
VARIANCES**

2015 ACTUALS VS. FINAL ESTIMATE

Operating Receipts

- **Farebox Receipts.** Farebox revenue receipts of \$4,386.4 million were higher than the Estimate by a favorable real variance of \$37.7 million (0.9 percent) due in part to an increase in the total value of fares paid but not used.
- **Other Operating Receipts.** Receipts of \$336.4 million were higher than the Estimate by a favorable real variance of \$1.8 million (0.5 percent).

Operating Expenditures

- **Total Salaries & Wages.** Salary & wage expenditures of \$3,537.8 million were below the Estimate by \$8.2 million (0.2 percent), including \$2.6 million of real savings, mostly from vacancies, and \$5.6 million of favorable cash timing largely from retroactive and interagency payment lags.
- **Health and Welfare.** Health and welfare expenditures (including OPEB current payment) of \$1,115.9 million underran the Estimate by \$30.3 million (2.6 percent), due mainly to an increase in the reserve for benefit claims incurred but not reported.
- **Pension.** Pension expenditures of \$892.5 million underran the Estimate by \$12.2 million (1.3 percent), reflecting mainly the impact of vacancies.
- **Other Fringe Benefits.** Other fringe benefit expenditures of \$269.6 million underran the Estimate by \$14.0 million (4.9 percent). This variance was comprised of a favorable real variance of \$12.0 million and a favorable timing variance of \$2.0 million, relating mainly to FICA payments to the Federal Government and interagency payment lags.
- **Reimbursable Overhead Credits.** Reimbursable overhead credits of \$240.9 million exceeded the Estimate by \$3.6 million (1.5 percent).
- **Electric Power.** Power operating expenditures of \$296.2 million underran the Estimate by \$5.3 million (1.8 percent).
- **Fuel.** Fuel operating expenditures of \$102.2 million underran the Estimate by \$19.2 million (15.8 percent).

- **Claims.** Claims expenditures of \$125.9 million exceeded the Estimate by \$0.7 million (0.6 percent).
- **Paratransit Service Contracts.** Paratransit service contract expenditures of \$380.8 million were \$0.3 million (0.1 percent) below the Estimate.
- **Maintenance and Other Operating Contracts.** Maintenance contract expenditures of \$184.5 million were \$17.5 million (8.7 percent) below the Estimate, including a favorable real variance of \$6.9 million and a favorable timing variance of \$10.6 million, mostly attributable to a delay in the purchasing of paratransit vehicles and an overall payment lag.
- **Professional Service Contracts.** Professional service contract expenditures of \$84.6 million were less than the Estimate by \$8.9 million (9.5 percent), including an unfavorable real variance of \$2.0 million and a favorable timing variance of \$10.9 million, due primarily to an interagency payment lag with MTA.
- **Materials & Supplies.** Materials & supplies expenditures of \$314.6 million overran the Estimate by \$29.3 million (10.3 percent). This variance included an unfavorable real variance of \$27.5 million representing additional material usage and inventory buildup and an unfavorable timing variance of \$1.8 million, due mainly to inventory replenishment timing.

Capital and Other Reimbursements – Reimbursable Operating Results. Capital and other reimbursements, net of reimbursable expenditures in 2015, was \$45.0 million unfavorable to the Estimate. This was comprised of a real favorable variance of \$3.0 million, due to the favorable resolution of a disputed receivable, and an unfavorable timing variance of \$48.0 million, representing mostly the unfavorable timing of reimbursements, which are estimated to be offset in 2017.

MTA NEW YORK CITY TRANSIT
2015 YEAR-END REPORT
2015 OPERATING CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

| | Final | Actual | Favorable/(Unfavorable) Variance | | |
|---|------------------|------------------|----------------------------------|--------------|---------------|
| | Estimate | | Total | Real | Timing |
| | \$ | \$ | \$ | \$ | \$ |
| <u>Operating Receipts</u> | | | | | |
| Farebox Revenue | 4,348.7 | 4,386.4 | 37.7 | 37.7 | 0.0 |
| Vehicle Toll Revenue | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Other Operating Revenue: | | | | | |
| Fare Reimbursement | 114.0 | 114.1 | 0.0 | 0.0 | 0.0 |
| Paratransit Reimbursement | 173.1 | 171.7 | (1.4) | (1.4) | 0.0 |
| Other | 47.5 | 50.7 | 3.2 | 3.2 | 0.0 |
| Total Other Operating Revenue | 334.6 | 336.4 | 1.8 | 1.8 | 0.0 |
| Total Operating Receipts | 4,683.3 | 4,722.8 | 39.5 | 39.5 | 0.0 |
| <u>Operating Expenditures</u> | | | | | |
| Labor: | | | | | |
| Total Salaries & Wages | 3,546.0 | 3,537.8 | 8.2 | 2.6 | 5.6 |
| Health and Welfare (including OPEB) | 1,146.2 | 1,115.9 | 30.3 | 30.3 | 0.0 |
| Pensions | 904.7 | 892.5 | 12.2 | 12.2 | 0.0 |
| Other Fringe Benefits | 283.6 | 269.6 | 14.0 | 12.0 | 2.0 |
| Total Fringe Benefits | 2,334.5 | 2,278.0 | 56.5 | 54.6 | 2.0 |
| GASB Account | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Reimbursable Overhead | (237.3) | (240.9) | 3.6 | 3.6 | 0.0 |
| Total Labor Expenditures | 5,643.2 | 5,574.9 | 68.4 | 60.8 | 7.6 |
| Non-Labor: | | | | | |
| Electric Power | 301.4 | 296.2 | 5.3 | 5.3 | 0.0 |
| Fuel | 121.4 | 102.2 | 19.2 | 19.2 | 0.0 |
| Insurance | 72.8 | 72.8 | 0.0 | 0.0 | 0.0 |
| Claims | 125.2 | 125.9 | (0.7) | (0.7) | 0.0 |
| Paratransit Service Contracts | 381.0 | 380.8 | 0.3 | 0.3 | 0.0 |
| Maintenance and Other Operating Contracts | 202.0 | 184.5 | 17.5 | 6.9 | 10.6 |
| Professional Service Contracts | 93.5 | 84.6 | 8.9 | (2.0) | 10.9 |
| Materials & Supplies | 285.3 | 314.6 | (29.3) | (27.5) | (1.8) |
| Other Business Expenses | 83.1 | 83.6 | (0.5) | (0.5) | 0.0 |
| Total Non-Labor Expenditures | 1,665.8 | 1,645.1 | 20.7 | 1.0 | 19.7 |
| Other Expenditure Adjustments: | | | | | |
| Other | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Other Expenditure Adjustments | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Operating Expenditures | 7,309.1 | 7,220.0 | 89.1 | 61.8 | 27.3 |
| Capital and Other Reimbursements | 1,236.9 | 1,222.0 | (14.9) | 34.9 | (49.8) |
| Capital and Other Reimbursable Expenditures | 1,152.8 | 1,182.9 | (30.1) | (31.9) | 1.8 |
| Net Capital and Other Reimbursements | 84.0 | 39.1 | (45.0) | 3.0 | (48.0) |
| Net Cash Deficit | (2,541.7) | (2,458.1) | 83.6 | 104.4 | (20.7) |

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
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 | | | |
|---|-----------------------------------|--------------------|--------------------|---|--------------|-----------------------|------------|
| | <u>Adopted</u> | <u>Final</u> | <u>Actual</u> | <u>Adopted Budget</u> | | <u>Final Estimate</u> | |
| | <u>\$</u> | <u>\$</u> | <u>\$</u> | <u>\$</u> | <u>%</u> | <u>\$</u> | <u>%</u> |
| 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 | 1,221.961 | 230.359 | 23.2 | (14.893) | (1.2) |
| Total Receipts | 5,705.407 | 5,920.160 | 5,944.784 | 239.377 | 4.2 | 24.624 | 0.4 |
| Expenditures | | | | | | | |
| Labor: | | | | | | | |
| Payroll | 3,499.159 | 3,530.080 | 3,515.903 | (16.744) | (0.5) | 14.177 | 0.4 |
| Overtime | 463.540 | 580.846 | 592.140 | (128.600) | (27.7) | (11.294) | (1.9) |
| Total Salaries & Wages | 3,962.699 | 4,110.926 | 4,108.043 | (145.344) | (3.7) | 2.883 | 0.1 |
| Health and Welfare | 770.931 | 773.167 | 764.944 | 5.987 | 0.8 | 8.223 | 1.1 |
| OPEB Current Payment | 385.521 | 401.112 | 378.965 | 6.556 | 1.7 | 22.147 | 5.5 |
| Pensions | 987.235 | 934.828 | 922.314 | 64.921 | 6.6 | 12.514 | 1.3 |
| Other Fringe Benefits | 415.475 | 451.010 | 441.895 | (26.420) | (6.4) | 9.115 | 2.0 |
| Total Fringe Benefits | 2,559.162 | 2,560.117 | 2,508.118 | 51.044 | 2.0 | 51.999 | 2.0 |
| 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 | 6,616.161 | (94.300) | (1.4) | 54.882 | 0.8 |
| Non-Labor: | | | | | | | |
| Electric Power | 291.870 | 301.689 | 296.712 | (4.842) | (1.7) | 4.977 | 1.6 |
| Fuel | 165.837 | 121.399 | 102.215 | 63.622 | 38.4 | 19.184 | 15.8 |
| 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 | 226.597 | 10.759 | 4.5 | 12.645 | 5.3 |
| Professional Service Contracts | 101.891 | 115.194 | 112.076 | (10.185) | (10.0) | 3.118 | 2.7 |
| Materials & Supplies | 335.966 | 356.689 | 389.989 | (54.023) | (16.1) | (33.300) | (9.3) |
| Other Business Expenses | 86.048 | 77.557 | 79.723 | 6.325 | 7.4 | (2.166) | (2.8) |
| Total Non-Labor Expenditures | 1,780.193 | 1,790.803 | 1,786.714 | (6.521) | (0.4) | 4.089 | 0.2 |
| 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 | 8,402.875 | (100.821) | (1.2) | 58.971 | 0.7 |
| Net Surplus/(Deficit) | | | | | | | |
| <i>(Excluding Subsidies and Debt Service)</i> | (2,596.647) | (2,541.686) | (2,458.091) | 138.556 | 5.3 | 83.595 | 3.3 |

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
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 | | | |
|---|-----------------------------------|------------------|------------------|---|---------------|-----------------------|-------------------|
| | <u>Adopted</u> | <u>Final</u> | <u>Actual</u> | <u>Adopted Budget</u> | | <u>Final Estimate</u> | |
| | <u>Budget</u> | <u>Estimate</u> | <u>Actual</u> | <u>\$</u> | <u>%</u> | <u>\$</u> | <u>%</u> |
| Receipts | | | | | | | |
| Farebox Revenue | 10.231 | 4.897 | 14.994 | 4.763 | 46.6 | 10.097 | 206.2 |
| 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) | (129.544) | (26.464) | 25.7 | (21.261) | 19.6 |
| Total Other Operating Revenue | (103.427) | (92.826) | (118.867) | (15.440) | 14.9 | (26.041) | 28.1 |
| Capital and Other Reimbursements | 12.001 | 84.037 | 39.053 | 27.052 | 225.4 | (44.984) | 53.5 |
| Total Receipts | (81.195) | (3.892) | (64.820) | 16.375 | (20.2) | (60.928) | (1,565.5) |
| Expenditures | | | | | | | |
| Labor: | | | | | | | |
| Payroll | (9.128) | (12.424) | (3.210) | 5.918 | (64.8) | 9.214 | (74.2) |
| Overtime | (3.120) | (4.139) | 0.000 | 3.120 | (100.0) | 4.139 | (100.0) |
| Total Salaries & Wages | (12.248) | (16.563) | (3.210) | 9.038 | (73.8) | 13.353 | (80.6) |
| Health and Welfare | 4.206 | (11.845) | (3.460) | (7.666) | (182.3) | 8.385 | 70.8 |
| OPEB Current Payment | 0.000 | 0.000 | (0.133) | (0.133) | - | (0.133) | - |
| Pensions | (0.074) | (24.926) | (24.860) | (24.786) | 33,494.6 | 0.066 | (0.3) |
| Other Fringe Benefits | 38.454 | 33.114 | 242.063 | 203.609 | 529.5 | 208.949 | 631.0 |
| Total Fringe Benefits | 42.586 | (3.657) | 213.610 | 171.024 | 401.6 | 217.267 | (5,941.1) |
| GASB Account | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Labor Expenditures | 30.338 | (20.220) | 210.400 | 180.062 | 593.5 | 230.620 | (1,140.6) |
| Non-Labor: | | | | | | | |
| Electric Power | 0.000 | 0.000 | (9.604) | (9.604) | - | (9.604) | - |
| Fuel | 0.000 | 0.000 | (0.621) | (0.621) | - | (0.621) | - |
| Insurance | (2.778) | (0.383) | (0.352) | 2.426 | 87.3 | 0.031 | (8.1) |
| Claims | 10.629 | 10.630 | 58.510 | 47.881 | 450.5 | 47.880 | 450.4 |
| Paratransit Service Contracts | 2.000 | 2.000 | (1.480) | (3.480) | 174.0 | (3.480) | (174.0) |
| Maintenance and Other Operating Contracts | (10.700) | (10.700) | 11.866 | 22.566 | 210.9 | 22.566 | 210.9 |
| Professional Service Contracts | 15.000 | 10.827 | 9.086 | (5.914) | (39.4) | (1.741) | (16.1) |
| Materials & Supplies | 19.001 | 8.785 | (24.906) | (43.907) | (231.1) | (33.691) | 383.5 |
| Other Business Expenses | (0.001) | (2.000) | 2.376 | 2.377 | - | 4.376 | - |
| Total Non-Labor Expenditures | 33.151 | 19.159 | 44.875 | 11.724 | 35.4 | 25.716 | 134.2 |
| 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) | 255.275 | 191.786 | 302.1 | 256.336 | (24,159.8) |
| Depreciation | 1,638.144 | 1,638.144 | 1,692.141 | 53.997 | 3.3 | 53.997 | 3.3 |
| Other Post Employment Benefits Adjustment | 1,616.261 | 1,616.261 | 1,130.113 | (486.148) | (30.1) | (486.148) | (30.1) |
| GASB #68 Pension Expense Adjustment | 0.000 | 0.000 | (314.515) | (314.515) | - | (314.515) | - |
| Environmental Remediation | 0.000 | 0.000 | 12.876 | 12.876 | - | 12.876 | - |
| Total Expenditures | 3,317.894 | 3,253.344 | 2,775.890 | (542.004) | (16.3) | (477.454) | (14.7) |
| Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i> | 3,236.699 | 3,249.452 | 2,711.070 | (525.629) | (16.2) | (538.382) | (16.6) |

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
2015 YEAR-END REPORT
2015 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

| | | | Favorable/(Unfavorable) Variance | | |
|--|--------------------|--------------------|----------------------------------|----------------|-----------------|
| | Final Estimate | Actual | Total | Real | Timing |
| <u>Receipts</u> | | | | | |
| Farebox Revenue | \$4,348.7 | \$4,386.4 | \$37.7 | \$37.7 | \$0.0 |
| Vehicle Toll Revenue | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Other Operating Revenue | 334.6 | 336.4 | 1.8 | 1.8 | 0.0 |
| Capital and Other Reimbursements | 1,236.9 | 1,222.0 | (14.9) | 35.0 | (49.8) |
| Total Receipts | 5,920.2 | 5,944.8 | 24.6 | 74.5 | (49.8) |
| <u>Expenditures</u> | | | | | |
| Labor: | | | | | |
| Payroll | 3,530.1 | 3,515.9 | 14.2 | 6.5 | 7.7 |
| Overtime | 580.8 | 592.1 | (11.3) | (11.3) | 0.0 |
| Health and Welfare | 773.2 | 764.9 | 8.2 | 8.2 | 0.0 |
| OPEB Current Payment | 401.1 | 379.0 | 22.1 | 22.1 | 0.0 |
| Pensions | 934.8 | 922.3 | 12.5 | 12.5 | 0.0 |
| Other Fringe Benefits | 451.0 | 441.9 | 9.1 | 5.7 | 3.4 |
| GASB Account | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Reimbursable Overhead | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Labor Expenditures | 6,671.0 | 6,616.2 | 54.9 | 43.8 | 11.1 |
| Non-Labor: | | | | | |
| Electric Power | 301.7 | 296.7 | 5.0 | 5.0 | 0.0 |
| Fuel | 121.4 | 102.2 | 19.2 | 19.2 | 0.0 |
| Insurance | 72.8 | 72.8 | 0.0 | 0.0 | 0.0 |
| Claims | 125.2 | 125.9 | (0.7) | (0.7) | 0.0 |
| Paratransit Service Contracts | 381.0 | 380.8 | 0.3 | 0.3 | 0.0 |
| Maintenance and Other Operating Contracts | 239.2 | 226.6 | 12.6 | 1.9 | 10.7 |
| Professional Service Contracts | 115.2 | 112.1 | 3.1 | (8.7) | 11.9 |
| Materials & Supplies | 356.7 | 390.0 | (33.3) | (28.7) | (4.6) |
| Other Business Expenses | 77.6 | 79.7 | (2.2) | (2.2) | 0.0 |
| Total Non-Labor Expenditures | 1,790.8 | 1,786.7 | 4.1 | (13.9) | 18.0 |
| Other Expenditure Adjustments: | | | | | |
| Other | 0.0 | | | | |
| | 0.0 | | 0.0 | 0.0 | 0.0 |
| Total Other Expenditure Adjustments | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Expenditures | 8,461.8 | 8,402.9 | 59.0 | 29.9 | 29.1 |
| Baseline Net Cash Deficit | (\$2,541.7) | (\$2,458.1) | \$83.6 | \$104.3 | (\$20.7) |

Totals may not agree due to rounding.

**MTA NEW YORK CITY TRANSIT
2015 YEAR-END REPORT
EXPLANATION OF VARIANCES IN RIDERSHIP (UTILIZATION)**

Ridership

2015 total ridership (subway, bus, and paratransit combined) of 2.42 billion was 0.1 percent lower (2.0 million trips) than the Final Estimate. Subway ridership was less than 0.1 percent (0.6 million trips) below the Estimate, bus ridership was 0.2 percent (1.3 million trips) below the Estimate, and paratransit ridership was 0.2 percent (less than 0.1 million trips) above the Estimate.

2015 total ridership was 1.6 percent (40.6 million trips) below the 2015 Adopted Budget. Subway ridership was 0.8 percent (14.8 million trips) below Budget, bus ridership was 3.7 percent (24.8 million trips) below Budget, and paratransit ridership was 9.4 percent (0.9 million trips) below Budget.

2015 total ridership was 0.2 percent (5.1 million trips) below 2014 ridership.

Annual Ridership by Mode

2015 subway ridership was 1.763 billion, the highest since 1948. Subway ridership increased 0.6 percent (11.3 million trips) from 2014 to 2015. Since 1996, annual subway ridership has increased 58.8%.

2015 bus ridership was 650.7 million, a decrease of 2.5 percent (16.4 million trips) from 2014. From 1996 to 2015, annual bus ridership increased 35.5 percent, with most of the increase occurring between 1997 and 2002 as a result of MetroCard fare incentives. Since 2002, bus ridership has declined 13.8 percent, due in part to seven fare increases during the period.

2015 paratransit ridership was 8.8 million, a decrease of 0.6 percent (less than 0.1 million trips) from 2014. Paratransit ridership increased steeply until tightened management controls were instituted in 2010, and has remained approximately level since then.

Weekday and Weekend Ridership

Average weekday total ridership (subway, bus, and paratransit combined) increased by less than 0.1 percent from 2014 to 2015. Average weekday subway ridership increased 0.9 percent, average weekday bus ridership decreased 2.5 percent, and average weekday paratransit ridership decreased 0.6 percent.

Average weekend total ridership (Saturday and Sunday combined) decreased 1.2 percent. Average weekend subway ridership decreased 0.7 percent, average weekend bus ridership decreased 2.4 percent, and average weekend paratransit ridership decreased 0.8 percent.

NYC Transit Average Weekday and Weekend Ridership (Thousands)

| | Weekday | | | Weekend (Saturday + Sunday) | | |
|--------------|--------------|--------------|--------------|-----------------------------|--------------|--------------|
| | 2014 | 2015 | Change | 2014 | 2015 | Change |
| Subway | 5,598 | 5,651 | +0.9% | 5,986 | 5,943 | -0.7% |
| Bus | 2,123 | 2,070 | -2.5% | 2,330 | 2,274 | -2.4% |
| Paratransit | 28 | 28 | -0.6% | 34 | 34 | -0.8% |
| Total | 7,748 | 7,749 | +0.0% | 8,349 | 8,250 | -1.2% |

Note: Totals may not add due to rounding

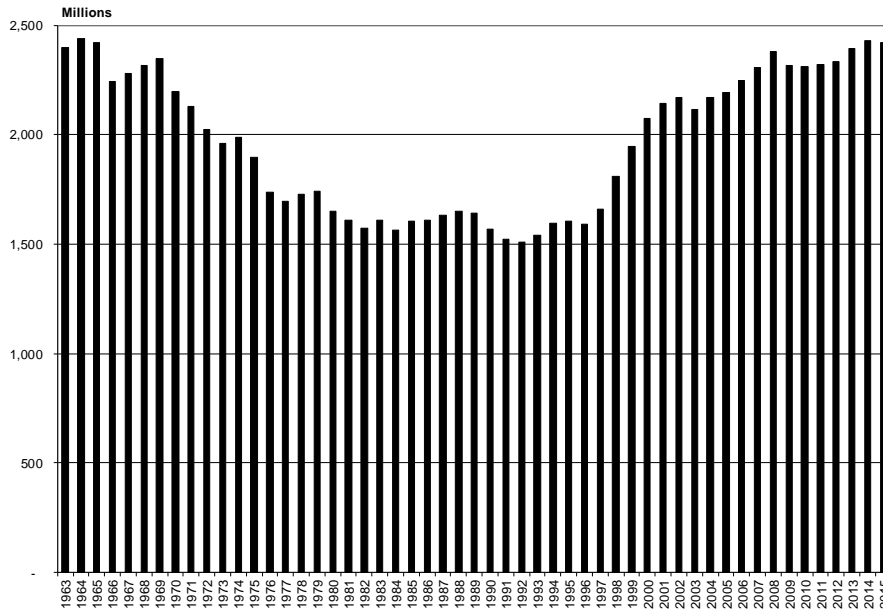
MTA NEW YORK CITY TRANSIT
2015 Year-End Report
Ridership/Traffic Volume (Utilization)
(ridership in millions)

| | December 2015 Year-to-Date | | | Favorable/(Unfavorable) | | | |
|--------------------------|-----------------------------------|------------------|------------------|--------------------------------|----------------|-----------------------|----------------|
| | Adopted | Final | Actual | Adopted Budget | | Final Estimate | |
| | Budget | Estimate | | Variance | Percent | Variance | Percent |
| Subway | 1,777.356 | 1,763.213 | 1,762.565 | (14.791) | (0.8%) | (0.648) | (0.0%) |
| Bus | 675.529 | 652.005 | 650.682 | (24.847) | (3.7%) | (1.323) | (0.2%) |
| Paratransit | 9.743 | 8.808 | 8.829 | (0.914) | (9.4%) | 0.021 | 0.2% |
| Total Utilization | 2,462.628 | 2,424.026 | 2,422.076 | (40.552) | (1.6%) | (1.950) | (0.1%) |

Notes: Paratransit ridership includes guests and personal care attendants.

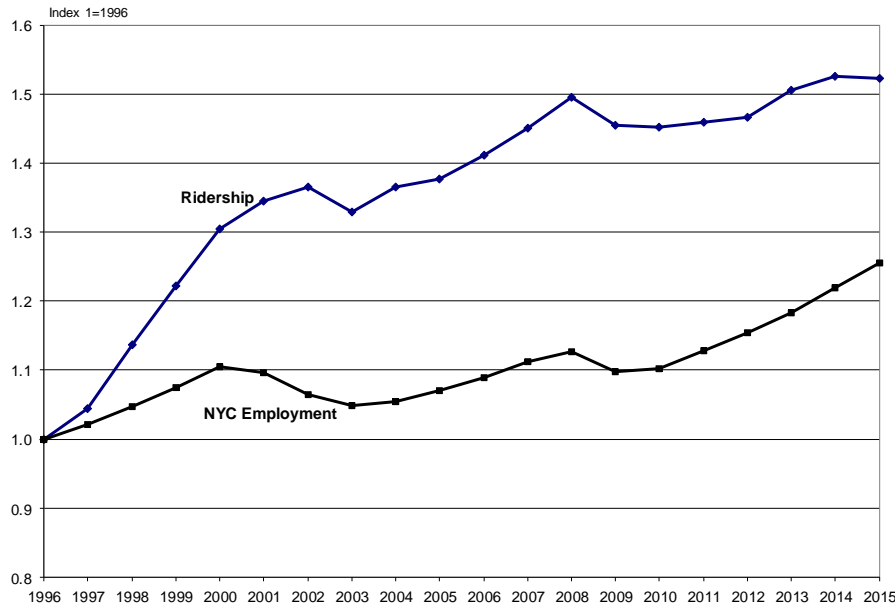
Totals may not add due to rounding.

Chart 1: Annual NYC Transit Ridership



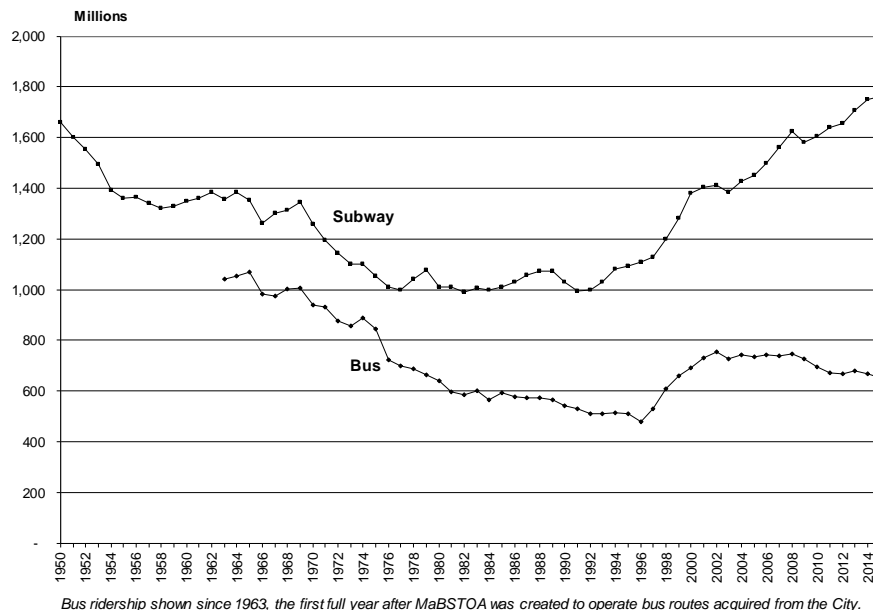
2015 ridership remained at a level not seen since 1964. Compared to its low point in 1992, ridership increased 60.5 percent, including a period of rapid growth following the introduction of fare incentives in 1997 and 1998.

Chart 2: NYC Employment and Total Ridership Index



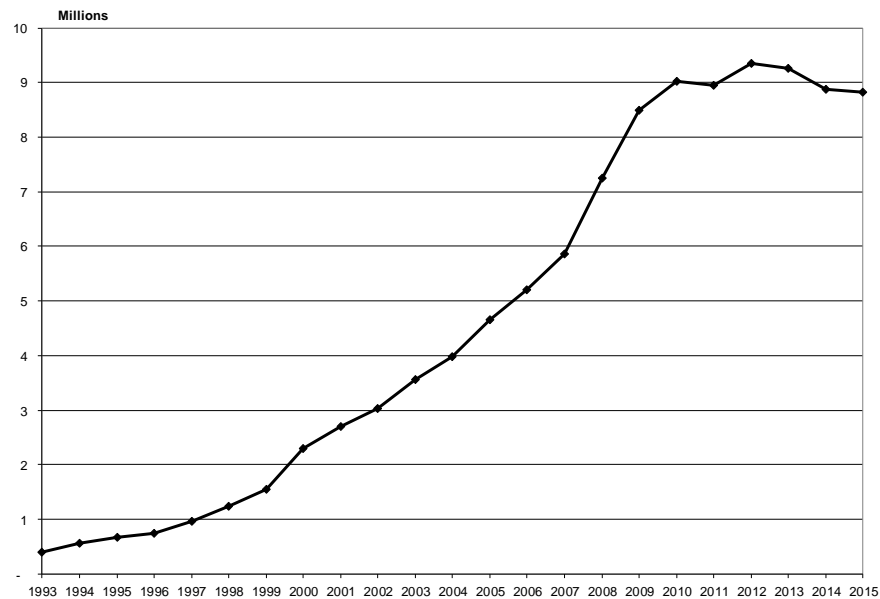
New York City employment is an important factor in ridership changes. Ridership decreased in 2003 and 2009 due at least in part to declining employment. However, Ridership growth outpaced employment growth by a wide margin between 1996 and 2002, and to a lesser extent between 2003 and 2008. Employment growth has outpaced ridership growth since the 2009 recession, due in part to three fare increases, as well as the impact from Sandy.

Chart 3: Annual Subway and Bus Ridership



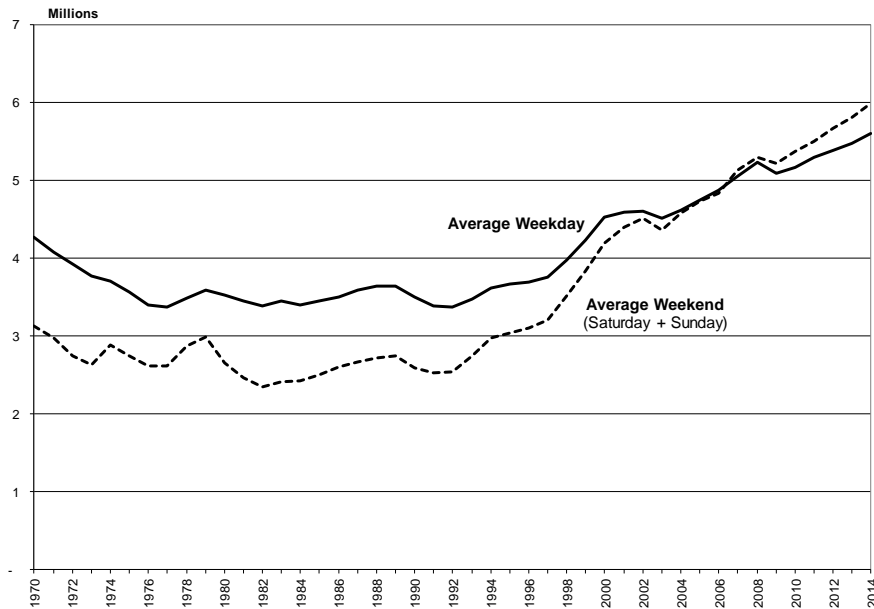
From 2014 to 2015, subway ridership increased 0.6 percent, while bus ridership decreased 2.5 percent. Both subway and bus ridership had a period of rapid growth following the introduction of fare incentives in 1997 and 1998. Subway ridership also grew rapidly from 2003 to 2008, while bus ridership was stable during that period. Since 1992, subway ridership increased 76.8 percent and bus ridership grew 27.1 percent.

Chart 4: Annual Paratransit Ridership



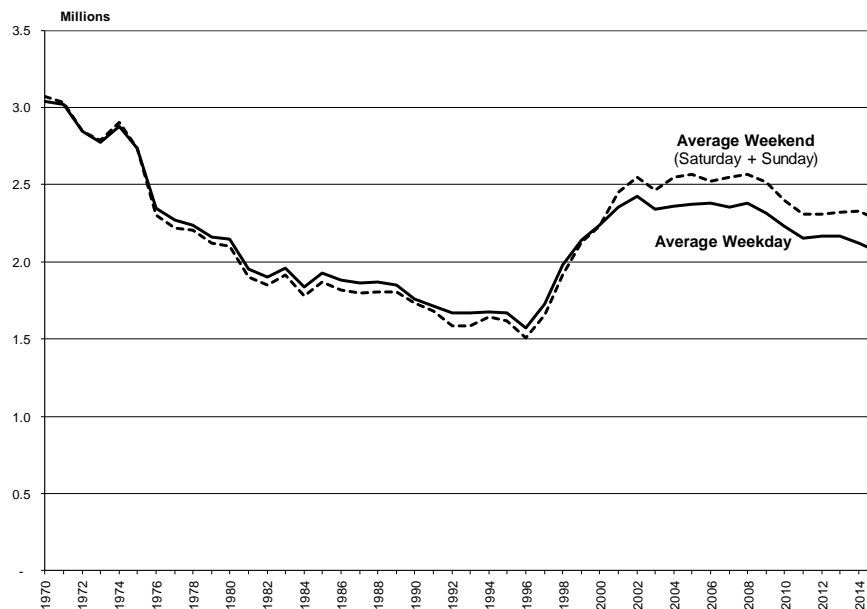
Paratransit ridership has grown rapidly since NYC Transit became responsible for the service in 1993, but growth has slowed since 2010.

Chart 5: Weekday and Weekend Subway Ridership



Historically, subway ridership was much higher on weekdays than weekends (Saturday plus Sunday combined). However, weekend ridership grew rapidly in recent years and, since 2007, has averaged higher than weekdays. Compared to 1992, weekday ridership grew by 68.1 percent, while weekend ridership more than doubled (up 134.8 percent).

Chart 6: Weekday and Weekend Bus Ridership



Weekday and weekend bus ridership were historically similar, but weekends had faster growth following the 1997-1998 fare incentives, and ridership has been higher than on weekdays since 2001. Both weekday and weekend ridership were stable from 2003 to 2008. Even with decreases since 2008, weekday ridership grew 31.5 percent and weekend ridership grew 50.7 percent compared to their low points in 1996.

**MTA NEW YORK CITY TRANSIT
2015 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON POSITIONS
BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE-REIMBURSABLE and FULL-TIME/FULL-TIME
EQUIVALENTS**

2015 Actuals vs. Final Estimate

2015 year-end total full-time equivalents was 47,572, 134 positions (0.3 percent) below the Estimate, mainly due to managerial and maintenance hourly vacancies.

2015 Actuals vs. Adopted Budget

2015 year-end total full-time equivalents of 47,572, exceeded Budget by 262 positions (0.6 percent), mainly due to increases in the authorized headcount approved in the July and November plans.

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 Budget | Final Estimate | Actual | Adopted Budget Variance | Budget Percent | Final Estimate Variance | Estimate 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% |
| Materiel | 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% | - | 0.0% |
| 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 | | | | | | | |
| Total Engineering/Capital | 1,319 | 1,319 | 1,369 | (50) | -3.8% | (50) | -3.8% |
| Public Safety | 1,319 | 1,319 | 1,369 | (50) | -3.8% | (50) | -3.8% |
| 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**

| | December 31, 2015 | | | Favorable/(Unfavorable) Variance | | | |
|-----------------------------------|-------------------|-------------------|---------------|----------------------------------|--------------|----------------------------|--------------|
| | Adopted Budget | Final Estimate | Actual | Adopted Budget Variance | Percent | Final Estimate Variance | Percent |
| 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 STATEN ISLAND RAILWAY 2015 YEAR-END REPORT SUMMARY

ACCRUAL RESULTS - FINAL ESTIMATE (Estimate) VERSUS ACTUAL RESULTS

Non-Reimbursable

Operating revenues in 2015 of \$9.036 million were favorable to the Estimate by \$0.177 million (2.0 percent), due mostly to additional advertising revenue.

Operating expenses of \$50.039 million, before depreciation, Other Post-Employment Benefits, GASB #68 Pension Expense Adjustment, and environmental remediation, exceeded the estimate by \$0.265 million (0.5 percent). Labor expenses were higher by \$1.831 million (4.9 percent), due primarily to higher overtime expenses of \$0.945 million (53.1 percent), resulting from several additional operating coverage requirements for vacancies, represented employee training, multiple projects, Workers' Compensation cases and sick leave. Other fringe benefits exceeded the Estimate by \$0.558 million (16.2 percent), including an overrun of interagency charges and Workers' Compensation reserve adjustments. Health & welfare/OPEB current expenses were in excess of the Estimate by \$0.480 million (9.1 percent), due primarily to higher year-end accrual adjustments. Non-labor expenses were below the Estimate by \$1.566 million (12.7 percent). Maintenance contract expenses underran by \$2.267 million (66.8 percent), resulting primarily from the favorable timing of R44 car fleet maintenance charges from NYCT. This major 18 month project was implemented beginning 12/1/15. Insurance expenses overran by \$0.325 million (26.2 percent), due largely to the unfavorable timing of interagency charges. Public liability claims expenses were above the Estimate by \$0.308 million (34.1 percent), representing additional reserve requirements based on current actuarial information.

Depreciation expenses of \$8.072 million were \$0.228 million (2.7 percent) below the Estimate. Other Post-Employment Benefit expenses of \$7.463 million were \$5.163 million (over 100.0 percent) above the Estimate, based on current actuarial information. New GASB #68 Pension Expense Adjustment credits of \$1.514 million were reported. Environmental remediation expenses of \$1.119 million were also reported.

CASH RESULTS - FINAL ESTIMATE (Estimate) VERSUS ACTUAL RESULTS

The MTA Staten Island Railway's net cash deficit (excluding subsidies and loans) at the end of 2015 was \$40.235 million, \$5.523 million (12.1 percent) favorable to the Estimate. This variance consisted of a \$0.707 million net unfavorable real variance and a net favorable timing variance of \$6.230 million. The net unfavorable real variance of \$0.707 million includes an unfavorable overtime variance of \$1,242 million, mostly from overtime expense overruns described above, and increased other fringe benefit expenditures of \$0.769 million reflecting additional payments for Workers' Compensation and interagency labor charges, partly offset by payroll underruns of \$1.001 million, mainly applicable to vacancy savings, and lower maintenance contract expenditures of \$0.957 million, relating to several accounts. The favorable timing variance of \$6.230 million includes: mostly delayed retro-wage payments of \$5.502 million and related FICA costs of \$0.413 million to 2016, based on recent labor contract agreements reached towards the end of 2015; \$1.483 million of delayed payments regarding the R44 Fleet Maintenance project work incurred in December 2015 by NYCT but not billed; the favorable timing of fuel payments of \$0.391 million; the favorable timing of farebox receipts of \$0.376 million, involving a cash settlement balance with NYCT to be resolved during the normal monthly process; the unfavorable timing of student fare reimbursements of \$1.653 million and the unfavorable timing of capital reimbursements of \$0.783 million.

ACCRUAL RESULTS – ADOPTED BUDGET (budget) VERSUS ACTUAL RESULTS

Non-Reimbursable

Operating revenues in 2015 of \$9.036 million were below budget by \$1.439 million (13.7 percent), due largely to the elimination in the July Financial Plan of assumed Sandy-related insurance reimbursements.

Operating expenses of \$50.039 million were below budget by \$5.319 million (9.6 percent).

- Labor expenses exceeded budget by \$5.564 million (16.5 percent), due mainly to higher accrued payroll expenses of \$2.871 million (14.7 percent), based on an update of planned represented wages consistent with current MTA railroad settlements, and an increase in other fringe benefits of \$1.964 million (96.7 percent), due to higher Workers' Compensation requirements, interagency billing and represented wage updates increasing FICA expenses.
- Non-labor expenses were below budget by \$10.883 million (50.2 percent), due principally to an underrun in maintenance contracts of \$10.482 million (90.3 percent), caused by a five month delay (from June to December of 2015) of the start of the R44 Car fleet Maintenance Project, to be performed by NYCT, extending the 18 month project to May, 2017.

MTA STATEN ISLAND RAILWAY
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 | | |
|---|---------------------------|-----------------------------------|-------------------------------|-----------------------|---|-----------------------|--------------|
| | 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 | 2.635 | (1.540) | (36.9) | 0.149 | 6.0 |
| Capital and Other Reimbursements | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Revenue | \$10.475 | \$8.859 | \$9.036 | (\$1.439) | (13.7) | \$0.177 | 2.0 |
| Expenses | | | | | | | |
| Labor: | | | | | | | |
| Payroll | \$19.536 | \$22.715 | \$22.407 | (\$2.871) | (14.7) | \$0.308 | 1.4 |
| Overtime | 2.685 | 1.780 | 2.725 | (0.040) | (1.5) | (0.945) | (53.1) |
| Health and Welfare | 3.967 | 3.938 | 4.264 | (0.297) | (7.5) | (0.326) | (8.3) |
| OPEB Current Payment | 1.317 | 1.309 | 1.463 | (0.146) | (11.1) | (0.154) | (11.8) |
| Pensions | 5.917 | 6.007 | 6.000 | (0.083) | (1.4) | 0.007 | 0.1 |
| Other Fringe Benefits | 2.031 | 3.437 | 3.995 | (1.964) | (96.7) | (0.558) | (16.2) |
| Reimbursable Overhead | (1.754) | (1.754) | (1.591) | (0.163) | (9.3) | (0.163) | (9.3) |
| Total Labor Expenses | \$33.699 | \$37.432 | \$39.263 | (\$5.564) | (16.5) | (\$1.831) | (4.9) |
| Non-Labor: | | | | | | | |
| Electric Power | \$4.326 | \$3.837 | \$3.837 | \$0.489 | 11.3 | \$0.000 | 0.0 |
| Fuel | 0.548 | 0.216 | 0.282 | 0.266 | 48.5 | (0.066) | (30.6) |
| Insurance | 1.601 | 1.241 | 1.566 | 0.035 | 2.2 | (0.325) | (26.2) |
| Claims | 0.085 | 0.904 | 1.212 | (1.127) | * | (0.308) | (34.1) |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Maintenance and Other Operating Contracts | 11.611 | 3.396 | 1.129 | 10.482 | 90.3 | 2.267 | 66.8 |
| Professional Service Contracts | 0.795 | 0.754 | 0.623 | 0.172 | 21.6 | 0.131 | 17.4 |
| Materials & Supplies | 2.663 | 1.964 | 1.945 | 0.718 | 27.0 | 0.019 | 1.0 |
| Other Business Expenses | 0.030 | 0.030 | 0.182 | (0.152) | * | (0.152) | * |
| Total Non-Labor Expenses | \$21.659 | \$12.342 | \$10.776 | \$10.883 | 50.2 | \$1.566 | 12.7 |
| Other Expense Adjustments: | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |
| Total Expenses Before Depreciation | \$55.358 | \$49.774 | \$50.039 | \$5.319 | 9.6 | (\$0.265) | (0.5) |
| Depreciation | 8.300 | 8.300 | 8.072 | 0.228 | 2.7 | 0.228 | 2.7 |
| Other Post Employment Benefits | 2.300 | 2.300 | 7.463 | (5.163) | * | (5.163) | * |
| GASB #68 Pension Expense Adjustment | 0.000 | 0.000 | (1.514) | 1.514 | - | 1.514 | - |
| Environmental Remediation | 0.000 | 0.000 | 1.119 | (1.119) | - | (1.119) | - |
| Total Expenses | \$65.958 | \$60.374 | \$65.179 | \$0.779 | 1.2 | (\$4.805) | (7.4) |
| Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i> | (\$55.483) | (\$51.515) | (\$56.143) | (\$0.660) | (1.2) | (\$4.628) | (9.0) |

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
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 | 3.817 | (1.337) | (25.9) | (0.054) | (1.4) |
| Total Revenue | \$5.154 | \$3.871 | \$3.817 | (\$1.337) | (25.9) | (\$0.054) | (1.4) |
| 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 | 0.018 | (0.018) | - | (0.018) | - |
| 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 | \$0.494 | (\$0.494) | - | (\$0.494) | - |
| 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 | \$3.817 | \$1.337 | 25.9 | \$0.054 | 1.4 |
| Depreciation | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Other Post Employment Benefits | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| GASB #68 Pension Expense Adjustment | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Environmental Remediation | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Expenses | \$5.154 | \$3.871 | \$3.817 | \$1.337 | 25.9 | \$0.054 | 1.4 |
| 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
2015 Year-End Report
Accrual Statement of Operations by Category
2015 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

| <div style="border: 1px solid black; padding: 2px;">NON-REIMBURSABLE/ REIMBURSABLE</div> | 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 | 2.635 | (1.540) | (36.9) | 0.149 | 6.0 |
| Capital and Other Reimbursements | 5.154 | 3.871 | 3.817 | (1.337) | (25.9) | (0.054) | (1.4) |
| Total Revenue | \$15.629 | \$12.730 | \$12.853 | (\$2.776) | (17.8) | \$0.123 | 1.0 |
| Expenses | | | | | | | |
| Labor: | | | | | | | |
| Payroll | \$21.541 | \$24.432 | \$23.431 | (\$1.890) | (8.8) | \$1.001 | 4.1 |
| Overtime | 3.392 | 2.180 | 3.422 | (0.030) | (0.9) | (1.242) | (57.0) |
| Health and Welfare | 4.484 | 3.938 | 4.264 | 0.220 | 4.9 | (0.326) | (8.3) |
| OPEB Current Payment | 1.317 | 1.309 | 1.474 | (0.157) | (11.9) | (0.165) | (12.6) |
| Pensions | 6.011 | 6.007 | 6.000 | 0.011 | 0.2 | 0.007 | 0.1 |
| Other Fringe Benefits | 2.108 | 3.437 | 3.995 | (1.887) | (89.5) | (0.558) | (16.2) |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Labor Expenses | \$38.853 | \$41.303 | \$42.586 | (\$3.733) | (9.6) | (\$1.283) | (3.1) |
| Non-Labor: | | | | | | | |
| Electric Power | \$4.326 | \$3.837 | \$3.845 | \$0.481 | 11.1 | (\$0.008) | (0.2) |
| Fuel | 0.548 | 0.216 | 0.282 | 0.266 | 48.5 | (0.066) | (30.6) |
| Insurance | 1.601 | 1.241 | 1.566 | 0.035 | 2.2 | (0.325) | (26.2) |
| Claims | 0.085 | 0.904 | 1.212 | (1.127) | * | (0.308) | (34.1) |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Maintenance and Other Operating Contracts | 11.611 | 3.396 | 1.129 | 10.482 | 90.3 | 2.267 | 66.8 |
| Professional Service Contracts | 0.795 | 0.754 | 0.641 | 0.154 | 19.4 | 0.113 | 15.0 |
| Materials & Supplies | 2.663 | 1.964 | 2.413 | 0.250 | 9.4 | (0.449) | (22.9) |
| Other Business Expenses | 0.030 | 0.030 | 0.182 | (0.152) | * | (0.152) | * |
| Total Non-Labor Expenses | \$21.659 | \$12.342 | \$11.270 | \$10.389 | 48.0 | \$1.072 | 8.7 |
| Other Expense Adjustments: | | | | | | | |
| Other | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |
| Total Other Expense Adjustments | \$0.000 | \$0.000 | \$0.000 | \$0.000 | - | \$0.000 | - |
| Total Expenses Before Depreciation | \$60.512 | \$53.645 | \$53.856 | \$6.656 | 11.0 | (\$0.211) | (0.4) |
| Depreciation | 8.300 | 8.300 | 8.072 | 0.228 | 2.7 | 0.228 | 2.7 |
| Other Post Employment Benefits | 2.300 | 2.300 | 7.463 | (5.163) | * | (5.163) | * |
| GASB #68 Pension Expense Adjustment | 0.000 | 0.000 | (1.514) | 1.514 | - | 1.514 | - |
| Environmental Remediation | 0.000 | 0.000 | 1.119 | (1.119) | - | (1.119) | - |
| Total Expenses | \$71.112 | \$64.245 | \$68.996 | \$2.116 | 3.0 | (\$4.751) | (7.4) |
| Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i> | (\$55.483) | (\$51.515) | (\$56.143) | (\$0.660) | (1.2) | (\$4.628) | (9.0) |

Totals may not add due to rounding

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

| | <u>December 2015 Year-to-Date</u> | | | <u>Favorable/(Unfavorable) Variance</u> | | | |
|--|-----------------------------------|---------------------------|-------------------------------|---|---------------|-----------------------|---------------|
| | <u>Adopted Budget</u> | <u>Final Estimate</u> | <u>Preliminary Actual</u> | <u>Adopted Budget</u> | | <u>Final Estimate</u> | |
| | | | | <u>\$</u> | <u>%</u> | <u>\$</u> | <u>%</u> |
| 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
2015 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2015 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

| | <u>December 2015 Year-to-Date</u> | | | <u>Favorable/(Unfavorable) Variance</u> | | | |
|---|-----------------------------------|-----------------------|---------------------------|---|-------------|-----------------------|----------|
| | <u>Adopted Budget</u> | <u>Final Estimate</u> | <u>Preliminary Actual</u> | <u>Adopted Budget</u> | | <u>Final Estimate</u> | |
| | | | | <u>\$</u> | <u>%</u> | <u>\$</u> | <u>%</u> |
| 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 | (0.743) | (0.743) | - | (1.653) | * |
| Capital and Other Reimbursements | 0.000 | 0.000 | (0.783) | (0.783) | - | (0.783) | - |
| Total Receipts | (\$0.001) | \$0.469 | (\$1.591) | (\$1.590) | * | (\$2.060) | * |
| Expenditures | | | | | | | |
| Labor: | | | | | | | |
| Payroll | (\$1.745) | (\$3.705) | \$1.797 | 3.542 | * | 5.502 | * |
| Overtime | 0.000 | (0.200) | 0.301 | 0.301 | - | 0.501 | * |
| Health and Welfare | 0.000 | 0.000 | (0.833) | (0.833) | - | (0.833) | - |
| OPEB Current Payment | 0.000 | 0.000 | 0.854 | 0.854 | - | 0.854 | - |
| Pensions | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Other Fringe Benefits | (0.134) | (0.207) | (0.005) | 0.129 | 96.3 | 0.202 | 97.6 |
| GASB Account | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Reimbursable Overhead | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Total Labor Expenditures | (\$1.879) | (\$4.112) | \$2.114 | \$3.993 | * | \$6.226 | * |
| Non-Labor: | | | | | | | |
| Electric Power | \$0.000 | \$0.000 | (\$0.089) | (0.089) | - | (0.089) | - |
| Fuel | 0.000 | (0.214) | 0.177 | 0.177 | - | 0.391 | * |
| Insurance | 0.000 | (0.851) | (0.329) | (0.329) | - | 0.522 | 61.3 |
| Claims | 0.000 | (0.135) | 0.208 | 0.208 | - | 0.343 | * |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | - | 0.000 | - |
| Maintenance and Other Operating Contracts | 0.000 | 0.000 | 0.173 | 0.173 | - | 0.173 | - |
| Professional Service Contracts | 0.000 | 0.000 | (0.216) | (0.216) | - | (0.216) | - |
| Materials & Supplies | 0.000 | 0.000 | 0.299 | 0.299 | - | 0.299 | - |
| Other Business Expenses | 0.000 | 0.000 | 0.022 | 0.022 | - | 0.022 | - |
| Total Non-Labor Expenditures | \$0.000 | (\$1.200) | \$0.245 | \$0.245 | - | \$1.445 | * |
| 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) | \$2.359 | \$4.238 | * | \$7.671 | * |
| Depreciation | 8.300 | 8.300 | 8.072 | (0.228) | (2.7) | (0.228) | (2.7) |
| Other Post Employment Benefits | 2.300 | 2.300 | 7.463 | 5.163 | * | 5.163 | * |
| GASB #68 Pension Expense Adjustment | 0.000 | 0.000 | (1.514) | (1.514) | - | (1.514) | - |
| Environmental Remediation | 0.000 | 0.000 | 1.119 | 1.119 | - | 1.119 | - |
| Total Expenditures | \$8.721 | \$5.288 | \$17.499 | \$8.778 | * | \$12.211 | * |
| Net Surplus/(Deficit) | | | | | | | |
| <i>(Excluding Subsidies and Debt Service)</i> | \$8.720 | \$5.757 | \$15.908 | \$7.188 | 82.4 | \$10.151 | * |

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2015 YEAR-END RESULTS
CASH RESULTS - PRELIMINARY ACTUAL UPDATE vs. FINAL ESTIMATE
(\$ in millions)

| | 2015 | | Favorable/(Unfavorable) Variance | | |
|--|-------------------|--------------------|----------------------------------|------------------|------------------|
| | Final Estimate | Preliminary Actual | Total | Real | Timing |
| <u>Receipts</u> | | | | | |
| Farebox Revenue | \$5.932 | \$6.336 | \$0.404 | 0.028 | \$0.376 |
| Vehicle Toll Revenue | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Other Operating Revenue | 3.396 | 1.892 | (1.504) | 0.149 | (1.653) |
| Capital and Other Reimbursements | 3.871 | 3.034 | (0.837) | (0.054) | (0.783) |
| Total Receipts | \$13.199 | \$11.262 | (\$1.937) | \$0.123 | (\$2.060) |
| <u>Expenditures</u> | | | | | |
| Labor: | | | | | |
| Payroll | 28.137 | 21.634 | 6.503 | 1.001 | 5.502 |
| Overtime | 2.380 | 3.121 | (0.741) | (1.242) | 0.501 |
| Health and Welfare | 3.938 | 5.097 | (1.159) | (1.159) | 0.000 |
| OPEB Current Payment | 1.309 | 0.620 | 0.689 | 0.689 | 0.000 |
| Pensions | 6.007 | 6.000 | 0.007 | 0.007 | 0.000 |
| Other Fringe Benefits | 3.644 | 4.000 | (0.356) | (0.769) | 0.413 |
| 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 | \$45.415 | \$40.472 | \$4.943 | (\$1.473) | \$6.416 |
| Non-Labor: | | | | | |
| Traction and Propulsion Power | 3.837 | 3.934 | (0.097) | (0.097) | \$0.000 |
| Fuel for Buses and Trains | 0.430 | 0.105 | 0.325 | (0.066) | 0.391 |
| Insurance | 2.092 | 1.895 | 0.197 | 0.197 | 0.000 |
| Claims | 1.039 | 1.004 | 0.035 | 0.035 | 0.000 |
| Paratransit Service Contracts | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Maintenance and Other Operating Contracts | 3.396 | 0.956 | 2.440 | 0.957 | 1.483 |
| Professional Service Contracts | 0.754 | 0.857 | (0.103) | (0.103) | 0.000 |
| Materials & Supplies | 1.964 | 2.114 | (0.150) | (0.150) | 0.000 |
| Other Business Expenses | 0.030 | 0.160 | (0.130) | (0.130) | 0.000 |
| Total Non-Labor Expenditures | \$13.542 | \$11.025 | \$2.517 | \$0.643 | \$1.874 |
| 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 | \$58.957 | \$51.497 | \$7.460 | (\$0.830) | \$8.290 |
| Baseline Cash Deficit | (\$45.758) | (\$40.235) | \$5.523 | (\$0.707) | \$6.230 |

Totals may not agree due to rounding

**MTA STATEN ISLAND RAILWAY
2015 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME
(UTILIZATION)**

Annual Ridership

2015 total ridership of 4.502 million was 0.7 percent (31,000 trips) below the 2015 Estimate and 0.1 percent (6,000 trips) above the 2015 Adopted Budget.

2015 total ridership was 3.1 percent (134,000 trips) above 2014, mostly due to the shift from express bus to SIR and the Staten Island Ferry after the March 2015 fare increase.

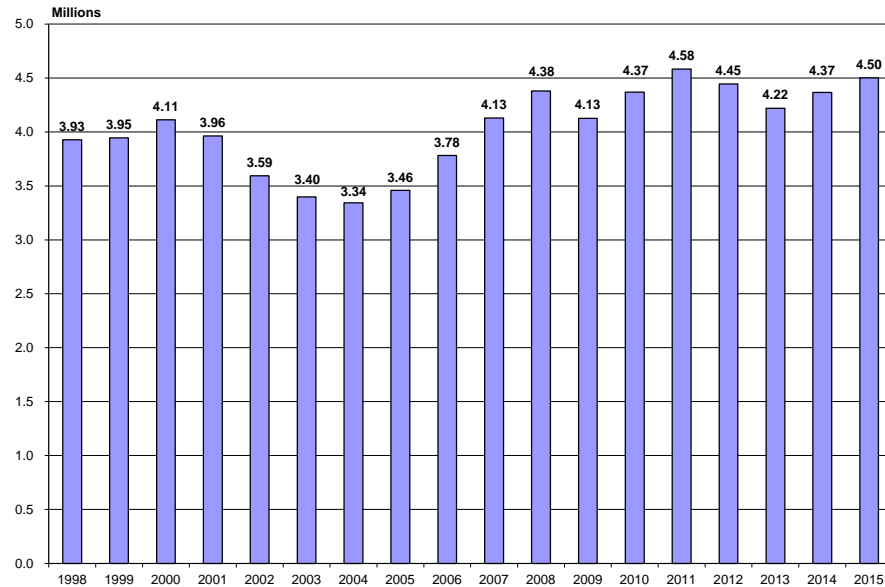
Weekday and Weekend ridership

2015 average weekday ridership increased 3.7 percent from 2014 and average weekend ridership (Saturday and Sunday combined) decreased 2.9 percent, due to more weekend service suspensions in 2015 than in 2014. Average weekday ridership increased 32.2 percent from 2004 to 2015 and average weekend ridership was up 66.0 percent over the same period.

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

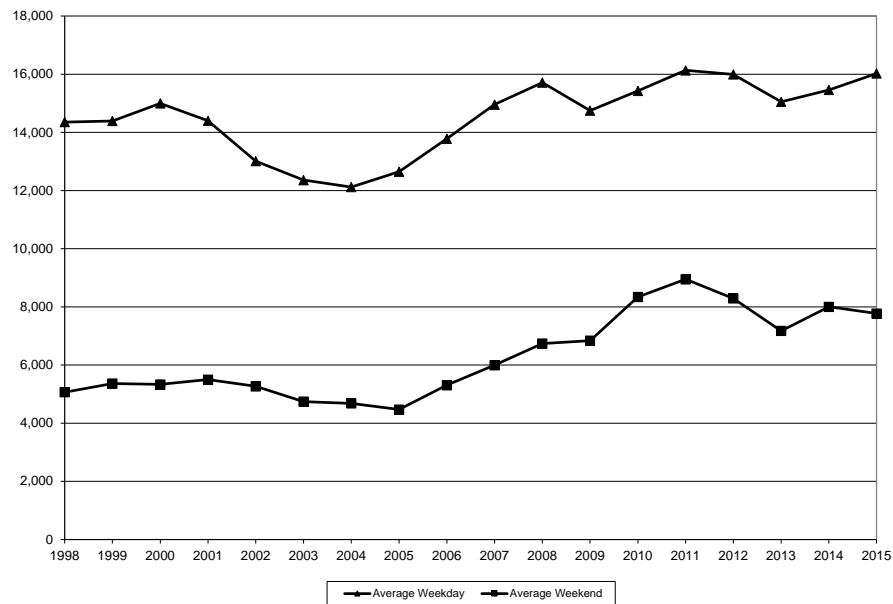
| <u>RIDERSHIP</u> | December 2015 Year-to-Date | | | Favorable/(Unfavorable) | | | |
|-----------------------------------|-----------------------------------|---------------------------|----------------|--------------------------------|----------------|-----------------------|----------------|
| | Adopted Budget | Final Estimate | Actual | Adopted Budget | | Final Estimate | |
| | | | | Variance | Percent | Variance | Percent |
| 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% |

Chart 1: SIR Annual Ridership



2015 SIR ridership increased 3.1 percent from 2014. SIR ridership has increased 14.6 percent since 1998 and 34.7 percent since 2004.

Chart 2: SIR Average Weekday and Weekend Ridership



From 2014 to 2015, SIR ridership increased 3.7 percent on weekdays and decreased 2.9 percent on weekends. Since 1998, SIR ridership increased 11.6 percent on weekdays and 53.4 percent on weekends.

**MTA STATEN ISLAND RAILWAY
2015 YEAR-END REPORT
Explanation of Variances on Positions
by Function and Department
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents**

2015 FINAL ESTIMATE (Estimate) vs. ACTUAL

At the end of 2015, there were 308 actual incumbents, 9 less than the Estimate,

2015 ADOPTED BUDGET (budget) vs. ACTUAL

At the end of 2015, there were 308 actual incumbents, 1 less than budget.

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

| | December 31, 2015 | | | Favorable/(Unfavorable) Variance | | | |
|-----------------------------|--------------------------|------------------------|----------------------|---|-----------------------|------------------------|-----------------------|
| | Adopted | Final | Prel. | Adopted Budget | Final Estimate | | |
| | <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
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 BUS COMPANY
2015 YEAR-END REPORT
SUMMARY**

2015 Final Estimate vs. Actual

Accrual / Non Reimbursable and Reimbursable

MTA Bus Company ended its 2015 Fiscal Year with a favorable variance of \$5.3 million when compared to the Final Estimate.

Total revenues had a favorable variance of \$2.0 million. This was primarily due to higher miscellaneous income from scrap sales of buses, partially offset by lower farebox revenue as a result of lower ridership, and lower Capital Reimbursement revenues.

Total expenses before Depreciation and GASB adjustments were higher than the Final Estimate by \$40.0 million.

Total labor expenses were unfavorable by \$39.7 million. This was mainly due to higher Retro-active Wage Adjustments (RWA). Also contributing to this variance was higher overtime caused by increased maintenance work required for the aging bus fleet, increased running time and unplanned bus shuttle service. Other Fringe Benefits also contributed to this variance due to an increase in workers' compensation liability based on the latest actuarial re-estimate. These unfavorable variances were partially offset by lower Pension expenses, also based on the latest actuarial re-estimates.

Total non-labor expenses were unfavorable by \$0.3 million. This was due to an increase in Claim expenses reflecting the latest actuarial valuation, increased Materials & Supplies mainly due to parts needed to perform a greater level of maintenance work on the aging bus fleet, and higher Other Business Expenses due to higher Automatic Fare Collection (AFC) fees, and higher Mobility Tax expenses. These results were partially offset by favorable energy costs mainly due to lower rates, as well as lower insurance expenses, and Maintenance and Professional Service Contracts.

Depreciation was higher than the Final Estimate by \$7.8 million due to the timing of assets reaching beneficial use.

Other Post Employment Benefit obligation expenses were \$39.2 million lower than the Final Estimate based on the latest actuarial valuation and GASB 45 requirements. Likewise, the GASB 68 Pension Expense Adjustment was favorable by \$12.1 million, also based on the latest actuarial valuation.

**MTA BUS COMPANY
2015 YEAR-END REPORT
SUMMARY**

2015 Final Estimate vs. Actual

Cash

The baseline cash deficit was \$10.5 million favorable to the Final Estimate, of which \$11.2 million was due to lower labor costs and \$7.4 million in lower non-labor costs, partially offset by \$8.1 million of lower receipts.

Cash receipts of \$235.9 million were \$8.1 million lower than the 2015 Final Estimate, consisting of a “real” unfavorable variance of \$7.1 million and an unfavorable “timing” variance of \$1.0 million due to a delay in Metro Card settlements. The “real” unfavorable variance was mainly due to lower reimbursements resulting from schedule changes to capital projects, while the unfavorable “timing” difference reflected lower student fare reimbursements.

Total expenditures of \$632.4 million were \$18.6 million lower than the 2015 Final Estimate. Total labor was \$11.2 million favorable, mainly reflecting the impact of unsettled labor contracts. This was partly offset by higher overtime resulting from increased maintenance work required for the aging bus fleet, as well as higher Health & Welfare payments.

Total non-labor was \$7.4 million favorable. Insurance payments were \$6.5 million lower due to timing of payments and Professional Service Contracts were \$11.1 million mainly as a result of timing of payments for inter-agency charges, Data Center and other professional service contracts. This was partially offset by an unfavorable variance of \$1.7 million in Claims payments due to several large claim settlements, and \$7.3 million in Material & Supplies due to prior period expenses, and a misclassification of bus parts from Maintenance and Other Operating Contracts.

Ridership

Overall 2015 ridership was lower than the Final Estimate by 0.3 million or 0.2%.

Positions

As of December 2015, total actual headcount was 3,732 or 20 employees lower than the Final Estimate, primarily in the Managers/Supervisors occupational group.

**MTA BUS COMPANY
2015 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2015 Final Estimate vs. Actual

- **Non-Reimbursable:**
 - **Operating Revenue** was \$2.5 million favorable primarily due to higher miscellaneous income from scrap sales of buses. This was partially offset by the impact of lower ridership.
 - **Labor Costs** were \$39.3 million unfavorable due to higher Payroll and Overtime costs. Payroll expenses exceeded the Estimate by \$21.5 million mainly due to higher RWA expenses than planned. Overtime expenses exceeded the Estimate by \$5.5 million, due to increased maintenance work for the aging bus fleet, facilities maintenance and increased running time. Also, contributing to this unfavorable variance is Other Fringe Benefits of \$16.4 million due to increased workers' compensation liability, based on the latest actuarial re-estimate. These results were partially offset by lower Health & Welfare/OPEB Current Payment expenses of \$1.7 million and Pension of \$2.3 million, also based on the latest actuarial re-estimate.
 - **Non-Labor Costs** were \$1.2 million unfavorable to the Final Estimate. This was due to overruns in Materials & Supplies totaling \$6.9 million mainly from the impact of increased maintenance work performed on the aging bus fleet and the misclassification of bus parts from Maintenance & Operating Contracts. Other Business Expenses exceeded the Estimate by \$1.5 million due to higher AFC fees. Claims were \$6.2 million above the Estimate as a result of revised actuarial re-estimates. These unfavorable variances were partially offset by lower energy expenses of \$1.7 million, mostly attributable to lower rates, lower insurance of \$1.9 million due to the timing of premium payments, lower Maintenance & Other Operating Contracts of \$3.7 million due to the misclassification of bus parts to Material and Supplies, and lower Professional Services Contracts of \$6.2 million due to the timing of inter-agency billings.
 - **Ridership** was lower than the Final Estimate by 0.3 million, or 0.2%.

**MTA BUS COMPANY
2015 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

Reimbursable:

- **Capital and Other Reimbursements** were \$0.5 million unfavorable primarily due to the timing of capital project activity.
- **Labor** was \$0.4 million unfavorable due to unplanned shuttle services provided to constituent agencies.
- **Non-Labor** was \$0.9 million favorable primarily due to lower Material and Supplies costs as a result of the timing of capital projects.

**MTA BUS COMPANY
2015 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2015 Adopted Budget vs. Actual

- **Non-Reimbursable:**
 - **Operating Revenue** was \$2.7 million unfavorable primarily due to revised assumptions on Super Storm Sandy recoveries, partially offset by higher Farebox Revenues due to higher average fares.
 - **Labor Costs** were \$51.6 million unfavorable due to higher Payroll, Overtime and Other Fringe Benefits expenses. Payroll expenses exceeded the Adopted Budget by \$23.7 million mainly due to higher RWA expenses. Overtime expenses exceeded the Adopted Budget by \$10.1 million, due to the impact of adverse weather conditions, increased maintenance work for the aging bus fleet, facilities maintenance, and higher vacancy/absentee coverage. Other Fringe Benefits expenses were \$17.0 million unfavorable due to increased workers' compensation liability based on actuarial re-estimates and expenses related to payroll and overtime overruns. Also, Health & Welfare/OPEB Current Payment expenses contributed \$2.6 million to this unfavorable variance due to higher claims expenses.
 - **Non-Labor Costs** were \$9.2 million favorable to the Adopted Budget. This was due to lower expenses for Fuel of \$13.6 million attributed to lower rates, and Insurance of \$2.1 million due to the timing of premium payments. Maintenance and Other Operating Contracts were favorable by \$4.4 million mainly due to the misclassification of bus parts to Materials and Supplies, and Professional Services were lower by \$6.3 million due to the timing of inter-agency billings. Partially offsetting these results were overruns of \$8.9 million in Materials and Supplies, as a result of the impact of adverse weather conditions, increased maintenance work performed on the aging bus fleet and the misclassification of bus parts from Maintenance and Other Operating Contracts. Additionally, Claims expenses were \$7.0 million unfavorable due to a revised actuarial re-estimate, while Other Business Expenses were over budget by \$1.5 million due to higher AFC fees.
 - **Ridership** was unfavorable to the Adopted Budget by 0.4 million or 0.3%.

**MTA BUS COMPANY
2015 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2015 Adopted Budget vs. Actual

- **Reimbursable:**
 - **Capital and Other Reimbursements** were \$0.5 million unfavorable due to the timing of capital project activity.
 - **Labor** was \$0.4 million unfavorable due to unplanned shuttle service provided to constituent agencies.
 - **Non-Labor** was \$0.9 million favorable primarily due to lower Materials and Supplies costs as a result of the timing of capital project activity.

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

| NON-REIMBURSABLE | | | | | | | | |
|--|----------------|----------------|--------------|----------------------------------|--------|----------------|--------|--|
| | 2015 | | | Favorable/(Unfavorable) Variance | | | | |
| | Adopted Budget | Final Estimate | Actual | Adopted Budget | | Final Estimate | | |
| | | | | \$ | % | \$ | % | |
| Operating Revenue | | | | | | | | |
| Farebox Revenue | \$ 209.413 | \$ 210.400 | \$ 210.333 | \$ 0.920 | 0.4 | \$ (0.067) | 0.0 | |
| Other Operating Revenue | 26.735 | 20.560 | 23.109 | (3.626) | (13.6) | 2.549 | 12.4 | |
| Capital and Other Reimbursements | - | - | - | - | - | - | - | |
| Total Revenue | \$ 236.148 | \$ 230.960 | \$ 233.442 | \$ (2.706) | (1.1) | \$ 2.482 | 1.1 | |
| Operating Expenses | | | | | | | | |
| Labor: | | | | | | | | |
| Payroll | \$ 249.207 | \$ 251.409 | \$ 272.882 | \$ (23.675) | (9.5) | \$ (21.473) | (8.5) | |
| Overtime | 48.208 | 52.841 | 58.326 | (10.118) | (21.0) | (5.485) | (10.4) | |
| Health and Welfare | 53.822 | 56.928 | 59.155 | (5.333) | (9.9) | (2.227) | (3.9) | |
| OPEB Current Payment | 20.905 | 22.098 | 18.124 | 2.781 | 13.3 | 3.974 | 18.0 | |
| Pensions | 45.676 | 46.240 | 43.923 | 1.753 | 3.8 | 2.317 | 5.0 | |
| Other Fringe Benefits | 46.842 | 47.437 | 63.811 | (16.969) | (36.2) | (16.374) | (34.5) | |
| GASB Account | - | - | - | - | - | - | - | |
| Reimbursable Overhead | - | - | - | - | - | - | - | |
| Total Labor Expenses | \$ 464.660 | \$ 476.953 | \$ 516.221 | \$ (51.561) | (11.1) | \$ (39.268) | (8.2) | |
| Non-Labor: | | | | | | | | |
| 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 | 22.088 | 13.579 | 38.1 | 1.573 | 6.6 | |
| Insurance | 5.514 | 5.345 | 3.448 | 2.066 | 37.5 | 1.897 | 35.5 | |
| Claims | 28.000 | 28.768 | 34.952 | (6.952) | (24.8) | (6.184) | (21.5) | |
| Maintenance and Other Operating Contracts | 28.806 | 28.075 | 24.379 | 4.427 | 15.4 | 3.696 | 13.2 | |
| Professional Service Contracts | 27.423 | 27.281 | 21.113 | 6.310 | 23.0 | 6.168 | 22.6 | |
| Materials & Supplies | 37.564 | 39.509 | 46.459 | (8.895) | (23.7) | (6.950) | (17.6) | |
| Other Business Expenses | 2.496 | 2.441 | 3.955 | (1.459) | (58.5) | (1.514) | (62.0) | |
| Total Non-Labor Expenses | \$ 167.274 | \$ 156.853 | \$ 158.090 | \$ 9.184 | 5.5 | \$ (1.237) | (0.8) | |
| Other Expense Adjustments: | | | | | | | | |
| Other | \$ - | \$ - | \$ - | \$ - | - | \$ - | - | |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | \$ - | - | \$ - | - | |
| Total Expenses before Non-Cash Liability Adjs. | \$ 631.934 | \$ 633.806 | \$ 674.311 | \$ (42.377) | (6.7) | \$ (40.505) | (6.4) | |
| Depreciation | \$ 42.236 | \$ 42.236 | \$ 50.014 | \$ (7.778) | (18.4) | \$ (7.778) | (18.4) | |
| OPEB Liability Adjustment | 100.150 | 100.150 | 60.951 | 39.199 | 39.1 | 39.199 | 39.1 | |
| GASB 68 Pension Expense Adjustment | - | - | (12.143) | 12.143 | - | 12.143 | - | |
| Environmental Remediation | - | - | 0.203 | (0.203) | - | (0.203) | - | |
| Total Expenses | \$ 774.320 | \$ 776.192 | \$ 773.336 | \$ 0.984 | 0.1 | \$ 2.856 | 0.4 | |
| Baseline Surplus/(Deficit) | \$ (538.172) | \$ (545.232) | \$ (539.894) | \$ (1.722) | (0.3) | \$ 5.338 | 1.0 | |
| Totals may not add due to rounding Results are subject to audit | | | | | | | | |

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

| REIMBURSABLE | | | | | | | | | | | |
|---|-----------|----------------|-----------|-----------------------|-----------------------|----------------|---|--------------|-----------------------|--------------|---|
| | | | | 2015 | | | Favorable/(Unfavorable) Variance | | | | |
| | | | | Adopted Budget | Final Estimate | 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 | \$ | 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. Actual
(\$ in millions)

| NON-REIMBURSABLE/ REIMBURSABLE | 2015 | | | Favorable/(Unfavorable) Variance | | | |
|--|---------------------|---------------------|---------------------|----------------------------------|---------------|--------------------|--------------|
| | Adopted Budget | Final Estimate | Actual | Adopted Budget | | Final Estimate | |
| | | | | \$ | % | \$ | % |
| Revenue | | | | | | | |
| Farebox Revenue | 209.413 | 210.400 | \$ 210.333 | \$ 0.920 | 0.4 | \$ (0.067) | 0.0 |
| Other Operating Revenue | 26.735 | 20.560 | 23.109 | (3.626) | (13.6) | 2.549 | 12.4 |
| Capital and Other Reimbursements | 5.738 | 5.738 | 5.252 | (0.486) | (8.5) | (0.486) | (8.5) |
| Total Revenue | \$ 241.886 | \$ 236.698 | \$ 238.694 | \$ (3.192) | (1.3) | \$ 1.996 | 0.8 |
| Expenses | | | | | | | |
| <u>Labor:</u> | | | | | | | |
| Payroll | \$ 251.921 | \$ 254.123 | \$ 275.818 | \$ (23.897) | (9.5) | \$ (21.695) | (8.5) |
| Overtime | 48.208 | 52.841 | 58.326 | (10.118) | (21.0) | (5.485) | (10.4) |
| Health and Welfare | 54.860 | 57.966 | 60.076 | (5.216) | (9.5) | (2.110) | (3.6) |
| OPEB Current Payment | 20.905 | 22.098 | 18.124 | 2.781 | 13.3 | 3.974 | 18.0 |
| Pensions | 46.146 | 46.710 | 44.362 | 1.784 | 3.9 | 2.348 | 5.0 |
| Other Fringe Benefits | 47.304 | 47.899 | 64.251 | (16.947) | (35.8) | (16.352) | (34.1) |
| Reimbursable Overhead | 0.000 | 0.000 | 0.379 | (0.379) | - | (0.379) | - |
| Total Labor Expenses | \$ 469.344 | \$ 481.637 | \$ 521.336 | \$ (51.992) | (11.1) | \$ (39.699) | (8.2) |
| <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 | 22.088 | 13.579 | 38.1 | 1.573 | 6.6 |
| Insurance | 5.514 | 5.345 | 3.448 | 2.066 | 37.5 | 1.897 | 35.5 |
| Claims | 28.000 | 28.768 | 34.952 | (6.952) | (24.8) | (6.184) | (21.5) |
| Maintenance and Other Operating Contracts | 29.033 | 28.302 | 24.379 | 4.654 | 16.0 | 3.923 | 13.9 |
| Professional Service Contracts | 27.423 | 27.281 | 21.113 | 6.310 | 23.0 | 6.168 | 22.6 |
| Materials & Supplies | 38.391 | 40.336 | 46.596 | (8.205) | (21.4) | (6.260) | (15.5) |
| Other Business Expenses | 2.496 | 2.441 | 3.955 | (1.459) | (58.5) | (1.514) | (62.0) |
| Total Non-Labor Expenses | \$ 168.328 | \$ 157.907 | \$ 158.227 | \$ 10.101 | 6.0 | \$ (0.320) | (0.2) |
| <u>Other Expense Adjustments:</u> | | | | | | | |
| Other | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| Total Other Expense Adjustments | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| Total Expenses Before Depreciation and GASB Adjs. | \$ 637.672 | \$ 639.544 | \$ 679.563 | \$ (41.891) | (6.6) | \$ (40.019) | (6.3) |
| Depreciation | \$ 42.236 | \$ 42.236 | \$ 50.014 | \$ (7.778) | (18.4) | \$ (7.778) | (18.4) |
| OPEB Liability Adjustment | 100.150 | 100.150 | 60.951 | 39.199 | 39.1 | 39.199 | 39.1 |
| GASB 68 Pension Expense Adjustment | - | - | (12.143) | 12.143 | - | 12.143 | - |
| Environmental Remediation | - | - | 0.203 | (0.203) | - | (0.203) | - |
| Total Expenses | \$ 780.058 | \$ 781.930 | \$ 778.588 | \$ 1.470 | 0.2 | \$ 3.342 | 0.4 |
| Baseline Surplus/(Deficit) | \$ (538.172) | \$ (545.232) | \$ (539.894) | \$ (1.722) | (0.3) | \$ 5.338 | 1.0 |

Totals may not add due to rounding
Results are subject to audit

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 | |
|---|--------------------|-----------------|---------------------|-----------------|------------------|-----------------|-----------------------------|------------------------------|------------------------------------|-----------------------------|
| | | | | | | | Var. - Fav./(Unfav) | | Var. - Fav./(Unfav) | |
| | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ | Hours | \$ |
| NON-REIMBURSABLE OVERTIME | | | | | | | | | | |
| <u>Scheduled Service</u> | 627,139 | \$25.966 | 627,139 | \$25.966 | 603,912 | \$26.569 | 23,227 3.7% | (\$0.604) -2.3% | 23,227 3.7% | (\$0.604) -2.3% |
| <u>Unscheduled Service</u> | 126,886 | \$5.545 | 126,886 | \$5.545 | 120,937 | \$5.195 | 5,949 4.7% | \$0.350 6.3% | 5,949 4.7% | \$0.350 6.3% |
| <u>Programmatic/Routine Maintenance</u> | 155,869 | \$6.690 | 208,369 | \$9.416 | 284,176 | \$12.617 | (128,307) -82.3% | (\$5.926) -88.6% | (75,807) -36.4% | (\$3.200) -34.0% |
| <u>Unscheduled Maintenance</u> | 0 | \$0.000 | 0 | \$0.000 | 0 | \$0.000 | - 0.0% | \$0.000 0.0% | - 0.0% | \$0.000 0.0% |
| <u>Vacancy/Absentee Coverage</u> | 177,649 | \$7.869 | 262,441 | \$8.398 | 245,326 | \$11.431 | (67,677) -38.1% | (\$3.562) -45.3% | 17,114 | (\$3.033) |
| <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 15.8% | \$0.033 26.0% | 416 15.8% | \$0.033 26.0% |
| <u>Other</u> | 3,802 | \$0.316 | 3,802 | \$0.316 | 7,980 | \$0.453 | (4,178) -109.9% | (\$0.137) -43.3% | (4,178) -109.9% | (\$0.137) -43.3% |
| Total Unscheduled | 1,139,550 | \$48.208 | 1,303,588 | \$52.841 | 1,306,425 | \$58.327 | (166,874) -14.6% | (\$10.119) -21.0% | (2,836) -0.2% | (\$5.486) -10.4% |
| TOTAL NON-REIMBURSABLE OVERTIME: | 1,139,550 | \$48.208 | 1,303,588 | \$52.841 | 1,306,425 | \$58.327 | (166,874) -14.6% | (\$10.119) -21.0% | (2,836) -0.2% | (\$5.486) -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
2015 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

2015 Final Estimate vs. Actual

Receipts: Total Receipts were unfavorable by \$8.1 million.

- **Farebox Receipts:** Unfavorable variance of \$0.8 million, primarily due to delayed Metro Card settlements.
- **Other Operating Receipts:** Unfavorable variance of \$1.0 million, due to the timing of student fare reimbursements and lower miscellaneous income.
- **Capital and Other Reimbursements:** Unfavorable variance of \$6.2 million mainly due to schedule changes to capital projects.

Expenditures/Labor: Total Labor Expenditures were favorable by \$11.2 million. Major contributors were:

- **Payroll:** Favorable variance of \$14.8 million mainly due to RWA not paid for unsettled contracts.
- **Overtime:** Unfavorable variance of \$5.5 million mainly due to increased running time, unplanned bus shuttle service and the aging bus fleet's impact on bus maintenance.
- **Health & Welfare/OPEB:** Unfavorable variance of \$2.4 million due to payments for prior period expenses.
- **Pensions:** Favorable variance of \$0.5 million due to an actuarial re-estimate.
- **Other Fringe Benefits:** Favorable variance of \$4.1 million due to lower workers' compensation payments.

Expenditures/Non Labor: Total Non-Labor Expenditures were \$7.4 million favorable.

- **Fuel:** Unfavorable variance of \$1.1 million due the timing of the federal Compressed Natural Gas (CNG) rebate.
- **Insurance:** Favorable variance of \$6.5 million is mostly due to the timing of payments.

- **Claims:** Unfavorable variance of \$1.7 million due to the payment of several large claim settlements.
- **Maintenance and Other Operating Contracts:** Unfavorable variance of \$0.7 million primarily due to facilities maintenance.
- **Professional Service Contracts:** Favorable variance of \$11.1 million was primarily due to the timing of payments for inter-agency charges, data center and other professional service contracts.
- **Materials and Supplies:** Unfavorable variance of \$7.3 million was mainly due to the misclassification of bus parts. Also contributing to this unfavorable variance was increased drawdown of inventory needed to address weather-related needs and increased bus maintenance requirements on the aging fleet.
- **Other Business Expenses:** Favorable variance of \$0.5 million due to timing assumptions.

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

| | 2015 | | | Favorable/(Unfavorable) Variance | | | |
|--|---------------------|---------------------|---------------------|----------------------------------|--------------|-------------------|--------------|
| | Adopted Budget | Final Estimate | 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 | 27.984 | 1.049 | 3.6 | (0.682) | (2.5) |
| 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 | \$ 153.434 | \$ 10.894 | 6.6 | \$ 7.373 | 4.6 |
| <u>Other Expenditure Adjustments:</u> | | | | | | | |
| Other | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| Total Other Expenditure Adjustments | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| Total Expenditures | \$ 640.742 | \$ 650.951 | \$ 632.394 | \$ 8.348 | 1.3 | \$ 18.557 | 2.9 |
| Net Cash Surplus/(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
2013 Adopted Budget and Final Estimate vs. Actual
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

| | 2015 | | | Favorable/(Unfavorable) Variance | | | |
|---|-------------------|-------------------|-------------------|----------------------------------|--------------|--------------------|------------|
| | Adopted Budget | Final Estimate | Actual | Adopted Budget | | Final Estimate | |
| | | | | \$ | % | \$ | % |
| Receipts | | | | | | | |
| Farebox Revenue | | \$ 0.250 | \$ (0.517) | \$ (0.517) | - | \$ (0.767) | * |
| Other Operating Revenue | - | 1.000 | (2.580) | (2.580) | - | (3.580) | * |
| Capital and Other Reimbursements | 4.852 | 6.052 | 0.308 | (4.544) | (93.7) | (5.744) | (94.9) |
| Total Receipts | \$ 4.852 | \$ 7.302 | \$ (2.789) | \$ (7.641) | * | \$ (10.091) | * |
| Expenditures | | | | | | | |
| <u>Labor:</u> | | | | | | | |
| Payroll | \$ (7.128) | \$ (7.128) | \$ 29.342 | \$ 36.470 | * | \$ 36.470 | * |
| Overtime | - | (0.000) | (0.045) | (0.045) | - | (0.045) | * |
| Health and Welfare | 0.414 | 0.414 | (1.995) | (2.409) | * | (2.409) | * |
| OPEB Current Payment | - | - | (1.881) | (1.881) | - | (1.881) | - |
| Pensions | 0.173 | 0.173 | (1.639) | (1.812) | * | (1.812) | * |
| Other Fringe Benefits | (0.528) | (1.964) | 18.453 | 18.981 | * | 20.417 | * |
| 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) | \$ 42.376 | \$ 49.446 | * | \$ 50.883 | * |
| <u>Non-Labor:</u> | | | | | | | |
| Traction and Propulsion Power | - | - | - | - | - | - | - |
| Fuel for Buses and Trains | - | - | (2.662) | (2.662) | - | (2.662) | - |
| Insurance | - | (2.900) | 1.686 | 1.686 | - | 4.586 | * |
| Claims | 4.000 | 4.000 | 8.468 | 4.468 | * | 4.468 | * |
| Maintenance and Other Operating Contracts | - | 1.000 | (3.605) | (3.605) | - | (4.605) | * |
| Professional Service Contracts | - | (4.000) | 0.911 | 0.911 | - | 4.911 | * |
| Materials & Supplies | - | - | (1.012) | (1.012) | - | (1.012) | - |
| Other Business Expenses | - | (1.000) | 1.007 | 1.007 | - | 2.007 | * |
| Total Non-Labor Expenditures | \$ 4.000 | \$ (2.900) | \$ 4.793 | \$ 0.793 | 19.8 | \$ 7.693 | * |
| <u>Other Expenditure Adjustments:</u> | | | | | | | |
| Other | - | - | - | - | - | - | - |
| Total Other Expenditure Adjustments | \$ - | \$ - | \$ - | \$ - | - | \$ - | - |
| Total Cash Conversion Adjustments before Depreciation and GASB Adjs. | \$ 1.782 | \$ (4.105) | \$ 44.380 | \$ 42.598 | * | \$ 48.485 | * |
| Depreciation | \$ 42.236 | \$ 42.236 | \$ 50.014 | 7.778 | 18.4 | 7.778 | 18.4 |
| OPEB Liability Adjustment | 100.150 | 100.150 | 60.951 | (39.199) | (39.140) | (39.199) | (39.140) |
| GASB 68 Pension Expense Adjustment | - | - | (12.143) | (12.143) | - | (12.143) | - |
| Environmental Remediation | - | - | 0.203 | 0.203 | - | 0.203 | - |
| Baseline Total Cash Conversion Adjustments | \$ 144.168 | \$ 138.281 | \$ 143.405 | \$ (0.763) | (0.5) | \$ 5.124 | 3.7 |

Totals may not add due to rounding

MTA BUS COMPANY
2015 YEAR-END REPORT
2015 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

| | | | Favorable/(Unfavorable) Variance | | |
|--|-------------------|------------------|----------------------------------|-----------------|---------------|
| | Final Estimate | Actual | Total | Real | Timing |
| <u>Receipts</u> | | | | | |
| Farebox Revenue | \$210.7 | \$209.8 | (\$0.8) | (\$0.8) | \$0.0 |
| Vehicle Toll Revenue | | | 0.0 | 0.0 | 0.0 |
| Other Operating Revenue | 21.6 | 20.5 | (1.0) | (0.0) | (1.0) |
| Capital and Other Reimbursements | 11.8 | 5.6 | (6.2) | (6.2) | 0.0 |
| Total Receipts | 244.0 | 235.9 | (8.1) | (7.1) | (1.0) |
| <u>Expenditures</u> | | | | | |
| Labor: | | | | | |
| Payroll | 261.3 | 246.5 | 14.8 | (0.0) | 14.8 |
| Overtime | 52.8 | 58.4 | (5.5) | (5.5) | 0.0 |
| Health and Welfare | 57.6 | 62.1 | (4.5) | (4.5) | 0.0 |
| OPEB Current Payment | 22.1 | 20.0 | 2.1 | 2.1 | 0.0 |
| Pensions | 46.5 | 46.0 | 0.5 | 0.5 | 0.0 |
| Other Fringe Benefits | 49.9 | 45.8 | 4.1 | (0.0) | 4.1 |
| GASB Account | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Reimbursable Overhead | | 0.2 | (0.2) | (0.2) | 0.0 |
| Total Labor Expenditures | 490.1 | 479.0 | 11.2 | (7.7) | 18.9 |
| Non-Labor: | | | | | |
| Electric Power | 1.8 | 1.7 | 0.1 | 0.1 | 0.0 |
| Fuel | 23.7 | 24.8 | (1.1) | (1.1) | 0.0 |
| Insurance | 8.2 | 1.8 | 6.5 | 3.2 | 3.3 |
| Claims | 24.8 | 26.5 | (1.7) | (1.7) | 0.0 |
| Paratransit Service Contracts | | | 0.0 | 0.0 | 0.0 |
| Maintenance and Other Operating Contracts | 27.3 | 28.0 | (0.7) | (0.7) | 0.0 |
| Professional Service Contracts | 31.3 | 20.2 | 11.1 | (0.0) | 11.1 |
| Materials & Supplies | 40.3 | 47.6 | (7.3) | (7.3) | 0.0 |
| Other Business Expenses | 3.4 | 2.9 | 0.5 | 0.5 | 0.0 |
| Total Non-Labor Expenditures | 160.8 | 153.4 | 7.4 | (7.0) | 14.4 |
| Other Expenditure Adjustments: | | | | | |
| Other | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Total Other Expenditure Adjustments | 0.0 | 0.0 | 0.0 | 0.0 | 0.0 |
| Depreciation | | | | | |
| OPEB Obligation | | | | | |
| Environmental Remediation | | | | | |
| Total Expenditures | \$651.0 | \$632.4 | \$18.6 | (\$14.7) | \$33.3 |
| Net Cash Surplus/(Deficit) | (\$407.0) | (\$396.5) | \$10.5 | (\$21.8) | \$32.3 |

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

**MTA BUS COMPANY
2015 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME
(UTILIZATION)**

Revenue was on par with than the Final Estimate and 3.3% higher than 2014 Actuals.

Financial Summary

| Passenger Revenue | 2015 Actuals | 2014 Actuals | Percent Change + More / - Less Than | |
|----------------------------|-----------------|-----------------|--|------------------------|
| | | | 2014 Actual | 2015 Final Estimate |
| Fixed Route Revenue | 210,333,373 | 203,590,762 | 3.3% | 0.0% |

2015 Final Estimate vs. Actual

MTA Bus Company Ridership was 0.3 million, or marginally lower than the Final Estimate and unfavorable by 0.2 million, or 0.1% compared to 2014.

Ridership Data - As of December 31, 2015

| | 2015 Actuals | 2014 Actuals | Percent Change + More / - Less Than | |
|-----------------------------|-----------------|-----------------|--|------------------------|
| | | | 2014 Actuals | 2015 Final Estimate |
| Total Riders | 125,399,522 | 125,581,237 | -0.1% | -0.2% |
| Avg. Weekday | 405,978 | 407,115 | -0.3% | n/a |
| Avg. Weekend | 405,478 | 403,826 | 0.4% | n/a |
| Avg. Weekday Local | 371,221 | 370,845 | 0.1% | n/a |
| Avg. Weekday Express | 29,943 | 31,697 | -5.5% | n/a |

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

| | December Year-to-Date | | | Favorable/(Unfavorable) Variance | | | |
|-------------------------------|---------------------------|---------------------------|-------------------|----------------------------------|--------------|---------------------|--------------|
| | 2015 Adopted Budget | 2015 Final Estimate | Actual | 2015 Adopted Budget | | 2015 Final Estimate | |
| | | | | \$ | % | \$ | % |
| <u>Farebox Revenue</u> | | | | | | | |
| Fixed Route | \$ 209.413 | \$ 210.400 | \$ 210.333 | \$ 0.920 | 0.4 | \$ (0.067) | 0.0 |
| Total Farebox Revenue | 209.413 | 210.400 | 210.333 | 0.920 | 0.4 | (0.067) | 0.0 |
| Other Revenue | 26.735 | 20.560 | 23.109 | (3.626) | (13.6) | 2.549 | 12.4 |
| Capital & Other | 5.738 | 5.738 | 5.252 | (0.486) | (8.5) | (0.486) | (8.5) |
| Total Revenue | \$ 241.886 | \$ 236.698 | \$ 238.694 | \$ (3.192) | (1.3) | \$ 1.996 | 0.8 |
| <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
2015 YEAR-END REPORT
Explanation of Variances on Positions
By Function and Occupation**

2015 Final Estimate vs. Actual

There was a total of 3,732 employees, 20 fewer than the Final Estimate. By occupation, the vacancies were in the following positions:

- -13 Managers/Supervisors
- -7 Professional Technical/Clerical

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
2015 YEAR-END REPORT
RESULTS OF OPERATIONS**

Weekday AM pullouts were 0.7% higher than 2014 Actuals and 0.02% lower than 2015 Final Estimate.

Weekday PM Pullouts were 0.6% higher than 2014 Actuals and 0.01% lower than 2015 Final Estimate.

Completed Trips were 0.4% higher than 2014 Actuals and 0.7% lower than 2015 Final Estimate.

The 2015 MDBF of 5,741 was 7.0% higher than the 2014 Actuals and 2.1% higher than the Final Estimate.

| Performance | Final Estimate | 2015 Actuals | 2014 Actuals | 2015 vs 2014 Variance | 2015 Final Estimate Variance |
|--|-----------------------|---------------------|---------------------|------------------------------|-------------------------------------|
| Bus | | | | | |
| AM Weekday Pullout Performance | 99.36% | 99.34% | 98.65% | 0.70% | -0.02% |
| PM Weekday Pullout Performance | 99.36% | 99.35% | 98.72% | 0.64% | -0.01% |
| Percentage of Completed Trips | 99.36% | 98.66% | 98.21% | 0.46% | -0.70% |
| Mean Distance Between Failures | 5,621 | 5,741 | 5,366 | 6.99% | 2.13% |
| Mean Distance Between Service Interruptions | 2,691 | 2,857 | 2,569 | 11.21% | 6.17% |
| Safety | | | | | |
| Customer Accidents/Million Customers* | 1.20 | 1.04 | 0.84 | 23.81% | -13.33% |
| Customer Accidents Injuries/Million Customers* | 0.84 | 1.09 | 0.91 | 19.78% | 29.76% |
| Collision/Million Miles | 40.37 | 48.93 | 46.38 | 5.50% | 21.20% |
| Collision Injuries/Million Miles | 5.39 | 5.68 | 5.61 | 1.25% | 5.38% |
| Employee On-Duty Lost-Time Accidents per 100 Employees | 7.52 | 7.02 | 7.75 | -9.42% | -6.65% |

MTACC MONTHLY PROJECT STATUS REPORTS:

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

7 Line Extension Active Construction Contracts

Report to the Transit Committee - April 2016

data thru March 2016; \$s in million

| | Budget | Expenditures |
|--|-------------------|-------------------|
| Final Design | \$ 119.4 | 119.1 |
| Construction | 1,904.2 | 1,852.3 |
| Construction Management | 51.0 | 47.3 |
| Subway Project Reserve | 26.2 | - |
| Total of HYDC-Funded Subway Work | \$ 2,100.8 | \$ 2,018.7 |
| HYDC-Funded Non-Subway Work [†] | 266.0 | 246.4 |
| Total of HYDC-Funded Subway and Non-Subway Work | \$ 2,366.8 | \$ 2,265.1 |
| MTA-Funded PE/EIS Work and Other | 53.1 | 53.0 |
| Total | \$ 2,419.9 | \$ 2,318.1 |

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

| Project Description | Budget (Bid + Contingency) | Current Contract (Bid + Approved AWOs)* | Remaining Contingency | Expenditures | Actual/ Forecast Award Date | Planned Completion at Award | Forecast Substantial Completion |
|--|----------------------------------|---|--------------------------|----------------|-----------------------------------|-----------------------------------|---------------------------------------|
| Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i> | \$557.8 | \$557.4 | \$0.4 | \$548.1 | Aug-2011 | Jun-2014 | Apr-2016 |
| Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes^{††} <i>John P. Picone Inc.</i> | \$92.3 | \$91.3 | \$0.9 | \$48.4 | Sep-2012 | Apr-2016 | TBD** |

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

** To accommodate Developer's work, the Contractor is working on a schedule, which may extend the completion of Site P.

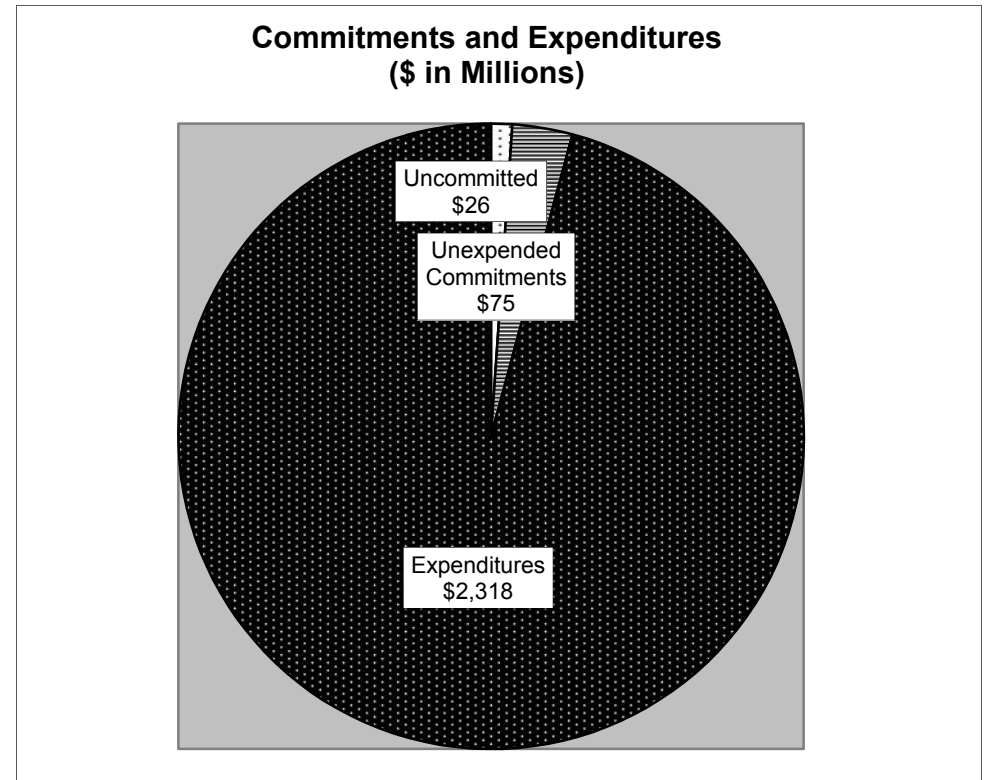
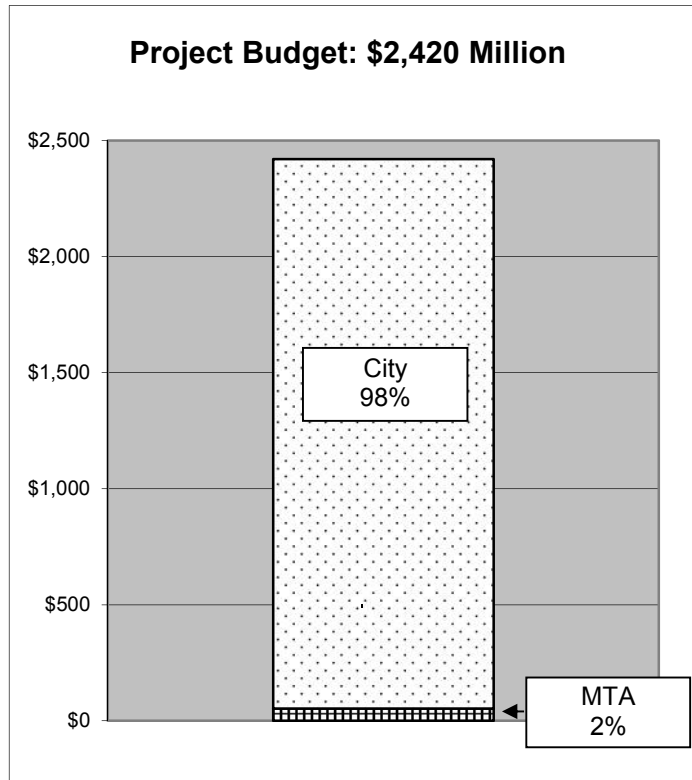
† Non-subway work includes design, construction management, and construction tasks.

†† 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.

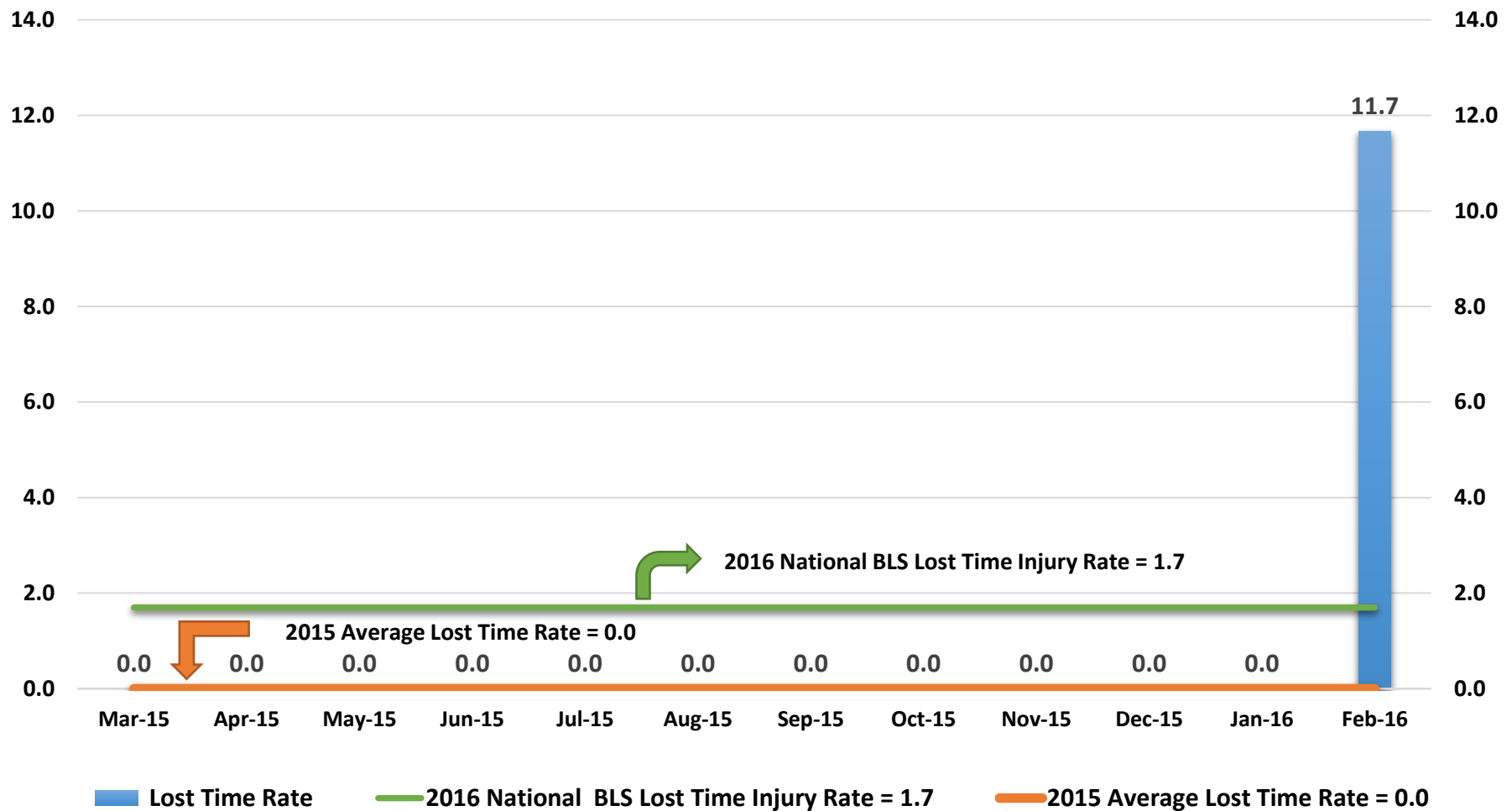
7 Line Extension Status **Report to the Transit Committee - April 2016** *data thru March 2016*

| 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 | 2,341 | 2,341 | 26 | 2,265 |
| Total Authorized | \$ 2,420 | \$ 53 | \$ 2,367 | \$ 2,341 | \$ 2,394 | \$ 26 | \$ 2,318 |

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



7 Line Annual Cumulative Profile of Lost Time Injury Rates



Second Ave Subway (Ph I) Active Construction Contracts

Report to the Transit Committee - April 2016

data thru March 2016; \$s in million

| | Budget | Expenditures |
|-------------------------|-------------------|-------------------|
| Construction | \$ 3,390.9 | \$ 2,857.5 |
| Design | \$ 510.6 | 496.6 |
| Construction Management | \$ 268.0 | 199.2 |
| Real Estate | \$ 281.5 | 238.3 |
| Total | \$ 4,451.0 | \$ 3,791.6 |

| | 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 | \$204.7 | \$1.2 | \$190.1 | Jul-2010 | Jan-2011 | May-2014 | Jun-2016 |
| Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i> | \$298.9 | \$286.6 | \$12.3 | \$198.3 | Mar-2011 | Jan-2012 | Aug-2016 | Dec-2016 |
| 96th St Station Finishes <i>EE Cruz & Tully, JV</i> | \$382.3 | \$374.5 | \$7.9 | \$308.2 | Mar-2011 | Jun-2012 | Dec-2015 | Nov-2016 |
| 72nd St Station Finishes <i>Judlau Contracting</i> | \$322.3 | \$308.0 | \$14.2 | \$224.2 | Nov-2012 | Feb-2013 | Nov-2015 | Nov-2016 |
| 86th St Station Finishes <i>Schiavone - Picone, JV</i> | \$241.5 | \$236.2 | \$5.3 | \$154.0 | Oct-2013 | Jun-2013 | May-2016 | Nov-2016 |

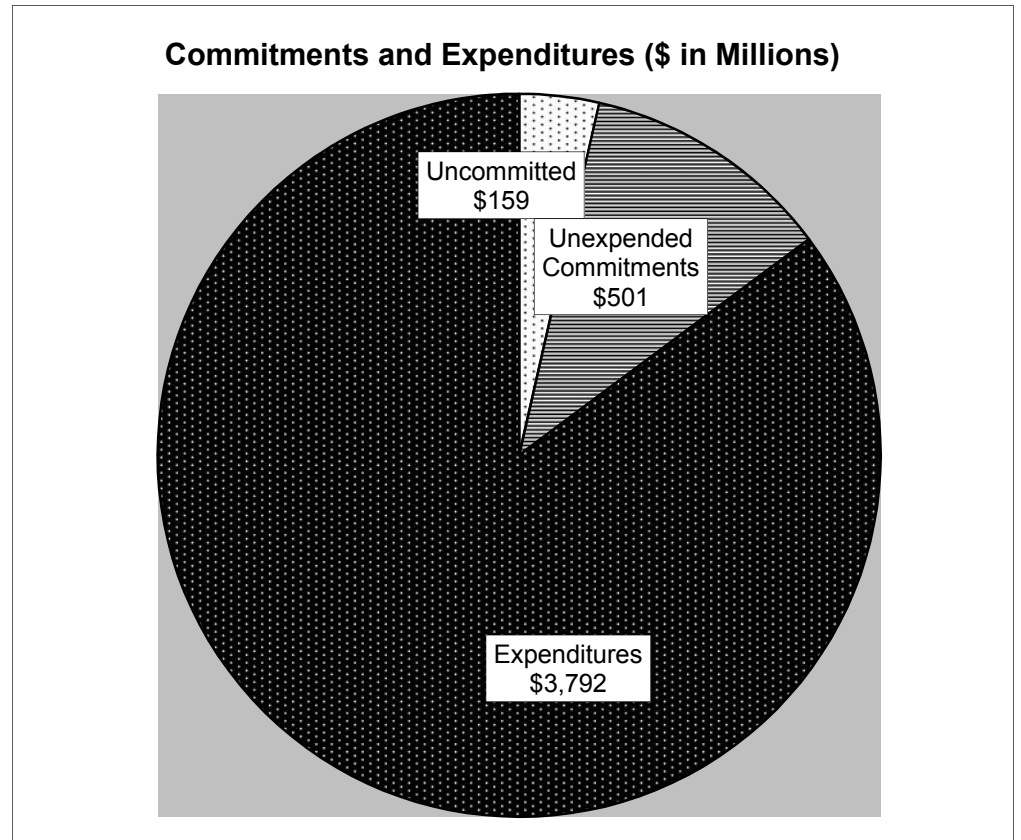
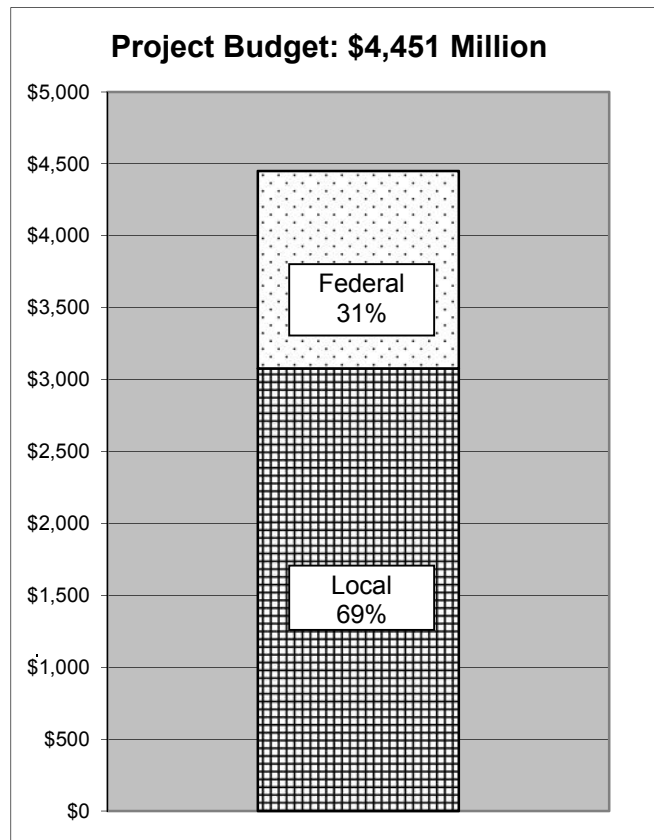
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

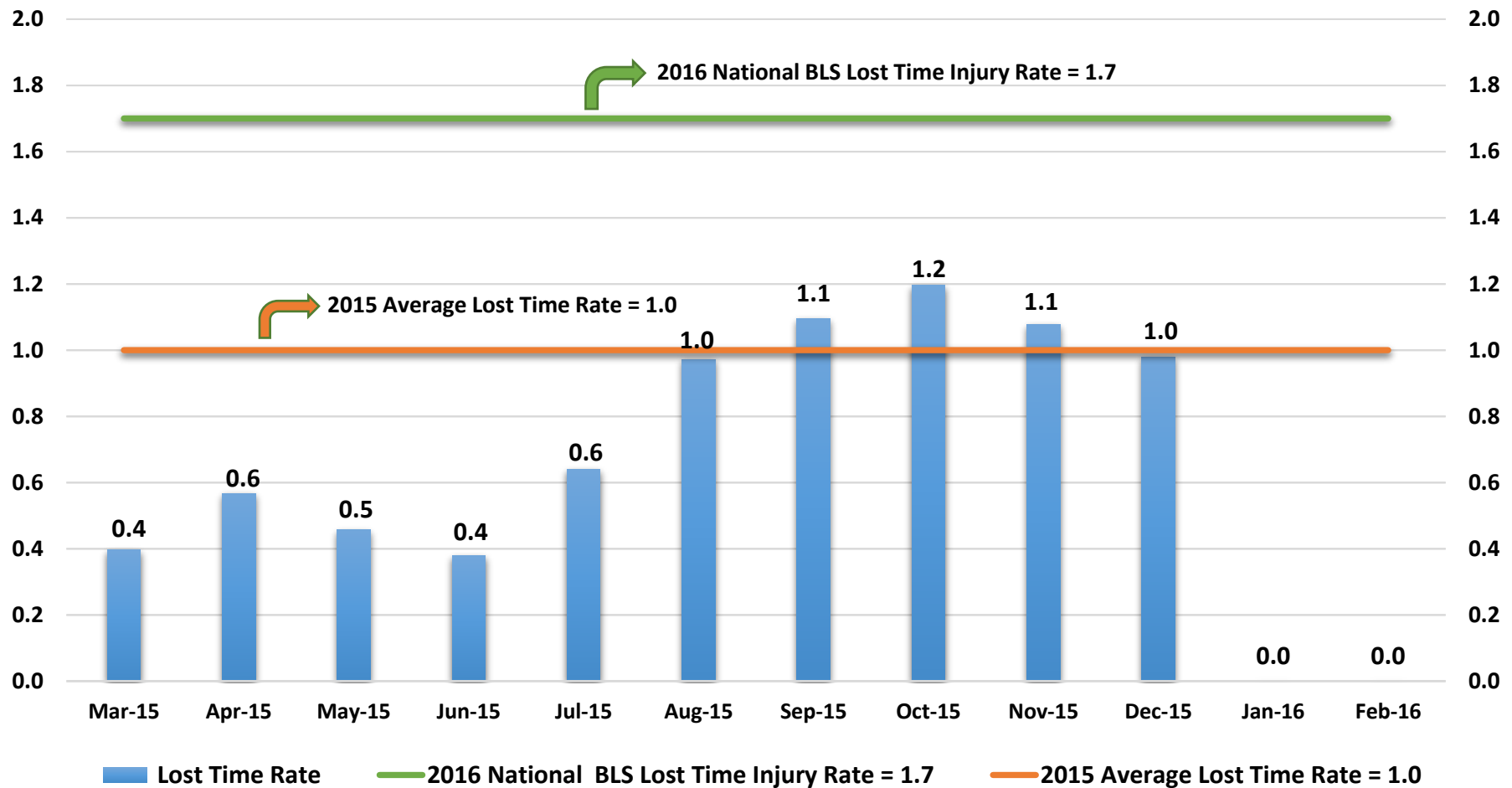
Report to the Transit Committee - April 2016

data thru March 2016

| MTA Capital Program \$ in Millions | Budgeted | Funding Sources | | | Status of Commitments | | |
|---------------------------------------|----------|------------------|--------------------|---------------------|-----------------------|-------------|----------|
| | | Local Funding | Federal Funding | Federal Received | Committed | Uncommitted | Expended |
| 2000-2004 | \$ 1,050 | \$ 744 | \$ 306 | \$ 306 | \$ 1,049 | \$ 1 | \$ 1,043 |
| 2005-2009 | 1,914 | 846 | 1,068 | 944 | 1,881 | 33 | 1,720 |
| 2010-2014 | 1,487 | 1,487 | - | - | 1,362 | 125 | 1,029 |
| Total | \$ 4,451 | \$ 3,077 | \$ 1,374 | \$ 1,251 | \$ 4,292 | \$ 159 | \$ 3,792 |



SAS Annual Cumulative Profile of Lost Time Injury Rates



Second Avenue Subway Update to Transit Committee/CPOC

April 18, 2016



SAS Status

- 63rd Street Station Contractor is testing and commissioning elevators, escalators, HVAC Systems and emergency tunnel ventilation fans. Level 3-4 Testing for all 63rd Street equipment is on target for 4/30/2016 completion.
- All Factory Acceptance Tests have been completed for the Project.
- Level 3-4 Test Procedures are on target with the Testing Schedule.
- Manpower is increasing to meet levels required in the acceleration agreements.
- Systems contractor is installing tracks, signals, communications and traction power. Track work is 94% complete (20,650 LF out of 22,000 LF).
- 72nd Street Finishes contractor is falling behind.

SAS Issue/Milestone Status

| Issue/Milestone | Target Date (as of Mar. 2016 CPOC) | Current Forecast Date | Change Since Last Report | Potential Impact on Revenue Service Date |
|---|--|-----------------------------|-----------------------------|---|
| Lex. /63rd St Finishes Contract | | | | |
| Escalator Installation | 3/31/2016 | 3/31/2016 A | Complete | Escalator installation is complete. Level 3-4 testing is ongoing. |
| Elevator Installation | 3/18/2016 | 3/18/2016 A | Complete | Elevator installation is complete. Level 3-4 testing is ongoing. |
| Fire Life Safety Installation | 3/31/2016 | 3/31/2016 A | Complete | Fire Life Safety installation is complete. |
| Level 3-4 Testing | 4/30/2016 | 4/30/2016 | On Target | |

SAS Issue/Milestone Status

Master Page # 232 of 239 - New York City Transit and Bus Committee Meeting 4/18/2016

| Issue/Milestone | Target Date (as of Mar. 2016 CPOC) | Current Forecast Date | Change Since Last Report | Potential Impact on Revenue Service Date |
|--|--|--------------------------|---|---|
| 72 nd St Finishes Contract | | | | |
| Permanent Power energization | 4/15/2016 | 4/30/2016 | 2 week loss of float | Loss of float is due to resolution of ConEd identified technical issues. No impact on RSD. |
| Escalator Installation | 10/28/2016 | 10/28/2016 | On Target | |
| Elevator Installation | 9/1/2016 | 9/30/2016 | 4 week loss of float for Elevator | Working with contractor to bring elevator installation back to Target Date. No impact on RSD. |
| Tunnel Vent Fans | 5/31/2016 | 6/15/2016 | 2 week loss of float at Ancillary 1 | Tunnel Ventilation Fan installation at Ancillary 2 on target. Fan installation at Ancillary 1 will be completed by mid-June 2016. |
| VAC Installation | 5/31/2016 | 6/15/2016 | 2 week loss of float | Ancillary 2 is on target, but Ancillary 1 is trending to mid-June 2016. No impact on RSD. |
| Level 3-4 Testing | 8/31/2016 | 8/31/2016 | On Target | |
| Level 3 to 5 Testing Elevator/Escalator | 11/30/2016 | 11/30/2016 | On Target | |

SAS Issue/Milestone Status

Master Page # 233 of 239 - New York City Transit and Bus Committee Meeting 4/18/2016

| Issue/Milestone | Target Date (as of Mar. 2016 CPOC) | Current Forecast Date | Change Since Last Report | Potential Impact on Revenue Service Date |
|---|--|-----------------------------|-----------------------------|---|
| 86th St Finishes Contract | | | | |
| Permanent Power Energization | 4/30/2016 | 4/30/2016 | On Target | |
| Elevator and Escalator Installation | 6/1/2016 | 6/21/2016 | 3 week loss of float | Delays in machine room construction are shifting out installation. No impact to RSD. |
| Ancillary 1 and 2 Structures | 4/30/2016 | 4/30/2016 | On Target | |
| Level 3-4 Testing | 8/1/2016 | 8/1/2016 | On Target | |

SAS Issue/Milestone Status

| Issue/Milestone | Target Date (as of Mar. 2016 CPOC) | Current Forecast Date | Change Since Last Report | Potential Impact on Revenue Service Date |
|---|--|--------------------------|-----------------------------|---|
| 96th St Finishes Contract | | | | |
| Escalator Installation | 5/15/2016 | 6/30/2016 | 6 week loss of float | 7 out of 9 escalators will be installed by end of May 2016 and the remaining 2 will be installed by the end of June 2016. No impact on RSD. |
| Elevator Installation | 7/13/2016 | 7/31/2016 | 2 week loss of float | Platform elevator will be installed by end of June and the street elevator will be installed by end of July. No impact on RSD. |
| Tunnel Vent Fans | 6/21/2016 | 5/31/2016 | On Target | |
| HVAC Installation | 5/31/2016 | 5/31/2016 | On Target | |
| Fire Life Safety Installation | 6/13/2016 | 5/31/2016 | On Target | |
| Level 3-4 Testing | 8/1/2016 | 8/1/2016 | On Target | |

SAS Issue/Milestone Status

| Issue/Milestone | Target Date (as of Mar. 2016 CPOC) | Current Forecast Date | Change Since Last Report | Potential Impact on Revenue Service Date |
|--|--|-----------------------------|-----------------------------|---|
| Systems Contract | | | | |
| Communication Systems Installation (Fire Alarm, PA/CIS) | 8/31/2016 | 8/31/2016 | On Target | |
| Communication Systems Installation (Police Radio) | 10/15/2016 | 10/15/2016 | On Target | |
| Traction Power Energization | 7/11/2016 | 7/11/2016 | On Target | |
| Track Work | 5/15/2016 | 5/15/2016 | On Target | |
| Signal Work | 7/18/2016 | 7/18/2016 | On Target | |

April 2016
NYCT Committee & CPOC
IEC Monthly Update



Second Avenue Subway

April 18, 2016

SAS April Update

The IEC observed that the March target dates for installations at the Lexington Ave/63rd Street Station were all met and that local testing is now underway. However, the IEC's review of current contractor forecasts for upcoming schedule milestones raised these concerns:

- Contractors' forecasts kept to schedule targets for only 70% of the interim tracking milestones identified at the March CPOC meeting.
- There is no improvement in the forecasted escalator and elevator completions for the 72nd Street Station, which remain close to impacting the target RSD.
- The testing schedule for major station equipment systems remains highly compressed which maximizes the demand on NYCT staff.

SAS April Update

A review of project reports related to prior IEC concerns revealed:

- The work effort at the 72nd Street Station site has not reached the level necessary to support the accelerated schedule.
- Late design changes have continued through March and the backlog of changes may present a risk to the scheduled completion of the testing program.

Recommendations Log

| Recommendation | Agency Action | Status |
|---|---|-------------|
| January 2016 Expedite their efforts to complete the new integrated project schedule. This schedule should then be detailed with weekly checkpoints. | The Project approved all contract acceleration schedules in March 2016 (iterations of contractor acceleration schedules continued as acceleration agreements were finalized). The Project completed the new integrated project schedule mid March 2016 and continues to update monthly. Bi-weekly updates of the fragnet schedules are performed to status each contract. | COMPLETE |
| January 2016 Complete implementation of an augmented staffing plan for construction management as soon as practical. | As of mid-April 2016, the Project required five additional hires to complete augmentation of the staffing plan. The Project intends to have the staffing plan fully augmented by the end of April 2016. | IN-PROGRESS |
| March 2016 A clear target date for completion of the final testing and commissioning tasks for the 63 rd Street Station Entrances should be established. | The Project has set end of June 2016 as the target date for final testing and commissioning for the 63 rd Street Station. | COMPLETE |