



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", written in a cursive style.

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
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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.

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

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

SIR 2017 Adopted Budget/Financial Plan 2017-2020

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

MTA Bus 2017 Adopted Budget/Financial Plan 2017-2020

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

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

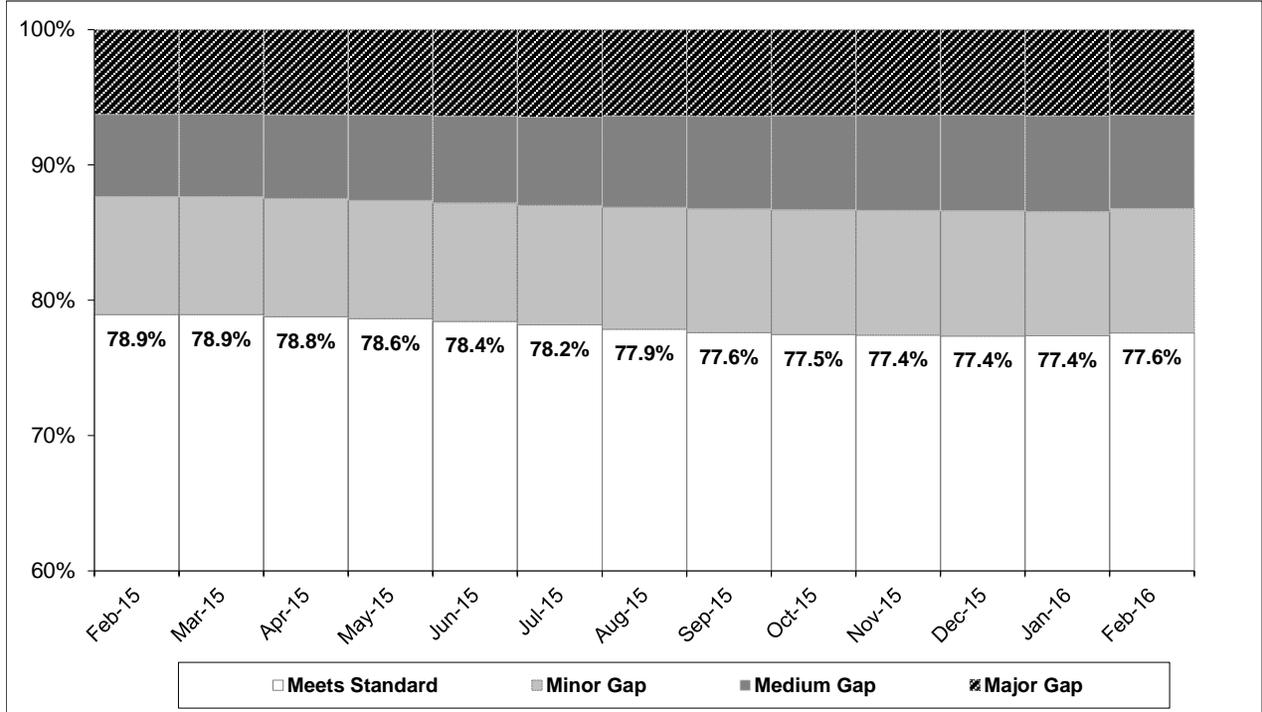
No Agenda Items

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)
	12-Month Average				
	<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)

Line	<u>Mar '15 - Feb '16</u>				<u>Mar '14 - Feb '15</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>Headways*</u>			<u>Meets Standard</u>	<u>Headways*</u>			
		<u>GAP</u>				<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
①	78.8%	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%
④ S 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%
① A	68.7%	9.5%	9.8%	12.1%	69.6%	10.1%	8.2%	12.1%	-0.9%
① B	77.3%	10.8%	7.0%	4.9%	80.1%	9.1%	5.7%	5.1%	-2.8%
① C	77.8%	10.7%	6.2%	5.3%	81.5%	9.5%	4.9%	4.1%	-3.7%
① D	79.9%	10.1%	6.5%	3.6%	81.5%	8.8%	5.6%	4.2%	-1.6%
① E	75.0%	10.1%	7.9%	7.1%	75.0%	9.5%	7.4%	8.0%	+0.0%
① F	72.7%	10.0%	8.4%	9.0%	71.3%	8.9%	7.6%	12.2%	+1.4%
④ S Fkln	96.3%	1.6%	0.9%	1.3%	95.7%	2.0%	1.1%	1.2%	+0.6%
① G	81.4%	10.4%	5.6%	2.7%	81.8%	10.2%	4.9%	3.2%	-0.4%
④ S Rock	92.3%	4.3%	2.1%	1.3%	90.0%	5.7%	2.0%	2.3%	+2.3%
① J Z	78.1%	9.7%	6.9%	5.3%	81.6%	9.6%	5.1%	3.6%	-3.5%
① L	77.8%	10.0%	7.0%	5.2%	82.1%	9.4%	4.9%	3.7%	-4.3%
① M	77.5%	9.4%	7.0%	6.0%	78.6%	10.0%	6.9%	4.5%	-1.1%
① N	78.5%	10.6%	7.0%	3.9%	80.3%	9.1%	5.1%	5.5%	-1.8%
① Q	79.3%	10.8%	5.6%	4.3%	80.2%	9.6%	5.6%	4.6%	-0.9%
① R	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)

Line	Mar 15 - Feb '16				Mar '14 - Feb '15				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		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%
S 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%
A	75.8%	10.2%	7.4%	6.6%	77.0%	10.0%	5.9%	7.0%	-1.2%
C	83.1%	8.6%	4.2%	4.0%	82.4%	8.8%	5.2%	3.7%	+0.7%
D	87.2%	6.8%	4.6%	1.4%	83.6%	7.1%	4.4%	4.9%	+3.6%
E	80.6%	10.0%	4.8%	4.6%	85.6%	7.8%	3.1%	3.5%	-5.0%
F	83.9%	7.8%	3.5%	4.8%	84.5%	7.7%	2.8%	5.0%	-0.6%
S Fkln	92.6%	3.5%	2.2%	1.7%	95.3%	3.1%	0.6%	0.9%	-2.7%
G	91.3%	5.8%	1.8%	1.1%	92.4%	4.3%	1.7%	1.7%	-1.1%
J Z	89.2%	6.9%	2.0%	2.0%	91.8%	5.6%	1.6%	1.0%	-2.6%
L	80.3%	7.4%	6.9%	5.3%	87.0%	6.1%	3.3%	3.6%	-6.7%
N	84.9%	8.4%	4.4%	2.3%	85.3%	7.6%	4.6%	2.4%	-0.4%
O	86.5%	5.4%	4.3%	3.8%	88.4%	7.1%	3.5%	1.0%	-1.9%
R	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%

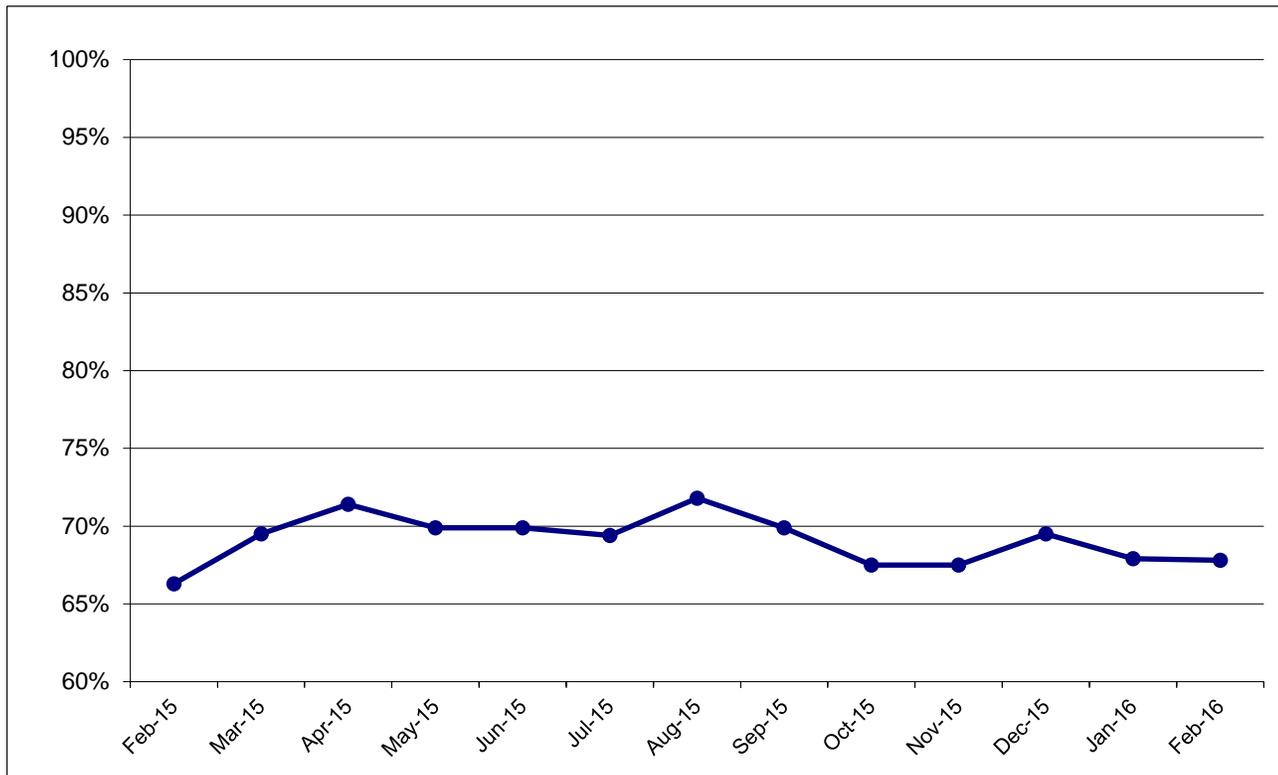
* **Headway Definitions**

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.

Chart 4

**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%
Ⓢ 42 St	98.9%	98.0%	+0.9%
Subdivision A	65.3%	69.3%	-4.0%
Ⓐ	66.4%	71.6%	-5.2%
Ⓑ	76.0%	74.9%	+1.1%
Ⓒ	78.3%	83.7%	-5.4%
Ⓓ	73.2%	75.1%	-1.9%
Ⓔ	69.0%	71.3%	-2.3%
Ⓕ	57.7%	55.4%	+2.3%
Ⓢ Fkln	99.6%	99.3%	+0.3%
Ⓖ	69.2%	76.3%	-7.1%
Ⓢ Rock	96.0%	95.7%	+0.3%
Ⓙ	71.0%	84.9%	-13.9%
Ⓛ	91.7%	93.6%	-1.9%
Ⓜ	69.3%	74.0%	-4.7%
Ⓝ	65.6%	71.4%	-5.8%
Ⓚ	70.6%	75.4%	-4.8%
Ⓡ	59.2%	79.6%	-20.4%
Subdivision B	72.8%	77.4%	-4.6%
Systemwide	69.4%	73.8%	-4.4%

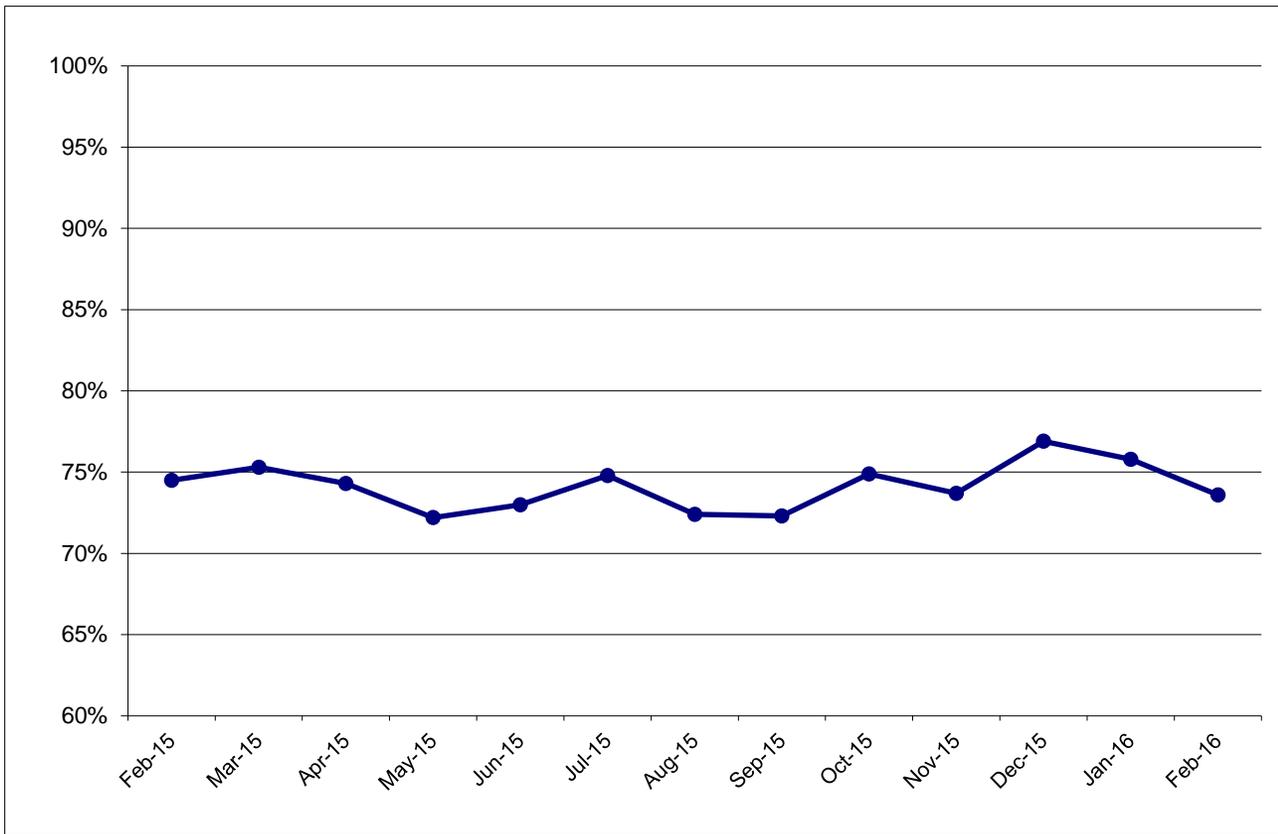
Chart 5

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.

Chart 7

**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%
Ⓢ 42 St	99.6%	99.6%	0.0%
Subdivision A	71.8%	77.5%	-5.7%
Ⓐ	63.9%	71.1%	-7.2%
Ⓒ	57.0%	72.1%	-15.1%
Ⓓ	69.9%	78.3%	-8.4%
Ⓔ	61.3%	67.8%	-6.5%
Ⓕ	37.3%	55.7%	-18.4%
Ⓢ Fkln	99.6%	99.3%	+0.3%
Ⓖ	84.7%	87.9%	-3.2%
Ⓢ Rock	97.9%	97.3%	+0.6%
Ⓙ	88.6%	94.0%	-5.4%
Ⓛ	88.5%	96.1%	-7.6%
Ⓜ	96.5%	97.9%	-1.4%
Ⓝ	70.2%	75.4%	-5.2%
Ⓞ	83.1%	84.9%	-1.8%
Ⓡ	71.2%	73.3%	-2.1%
Subdivision B	75.6%	81.6%	-6.0%
Systemwide	74.1%	79.9%	-5.8%

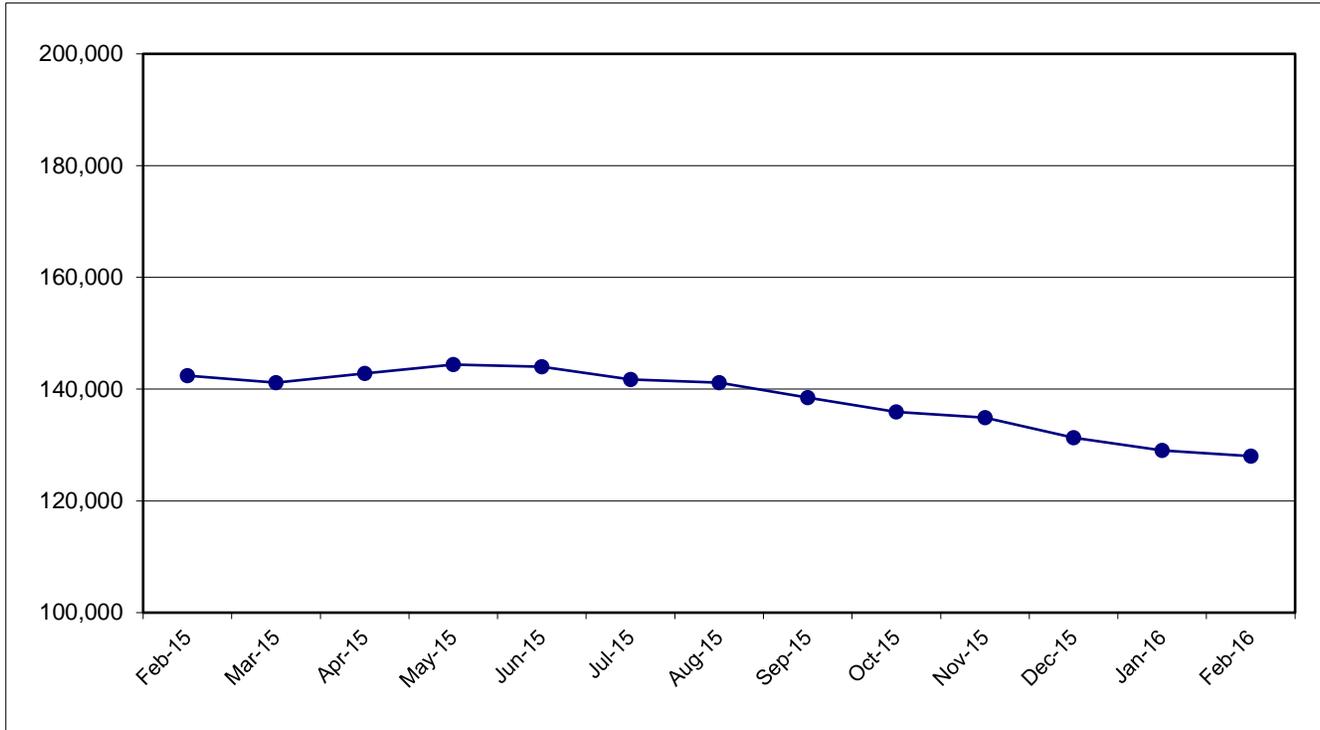
Chart 8

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

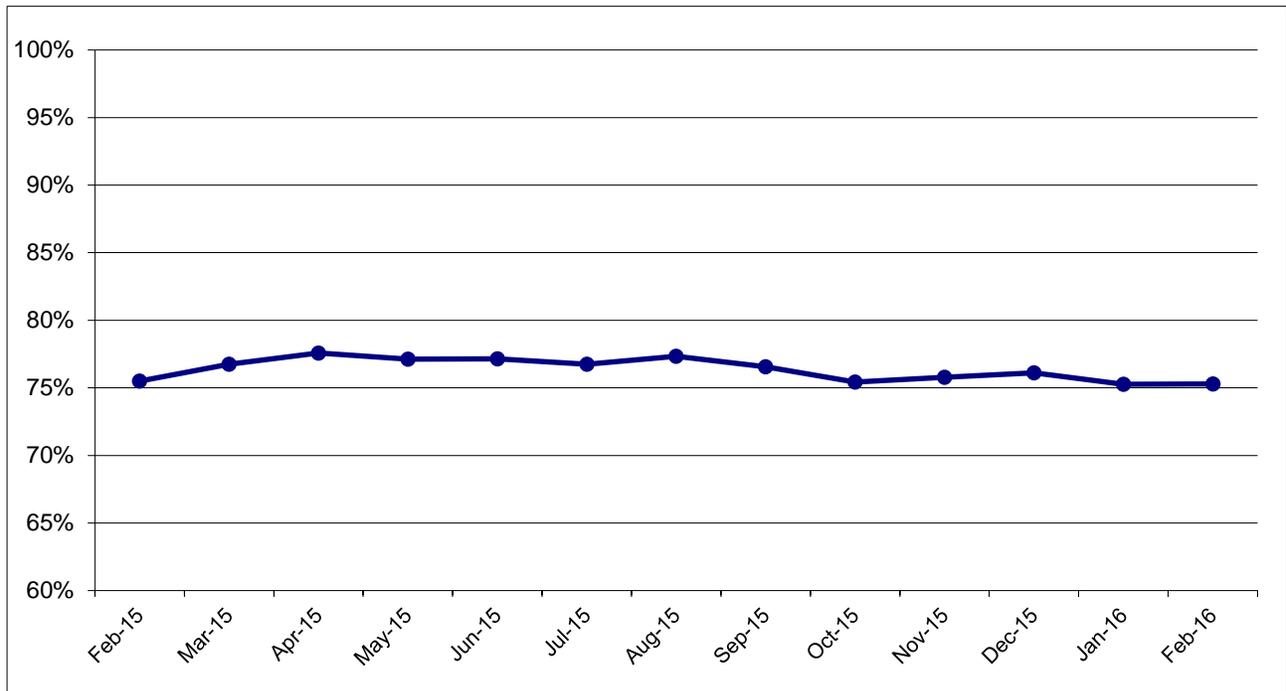
MDBF in February 2016 decreased 8.4% from February 2015. Over the past year, the MDBF 12-month average decreased 10.1%.

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)

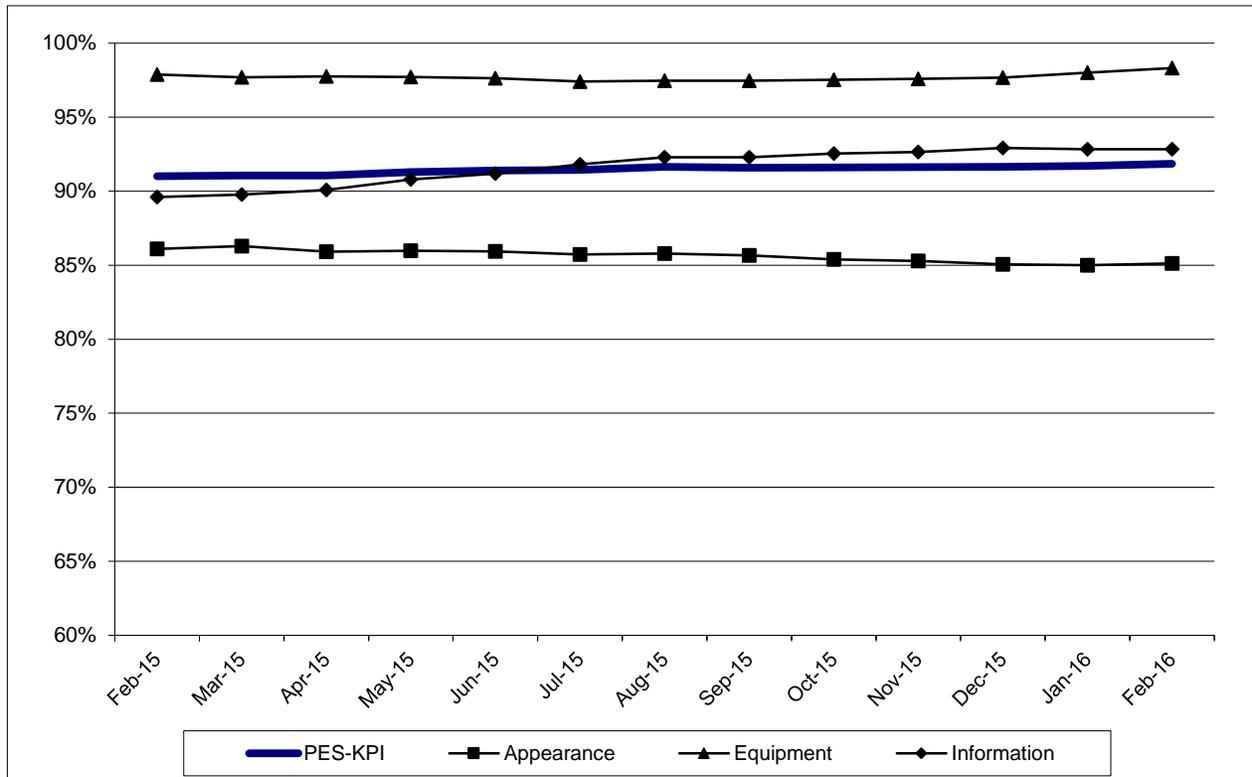
Chart 12

**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%
④ 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%
①	95.0%	93.5%	98.0%	93.6%	94.3%	93.4%	95.1%	94.5%	+0.7%
②	92.8%	91.4%	95.7%	91.3%	93.8%	93.0%	95.4%	92.9%	-1.0%
③	96.1%	95.2%	98.7%	94.4%	94.3%	93.3%	96.5%	93.0%	+1.8%
④	92.5%	90.2%	96.9%	90.5%	93.1%	92.9%	93.6%	92.7%	-0.6%
⑤	96.4%	93.4%	97.4%	98.3%	96.5%	94.6%	98.8%	96.1%	-0.1%
⑥	96.3%	94.0%	98.7%	96.1%	94.6%	92.0%	98.4%	93.5%	+1.7%
④ Fkn	94.6%	92.3%	97.2%	94.5%	92.4%	93.5%	94.6%	89.2%	+2.2%
⑦	94.7%	95.7%	96.9%	91.6%	93.9%	94.0%	93.5%	94.3%	+0.8%
①/②	94.9%	91.5%	98.7%	94.7%	96.7%	94.3%	97.6%	98.3%	-1.8%
③	95.6%	92.1%	96.5%	98.3%	95.0%	90.1%	98.3%	96.6%	+0.6%
④	96.3%	91.7%	98.1%	99.1%	95.6%	91.1%	97.3%	98.4%	+0.7%
⑤	96.4%	93.3%	97.9%	98.1%	95.2%	89.2%	98.6%	98.0%	+1.2%
⑥	95.8%	88.5%	99.6%	99.5%	94.9%	90.3%	98.2%	96.4%	+0.9%
⑦	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%

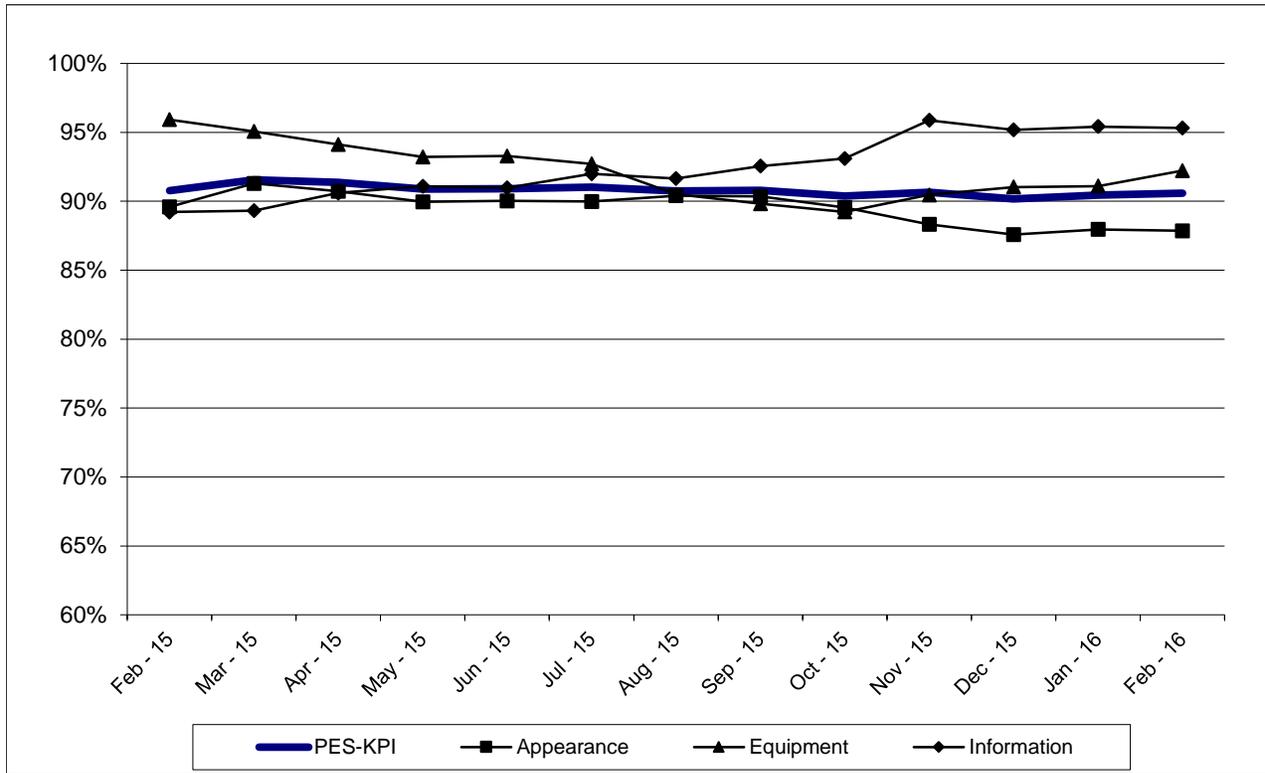
Chart 15

**PES-KPI - Stations
12 Month Rolling Average**

Borough	February 2016				February 2015				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
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%

Chart 16

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



PES-KPI Definition

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

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

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

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

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

SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
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%

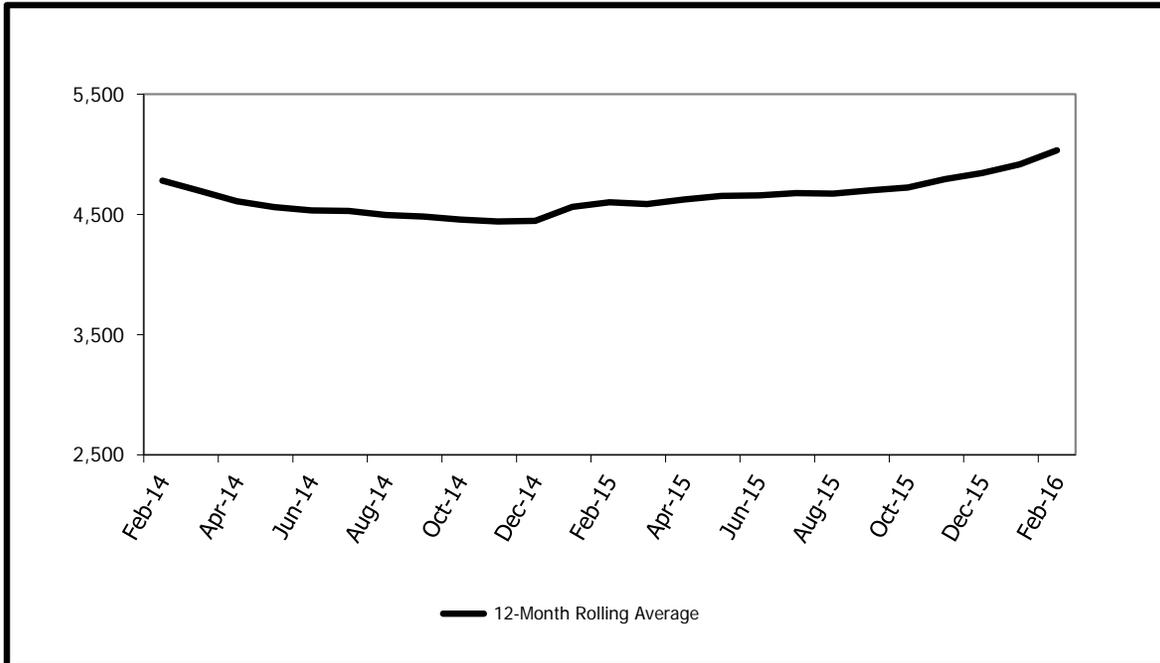
Chart 17

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

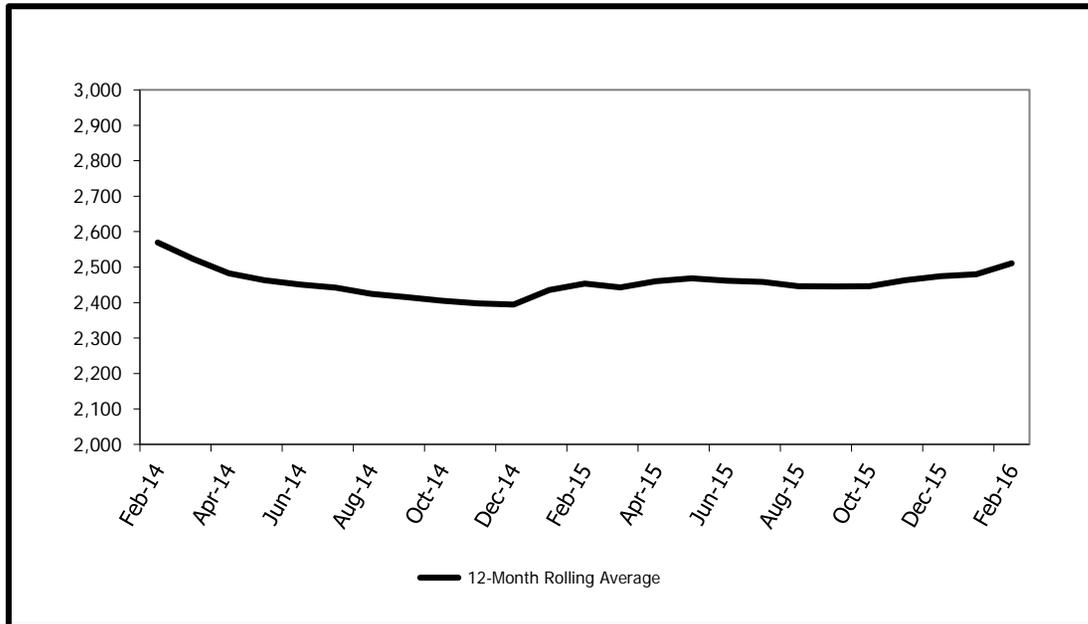
Annual Results

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

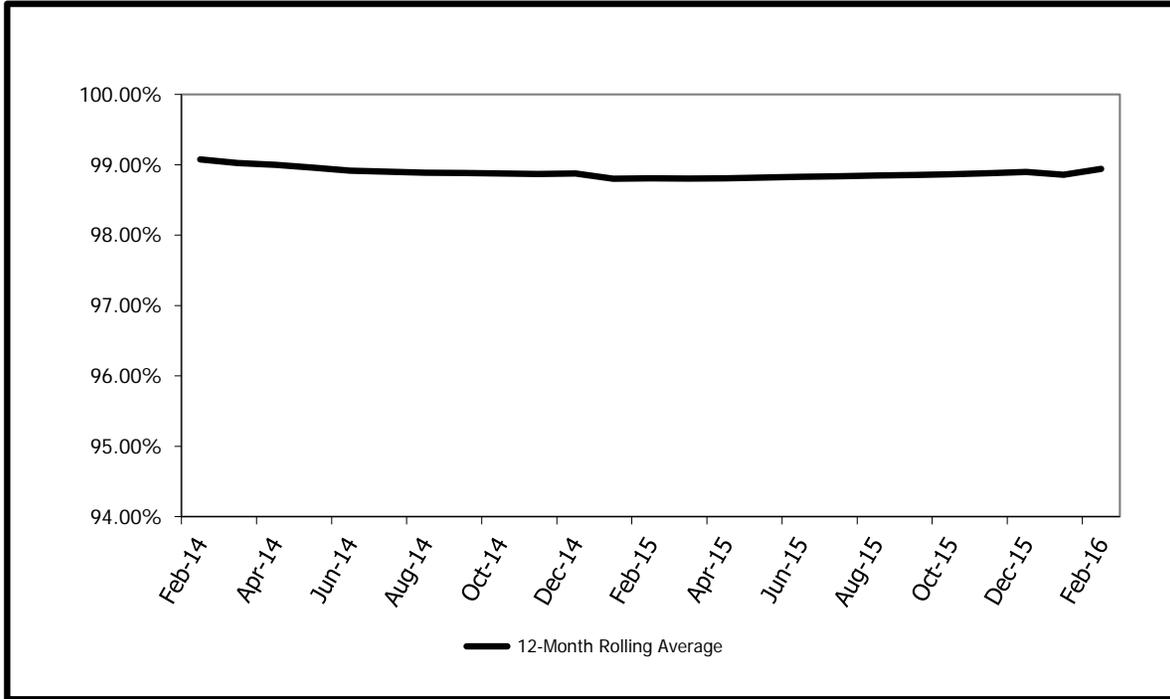
Annual Results

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%

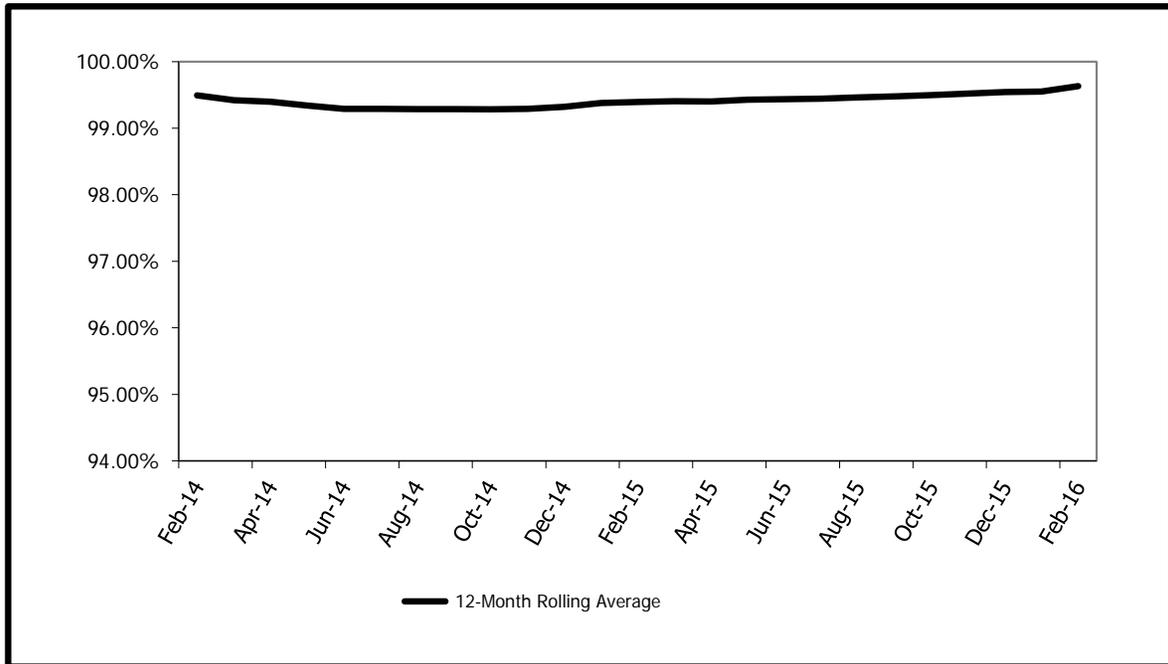
Annual Results

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%

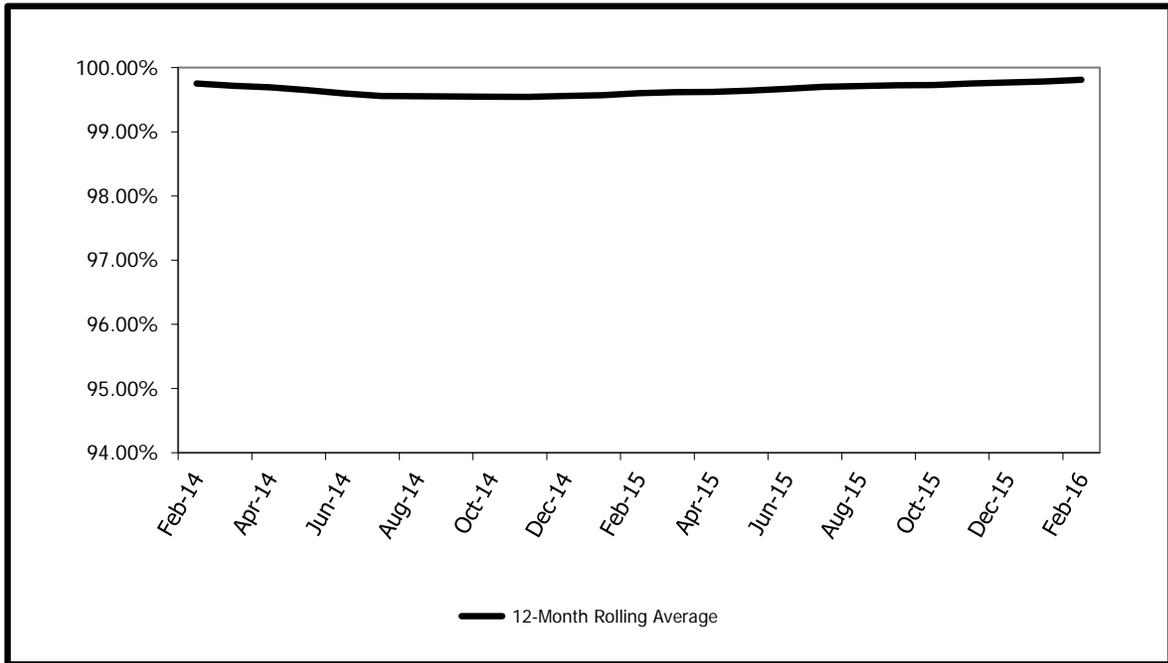
Annual Results

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.



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			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Budget	Actual	Amount	Percent	Budget	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	
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			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Budget	Actual	Amount	Percent	Budget	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

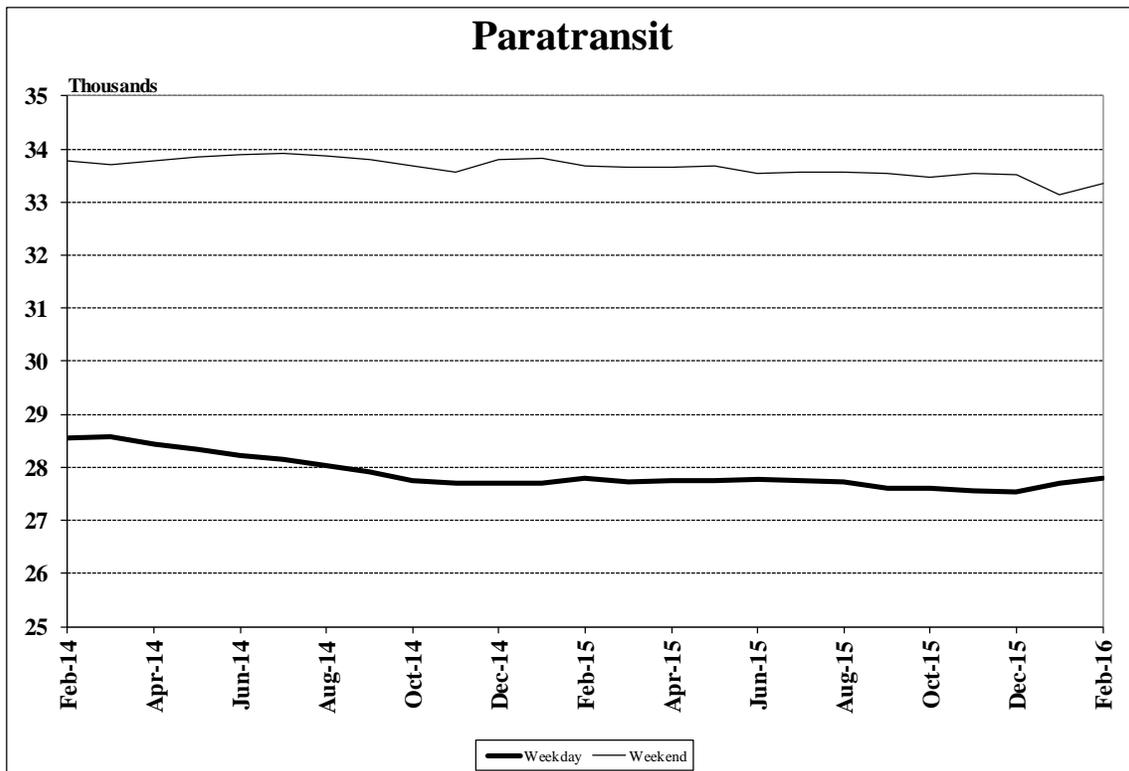
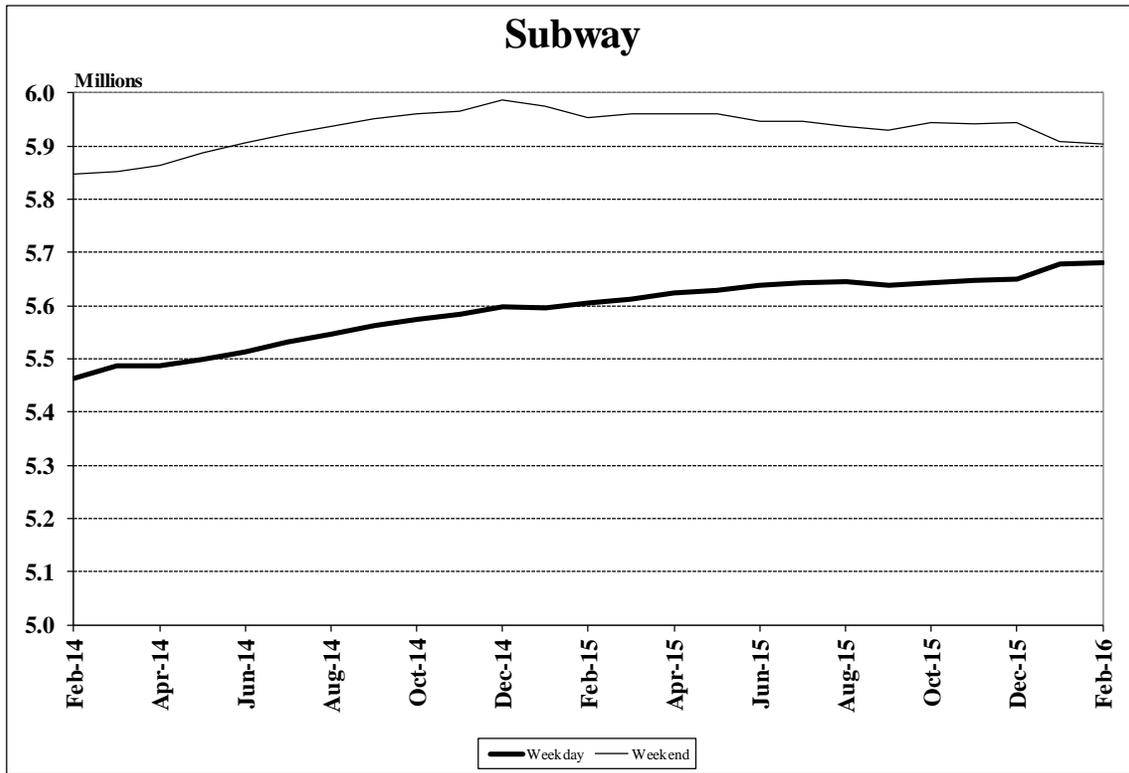
<u>Month</u>	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2015	2016	Amount	Percent	2015	2016	Amount	Percent
Subway	5,569	5,595	+27	+0.5%	5,473	5,410	-63	-1.2%
NYCT Local Bus	1,984	1,997	+13	+0.7%	2,060	2,090	+30	+1.5%
NYCT Express Bus	42	42	-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.

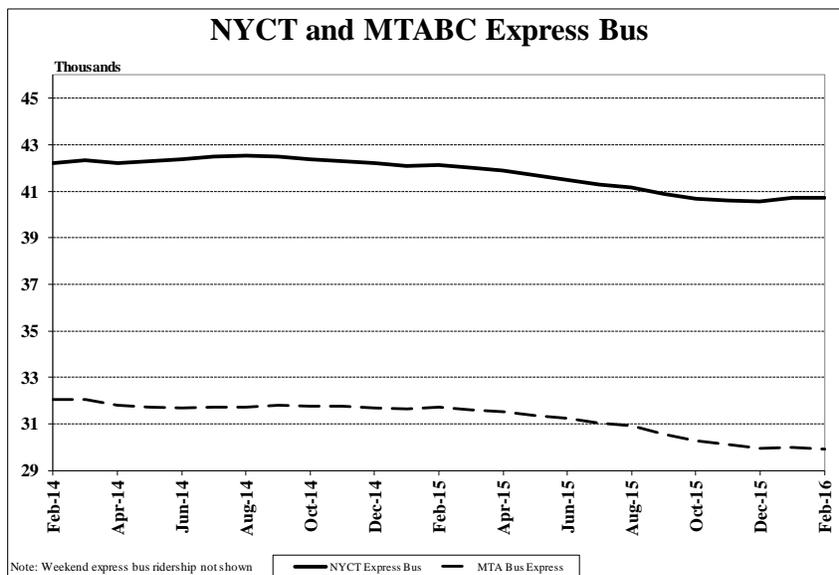
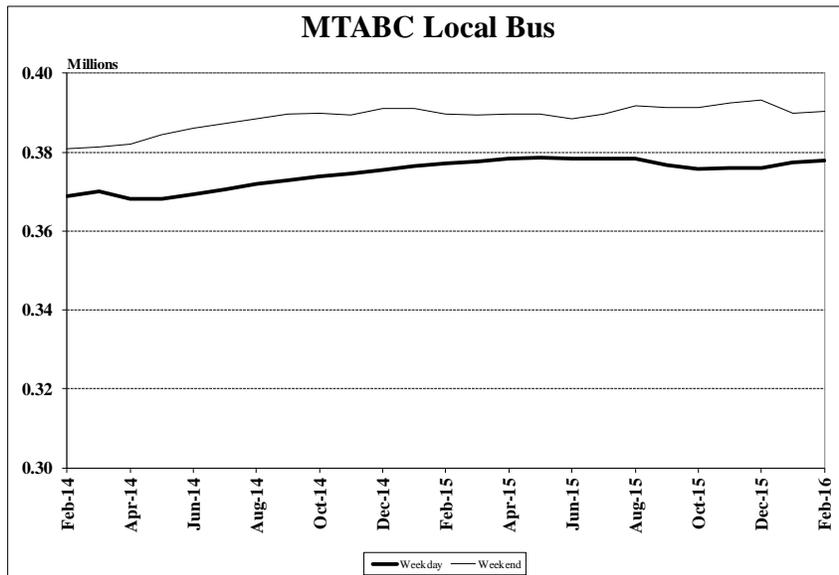
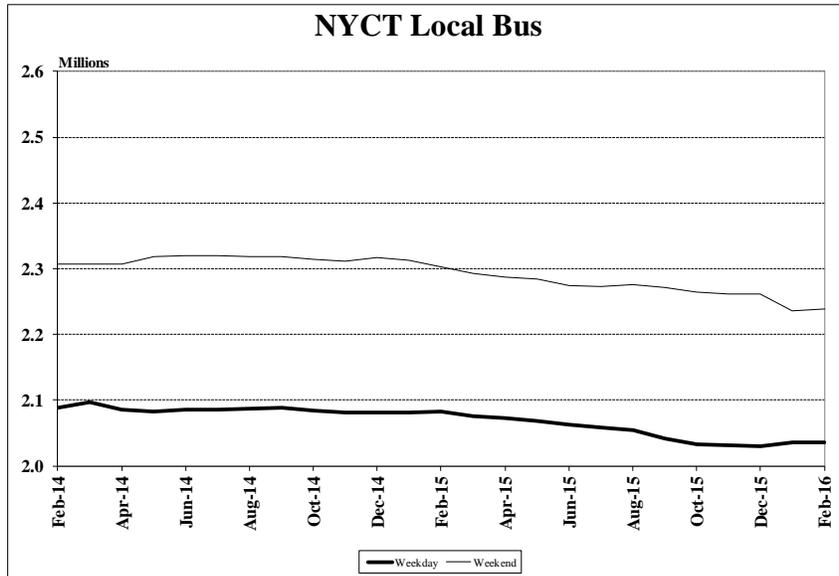
Average Weekday and Weekend Ridership

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%

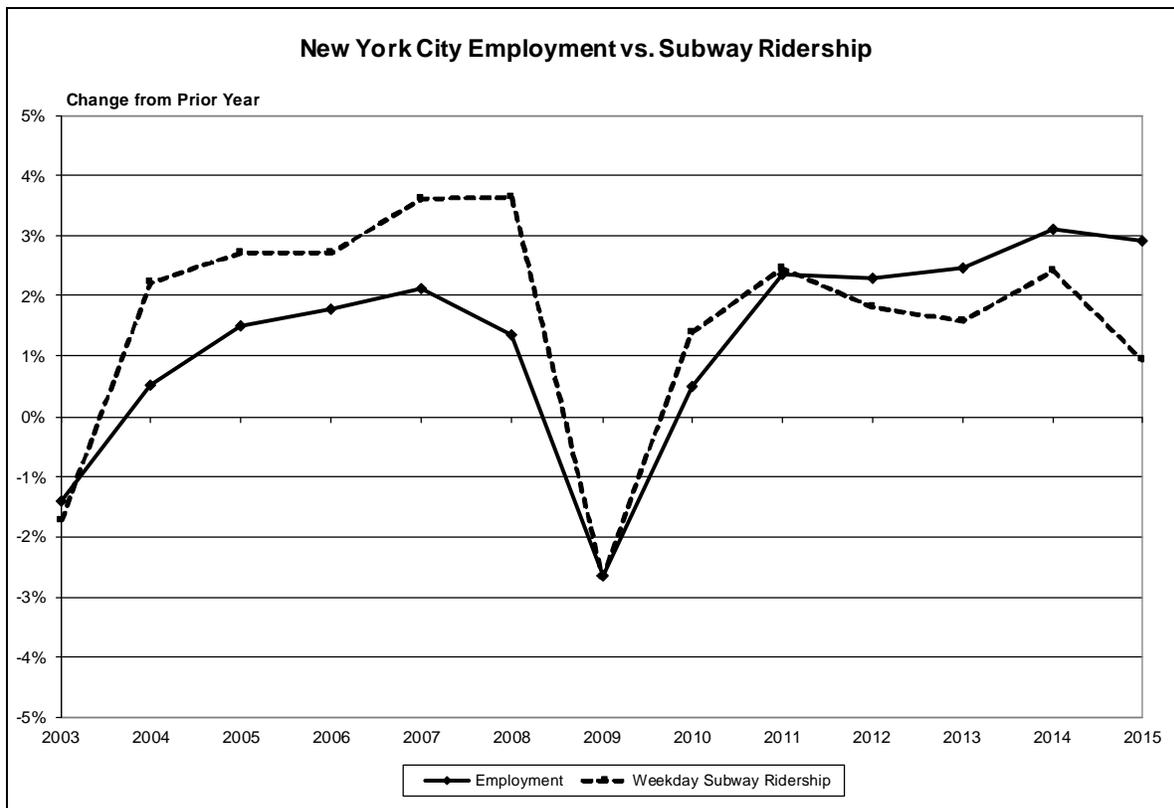
Note: Percentages are based on unrounded data.

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)

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	Nonreimbursable				Reimbursable				Total			
			Var Percent				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	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	-	-	\$65.435	\$84.293	(1.142)	(1.3)	\$65.435	\$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	\$0.276	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)

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
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	-	(4.4)	\$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	\$601,188	\$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

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	Principally 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	Principally 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)	Principally unfavorable results in miscellaneous expenses/credits	(0.6)	over (100.0)	Principally unfavorable results in miscellaneous expenses/credits

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

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$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)
Expenditures								
Labor :								
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)
Non-Labor :								
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
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$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)

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	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

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



FINANCIAL AND RIDERSHIP REPORT

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)

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	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)

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	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	\$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)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
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)
Expenditures								
Labor :								
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
Non-Labor :								
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
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$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

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)

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	\$0.008	\$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)**

	<u>Month of February</u>				<u>Explanation</u>
	<u>2015</u>	<u>2016</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
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
	<u>12-Month Rolling Average</u>				
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
ACCRUAL 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

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)

	February 2016			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Operating Receipts or Disbursements						
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			
	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>		
	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$ 16.750	\$ 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	(\$0.235)	101,740	\$4.226	93,274	\$4.034	8,466	\$0.192
					3.9%	-11.7%					8.3%	4.5%
<u>Unscheduled Service</u>	10,080	\$0.431	7,509	\$0.343	2,571	0.087	20,976	\$0.943	15,642	\$0.669	5,335	0.275
					25.5%	20.3%					25.4%	29.1%
<u>Programmatic/Routine Maintenance</u>	21,045	\$0.914	18,611	\$0.904	2,435	0.009	43,886	\$1.849	37,488	\$1.706	6,398	0.143
					11.6%	1.0%					14.6%	7.7%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	15,406	\$0.772	17,113	\$0.804	(1,707)	(0.032)	28,612	\$1.496	32,428	\$1.491	(3,817)	0.005
					-11.1%	-4.2%					-13.3%	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	0.002	353	\$0.016	307	\$0.014	46	0.002
					18.3%	21.0%					13.1%	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	(\$0.148)	206,730	\$9.003	196,337	\$8.776	10,394	\$0.227
					7.2%	-3.4%					5.0%	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	(\$0.148)	206,730	\$9.003	196,337	\$8.776	10,394	\$0.227
					7.2%	-3.4%					5.0%	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 work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes Routine Maintenance work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u>, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.</i>
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

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

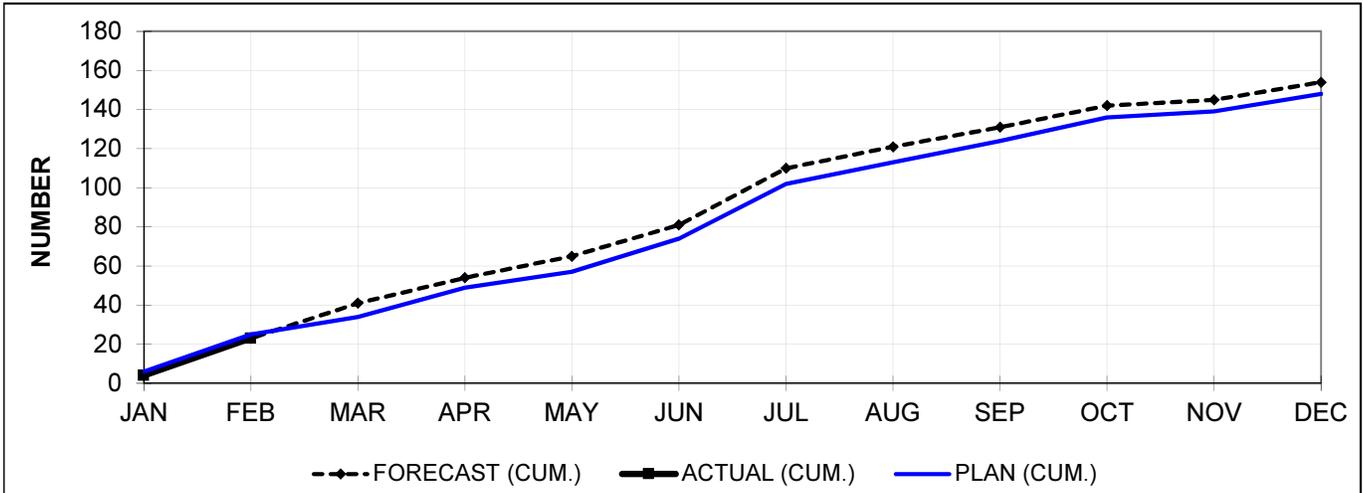
2016 Projected To-Year-End

	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

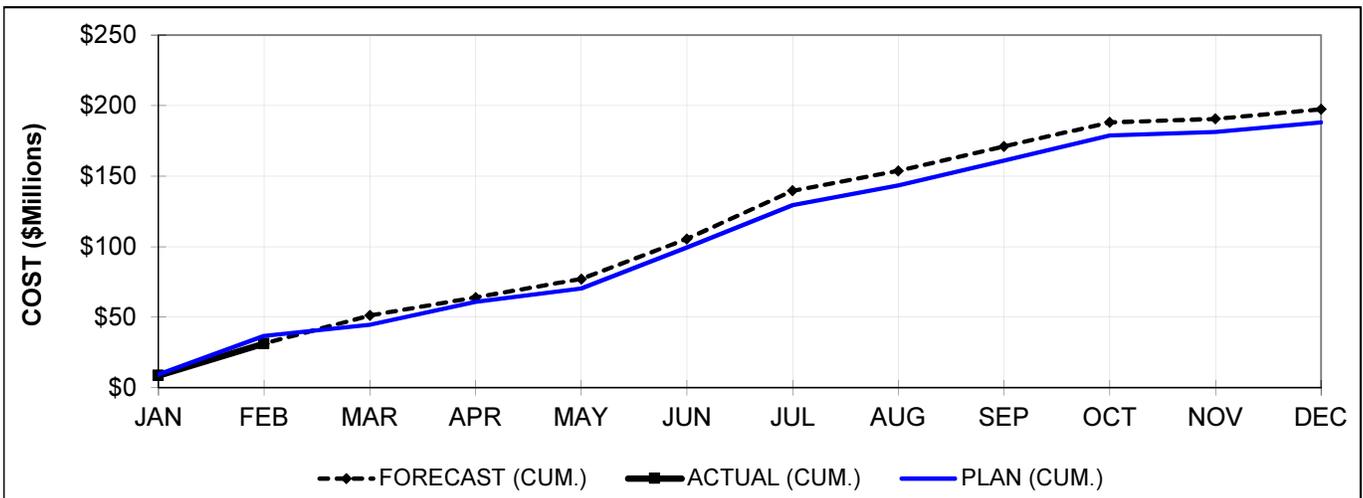
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2015 Design Starts Charts

As of February 2016



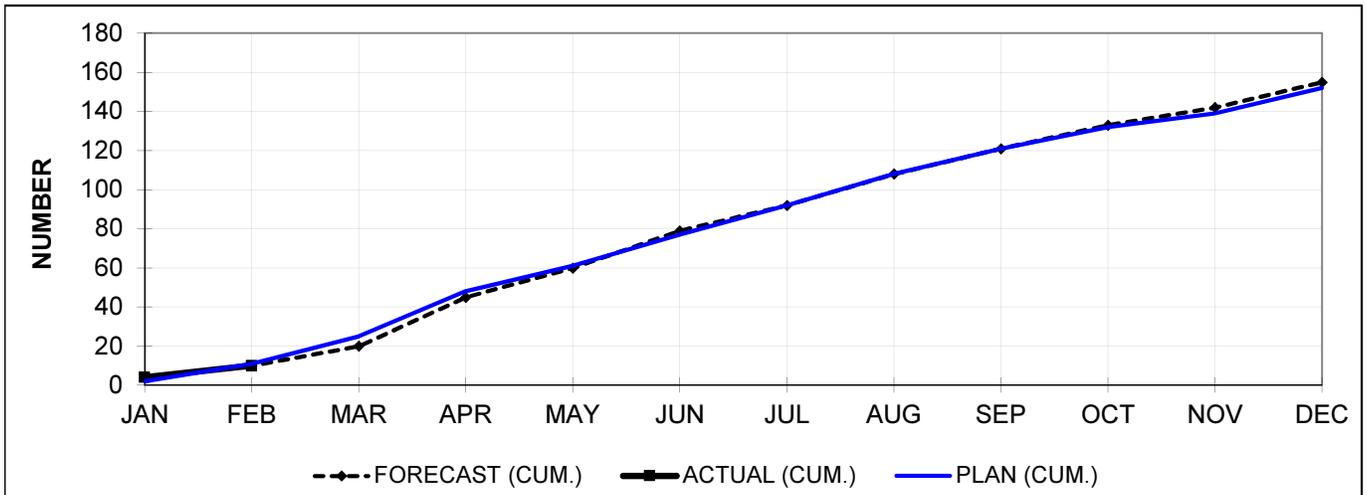
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			18	13	11	16	29	11	10	11	3	9
ACTUAL (NON-CUM.)	4	19										
PLAN (NON-CUM.)	6	19	9	15	8	17	28	11	11	12	3	9
FORECAST (CUM.)			41	54	65	81	110	121	131	142	145	154
ACTUAL (CUM.)	4	23										
PLAN (CUM.)	6	25	34	49	57	74	102	113	124	136	139	148



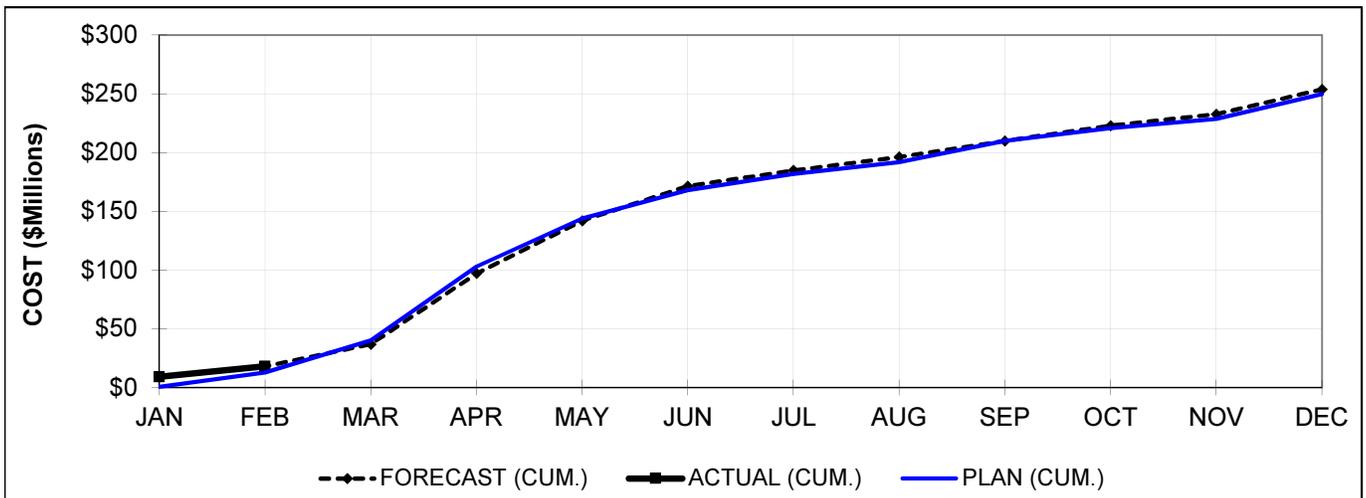
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			19.9	12.8	13.1	28.5	34.1	14.1	17.4	17.0	2.5	6.8
ACTUAL (NON-CUM.)	8.6	22.7										
PLAN (NON-CUM.)	9.5	27.3	7.8	16.3	9.5	29.1	29.9	14.1	17.6	17.9	2.5	6.8
FORECAST (CUM.)			51.2	64.0	77.1	105.6	139.7	153.8	171.1	188.2	190.6	197.4
ACTUAL (CUM.)	8.6	31.3										
PLAN (CUM.)	9.5	36.8	44.6	60.9	70.4	99.5	129.4	143.5	161.0	178.9	181.3	188.1

2015 Design Completions Charts

As of February 2016



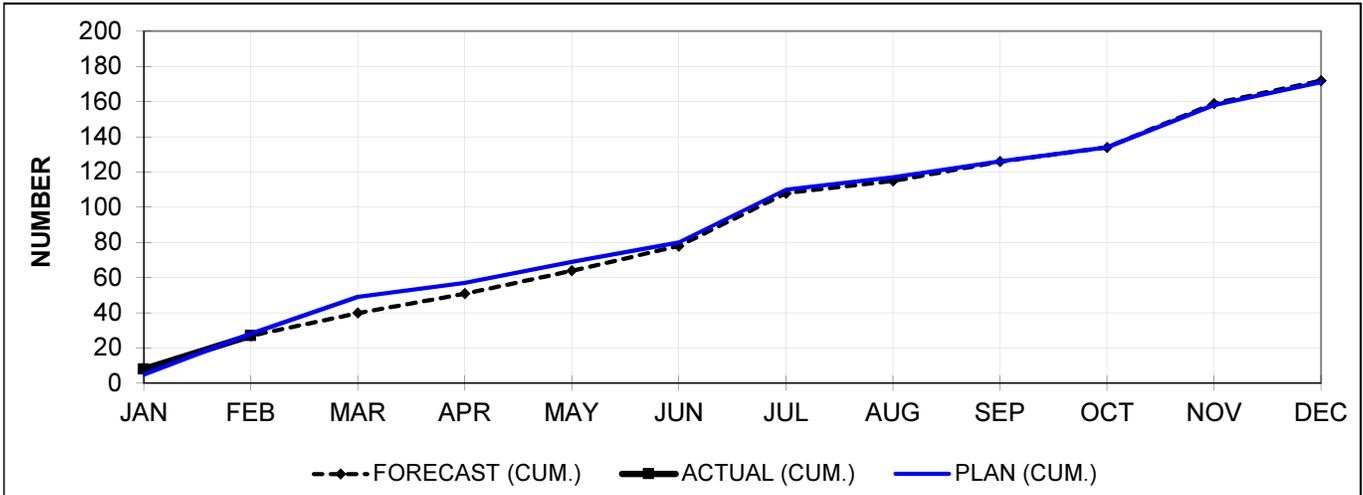
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			10	25	15	19	13	16	13	12	9	13
ACTUAL (NON-CUM.)	4	6										
PLAN (NON-CUM.)	2	9	14	23	13	16	15	16	13	11	7	13
FORECAST (CUM.)			20	45	60	79	92	108	121	133	142	155
ACTUAL (CUM.)	4	10										
PLAN (CUM.)	2	11	25	48	61	77	92	108	121	132	139	152



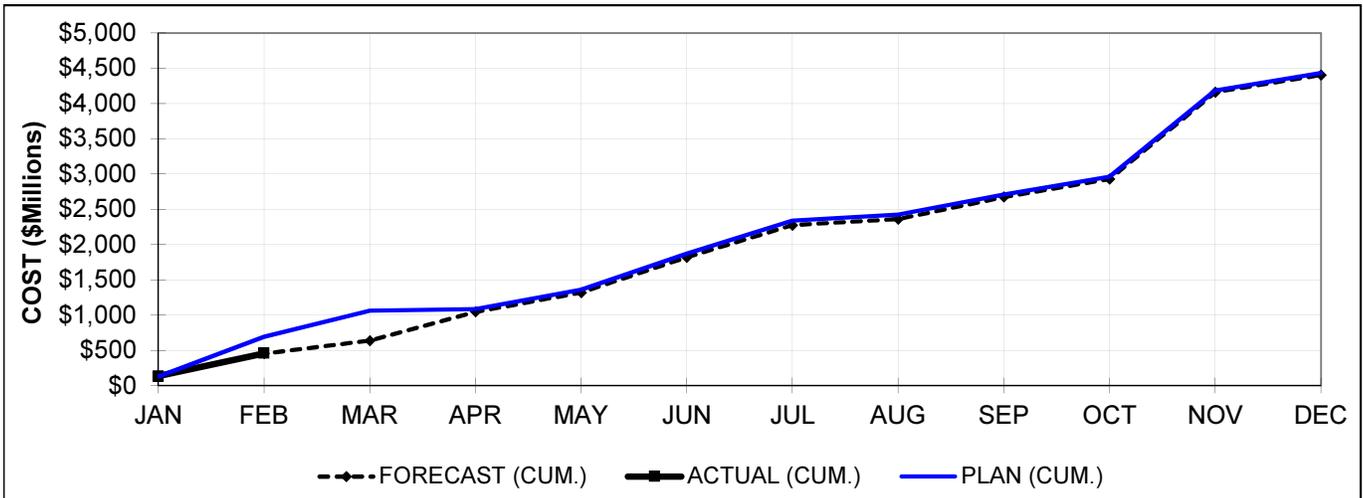
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			18.9	60.3	44.7	29.5	13.3	11.5	13.6	13.0	9.8	21.1
ACTUAL (NON-CUM.)	9.2	8.9										
PLAN (NON-CUM.)	0.6	12.3	27.5	62.7	41.0	23.9	13.9	10.1	18.0	11.0	7.8	21.1
FORECAST (CUM.)			37.1	97.3	142.0	171.5	184.9	196.4	209.9	222.9	232.7	253.8
ACTUAL (CUM.)	9.2	18.2										
PLAN (CUM.)	0.6	12.9	40.3	103.0	144.0	167.9	181.8	191.8	209.8	220.8	228.6	249.7

2015 Awards Charts

As of February 2016



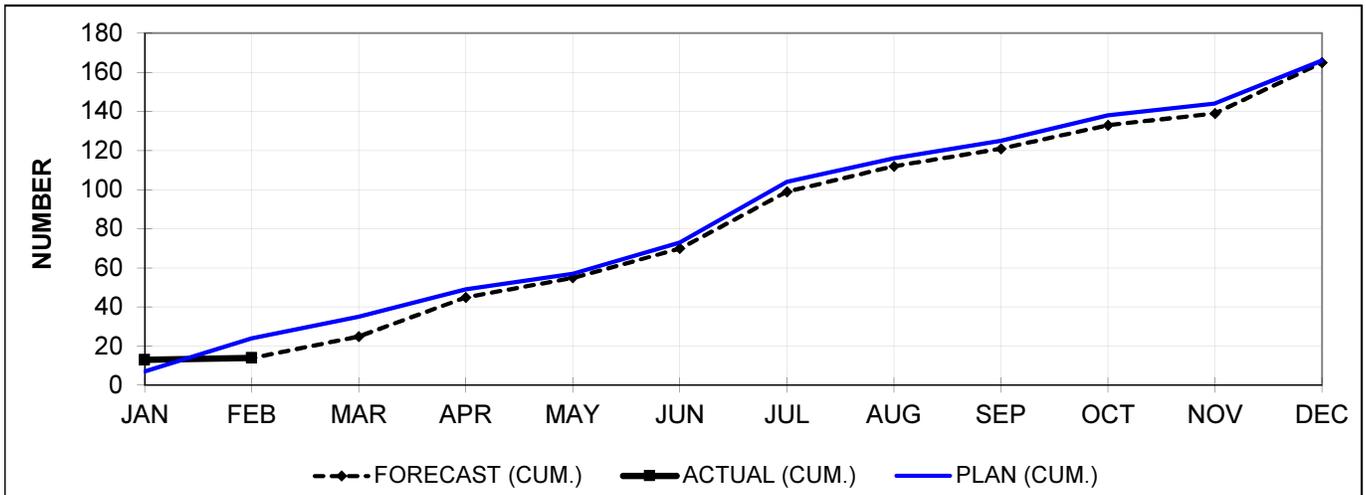
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			13	11	13	14	30	7	11	8	25	13
ACTUAL (NON-CUM.)	8	19										
PLAN (NON-CUM.)	5	23	21	8	12	11	30	7	9	8	24	13
FORECAST (CUM.)			40	51	64	78	108	115	126	134	159	172
ACTUAL (CUM.)	8	27										
PLAN (CUM.)	5	28	49	57	69	80	110	117	126	134	158	171



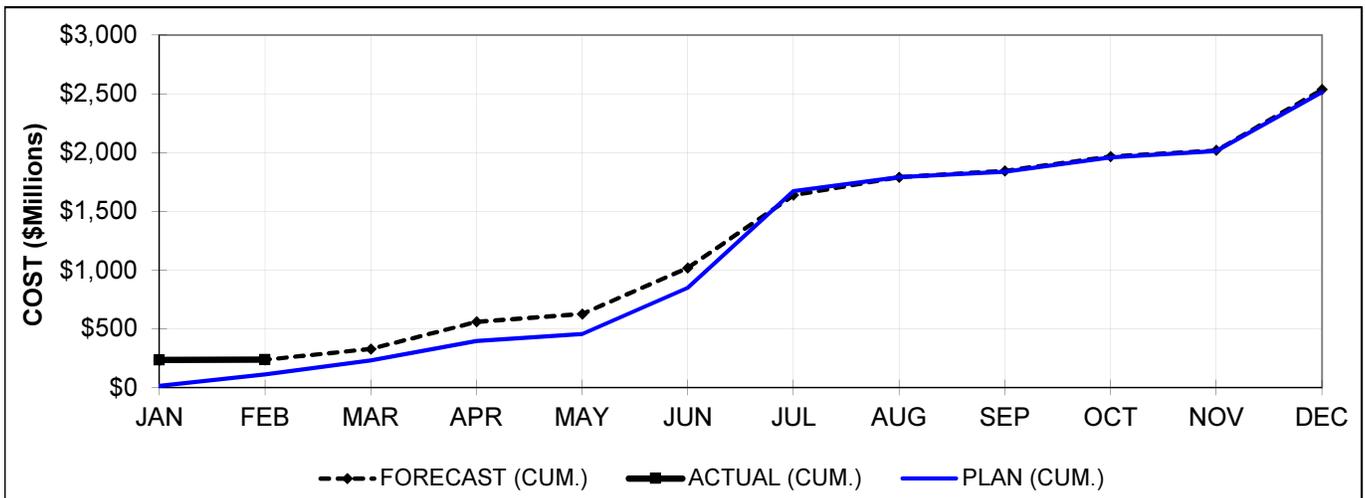
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			181.1	407.8	274.5	499.2	457.4	85.7	312.7	253.8	1232.1	243.9
ACTUAL (NON-CUM.)	134.7	323.3										
PLAN (NON-CUM.)	128.6	565.3	370.6	19.7	274.1	509.7	469.4	85.7	283.8	253.4	1225.3	243.9
FORECAST (CUM.)			639.1	1,046.9	1,321.4	1,820.7	2,278.1	2,363.8	2,676.5	2,930.3	4,162.4	4,406.3
ACTUAL (CUM.)	134.7	458.1										
PLAN (CUM.)	128.6	694.0	1,064.5	1,084.2	1,358.3	1,868.0	2,337.4	2,423.1	2,707.0	2,960.4	4,185.7	4,429.6

2015 Substantial Completions Charts

As of February 2016



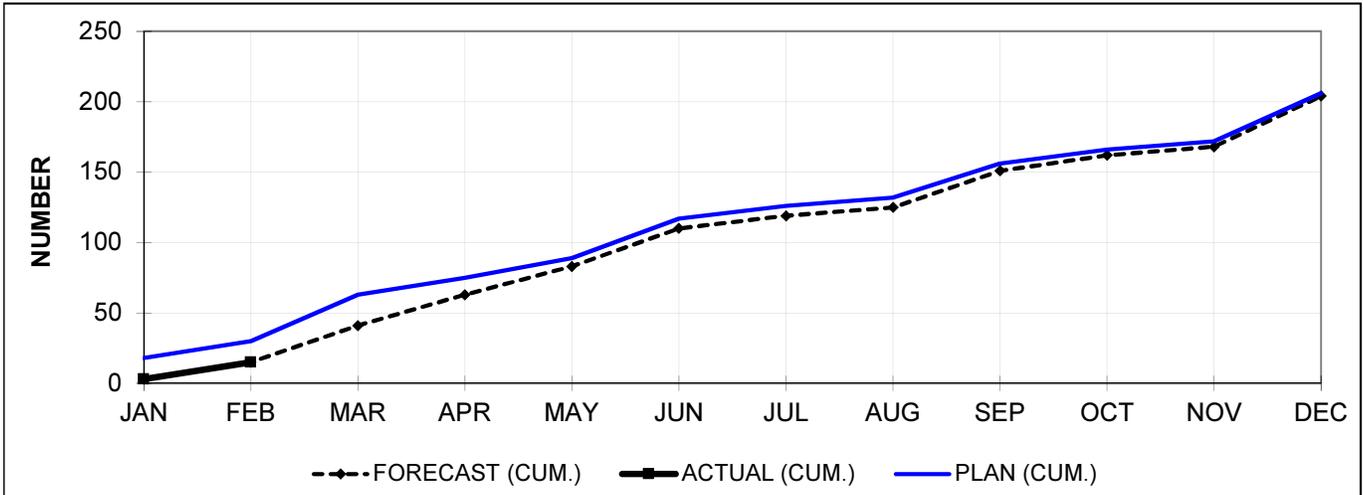
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			11	20	10	15	29	13	9	12	6	26
ACTUAL (NON-CUM.)	13	1										
PLAN (NON-CUM.)	7	17	11	14	8	16	31	12	9	13	6	22
FORECAST (CUM.)			25	45	55	70	99	112	121	133	139	165
ACTUAL (CUM.)	13	14										
PLAN (CUM.)	7	24	35	49	57	73	104	116	125	138	144	166



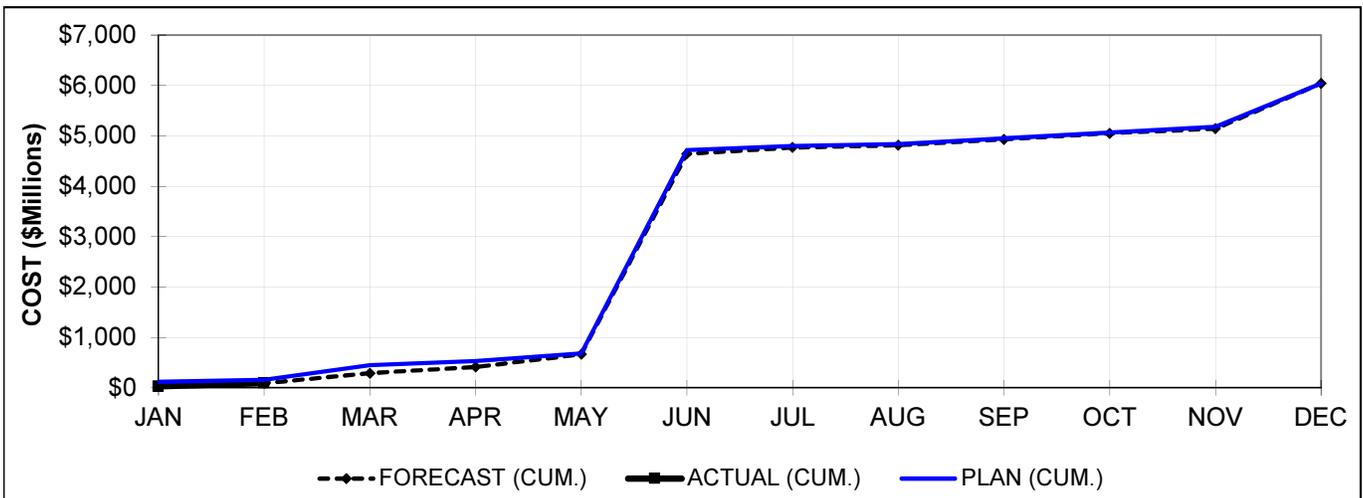
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			91.0	231.4	66.3	393.6	618.0	152.1	54.2	122.7	52.3	517.3
ACTUAL (NON-CUM.)	235.4	2.6										
PLAN (NON-CUM.)	15.0	96.9	119.4	166.3	57.6	393.8	821.8	120.8	44.0	123.6	52.1	502.1
FORECAST (CUM.)			329.1	560.5	626.8	1,020.4	1,638.5	1,790.6	1,844.7	1,967.4	2,019.7	2,537.0
ACTUAL (CUM.)	235.4	238.1										
PLAN (CUM.)	15.0	111.9	231.2	397.6	455.2	849.0	1,670.8	1,791.6	1,835.5	1,959.1	2,011.3	2,513.4

2015 Closeouts Charts

As of February 2016



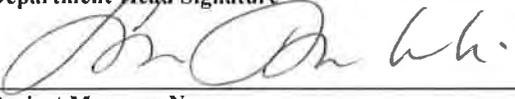
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			26	22	20	27	9	6	26	11	6	36
ACTUAL (NON-CUM.)	3	12										
PLAN (NON-CUM.)	18	12	33	12	14	28	9	6	24	10	6	34
FORECAST (CUM.)			41	63	83	110	119	125	151	162	168	204
ACTUAL (CUM.)	3	15										
PLAN (CUM.)	18	30	63	75	89	117	126	132	156	166	172	206



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)			200.5	121.0	255.2	3978.3	124.1	45.8	117.0	120.8	89.1	900.3
ACTUAL (NON-CUM.)	31.9	57.8										
PLAN (NON-CUM.)	118.0	43.1	285.8	85.5	148.6	4039.5	80.4	39.5	111.0	113.1	114.2	860.8
FORECAST (CUM.)			290.2	411.2	666.3	4,644.6	4,768.7	4,814.4	4,931.4	5,052.1	5,141.2	6,041.5
ACTUAL (CUM.)	31.9	89.7										
PLAN (CUM.)	118.0	161.1	446.9	532.4	680.9	4,720.4	4,800.8	4,840.2	4,951.2	5,064.3	5,178.5	6,039.3

PROCUREMENTS

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

Subject Request for Authorization to Award Various Procurements					
Department Materiel Division – NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	4/18/16			
2	Board	4/20/16			

April 11, 2016			
Department			
Department Head Name			
Department Head Signature			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	Executive VP <i>ACTNW</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

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.)

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

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.)

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

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.)

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

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	RAH
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 RAJ
3 X	Budget	8	
4 <i>4/11/16</i> 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)
Description Inspection, Certification and Repair of fall protection systems
Contract Term (including Options, if any) Five years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number IFB 77625	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount:	\$431,560 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Buses/MTA Bus Company, Darryl C. Irick	

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.

Report



New York City Transit

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.

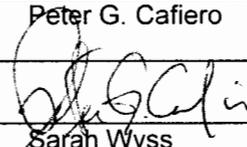
Budget Impact

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 <i>PK</i>	4	VP General Counsel <i>X</i>
7	Executive VP <i>7/8/16</i> <i>ACTING</i>	3	Director OMB <i>M</i>
6	SVP Buses <i>BD</i>	2	VP GCR <i>WT 3/30</i>
5	VP Corp. Comm.	1	Chief OF <i>15-4/3/16</i>

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 **B** **Q** 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

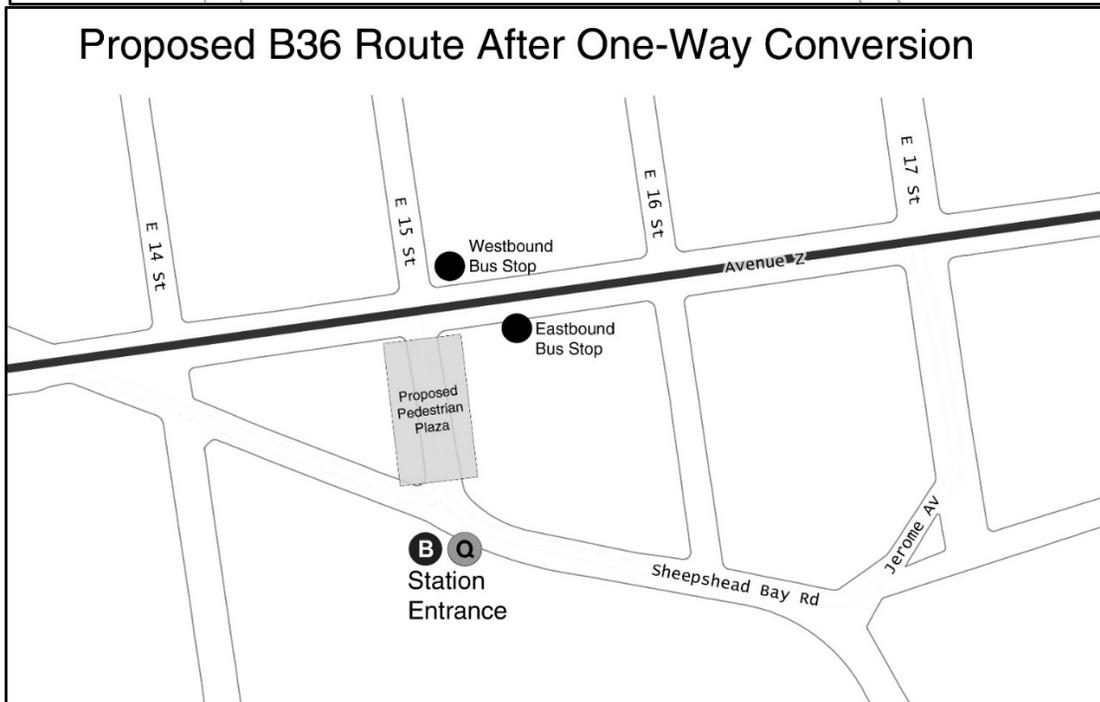
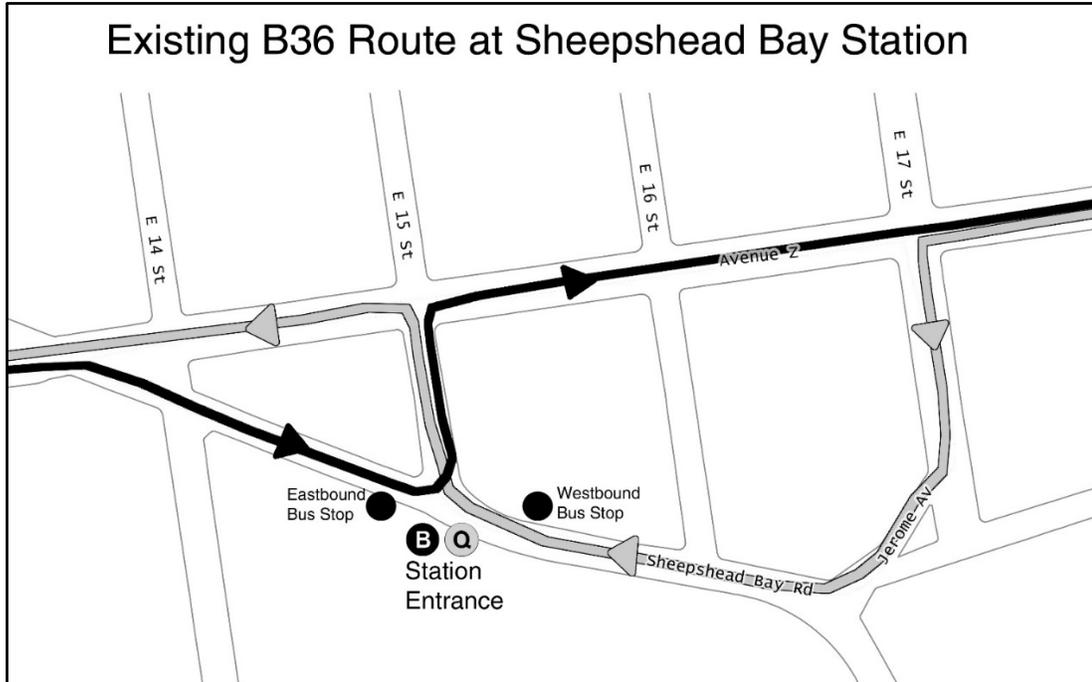
TBD

Approved:



Veronique Hakim
President

Attachment 1



Report



New York City Transit

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

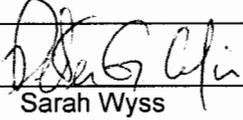
Reroute the westbound Q54 bus to 131st Street between Jamaica Avenue and Metropolitan Avenue. The Q54 will remain on Jamaica Avenue to 131st Street, travel to Hillside Avenue to Metropolitan Avenue, and then continue on the existing routing.

Budget Impact

There is no budget impact for this reroute.

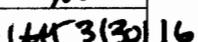
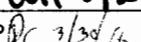
Proposed Implementation Date

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  MFC 7/5/16 ACTINT	3	Director OMB 
6	SVP Buses 	2	VP GCR  3/30/16
5	VP Corp. Comm. 	1	Chief OP  3/30/16

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 Street 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

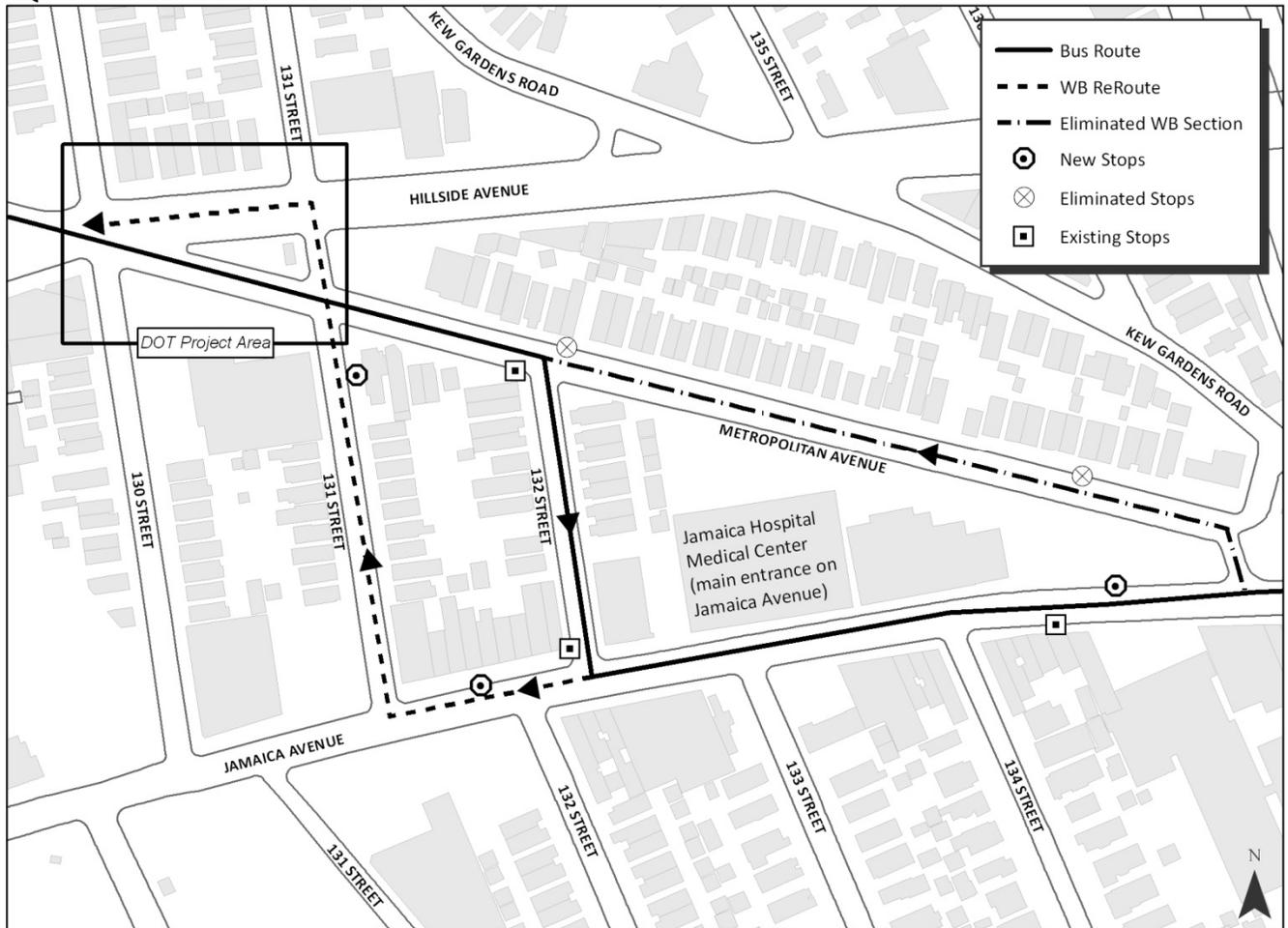
Approved:



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.

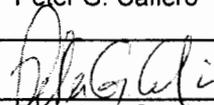
Budget Impact

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

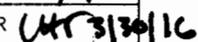
July 2016.

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 4/8/16	3	Director OMB 
6	SVP Buses 	2	VP GCR 
5	VP Corp. Comm. 	1	Chief OF 

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				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 (*)		
	Current	Proposed	Current	Proposed													
Route																	
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

**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.

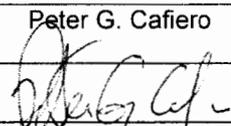
Budget Impact

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

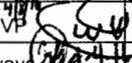
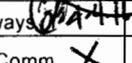
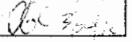
Fall 2016.

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 4/11 Executive VP 	3	Director OMB 
6	VP SVP Subways 	2	VP GCR  3130
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.

Staff Summary

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:



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.

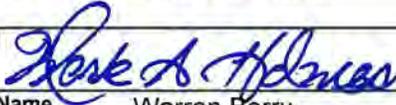
ESTIMATED IMPACT:

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:

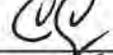
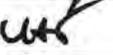
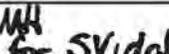
Phased implementation in July and September 2016.

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	 <i>MMH for Svidal</i>

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

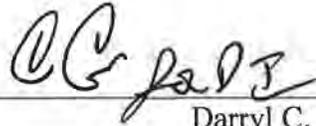
Staff Summary

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:

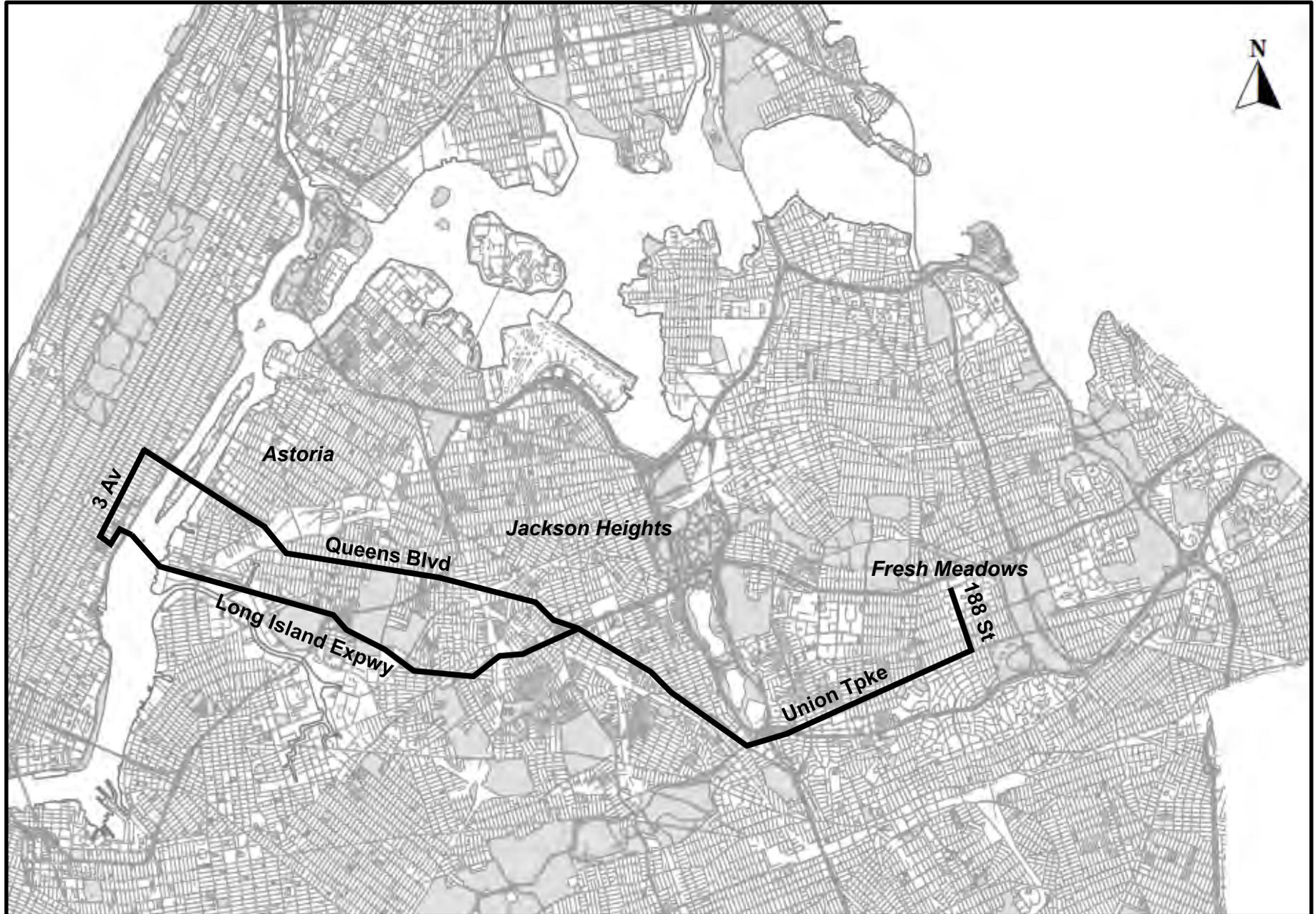
Phased implementation in July and September 2016.

Approved:

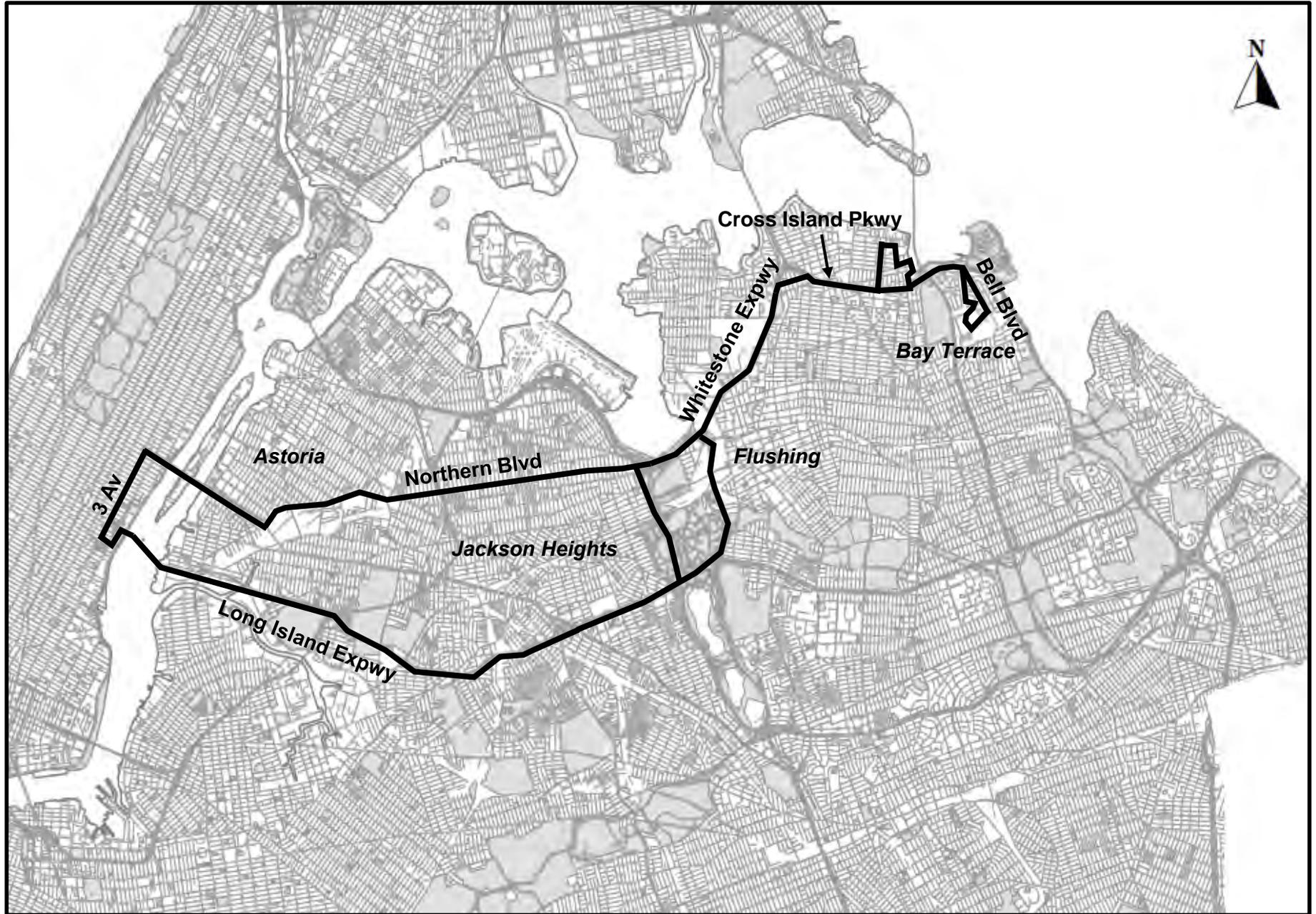


Darryl C. Irick
President

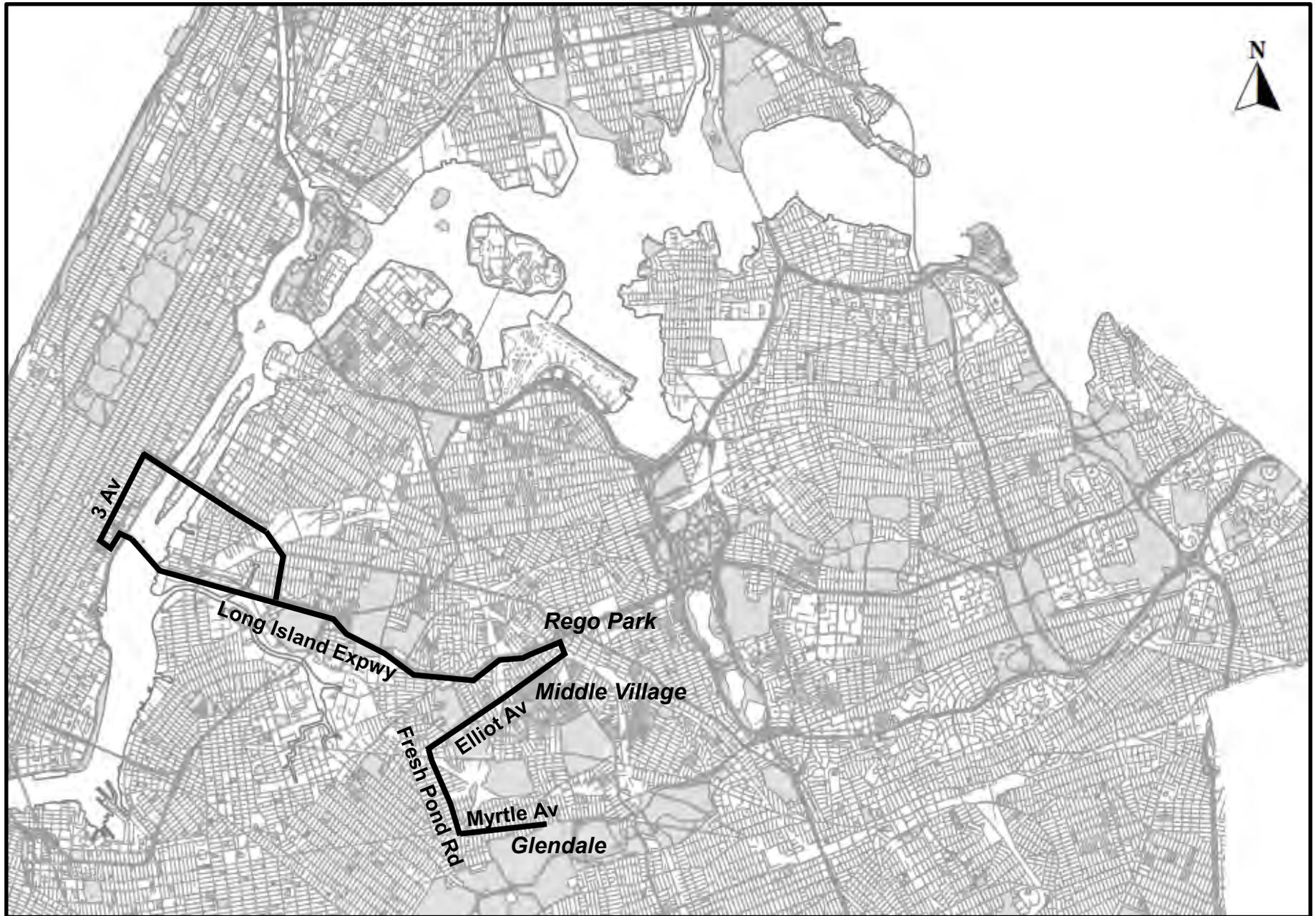
QM31 Service (Fresh Meadows - Midtown)



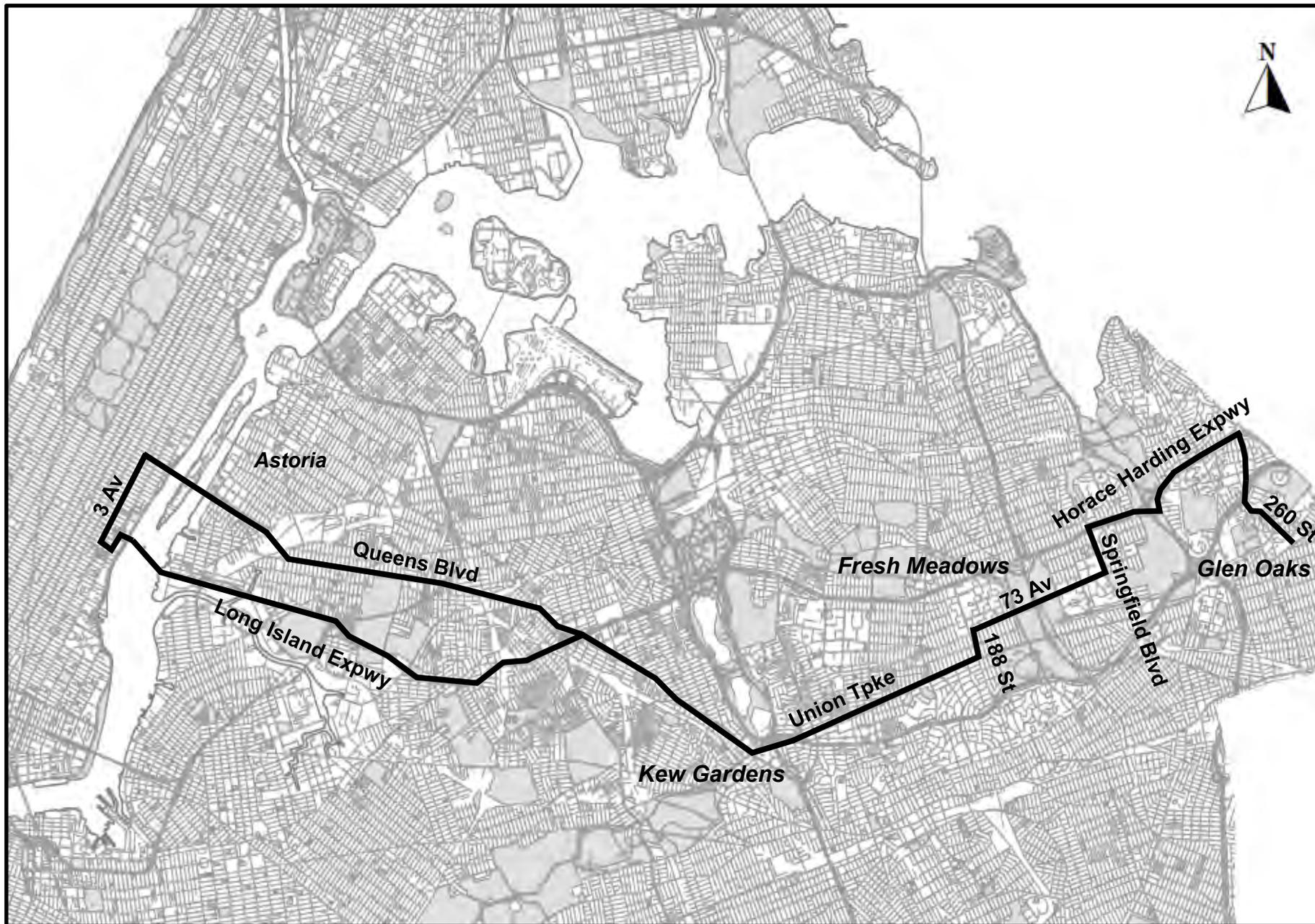
QM32 Service (Bay Terrace - Midtown)



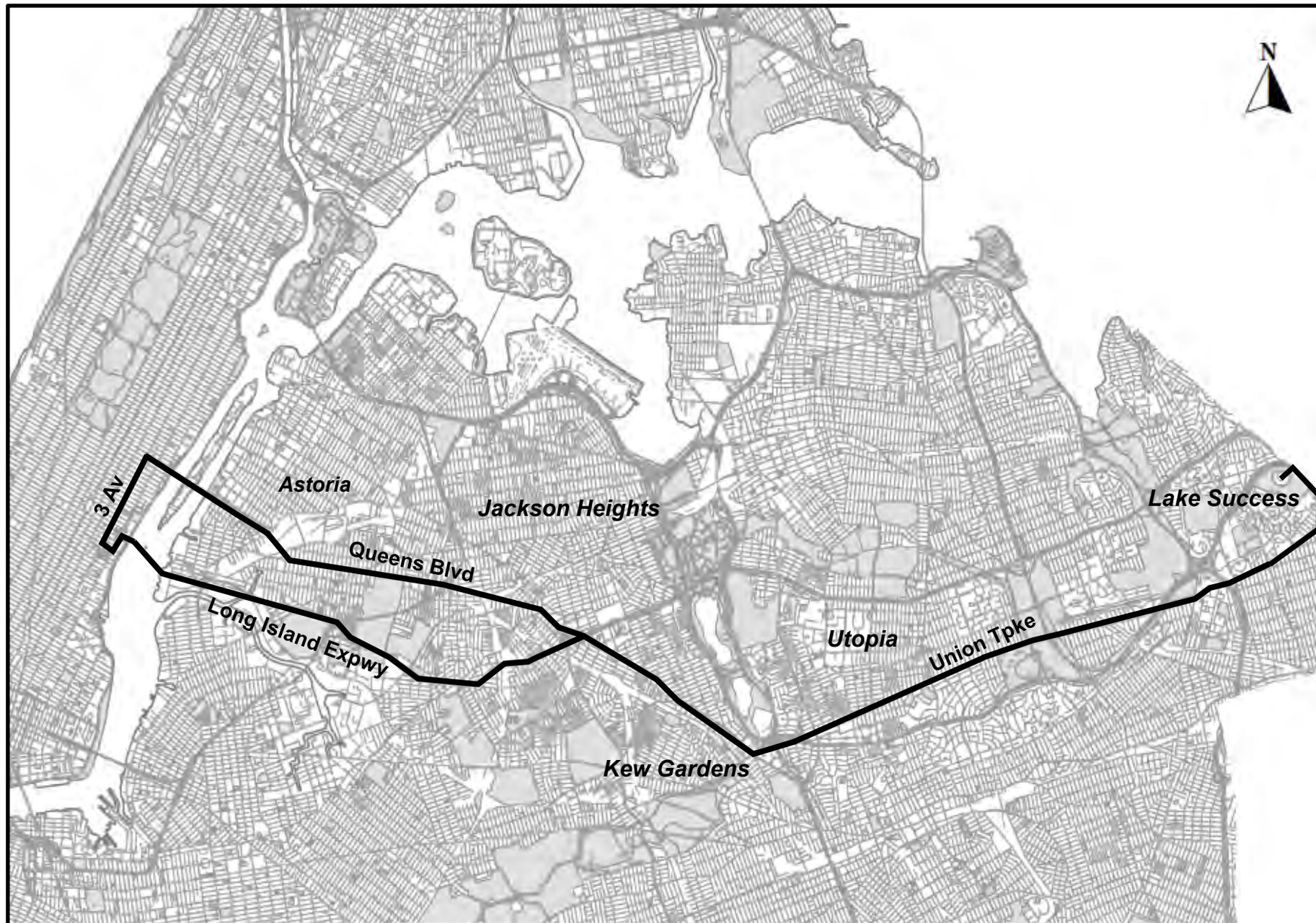
QM34 Service (Glendale - Midtown)



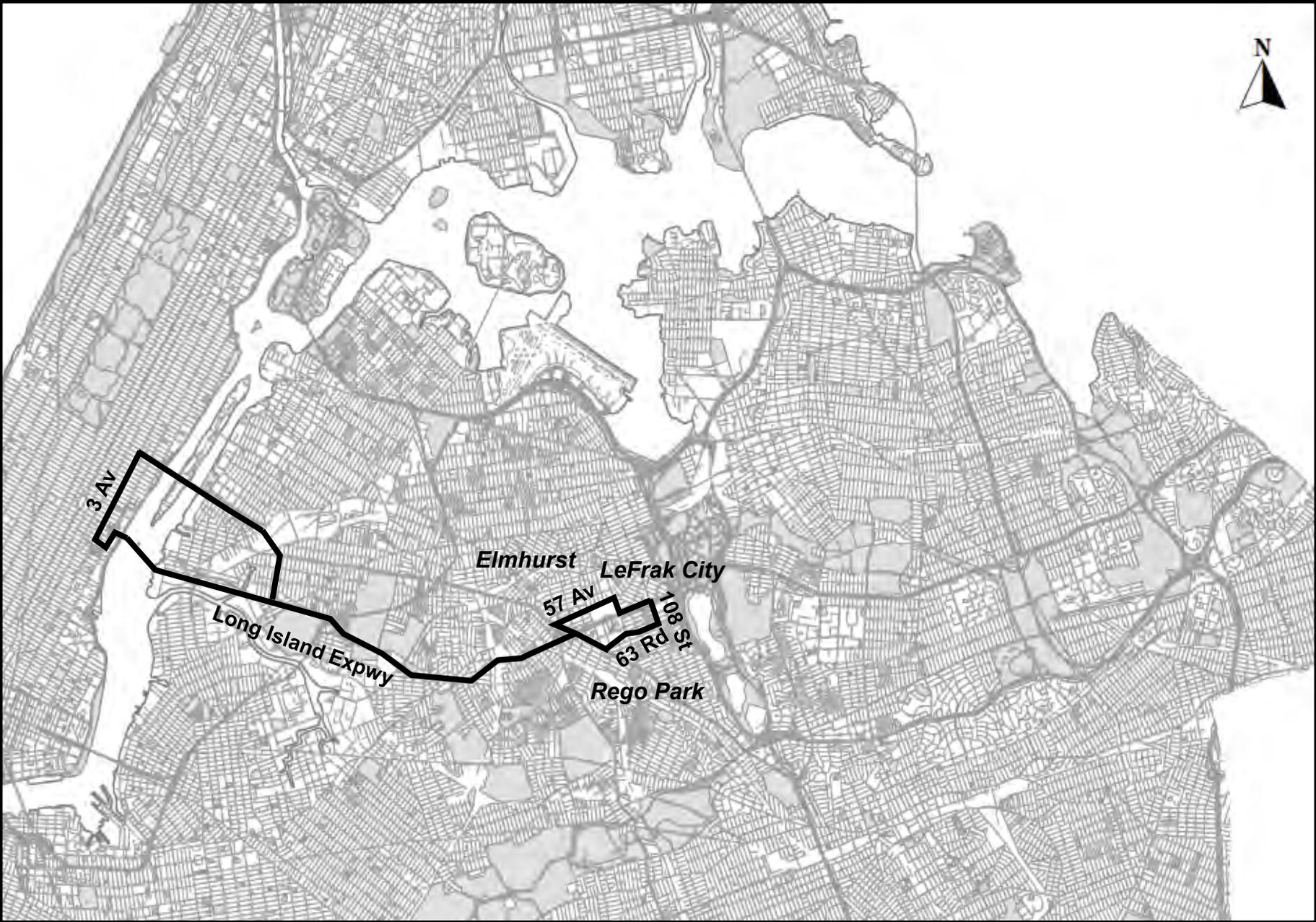
QM35 Service (Glen Oaks - Midtown)



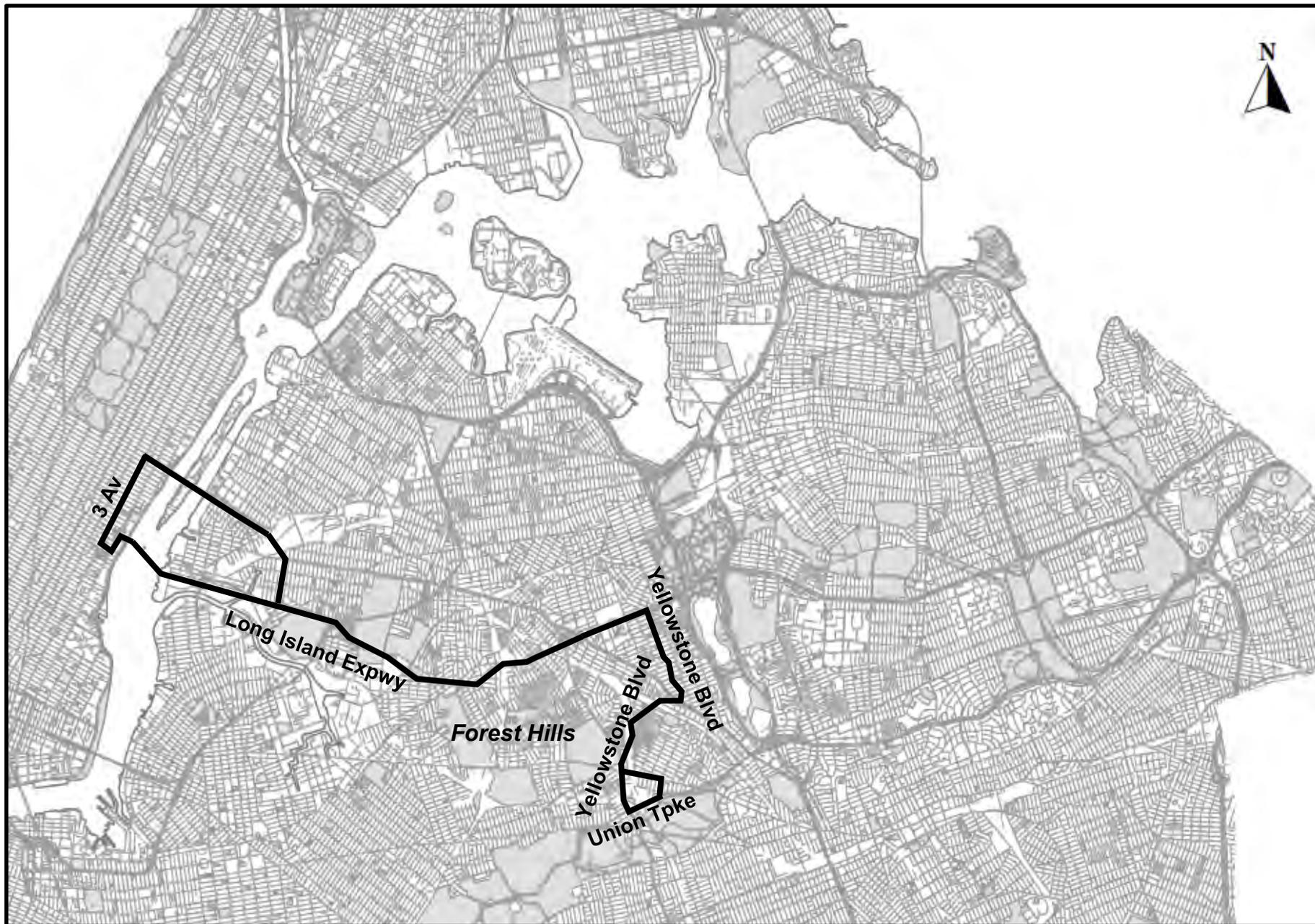
Proposed QM36 Service (Lake Success - Midtown)



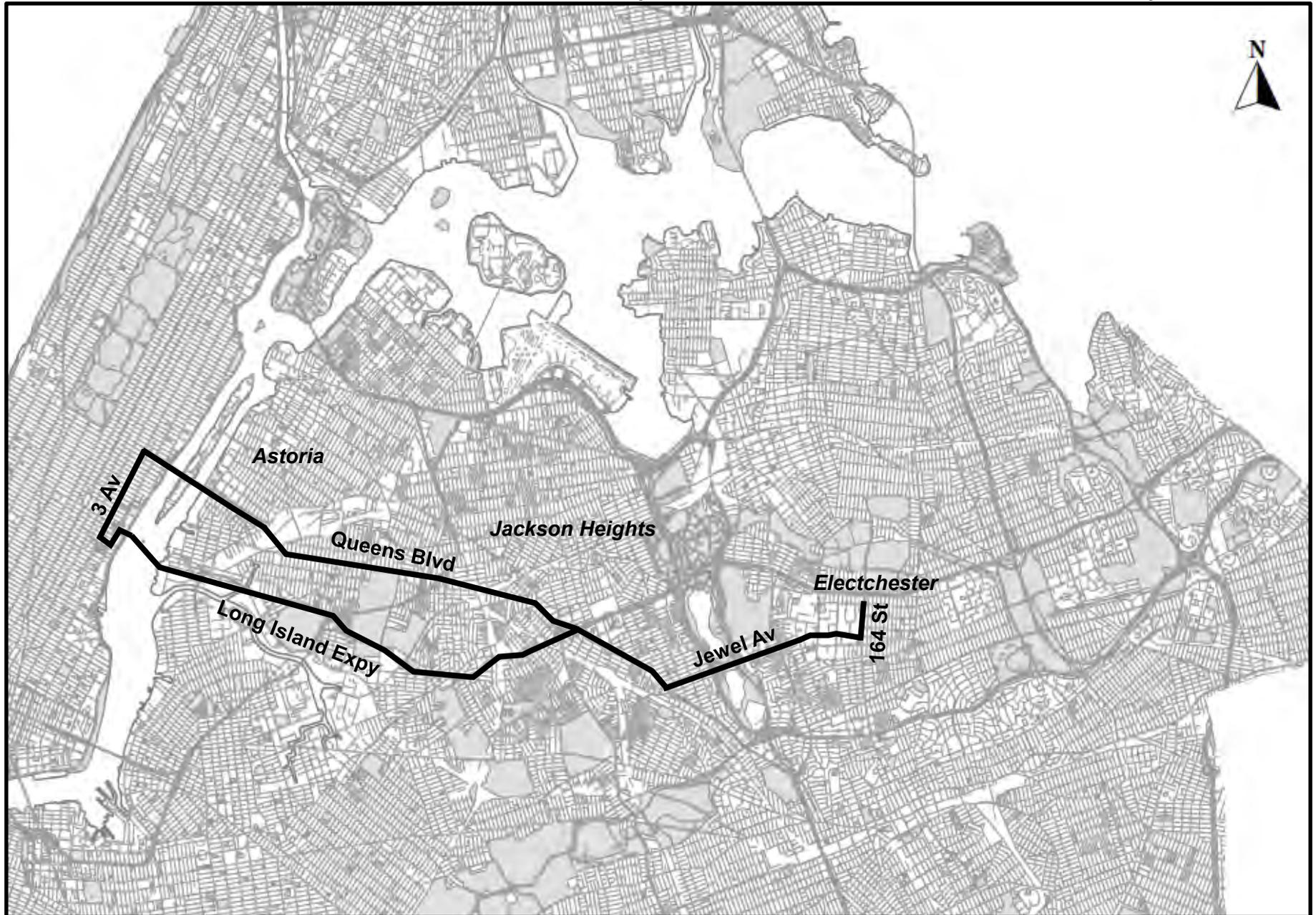
QM40 Service (LeFrak City - Midtown)



QM42 Service (Forest Hills - Midtown)



QM44 Service (Electchester - Midtown)





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.

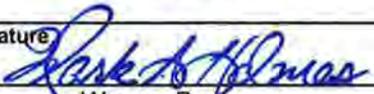
ESTIMATED IMPACT:

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:

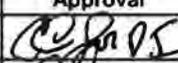
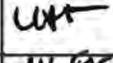
July 2016, upon implementation of the revised traffic patterns by NYCDOT.

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 Berly

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	MH for SV/dcl

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.

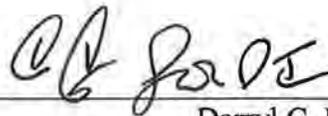
IMPACT ON FUNDING:

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:

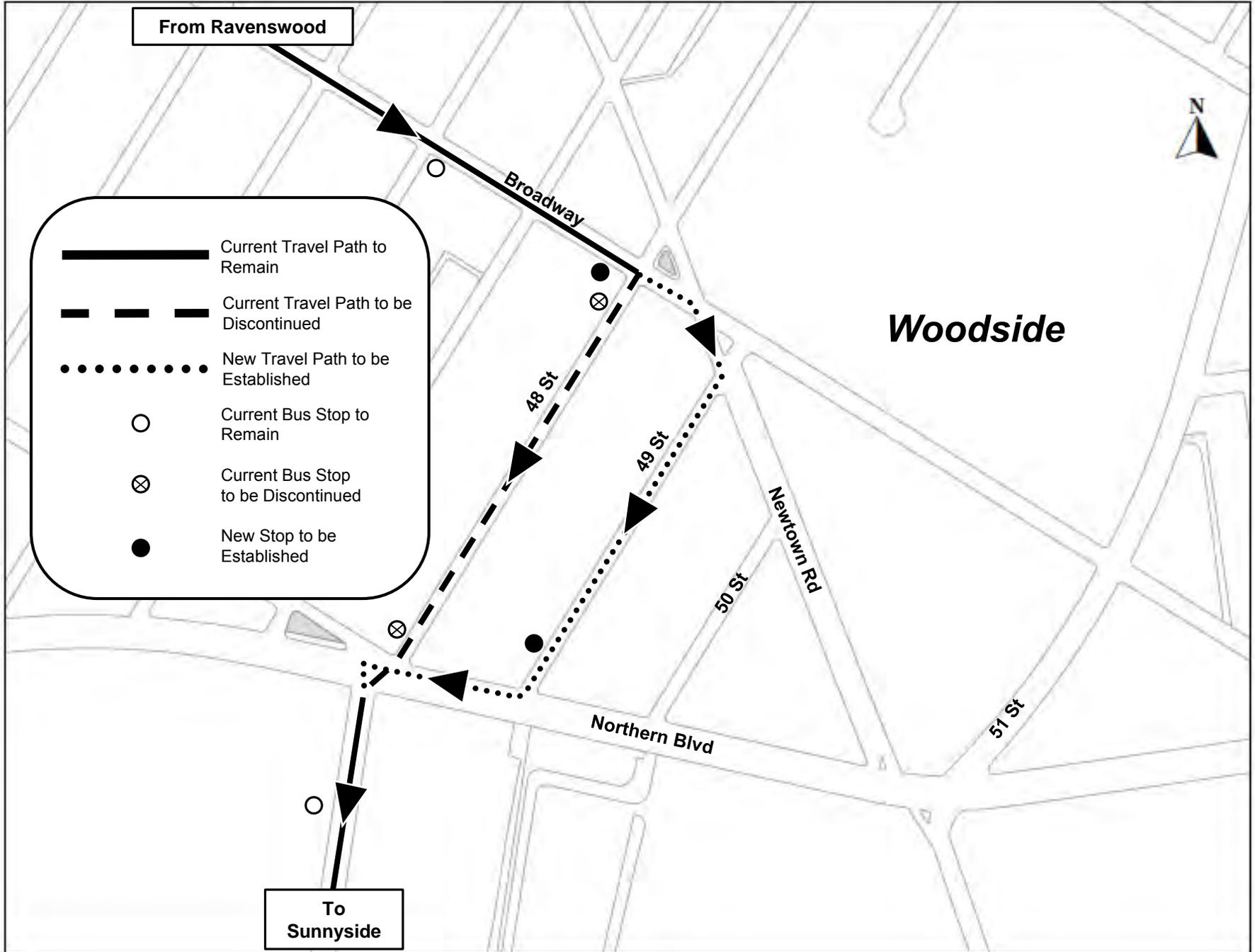
July 2016, upon implementation of the revised traffic patterns by NYCDOT.

Approved:

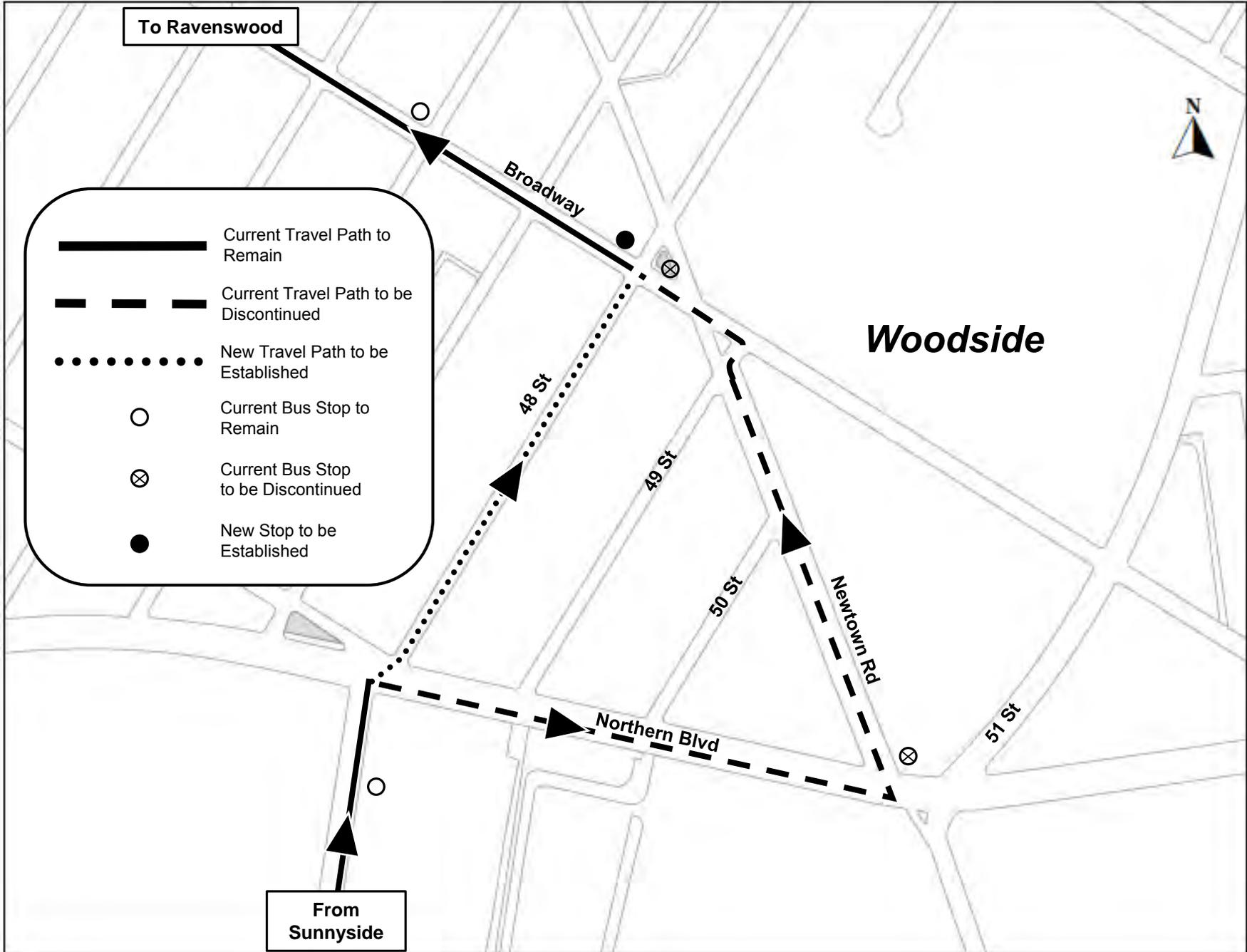


Darryl C. Irick
President

Map 1 - Q104 Southbound Travel Path Revision



Map 2 - Q104 Northbound Travel Path Revision





Report

**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.

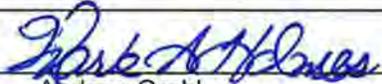
ESTIMATED IMPACT:

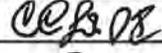
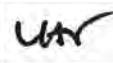
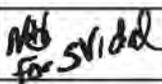
The July 2016 schedule changes represent an estimated savings of approximately \$2 million annually. These savings are incorporated in the 2016 Platform Budget.

PLANNED IMPLEMENTATION:

July 2016

Staff Summary

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 Cmtc			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.

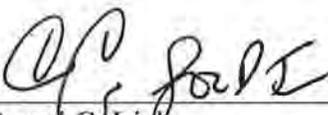
IMPACT OF FUNDING:

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 (*)		
	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 (*)		
	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 (*)		
	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.



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

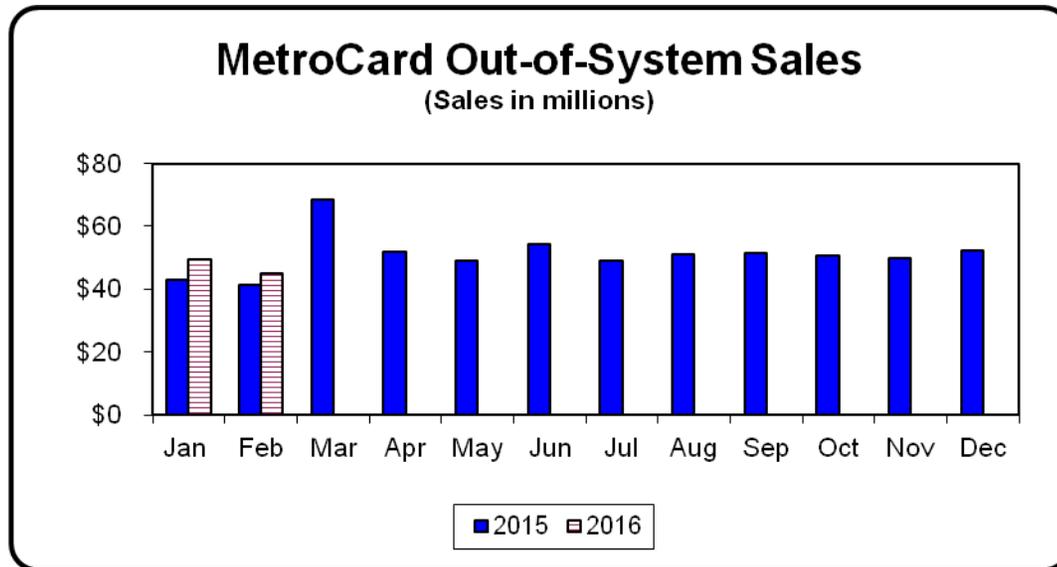
Note: Percentages may not add due to rounding.

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

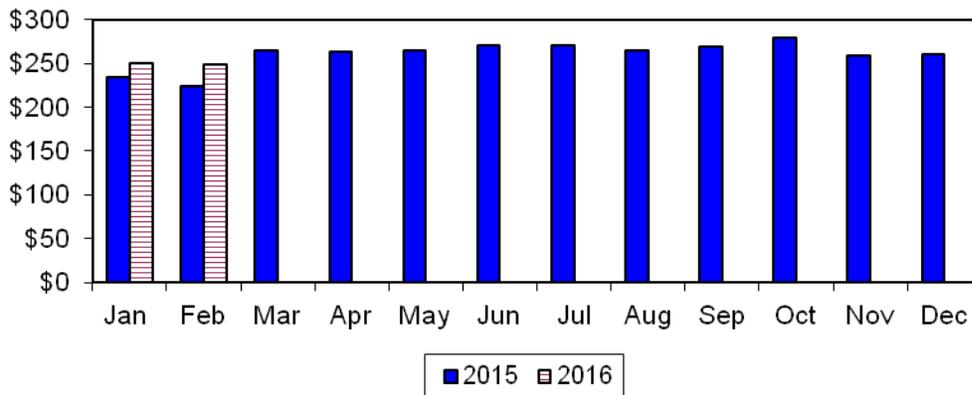
In February 2016, the EasyPay Xpress Unlimited program enrollment totaled 18,446 accounts. During this month, active Xpress Unlimited customers accounted for approximately 806,000 subway and local bus rides with \$1.7 million charged to their accounts. Each active account averaged 47 trips per month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

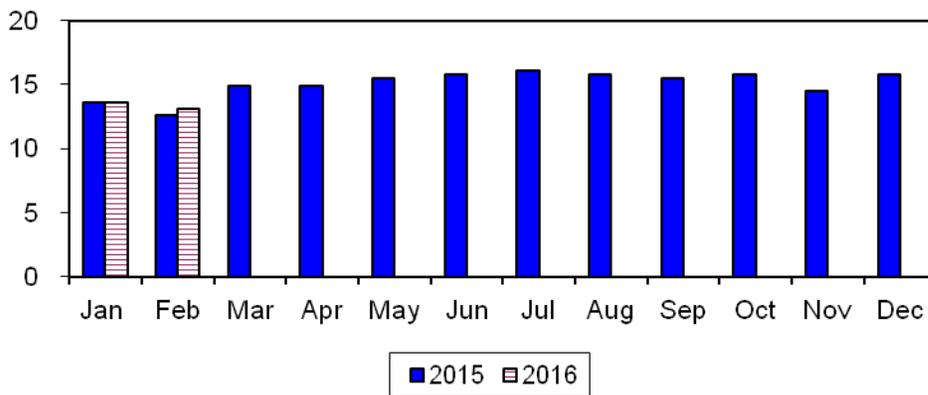
Vending Machine Sales

(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

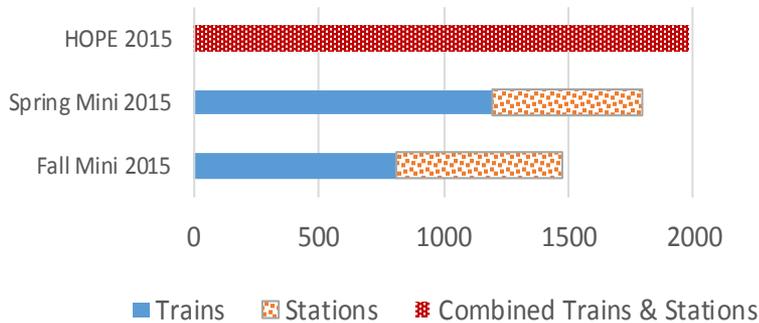


MTA HOMELESS OUTREACH

Subway Population Estimate

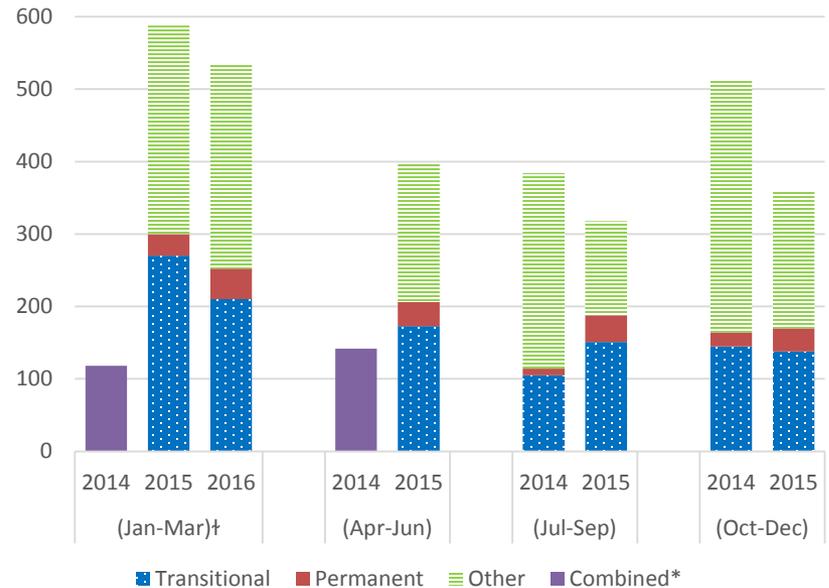
- City-Wide Hope Count February 2015:
 - 1976 (62% of total count – street plus subway)

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

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

MTA NEW YORK CITY TRANSIT
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</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	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 Adjs.	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	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
							Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	4,040,524	\$123.403	4,018,020	\$122.715	3,963,440	\$123.875	77,084	(\$0.472)	54,580	(\$1.160)
								-0.4%		-0.9%
<u>Unscheduled Service</u>	3,172,645	\$99.962	3,468,851	\$109.294	3,819,810	\$118.631	(647,166)	(\$18.669)	(350,959)	(\$9.337)
								-18.7%		-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)	(1,191)	(\$0.207)
								-18.3%		-0.1%
<u>Unscheduled Maintenance</u>	-	\$0.000			11,479	\$0.370	(11,479)	(\$0.370)	(11,479)	(\$0.370)
								0.0%		0.0%
<u>Vacancy/Absentee Coverage</u>	477,732	\$15.168	929,675	\$29.517	977,174	\$31.685	(499,442)	(\$16.517)	(47,499)	(\$2.168)
								0.0%		-7.3%
<u>Weather Emergencies</u>	372,713	\$14.071	762,657	\$28.793	840,786	\$27.517	(468,073)	(\$13.446)	(78,129)	\$1.276
								-95.6%		4.4%
<u>Safety/Security/Law Enforcement</u>	110,485	\$3.508	105,815	\$3.360	122,780	\$3.535	(12,294)	(\$0.027)	(16,965)	(\$0.175)
								-0.8%		-5.2%
<u>Other</u>	99,403	\$7.417	181,254	\$13.525	292,310	\$9.653	(192,907)	(\$2.236)	(111,056)	\$3.871
								-30.1%		28.6%
Sub-Total	12,060,724	\$384.706	13,938,848	\$450.310	14,501,546	\$458.579	(2,440,822)	(\$73.873)	(562,698)	(\$8.269)
								-19.2%		-1.8%
REIMBURSABLE OVERTIME										
	2,293,228	\$75.714	3,828,307	\$126.397	3,958,559	\$133.561	(1,665,331)	(\$57.846)	(130,252)	(\$7.163)
								-76.4%		-5.7%
TOTAL NR & R OVERTIME	14,353,952	\$460.420	17,767,155	\$576.707	18,460,105	\$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
	\$	\$	\$	\$	\$
Operating Receipts					
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
Operating Expenditures					
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			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	4,364.691	4,348.703	4,386.386	21.695	0.5	37.683	0.9
Other Operating Revenue:							
Fare Reimbursement	84.016	114.016	114.052	30.036	35.8	0.036	0.0
Paratransit Reimbursement	182.127	173.091	171.705	(10.422)	(5.7)	(1.386)	(0.8)
Other	82.971	47.496	50.680	(32.291)	(38.9)	3.184	6.7
Total Other Operating Revenue	349.114	334.603	336.437	(12.677)	(3.6)	1.834	0.5
Capital and Other Reimbursements	991.602	1,236.854	1,221.961	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			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
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)

	Final		Favorable/(Unfavorable) Variance		
			Total	Real	Timing
	Estimate	Actual			
Receipts					
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)
Expenditures					
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
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

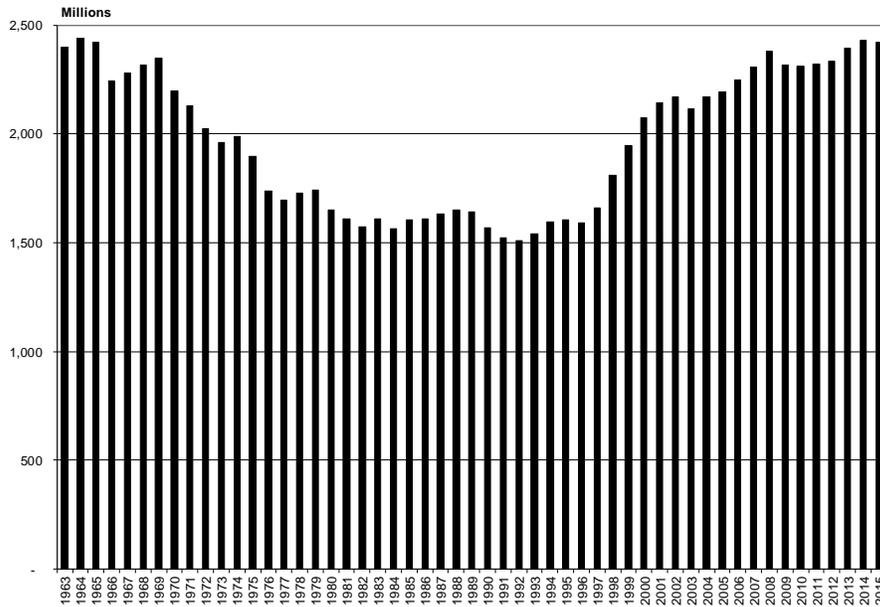
MTA NEW YORK CITY TRANSIT
2015 Year-End Report
Ridership/Traffic Volume (Utilization)
 (ridership in millions)

	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.

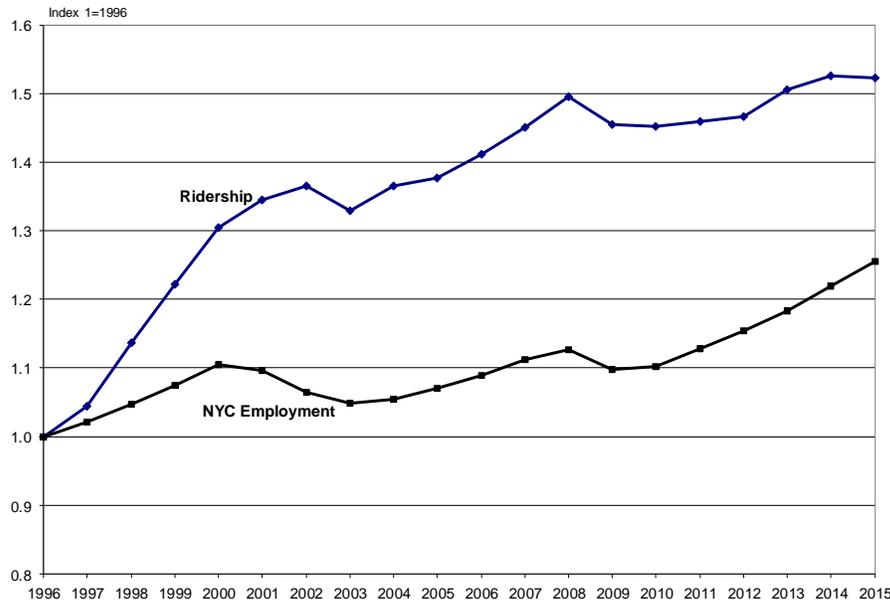
Totals may not add due to rounding.

Chart 1: Annual NYC Transit Ridership



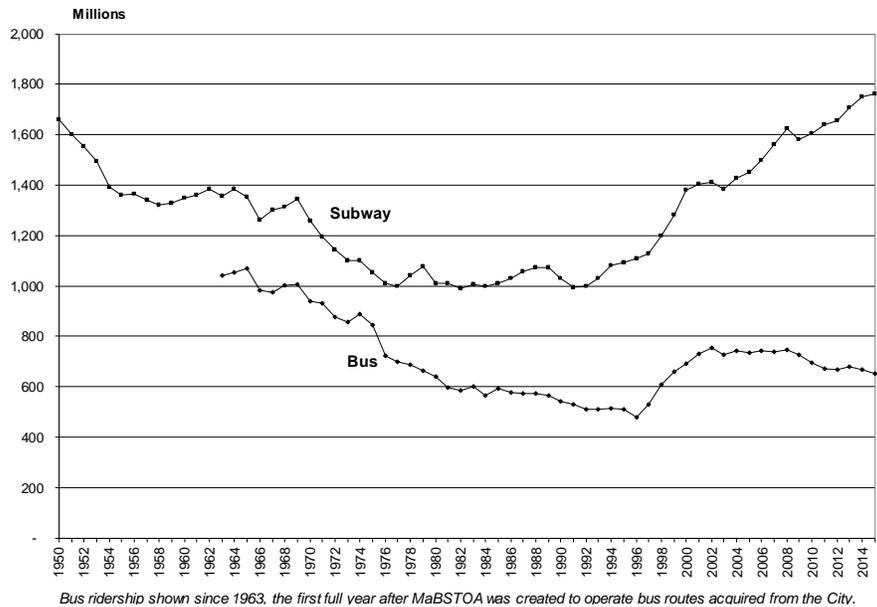
2015 ridership remained at a level not seen since 1964. Compared to its low point in 1992, ridership increased 60.5 percent, including a period of rapid growth following the introduction of fare incentives in 1997 and 1998.

Chart 2: NYC Employment and Total Ridership Index



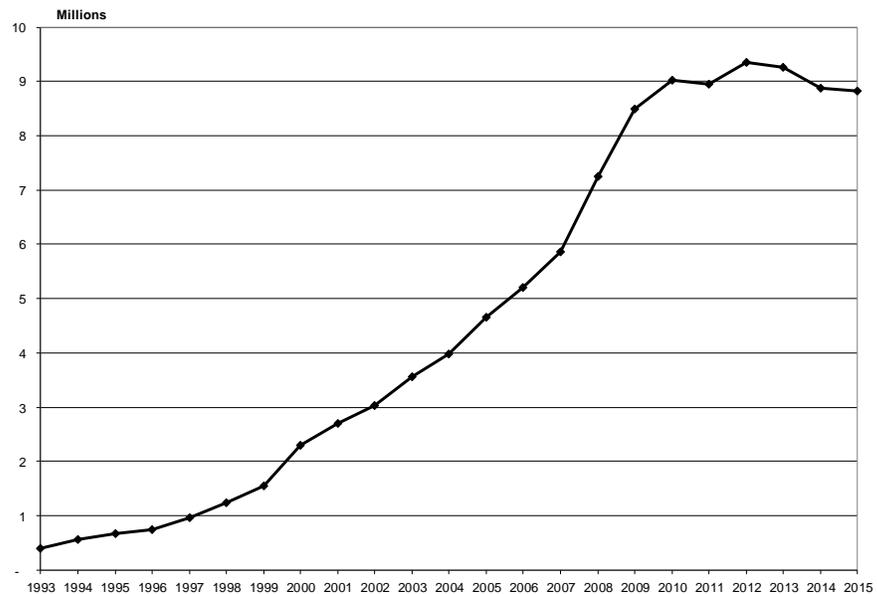
New York City employment is an important factor in ridership changes. Ridership decreased in 2003 and 2009 due at least in part to declining employment. However, Ridership growth outpaced employment growth by a wide margin between 1996 and 2002, and to a lesser extent between 2003 and 2008. Employment 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



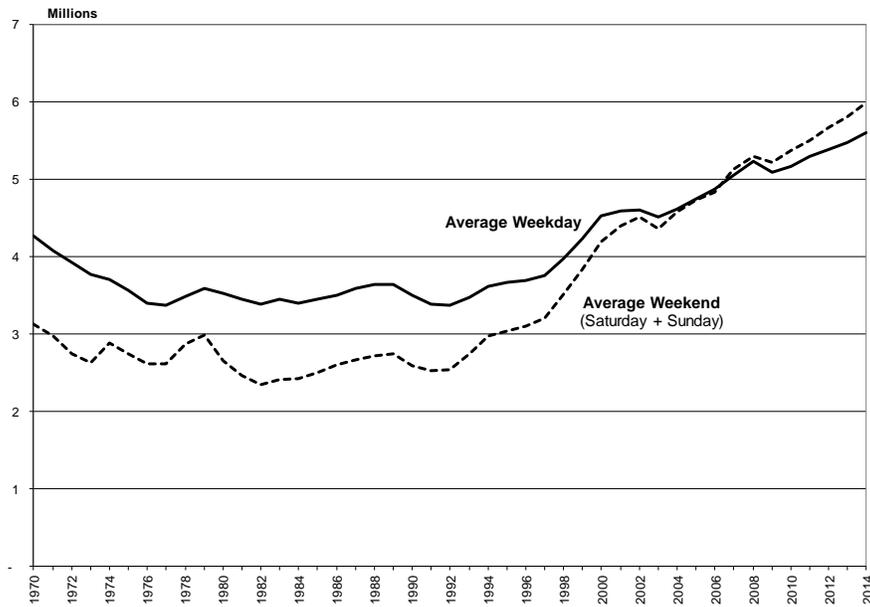
From 2014 to 2015, subway ridership increased 0.6 percent, while bus ridership decreased 2.5 percent. Both subway and bus ridership had a period of rapid growth following the introduction of fare incentives in 1997 and 1998. Subway ridership also grew rapidly from 2003 to 2008, while bus ridership was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

Chart 4: Annual Paratransit Ridership



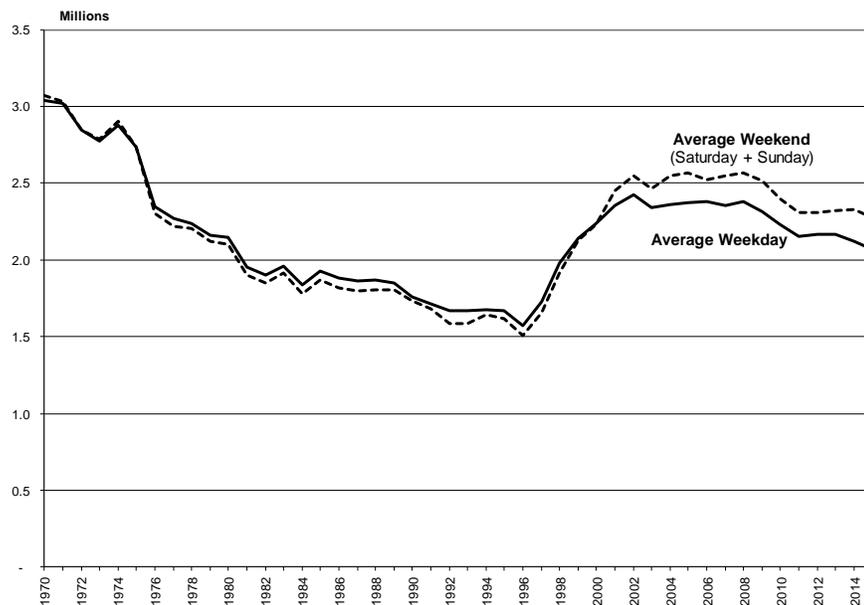
Paratransit ridership has grown rapidly since NYC Transit became responsible for the service in 1993, but growth has slowed since 2010.

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

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

	<u>December 31, 2015</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget Variance</u>	<u>Percent</u>	<u>Final Estimate Variance</u>	<u>Percent</u>
Administration:							
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)

NON-REIMBURSABLE/ REIMBURSABLE	December 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$6.300	\$6.373	\$6.401	\$0.101	1.6	\$0.028	0.4
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	4.175	2.486	2.635	(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)

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

Totals may not add due to rounding

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

	December 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	(\$0.001)	(\$0.441)	(\$0.065)	(\$0.064)	*	0.376	85.3
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.910	(0.743)	(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
Receipts					
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)
Expenditures					
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.

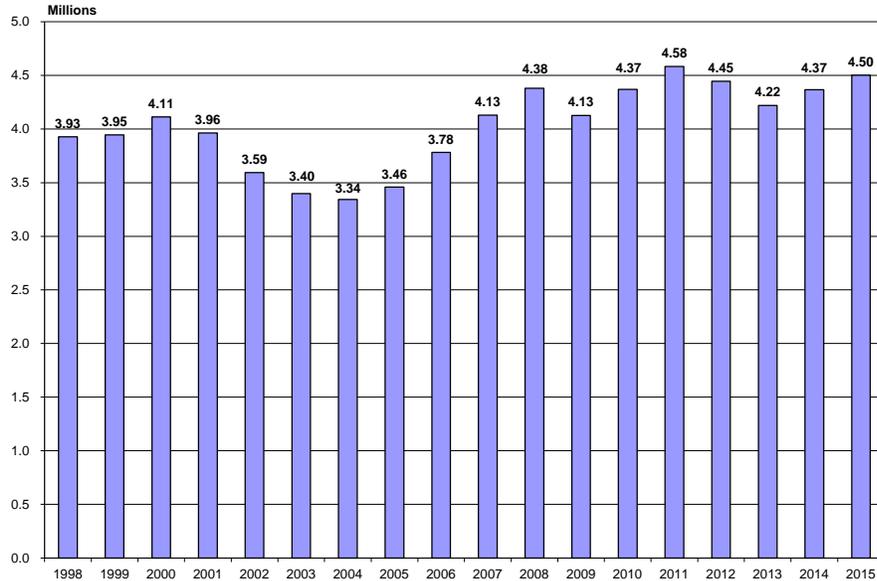
Weekday and Weekend ridership

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)**

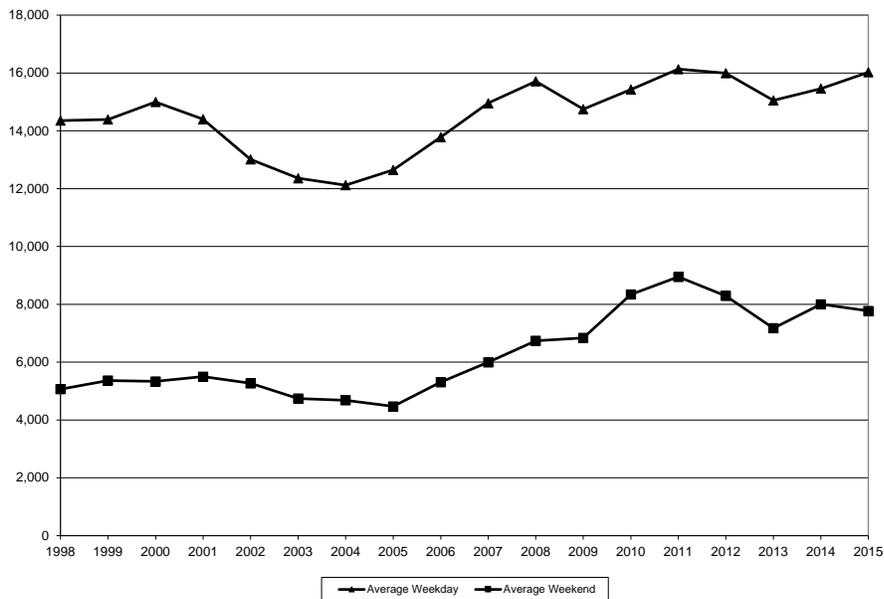
<u>RIDERSHIP</u>	<u>December 2015 Year-to-Date</u>			<u>Favorable/(Unfavorable)</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>		<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Ridership	4.496	4.533	4.502	0.006	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**

	<u>December 31, 2015</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted</u>	<u>Final</u>	<u>Prel.</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
Administration							
Executive	13	13	11	2	15.4	2	15.4
General Office	6	9	9	(3)	(50.0)	0	0.0
Purchasing/Stores	6	6	5	1	16.7	1	16.7
Total Administration	25	28	25	0	0.0	3	10.7
Operations							
Transportation	103	107	106	(3)	(2.9)	1	0.9
Total Operations	103	107	106	(3)	(2.9)	1	0.9
Maintenance							
Mechanical	43	43	38	5	11.6	5	11.6
Electronics/Electrical	15	15	14	1	6.7	1	6.7
Power/Signals	26	26	22	4	15.4	4	15.4
Maintenance of Way Infrastructure	46	47	49	(3)	(6.5)	(2)	(4.3)
	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							
<u>Labor:</u>							
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)
<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	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)
<u>Other Expense Adjustments:</u>							
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	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
							Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	627,139	\$25.966	627,139	\$25.966	603,912	\$26.569	23,227 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)

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							
Labor:							
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	*
Non-Labor:							
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	*
Other Expenditure Adjustments:							
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)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
Receipts					
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)
Expenditures					
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.

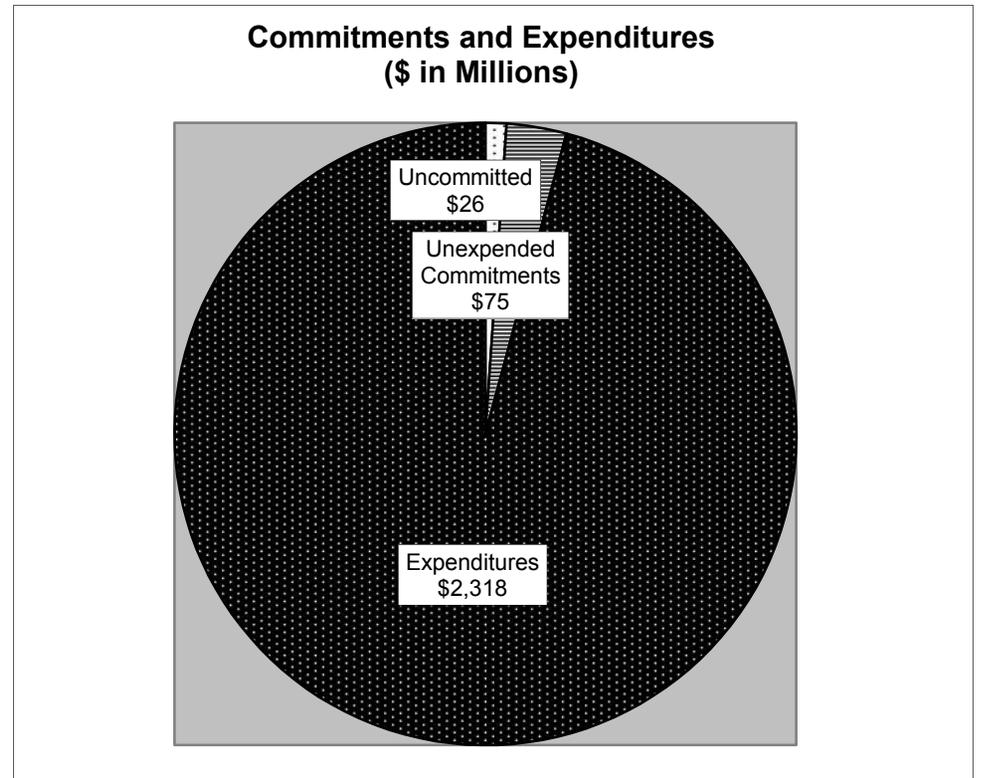
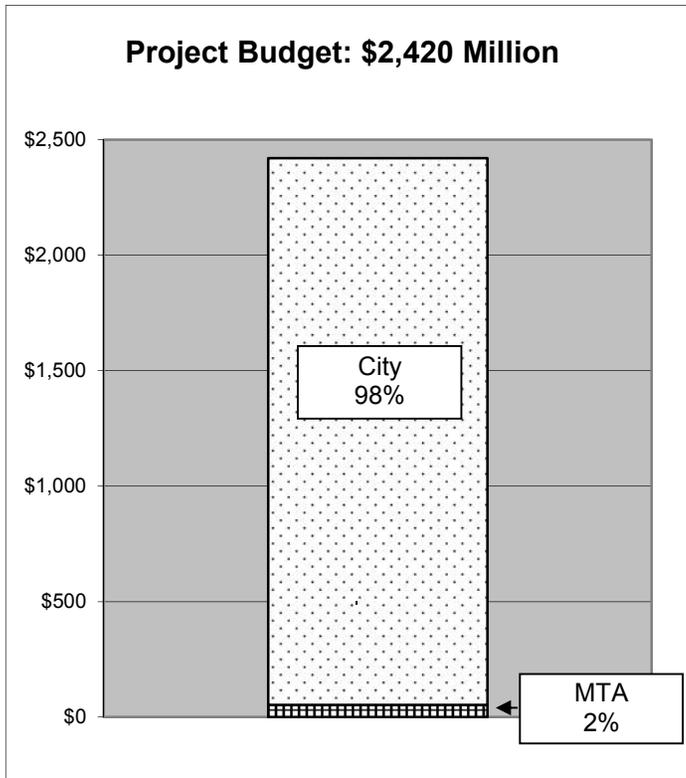
†† The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

7 Line Extension Status

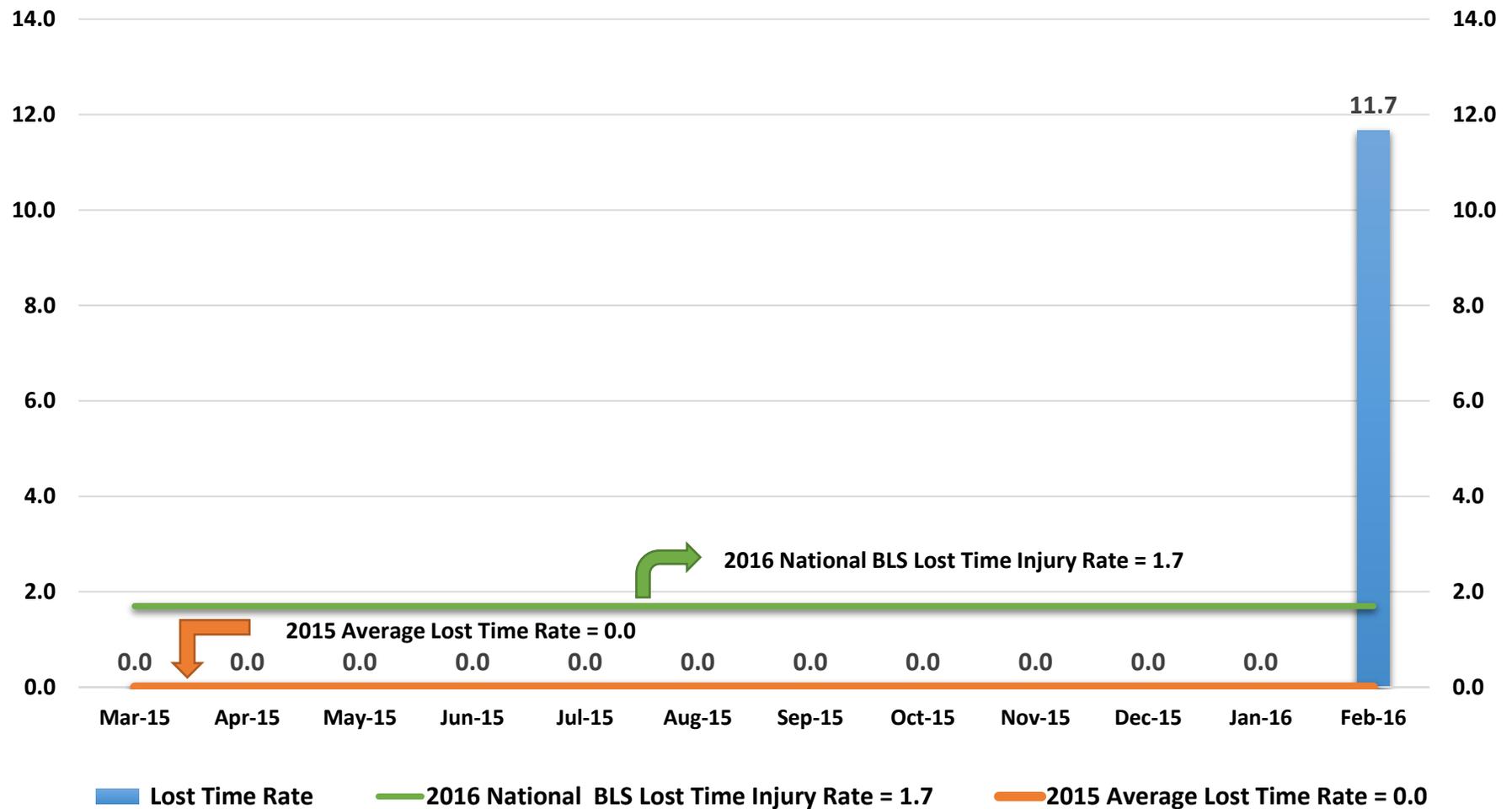
Report to the Transit Committee - April 2016
data thru March 2016

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

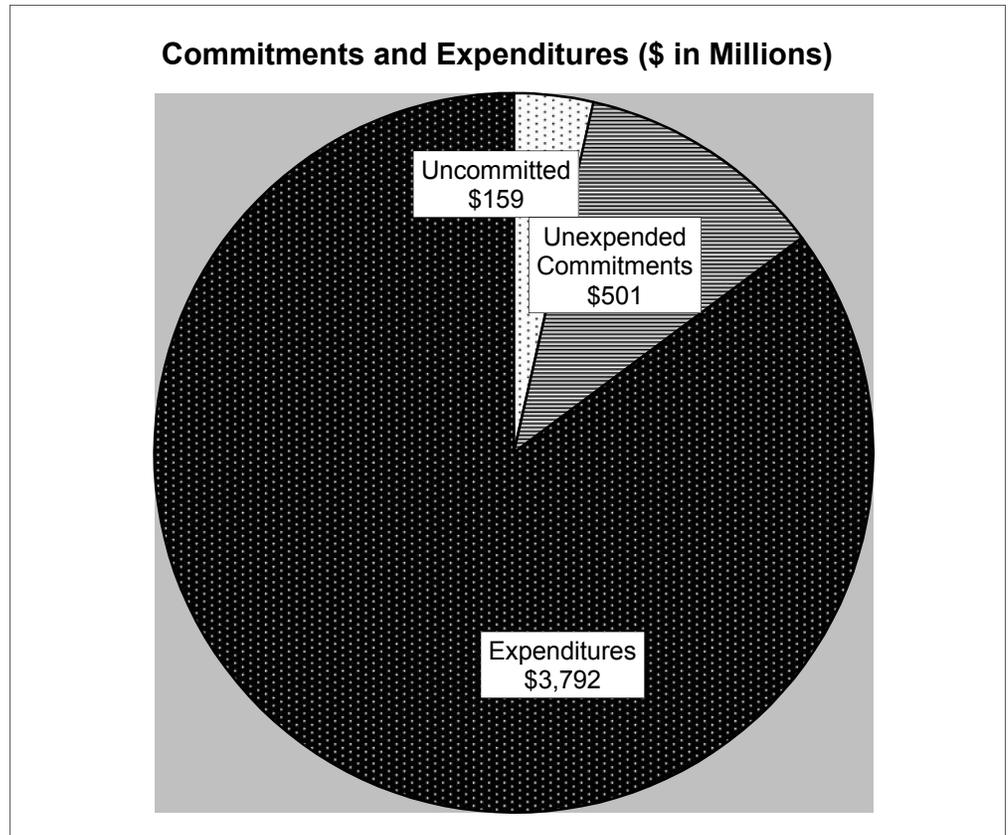
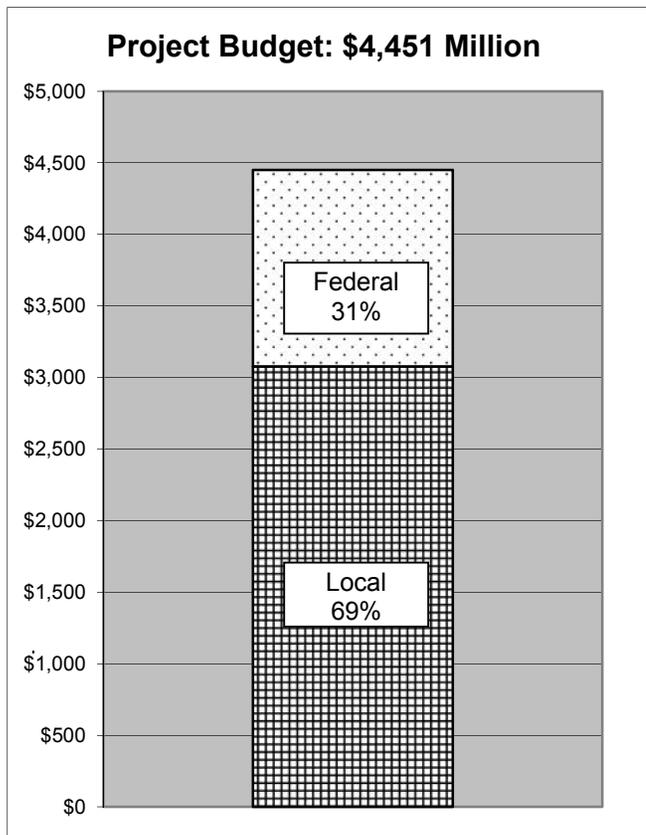
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

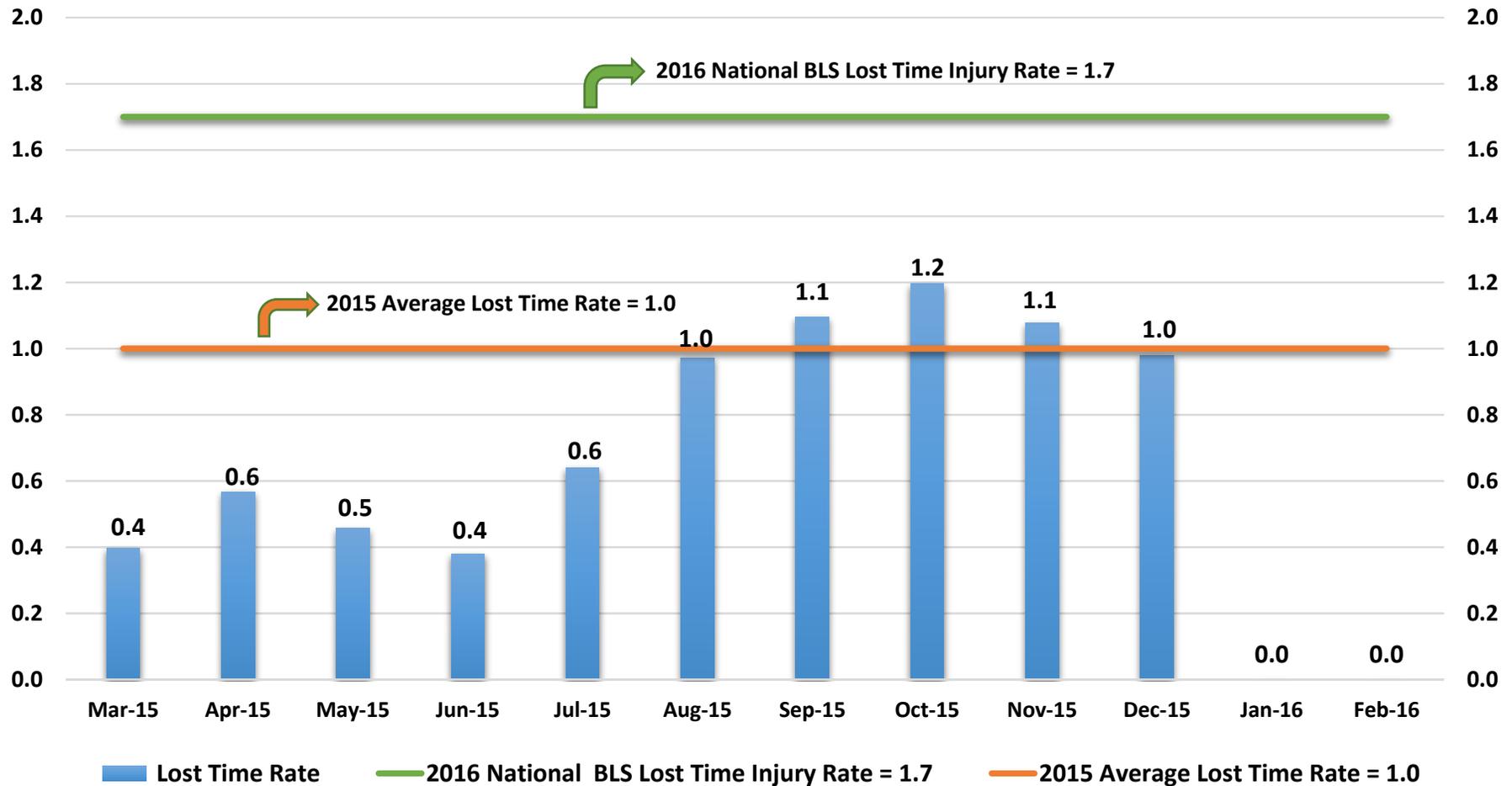
Report to the Transit Committee - April 2016

data thru March 2016

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,049	\$ 1	\$ 1,043
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

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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

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Issue/Milestone	Target Date (as of Mar. 2016 CPOC)	Current Forecast Date	Change Since Last Report	Potential Impact on Revenue Service Date
72nd 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.
HVAC 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

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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

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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
<p>January 2016</p> <p>Expedite their efforts to complete the new integrated project schedule. This schedule should then be detailed with weekly checkpoints.</p>	<p>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.</p>	COMPLETE
<p>January 2016</p> <p>Complete implementation of an augmented staffing plan for construction management as soon as practical.</p>	<p>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.</p>	IN-PROGRESS
<p>March 2016</p> <p>A clear target date for completion of the final testing and commissioning tasks for the 63rd Street Station Entrances should be established.</p>	<p>The Project has set end of June 2016 as the target date for final testing and commissioning for the 63rd Street Station.</p>	COMPLETE

