



Transit & Bus Committee Meeting

May 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, 5/23/2016
10:30 AM - 12:00 PM ET**

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – APRIL 18, 2016

April Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. March Operations Report

March Operations Report - Page 18

5. FINANCIAL REPORTS

a. March NYCT Financial & Ridership Report

March NYCT Financial and Ridership Report - Page 49

b. March SIR Financial & Ridership Report

March SIR Financial and Ridership Report - Page 70

c. March MTA Bus Financial & Ridership Report

March MTA Bus Financial and Ridership Report - Page 81

d. Capital Program Status Report

Capital Program Status Report - Page 94

6. PROCUREMENTS

NYCT May Procurement Staff Summary and Resolution - Page 104

a. Non-Competitive

NYCT Non-Competitive Actions - Page 108

b. Competitive

NYCT Competitive Actions - Page 112

c. Ratifications

NYCT, MTACC Ratifications - Page 118

7. SERVICE CHANGES

a. NYCT Second Avenue Subway Phase I Service Plan -- For Approval

NYCT Second Avenue Subway Phase I Service Plan - Page 122

b. NYCT Discontinue M60 SBS & Q48 Service to Marine Air Terminal in LaGuardia Airport

NYCT Discontinue M60 SBS and Q48 Service to Marine Air Terminal in LaGuardia Airport - Page 134

c. MTA Bus QM12 Eastbound Travel Path Revision in Elmhurst, Queens

MTA Bus QM12 Eastbound Travel Path Revision in Elmhurst, Queens - Page 142

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 146

9. STANDARD FOLLOW-UP REPORTS

a. Elevator & Escalator Report, 1st Quarter, 2016

Elevator and Escalator Report, 1st Quarter, 2016 - Page 150

b. Transit Adjudication Bureau Report, 1st Quarter, 2016

Transit Adjudication Bureau Report, 1st Quarter, 2016 - Page 181

c. EEO & Diversity Report, 1st Quarter, 2016 (NYCT & MTA Bus)

NYCT and MTA Bus EEO and Diversity Report, 1st Quarter, 2016 - Page 183

10. MTACC REPORT

a. MTACC Report

MTACC Report - Page 195

b. Second Avenue Subway Presentation

Second Avenue Subway Presentation - Page 202

c. Second Avenue Subway IEC Project Review

Second Avenue Subway IEC Project Review - Page 209

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
April 18, 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

The following Member was absent:

Hon. John H. Banks III, Vice-Chair
Hon. Polly Trottenberg

Also present were:

Veronique Hakim, President, New York City Transit
Darryl Irick, President, MTA Bus
Michael Horodniceanu, President, MTA Capital Construction

Peter Cafiero, Chief, Operations Planning
Michael Chubak, Acting Executive Vice President
Joseph Fox, Chief, NYPD Transit Bureau
Wynton Habersham, Senior Vice President, Subways
Kent Haggas, Senior Project Manager, McKissack Group Inc., IEC
James Henly, VP & General Counsel, Law
Cheryl Kennedy, Vice President, Office of System Safety
Owen J. Monaghan, Vice President, Security
John O'Grady, Senior Vice President, CPM
Stephen Plochochi, Vice President, Materiel
Chair Ferrer opened the meeting.

II. Public Speakers

Jordan Wouk asked that the appropriate increase in sea level rise over the duration of phase two of the Second Avenue Subway be taken into account in its design.

Allan Rosen, former Director of MTA NYCT bus planning, spoke in opposition to the rerouting of the B36 Bus, submitting written comments for the record.

Omar Vera thanked the Committee for its funding of Phase 2 of the Second Avenue Subway project, and inquired into the status of the service plan for Phase 1.

Jason Pineiro asked the Committee to improve the cleanliness of the subway tracks.

Paul Hines and Kenny Scheiner spoke in opposition to the change in the Q54 bus route.

Murray Bodin asked that the Committee consider the use of all-electric buses on certain routes.

Jackie Campbell requested that the Committee consider adding an evening skip-stop bus travelling to the end of the Q111 route.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the March 21, 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

President Hakim thanked NYCT Chief Stations Officer, John Gaito, and his team, for their efforts in reducing Lost-Time Accident Injury On Duty numbers by 31% in Stations District 1.

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

Member Albert stressed the importance of the R179 car procurement, noting the low MDBF of the R32 fleet.

In response to a question from Member Moerdler, President Hakim noted that while multiple factors affect subway wait assessment statistics, the implementation of Communications Based Train Control, the procurement of new subway cars, and the optimizing of available resources, including platform controllers, should improve the figures. Member Moerdler stressed the importance of compiling a list of the causes of delay with the ultimate aim of improving performance.

In response to a comment by Member Greenberg, SVP Habersham agreed to look into the reasons for the decline in KPI for the , , ,  and  lines.

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

VP Kennedy presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to concerns raised by Member Moerdler, Chief Fox noted that few knife-related attacks in the system are random. In response to a question from Member Cappelli, Chief Fox informed the Committee that arrests were made in 12 of the 25 knife-related incidents. Member Cappelli asked to be updated on the status of the prosecution of those responsible.

In response to Member Moerdler's comment regarding a drop in the number of arrests in the month of March, Chief Fox advised the Committee of a pilot program with the Manhattan DA's office which would result in recidivist criminals, and those with no identification, being issued court summons for minor charges instead of ones to appear before the Transit Adjudication Bureau. Chief Fox advised Member Ballan that the effect of the pilot on crime statistics would be monitored.

B. Financial Reports

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

In response to a question from Chair Ferrer, Acting EVP Chubak noted that the budget projected a greater increase in ridership than was ultimately realized.

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

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

In response to a question from Member Kay, SVP O'Grady explained that fewer awards were made through February than expected since the 2015-2019 Capital Plan anticipated that funding would be in place, and agreed to update the number through the month of March.

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 12 actions totaling \$2.2 million in expenditures. VP Plochochi highlighted for

the Committee two procurement agenda items: (1) an Authorizing Resolution to permit NYC Transit to issue competitive Requests for Proposals in lieu of sealed bids for NYC Transit's Enhanced Station Initiative (ESI) Program to accelerate improvements at 31 stations in all five boroughs, and (2) award of nine New York State Office of General Services contracts for Temporary Medical Staffing with a total estimated aggregate budget of \$1.6 million.

In response to a question from Member Moerdler, VP Plochochi advised the Committee that the ESI work would be done with partial station closures, and that notice would be given to the affected communities.

In response to a question from Member Kay, President Hakim commented on the multi-disciplinary team assigned to streamline the ESI projects, and how an iterative approach to the station work allows for improvement as the initiative develops. SVP O'Grady advised Member Kay that although work at the ESI stations is already in the Capital Program proposal, enhancements are planned.

In response to a question from Member Albert, SVP O'Grady explained that while Wi-Fi and cellular service had already been planned, they were being prioritized at the ESI locations.

In response to a question from Member Ballan, SVP Plochochi stated that the competitive ESI procurements would be based on proposals that would be received from a competitively-selected pool of proposers.

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

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

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

V. Service Changes

Mr. Cafiero advised the Committee of the plan to reroute the B36 and westbound Q54 buses in response to NYCDOT initiatives to improve pedestrian safety, and of bus schedule adjustments, resulting in 56 schedule changes on 48 bus routes, to be implemented in July of 2016. Mr. Cafiero also informed Members of the planned increase in service frequencies on the 2 on weekends and the 7 on weekday evenings.

Mark Holmes advised the Committee of MTA Bus Company's plans to discontinue one bus stop and relocate three additional stops along the Q104 route and to re-label the 3rd Avenue branches of eight Queens-based express routes. Mr. Holmes also informed Members of nine schedule changes on three bus routes (Q111, Q113 and Q114) to be implemented in July of 2016.

In response to a question from Member Albert, Mr. Cafiero commented that the B36 bus route change in Sheepshead Bay, and the associated conversion of East 15th Street into a pedestrian mall, would benefit customers by offering a more direct bus routing.

In response to a question from Member Albert, Mr. Cafiero explained that ridership is carefully monitored and evaluated in developing appropriate seasonal adjustments to service.

In response to a question from Member Greenberg about the Q54 bus reroute, Mr. Cafiero explained that Metropolitan Avenue, from 131st Street to the three-way intersection with 130th Street and Hillside Avenue, will become one-way eastbound to improve the pedestrian crossing.

In response to a request from Member Greenberg, Mr. Holmes agreed to provide the ridership numbers for the Q104 bus stop at Newtown Road and Northern Boulevard, which is being eliminated as part of the reroute.

VI. Special Reports and Presentations

President Hakim presented the MetroCard and Homeless Outreach Reports, as well as the Final Review of the NYCT, SIR and MTA Bus 2015 Operating Results.

VII. MTA CC Project Report

President Horodniceanu provided an update on key MTACC contracts, including a presentation on the Second Avenue Subway project.

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

In response to a question from Member Ballan regarding the Second Avenue Subway project, Kent Haggas advised the Committee that additional manpower at the 72nd street station will be needed to meet the accelerated schedule.

President Horodniceanu informed Members that Judlau Contracting, responsible for the 72nd Street station work, is the only contractor which has not signed the acceleration agreement, adding that high level discussions with Judlau on this matter are ongoing.

President Horodniceanu also informed the Committee that while minor design changes on the Second Avenue Subway project have been necessary, they are not expected to have a significant effect on the schedule.

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

Respectfully submitted,

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

Bettina Quintas
Assistant Secretary



2016 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

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	
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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

Service Quality Indicators (including PES & MTA Bus PES)
Elevator & Escalator Service Report, 2nd Qtr, 2016
Transit Adjudication Bureau Report, 2nd Qtr, 2016
NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2016

Operations Planning
Subways
Law
EEO & Human Resources

October 2016

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

Management & Budget
Management & Budget
Management & Budget

November 2016

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

Law
Subways
Law

December 2016

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

Management & Budget
Management & Budget
Management & Budget
EEO & Human Resources

January 2017

Approval of 2017 NYC Transit
Committee Work Plan

Committee Chair & Members

February 2017

Preliminary Review of NYC Transit 2016 Operating Results
Preliminary Review of SIR 2016 Operating Results
Preliminary Review of MTA Bus 2016 Operating Results
NYC Transit Adopted Budget/Financial Plan 2017-2020
SIR Adopted Budget/Financial Plan 2017-2020
MTA Bus Adopted Budget/Financial Plan 2017-2020
Service Quality Indicators (including PES)
ADA Compliance Report
Elevator & Escalator Service Report
Transit Adjudication Bureau Report
NYCT & MTA Bus EEO & Diversity Report, 2015 Yr End Report

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

March 2017

No Items

April 2017

Final Review of NYC Transit 2016 Operating Results
Final Review of SIR 2016 Operating Results
Final Review of MTA Bus 2016 Operating Results

Management & Budget
Management & Budget
Management & Budget



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

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

DECEMBER 2016

NYCT 2017 Adopted Budget/Financial Plan 2017-2020

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

SIR 2017 Adopted Budget/Financial Plan 2017-2020

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

MTA Bus 2017 Adopted Budget/Financial Plan 2017-2020

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

EEO & Diversity Report, 3rd Qtr, 2016

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

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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

II. SPECIFIC AGENDA ITEMS (con't)

APRIL 2017

Final Review of NYC Transit 2016 Operating Results

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

Final Review of SIR 2016 Operating Results

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

Final Review of MTA Bus 2016 Operating Results

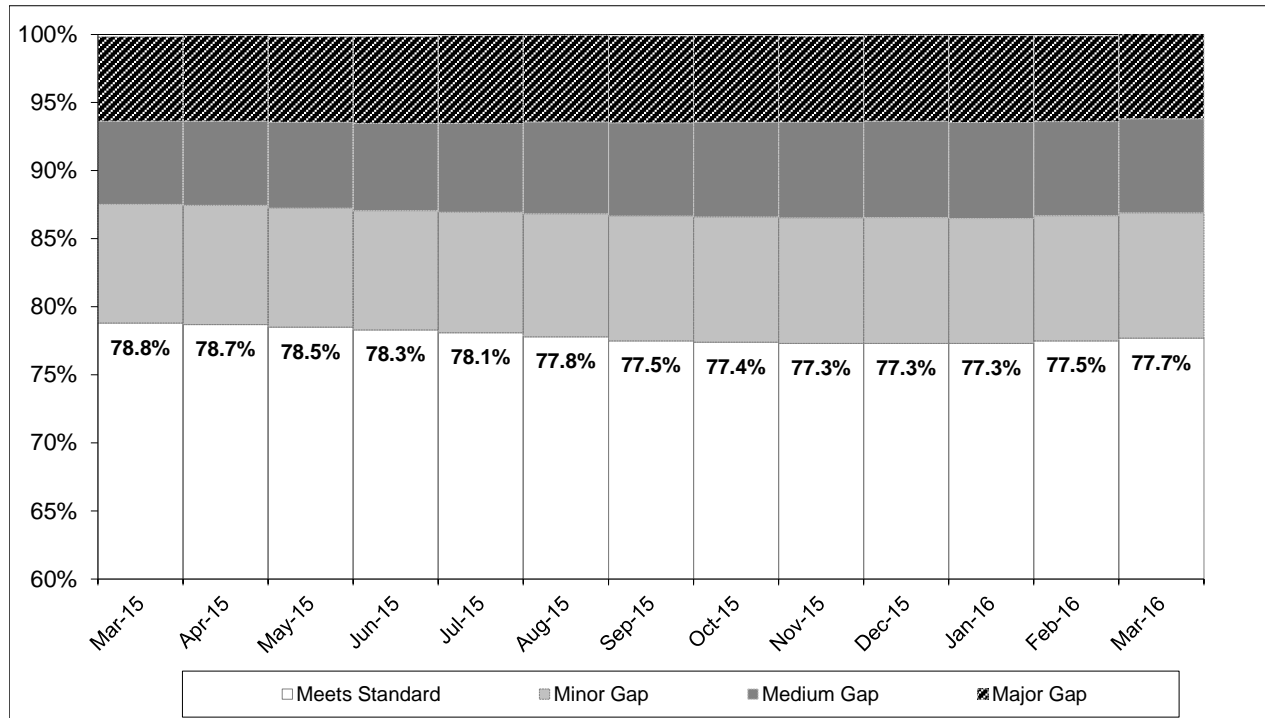
MTA Bus will review its prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: March 2016			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				77.7%	78.8%	-1.1%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	72.2%	71.3%	+0.9%	72.1%	72.7%	-0.6%
A Division Weekday Wait Assessment - (All Lines)				74.7%	75.3%	-0.6%
B Division Weekday Wait Assessment	80.7%	78.2%	+2.5%	79.2%	80.7%	-1.5%
System Weekend Wait Assessment (Chart 3)				84.5%	86.0%	-1.5%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	79.9%	81.1%	-1.2%	81.2%	83.0%	-1.8%
A Division Weekend Wait Assessment - (All Lines)				83.1%	85.4%	-2.3%
B Division Weekend Wait Assessment	87.5%	85.6%	+1.9%	85.4%	86.4%	-1.0%
System Weekday Terminal On-Time Performance (Charts 4-5)	68.1%	69.5%	-1.4%	69.2%	73.4%	-4.2%
A Division Weekday Terminal On-Time Performance	63.4%	63.9%	-0.5%	65.2%	69.0%	-3.8%
B Division Weekday Terminal On-Time Performance	72.1%	74.2%	-2.1%	72.6%	76.9%	-4.3%
System Number of Terminal Delays (Chart 6)	56,686	52,189	+8.6%	50,812	44,114	+15.2%
System Weekend Terminal On-Time Performance (Charts 7-8)	72.8%	75.3%	-2.5%	73.9%	79.8%	-5.9%
A Division Weekend Terminal On-Time Performance	71.7%	71.7%	0.0%	71.8%	77.1%	-5.3%
B Division Weekend Terminal On-Time Performance	73.5%	77.8%	-4.3%	75.3%	81.6%	-6.3%
System Number of Weekend Terminal Delays (Chart 9)	12,028	12,290	-2.1%	13,166	10,289	+28.0%
Mean Distance Between Failures (Charts 10-11)	114,647	143,146	-19.9%	125,613	142,179	-11.7%
A Division Mean Distance Between Failures	119,731	123,016	-2.7%	113,001	127,705	-11.5%
B Division Mean Distance Between Failures	111,160	162,318	-31.5%	136,992	155,031	-11.6%
System Weekday Service-KPI (Charts 12-13)	75.4%	76.7%	-1.3%	75.7%	78.1%	-2.4%
A Division Weekday Service-KPI	71.4%	71.6%	-0.2%	71.9%	73.8%	-1.9%
B Division Weekday Service-KPI	78.3%	80.2%	-1.9%	78.4%	81.1%	-2.7%
System Weekday PES-KPI (Charts 14-16)				92.0%	91.1%	+0.9%
Staten Island Railway						
24 Hour On-Time Performance	98.2%	95.0%	+3.2%	95.7%	91.8%	+3.9%
AM Rush On-Time Performance	99.1%	98.0%	+1.1%	95.7%	92.8%	+2.9%
PM Rush On-Time Performance	99.0%	94.3%	+4.7%	98.0%	94.4%	+3.6%
Percentage of Completed Trips	100.0%	99.8%	+0.2%	99.9%	99.7%	+0.2%
Mean Distance Between Failures	226,236	23,525	+861.7%	93,169	51,925	+79.4%
Staten Island Railway PES-KPI (Chart 17)				90.6%	91.6%	-1.0%

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



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

Systemwide*					Annual Results (Meets Standard)
<u>12-Month Average</u>					
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Apr '15 - Mar '16	77.7%	9.2%	6.9%	6.3%	2016 TARGET: 80.7%
Apr '14 - Mar '15	78.8%	8.7%	6.1%	6.3%	2015 ACTUAL: 77.3%

Chart 1

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

Apr '15 - Mar '16					Apr '14 - Mar '15				
Line	Meets	Headways*			Meets	Headways*			Standard Difference
		GAP				GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
①	78.5%	9.4%	6.8%	5.3%	79.7%	8.6%	6.2%	5.5%	-1.2%
②	72.1%	10.1%	9.5%	8.3%	72.4%	10.0%	9.0%	8.6%	-0.3%
③	77.7%	9.9%	7.1%	5.4%	77.9%	9.5%	7.0%	5.7%	-0.2%
④	70.7%	9.7%	8.8%	10.7%	71.3%	9.6%	8.7%	10.5%	-0.6%
⑤	66.5%	10.2%	10.7%	12.6%	67.3%	9.9%	10.2%	12.5%	-0.8%
⑥	67.3%	9.8%	10.6%	12.4%	67.4%	9.1%	9.9%	13.5%	-0.1%
⑦	74.0%	10.5%	7.8%	7.7%	76.0%	9.7%	6.7%	7.6%	-2.0%
⑤ 42nd	91.2%	4.1%	2.4%	2.3%	90.7%	3.8%	2.2%	3.3%	0.5%
Subdivision A	74.7%	9.2%	8.0%	8.1%	75.3%	8.8%	7.5%	8.4%	-0.6%
① A	68.8%	9.4%	9.7%	12.2%	69.9%	9.9%	8.3%	11.9%	-1.1%
② B	77.7%	10.6%	7.0%	4.7%	79.8%	9.2%	5.8%	5.3%	-2.1%
③ C	77.7%	10.7%	6.1%	5.6%	81.3%	9.5%	5.0%	4.2%	-3.6%
④ D	79.6%	10.4%	6.3%	3.7%	81.6%	8.8%	5.6%	4.1%	-2.0%
⑤ E	74.3%	10.2%	8.0%	7.4%	75.5%	9.5%	7.2%	7.7%	-1.2%
⑥ F	72.6%	9.8%	8.7%	8.9%	72.1%	8.9%	7.3%	11.7%	0.5%
⑤ S Fkln	95.9%	1.8%	0.8%	1.6%	96.1%	1.7%	0.9%	1.2%	-0.2%
⑦ G	81.5%	10.3%	5.4%	2.8%	81.6%	10.3%	4.9%	3.2%	-0.1%
⑤ S Rock	92.1%	4.5%	2.1%	1.3%	91.1%	5.2%	1.6%	2.0%	1.0%
① J Z	78.4%	9.6%	6.9%	5.1%	81.6%	9.7%	5.2%	3.5%	-3.2%
② L	78.1%	9.7%	6.9%	5.3%	81.7%	9.6%	4.9%	3.7%	-3.6%
③ M	77.6%	9.1%	6.9%	6.3%	78.4%	10.2%	7.0%	4.4%	-0.8%
④ N	79.2%	10.3%	6.7%	3.7%	79.9%	9.1%	5.5%	5.6%	-0.7%
⑤ Q	79.6%	10.8%	5.3%	4.2%	80.2%	9.6%	5.6%	4.6%	-0.6%
⑥ R	75.5%	9.9%	7.0%	7.6%	80.1%	8.8%	5.9%	5.1%	-4.6%
Subdivision B	79.2%	9.2%	6.3%	5.4%	80.7%	8.7%	5.4%	5.2%	-1.5%
Systemwide	77.7%	9.2%	6.9%	6.3%	78.8%	8.7%	6.1%	6.3%	-1.1%

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)

Apr 15 - Mar '16					Apr '14 - Mar '15				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	88.3%	6.7%	3.3%	1.7%	87.5%	6.7%	3.7%	2.2%	+0.8%
②	77.5%	10.4%	7.8%	4.3%	80.1%	10.3%	6.4%	3.3%	-2.6%
③	85.2%	8.3%	4.2%	2.2%	87.2%	7.4%	3.4%	2.0%	-2.0%
④	74.6%	10.1%	8.3%	6.9%	77.8%	9.6%	7.0%	5.6%	-3.2%
⑤	82.9%	8.0%	5.6%	3.5%	83.8%	7.8%	5.0%	3.4%	-0.9%
⑥	78.9%	9.3%	7.0%	4.8%	81.4%	8.5%	5.8%	4.2%	-2.5%
⑦	78.2%	11.3%	5.3%	5.2%	86.5%	7.9%	2.6%	3.0%	-8.3%
⑤ 42nd	98.9%	0.4%	0.2%	0.5%	98.6%	0.8%	0.3%	0.2%	+0.3%
Subdivision A	83.1%	8.1%	5.2%	3.6%	85.4%	7.4%	4.3%	3.0%	-2.3%
①	76.3%	10.1%	6.8%	6.7%	75.7%	10.5%	6.5%	7.3%	+0.6%
③	81.5%	9.4%	4.7%	4.4%	82.6%	8.7%	5.1%	3.6%	-1.1%
④	87.2%	7.3%	4.4%	1.0%	84.4%	6.6%	4.1%	4.9%	+2.8%
⑤	82.0%	9.7%	4.1%	4.1%	84.0%	8.0%	3.9%	4.1%	-2.0%
⑥	84.4%	7.5%	3.7%	4.5%	84.4%	8.1%	2.6%	5.0%	+0.0%
⑤ Fkln	93.5%	3.2%	1.8%	1.4%	95.1%	3.3%	0.7%	1.0%	-1.6%
⑦	90.4%	6.6%	2.0%	1.0%	94.8%	2.7%	1.0%	1.5%	-4.4%
⑦ ⑧	89.6%	5.5%	2.0%	2.8%	90.3%	7.1%	1.6%	0.9%	-0.7%
⑨	81.2%	7.4%	6.1%	5.3%	87.3%	6.1%	3.1%	3.5%	-6.1%
⑩	86.2%	8.2%	3.7%	2.0%	87.0%	6.0%	4.5%	2.4%	-0.8%
⑪	87.0%	5.6%	4.2%	3.1%	88.0%	6.8%	3.4%	1.9%	-1.0%
⑫	85.1%	6.7%	5.2%	2.9%	83.5%	8.0%	3.4%	5.1%	+1.6%
Subdivision B	85.4%	7.3%	4.1%	3.3%	86.4%	6.8%	3.3%	3.4%	-1.0%
Systemwide	84.5%	7.6%	4.5%	3.4%	86.0%	7.1%	3.7%	3.3%	-1.5%

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

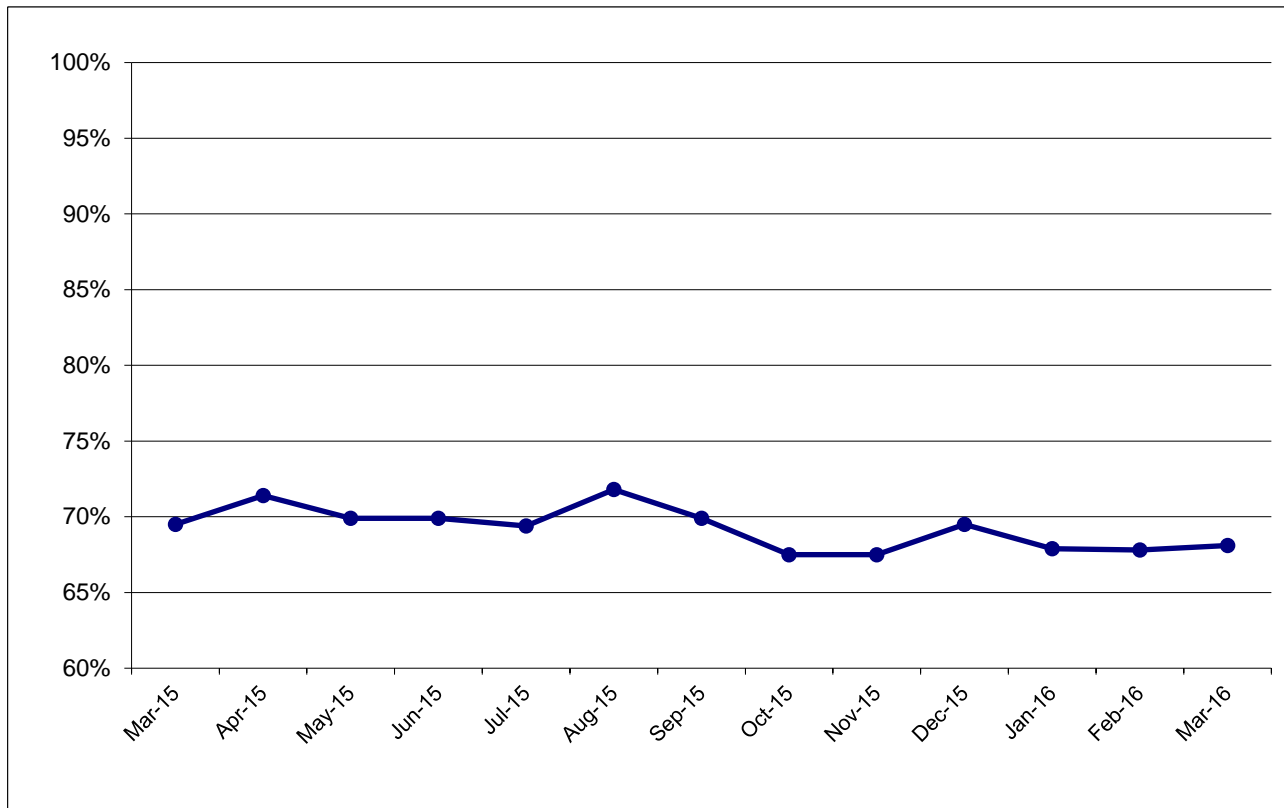
* Headway Definitions

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

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

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

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

Mar 2016: 68.1%
 Mar 2015: 69.5%
 12-Mon Avg: 69.2%
 (Apr '15-Mar '16)

Subdivision A Monthly Results

Mar 2016: 63.4%
 Mar 2015: 63.9%
 12-Mon Avg: 65.2%
 (Apr '15-Mar '16)

Subdivision B Monthly Results

Mar 2016: 72.1%
 Mar 2015: 74.2%
 12-Mon Avg: 72.6%
 (Apr '15-Mar '16)

Discussion of Results

In March 2016, Over Crowding (22,304 delays), Right-Of-Way (8,370 delays), and Track Gangs (7,935 delays) were the highest categories of delays, representing 68.1% of the total 56,686 delays.

Chart 4

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

<u>Line</u>	<u>Apr '15 - Mar '16</u>	<u>Apr '14 - Mar '15</u>	<u>% Difference</u>
①	76.0%	78.6%	-2.6%
②	42.4%	47.8%	-5.4%
③	65.0%	67.5%	-2.5%
④	42.2%	46.9%	-4.7%
⑤	38.5%	44.3%	-5.8%
⑥	46.6%	52.1%	-5.5%
⑦	81.5%	86.7%	-5.2%
⑤ 42 St	98.9%	98.3%	+0.6%
Subdivision A	65.2%	69.0%	-3.8%
①	66.4%	70.9%	-4.5%
②	75.6%	75.0%	+0.6%
③	77.4%	83.5%	-6.1%
④	72.5%	74.6%	-2.1%
⑤	68.8%	71.8%	-3.0%
⑥	58.2%	55.7%	+2.5%
⑤ Fkln	99.6%	99.3%	+0.3%
⑦	70.4%	74.4%	-4.0%
⑤ Rock	96.0%	95.6%	+0.4%
① ②	69.7%	84.3%	-14.6%
③	91.5%	93.4%	-1.9%
④	69.3%	73.4%	-4.1%
⑤	65.1%	70.9%	-5.8%
⑥	70.2%	74.9%	-4.7%
⑦	59.5%	77.1%	-17.6%
Subdivision B	72.6%	76.9%	-4.3%
Systemwide	69.2%	73.4%	-4.2%

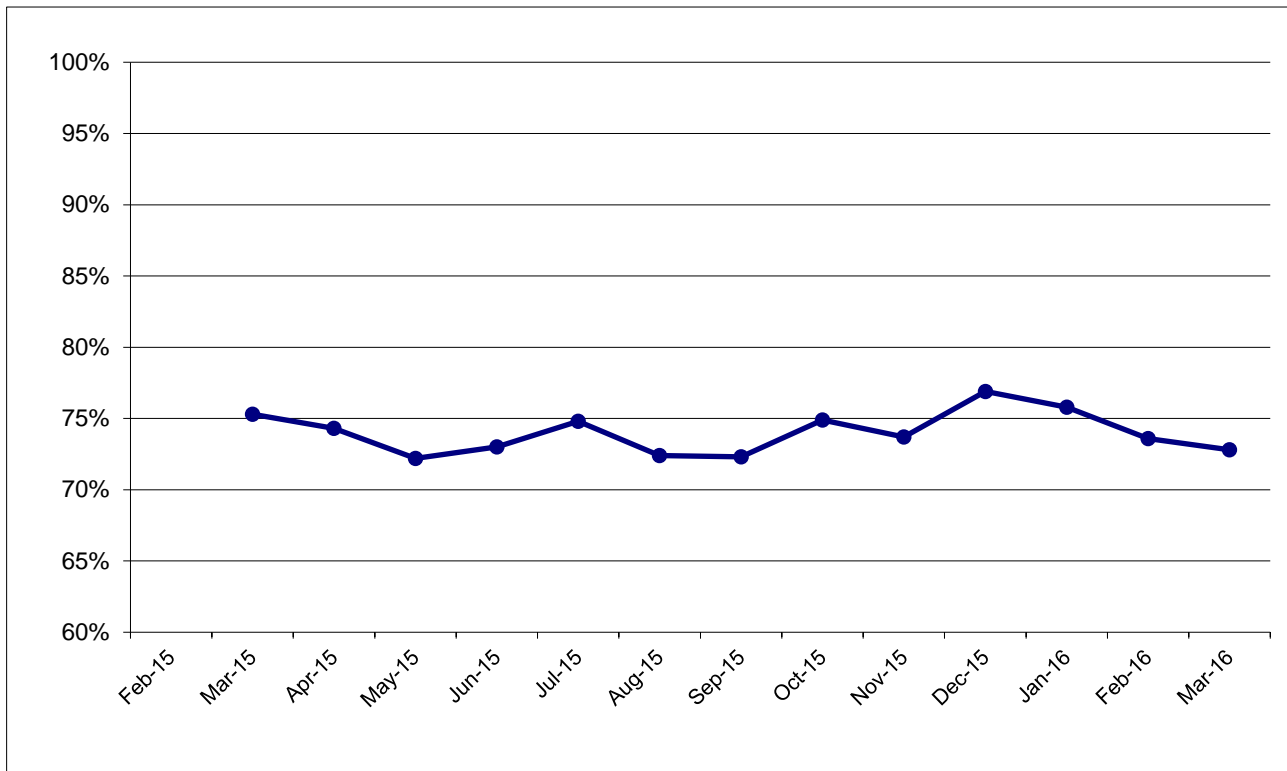
Chart 5

Subway Weekday Terminal Delays Monthly (24 hours)

<u>Categories</u>	<u>Mar '16 Delays</u>
Over Crowding	22,304
ROW Delays	8,370
Track Gangs	7,935
Sick Customer	3,505
Car Equipment	3,233
Work Equipment/G. O.	3,215
Unruly Customer	2,088
Police	1,852
Operational Diversions	1,790
Employee	928
Inclement Weather	698
Fire	501
External	191
Infrastructure	76
Total Delays	56,686

* Total may differ slightly due to rounding.

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



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide Monthly Results

Mar 2016: 72.8%
Mar 2015: 75.3%
12-Mon Avg: 73.9%
(Apr '15-Mar '16)

Subdivision A Monthly Results

Mar 2016: 71.7%
Mar 2015: 71.7%
12-Mon Avg: 71.8%
(Apr '15-Mar '16)

Subdivision B Monthly Results

Mar 2016: 73.5%
Mar 2015: 77.8%
12-Mon Avg: 75.3%
(Apr '15-Mar '16)

Discussion of Results

In March 2016, Work Equipment/G.O. (3,273 delays), Track Gangs (2,806 delays), and Over Crowding (2,715 delays) were the highest categories of delays, representing 73.1% of the total 12,028 delays.

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

<u>Line</u>	<u>Apr '15 - Mar '16</u>	<u>Apr '14 - Mar '15</u>	<u>% Difference</u>
①	88.1%	86.6%	+1.5%
②	44.4%	40.8%	+3.6%
③	60.5%	73.0%	-12.5%
④	50.9%	58.9%	-8.0%
⑤	74.6%	73.4%	+1.2%
⑥	57.0%	69.4%	-12.4%
⑦	84.1%	92.4%	-8.3%
Ⓢ 42 St	99.6%	99.8%	-0.2%
Subdivision A	71.8%	77.1%	-5.3%
A	63.9%	70.4%	-6.5%
C	54.7%	72.8%	-18.1%
D	70.0%	76.8%	-6.8%
E	61.5%	69.3%	-7.8%
F	36.7%	56.4%	-19.7%
Ⓢ Fkln	99.6%	99.5%	+0.1%
G	84.8%	87.9%	-3.1%
Ⓢ Rock	97.8%	97.3%	+0.5%
J Z	88.1%	93.7%	-5.6%
L	88.6%	95.7%	-7.1%
M	96.6%	97.8%	-1.2%
N	71.3%	74.7%	-3.4%
Q	82.2%	84.4%	-2.2%
R	69.2%	75.3%	-6.1%
Subdivision B	75.3%	81.6%	-6.3%
Systemwide	73.9%	79.8%	-5.9%

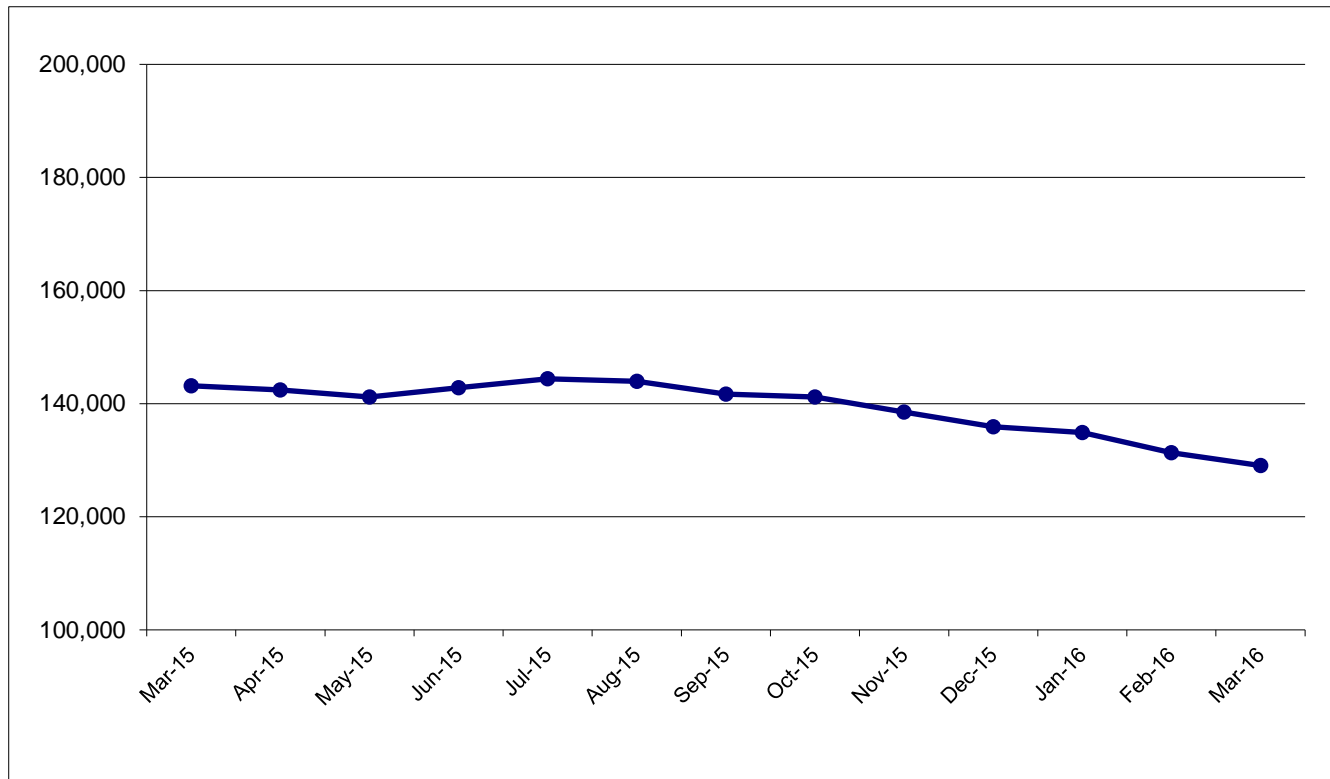
Chart 8

Subway Weekend Terminal Delays Monthly (24 hours)

<u>Categories</u>	<u>Mar '16 Delays</u>
Work Equipment/G. O.	3,273
Track Gangs	2,806
Over Crowding	2,715
ROW Delays	866
Car Equipment	447
Unruly Customer	418
Police	377
Sick Customer	356
Operational Diversions	318
Employee	281
Fire	118
Inclement Weather	24
External	20
Infrastructure	10
Total Delays	12,028

* 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

Mar 2016: 114,647

Mar 2015: 143,146

12-Month Average

Apr 15 - Mar 16: 125,613

Apr 14 - Mar 15: 142,179

Annual Result

2016 TARGET: 150,000

2015 ACTUAL: 131,325

Discussion of Results

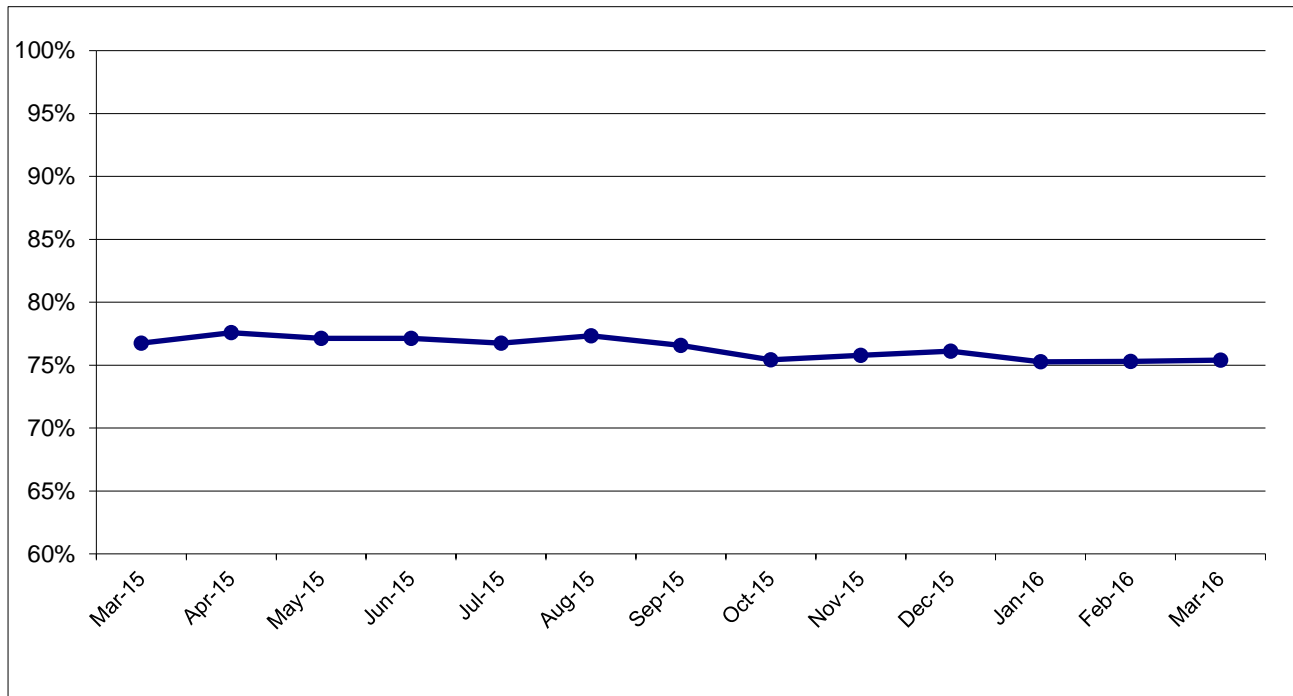
MDBF in March 2016 decreased 19.9% from March 2015. Over the past year, the MDBF 12-month average decreased 11.7%.

Subway Mean Distance Between Failure 12 Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>Mar '16</u>	<u>Mar '15</u>	<u>% Change</u>
R32	222	37,761	58,739	-35.7%
R42	50	39,309	52,852	-25.6%
R46	752	94,882	88,347	7.4%
R62	315	182,864	201,851	-9.4%
R62A	824	93,882	115,312	-18.6%
R68	425	119,846	152,312	-21.3%
R68A	200	126,551	81,170	55.9%
R142	1,030	148,053	159,082	-6.9%
R142A	240	57,545	81,411	-29.3%
R143	212	62,398	91,156	-31.5%
R160	1,662	342,377	373,402	-8.3%
R188 - New	122	315,015	369,787	-14.8%
R188 - Conversion	340	120,191	79,858	50.5%
FLEET	6,394	125,613	142,179	-11.7%

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

Mar 2016: 75.4%
 Mar 2015: 76.7%
 12 Mon Avg: 75.7%
 (Apr '15 - Mar '16)

Subdivision A

Monthly Results

Mar 2016: 71.4%
 Mar 2015: 71.6%
 12 Mon Avg: 71.9%
 (Apr '15 - Mar '16)

Subdivision B

Monthly Results

Mar 2016: 78.3%
 Mar 2015: 80.2%
 12 Mon Avg: 78.4%
 (Apr '15 - Mar '16)

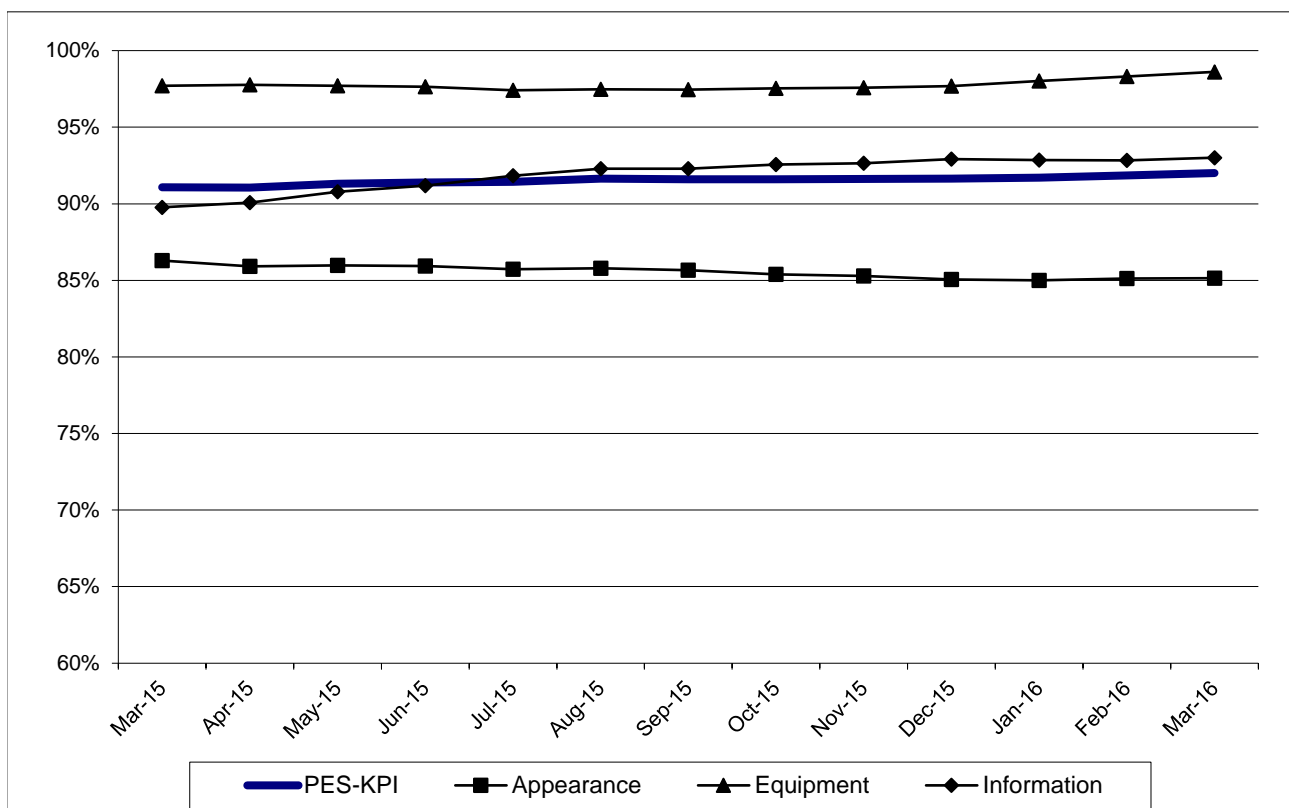
Chart 12

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

Line	<u>Apr '15 - Mar '16</u>	<u>Apr '14 - Mar '15</u>	<u>% Difference</u>
1	77.9%	78.6%	-0.7%
2	66.0%	66.7%	-0.7%
3	76.1%	77.0%	-0.9%
4	60.5%	64.0%	-3.5%
5	61.5%	63.7%	-2.2%
6	58.6%	61.2%	-2.6%
7	78.9%	81.6%	-2.7%
S 42nd	86.7%	85.8%	+0.9%
Subdivision A	71.9%	73.8%	-1.9%
A	67.7%	68.7%	-1.0%
B	78.0%	75.7%	+2.3%
C	73.9%	77.9%	-4.0%
D	79.5%	81.3%	-1.8%
E	75.2%	76.8%	-1.6%
F	71.0%	70.0%	+1.0%
S Fkln	89.9%	89.8%	+0.1%
G	74.1%	77.8%	-3.7%
S Rock	87.6%	87.5%	+0.1%
J Z	71.6%	83.3%	-11.7%
L	79.0%	83.2%	-4.2%
M	77.4%	79.1%	-1.7%
N	77.1%	79.2%	-2.1%
Q	78.8%	80.6%	-1.8%
R	69.4%	80.0%	-10.6%
Subdivision B	78.4%	81.1%	-2.7%
Systemwide	75.7%	78.1%	-2.4%

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>
Mar 2016:	92.0%	85.1%	98.6%	93.0%
Mar 2015:	91.1%	86.3%	97.7%	89.8%
% Difference:	+0.9%	-1.2%	+0.9%	+3.2%

Chart 14

PES-KPI - Subway Car 12 Month Rolling Average

<u>Line</u>	March 2016				March 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	95.3%	96.9%	98.3%	90.5%	93.4%	93.7%	94.2%	92.3%	+1.9%
②	97.0%	95.0%	99.1%	97.0%	94.8%	90.5%	97.5%	96.5%	+2.2%
③	95.1%	95.5%	99.2%	90.5%	95.9%	95.9%	97.8%	93.8%	-0.8%
④	95.8%	93.5%	98.3%	95.6%	95.3%	93.0%	95.6%	97.3%	+0.5%
⑤	96.1%	94.4%	97.7%	96.1%	95.5%	92.9%	98.0%	95.5%	+0.6%
⑥	94.9%	94.4%	98.0%	92.3%	94.9%	91.8%	96.5%	96.6%	+0.0%
⑦	97.8%	97.9%	99.7%	95.7%	96.2%	96.9%	98.8%	92.8%	+1.6%
⑨ 42nd	94.5%	97.5%	95.5%	90.3%	95.4%	94.8%	97.7%	93.7%	-0.9%
Subdivision A	95.8%	95.4%	98.4%	93.5%	95.0%	93.4%	96.8%	94.8%	+0.8%
Ⓐ	95.0%	93.3%	99.3%	92.6%	93.9%	93.0%	94.2%	94.4%	+1.1%
Ⓑ	93.6%	91.9%	96.4%	92.6%	93.4%	93.1%	94.8%	92.3%	+0.2%
Ⓒ	96.2%	95.3%	98.7%	94.7%	94.1%	93.1%	96.4%	92.9%	+2.1%
Ⓓ	92.8%	90.5%	98.5%	89.6%	92.6%	92.7%	92.3%	92.8%	+0.2%
Ⓔ	96.5%	94.1%	97.1%	98.3%	96.3%	94.0%	98.8%	96.1%	+0.2%
Ⓕ	96.4%	94.7%	98.6%	96.0%	94.8%	91.9%	98.5%	94.0%	+1.6%
Ⓖ Fkln	94.9%	90.4%	99.4%	95.0%	92.6%	94.1%	94.9%	88.9%	+2.3%
Ⓖ	94.9%	95.5%	97.3%	92.0%	94.3%	93.7%	94.7%	94.4%	+0.6%
Ⓙ/Ⓩ	94.6%	91.2%	98.8%	94.0%	96.9%	94.5%	97.9%	98.3%	-2.3%
Ⓛ	96.0%	92.6%	97.4%	98.2%	95.0%	90.8%	97.3%	97.0%	+1.0%
Ⓜ	96.6%	92.6%	98.3%	99.1%	95.5%	90.5%	97.7%	98.5%	+1.1%
Ⓝ	96.6%	93.4%	98.3%	98.2%	95.3%	89.7%	98.4%	98.1%	+1.3%
Ⓞ	96.2%	89.7%	99.6%	99.5%	94.9%	89.8%	98.4%	96.5%	+1.3%
Ⓡ	96.1%	96.1%	98.7%	93.6%	94.9%	91.8%	97.3%	95.5%	+1.2%
Subdivision B	95.6%	93.2%	98.2%	95.4%	94.7%	92.1%	96.8%	95.3%	+0.9%
Systemwide	95.7%	94.0%	98.3%	94.7%	94.8%	92.6%	96.8%	95.1%	+0.9%

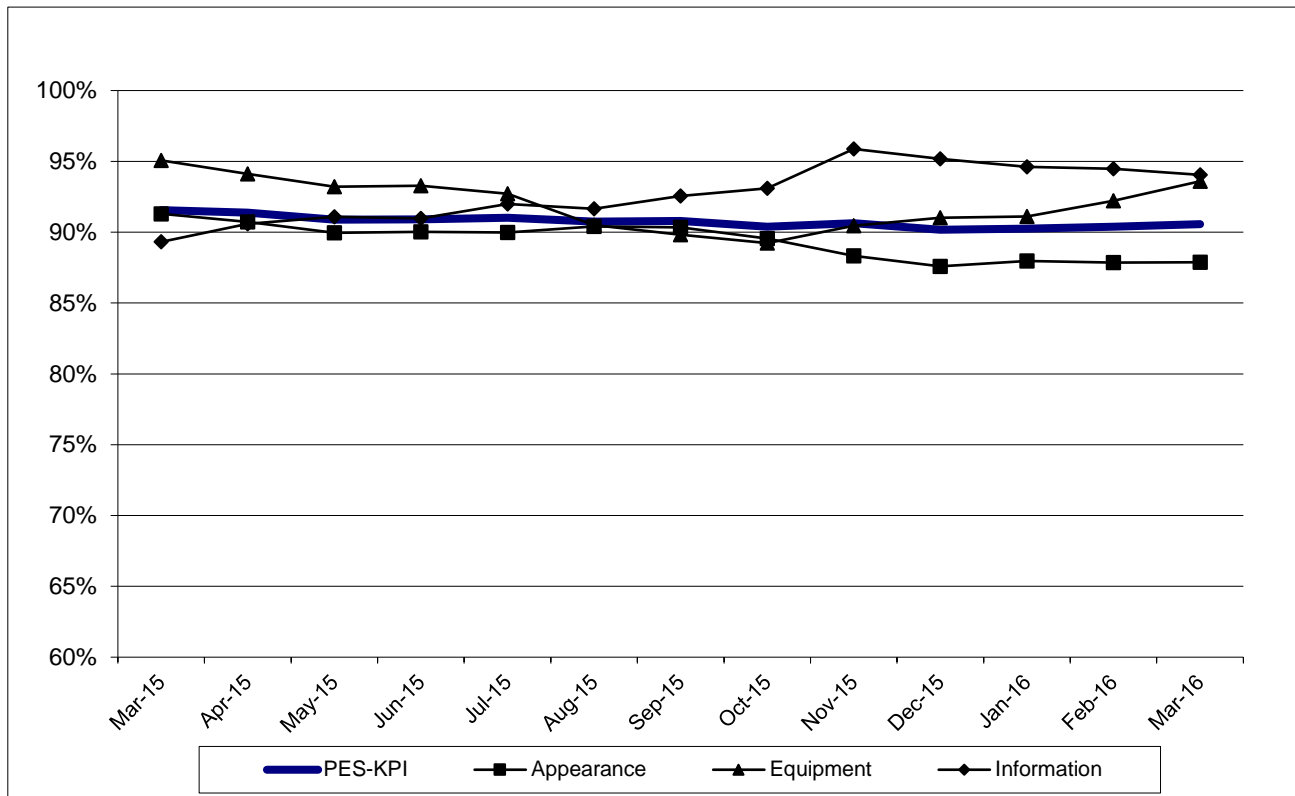
Chart 15

PES-KPI - Stations 12 Month Rolling Average

<u>Borough</u>	<u>March 2016</u>				<u>March 2015</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	85.9%	71.2%	98.2%	91.0%	86.2%	80.0%	97.6%	82.3%	-0.3%
Manhattan	88.2%	77.2%	98.7%	90.7%	86.4%	78.1%	98.9%	83.9%	+1.8%
Brooklyn	89.0%	77.4%	99.4%	92.3%	87.2%	81.3%	98.0%	83.5%	+1.8%
Queens	89.5%	80.9%	99.4%	89.9%	89.7%	83.4%	99.5%	87.5%	-0.2%
Systemwide	88.4%	77.0%	98.9%	91.2%	87.3%	80.5%	98.7%	84.3%	+1.1%

Chart 16

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



PES-KPI Definition

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

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

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

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

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

SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
Mar 2016:	90.6%	87.9%	93.6%	94.0%
Mar 2015:	91.6%	91.3%	95.1%	89.3%
% Difference:	-1.0%	-3.4%	-1.5%	+4.7%

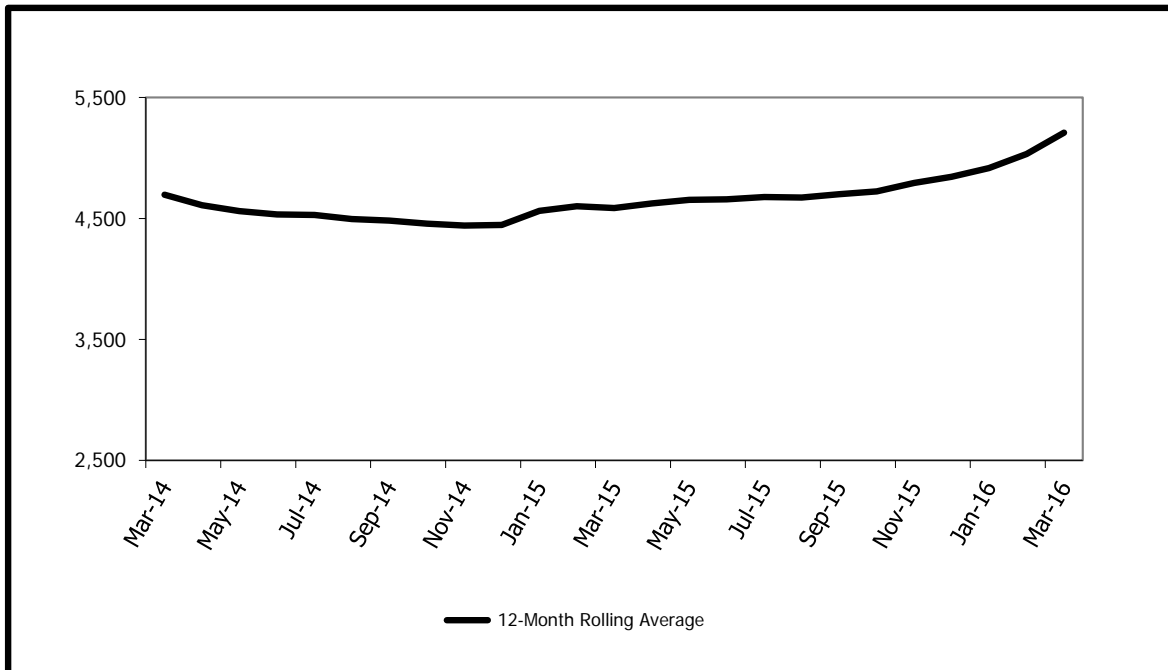
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: March 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	6,868	4,483	+53.2%	5,209	4,586	+13.6%
NYCT Bus	6,643	4,209	+57.8%	4,977	4,340	+14.7%
MTA Bus	7,693	5,664	+35.8%	6,116	5,604	+9.1%
System MDBSI (chart 2)	2,941	2,305	+27.6%	2,563	2,443	+4.9%
NYCT Bus	2,798	2,228	+25.6%	2,445	2,378	+2.8%
MTA Bus	3,511	2,592	+35.4%	3,026	2,675	+13.2%
System Trips Completed (chart 3)	99.39%	98.68%	+0.7%	99.00%	98.80%	+0.2%
NYCT Bus	99.41%	98.85%	+0.6%	99.04%	98.93%	+0.1%
MTA Bus	99.31%	97.97%	+1.3%	98.88%	98.27%	+0.6%
System AM Pull Out (chart 4)	99.90%	99.07%	+0.8%	99.71%	99.41%	+0.3%
NYCT Bus	99.94%	99.18%	+0.8%	99.74%	99.54%	+0.2%
MTA Bus	99.77%	98.66%	+1.1%	99.59%	98.94%	+0.7%
System PM Pull Out (chart 5)	99.95%	99.66%	+0.3%	99.84%	99.62%	+0.2%
NYCT Bus	99.98%	99.87%	+0.1%	99.91%	99.84%	+0.1%
MTA Bus	99.86%	98.93%	+0.9%	99.57%	98.85%	+0.7%
System Buses> = 12 years	16%	28%				
NYCT Bus	18%	32%				
MTA Bus	9%	12%				
System Fleet Age	7.19	9.08				
NYCT Bus	6.75	9.22				
MTA Bus	8.74	8.57				
Paratransit						
% of Trips Completed	94.91%	93.98%	+0.9%	94.78%	94.40%	+0.4%
Trips Requested	706,985	697,554	+1.4%	654,112	650,746	+0.5%
Trips Scheduled	613,484	597,479	+2.7%	565,432	565,999	-0.1%
Trips Completed	582,286	561,517	+3.7%	535,915	534,327	+0.3%
Early Cancellations as a Percentage of Trips Requested	12.42%	13.65%	-1.2%	12.76%	12.23%	+0.5%
Late Cancellations as a Percentage of Trips Scheduled	2.89%	3.31%	-0.4%	2.83%	3.35%	-0.5%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.53%	1.56%	-0.0%	1.55%	1.46%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.67%	1.15%	-0.5%	0.85%	0.78%	+0.1%
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	0.81%	0.69%	+0.1%	0.79%	0.80%	-0.0%
New Applications Received	3,377	3,365	+0.4%	3,026	3,049	-0.8%

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

March 2016: 6,868
March 2015: 4,483

12-Month Average

April 15 - March 16: 5,209
April 14 - March 15: 4,586

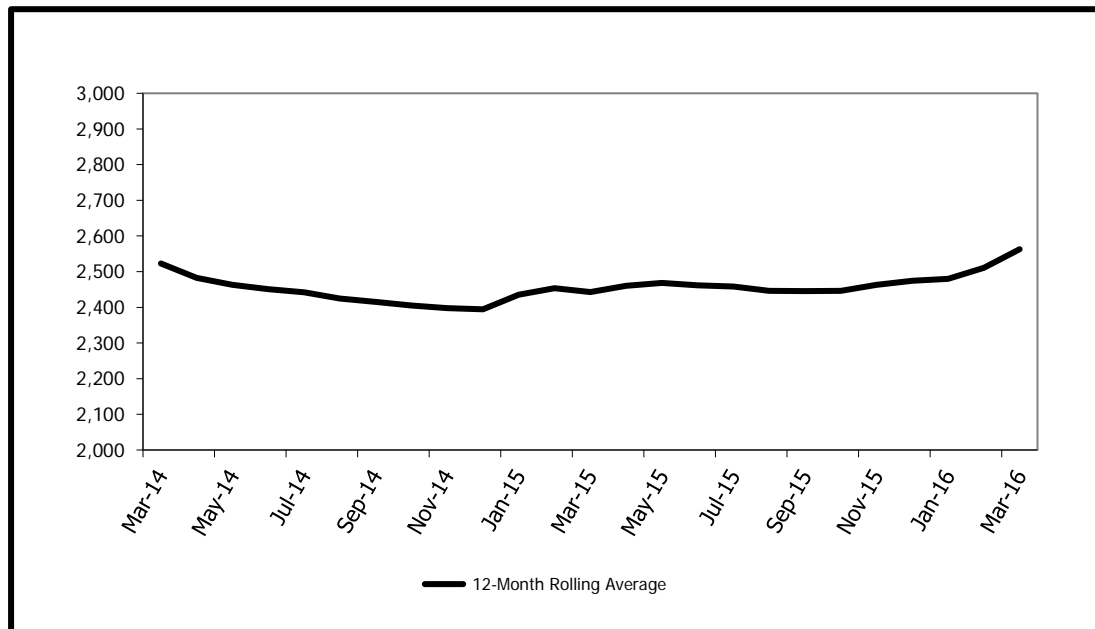
Annual Results

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

March 2016: 2,941
March 2015: 2,305

12-Month Average

April 15 - March 16: 2,563
April 14 - March 15: 2,443

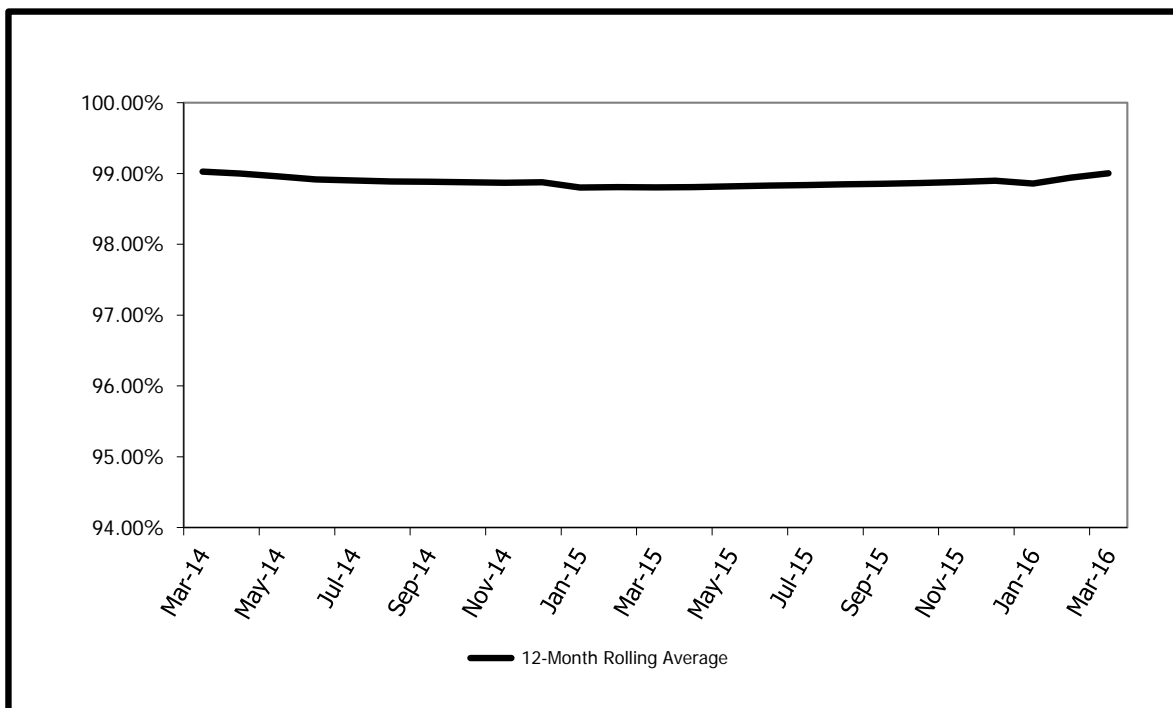
Annual Results

2016 YTD: 2,749
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

March 2016: 99.39%
March 2015: 98.68%

12-Month Average

April 15 - March 16: 99.00%
April 14 - March 15: 98.80%

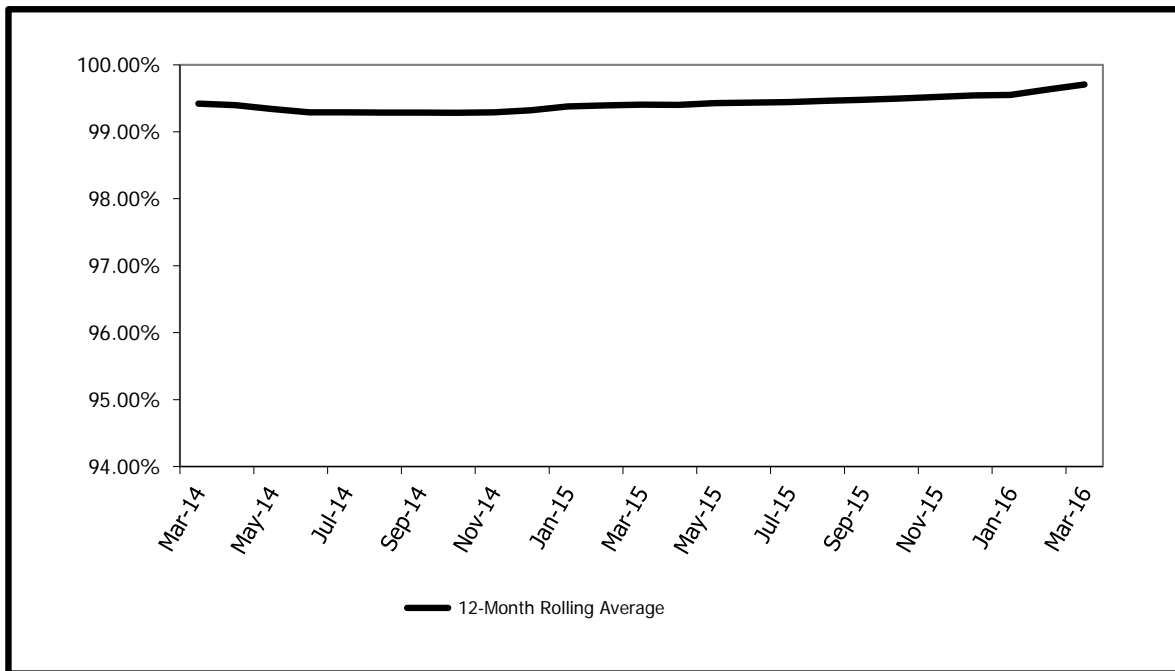
Annual Results

2016 YTD: 98.61%
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

March 2016: 99.90%
March 2015: 99.07%

12-Month Average

April 15 - March 16: 99.71%
April 14 - March 15: 99.41%

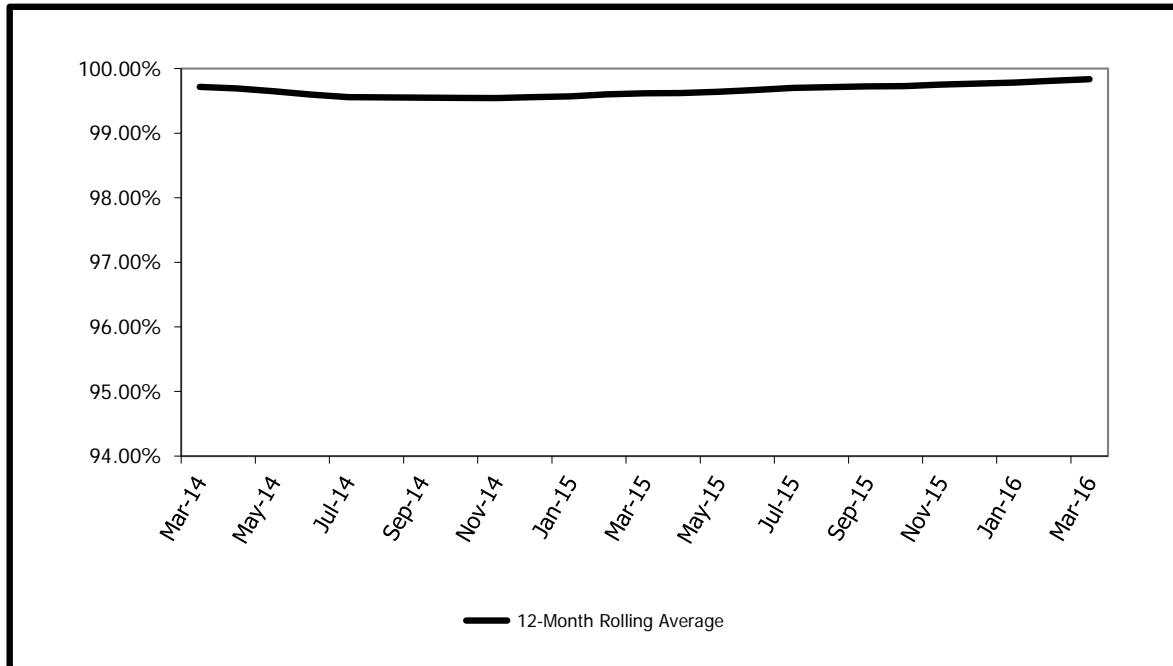
Annual Results

2016 YTD: 99.80%
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

March 2016:	99.95%	April 15 - March 16	99.84%	2016 YTD:	99.91%
March 2015:	99.66%	April 14 - March 15	99.62%	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		
	Apr 2015 - Mar 2016	Apr 2014 - Mar 2015	% Change
Subways			
Subway Customer Accidents per Million Customers ¹	2.54	2.64	-3.8%
Subway Collisions ^{2,3}	0	1	-100.0%
Subway Derailments ^{2,3}	2	3	-33.3%
Subway Fires ²	956	1,011	-5.4%
Buses			
Bus Collisions Per Million Miles Regional	53.69	49.46	+8.6%
Bus Collision Injuries Per Million Miles Regional	6.17	6.40	-3.5%
Bus Customer Accidents Per Million Customers Regional	1.16	1.09	+5.9%
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.79	3.63	+4.4%

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

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

³ Data from May 2015 through April 2016.

Leading Indicators				
Subways	April	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	33	130	336	38.7%
Joint Track Safety Audits -- Compliance Rate	98.4%	98.9%	100.0%	98.9%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	5,266	21,309	61,178	34.8%
Station -- Emergency Communication				
Help Point Installations	4	32	130	24.6%
Buses	April	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	518	1,985	6,000	33.1%

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 95% complete and is being reviewed by Legal & Procurement. Vendor outreach initiated.

⁵ Algorithms on proof of concept 2 buses fine-tuned successfully for better object recognition. Requirements document and statement of work 95% complete for expanded rollout to additional 100 buses and is being reviewed by Legal & Procurement. 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: April 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ¹ (Attachments 1-3)	183	222	-17.6%	755	721	+4.7%
Robberies ¹	39	38	+2.6%	162	136	+19.1%

SIR Crime Report						
Performance Indicator	Current Month: April 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ¹ (Attachment 4)	4	1	+300.0%	8	5	+60.0%
Robberies ¹	2	0	+100.0%	2	4	-50.0%

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



Police Department
City of New York

MTA Report

CRIME STATISTICS APRIL

	2016	2015	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	39	38	1	2.6%
GL	123	157	-34	-21.7%
FELASSAULT	20	26	-6	-23.1%
BURGLARY	1	1	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>183</u>	<u>222</u>	<u>-39</u>	<u>-17.6%</u>

During April, the daily Robbery average increased from 1.2 to 1.3

During April, the daily Major Felony average decreased from 7.2 to 5.9

CRIME STATISTICS JANUARY THRU APRIL

	2016	2015	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	0	0	0	0.0%
ROBBERY	162	136	26	19.1%
GL	489	501	-12	-2.4%
FELASSAULT	95	78	17	21.8%
BURGLARY	8	6	2	33.3%
<u>TOTAL MAJOR FELONIES</u>	<u>755</u>	<u>721</u>	<u>34</u>	<u>4.7%</u>

Year to date the daily Robbery average increased from 1.1 to 1.3

Year to date the daily Major Felony average increased from 6 to 6.2

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

APRIL ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	2734	4096	-1362	-33.3%
TOS Arrests	2030	2117	-87	-4.1%
Summons	7922	7013	909	13.0%

JANUARY THRU APRIL ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	14190	15658	-1468	-9.4%
TOS Arrests	8897	8126	771	9.5%
Summons	28907	25718	3189	12.4%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-APRIL																			
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Murder	1	0	3	1	0	0	0	1	3	1	1	1	1	0	0	0	0	0	0	1
Rape	1	4	0	1	1	0	2	0	2	3	0	2	0	0	1	4	2	4	0	0
Robbery	709	666	547	437	431	419	385	359	404	314	239	248	229	242	231	300	205	156	136	162
Assault	155	166	136	127	95	98	87	88	93	59	65	59	57	69	71	59	63	62	78	95
Burglary	15	8	1	4	6	3	3	3	0	1	0	3	0	2	0	4	5	7	6	8
GL	1017	816	721	740	695	644	527	591	607	392	386	417	369	362	438	533	496	507	501	489
TOTAL MAJOR FELONIES	1898	1660	1408	1310	1228	1164	1004	1042	1109	770	691	730	656	675	741	900	771	736	721	755
Major Fel Per Day	15.82	13.83	11.73	10.92	10.23	9.70	8.37	8.68	9.24	6.42	5.76	6.03	5.47	5.63	6.18	7.44	6.43	6.13	6.01	6.24



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

April 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	0	2	100%
Felony Assault	1	0	1	100%
Burglary	0	0	0	0%
Grand Larceny	1	1	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	4	1	3	300%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	4	-2	-50%
Felony Assault	1	0	1	100%
Burglary	0	0	0	0%
Grand Larceny	5	1	4	400%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	5	3	60%



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	March Results		March Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Total Farebox Revenue	4.1	1.1	1,092.4	1,065.6	(26.8)	(2.5)
Nonreimb. Exp. before Dep./OPEB	8.7	1.5	1,731.0	1,699.7	31.3	1.8
Net Cash Deficit*	(5.6)	(3.2)	(677.3)	(705.9)	(28.6)	(4.2)

*Excludes Subsidies and Debt Service

March 2016 **farebox revenue** was \$392.7 million, \$4.1 million (1.1 percent) above budget. Subway revenue was \$1.8 million (0.6 percent) above budget, bus revenue was \$2.4 million (2.9 percent) above budget, and paratransit revenue was \$0.1 million (6.8 percent) below budget. Accrued fare media liability was equal to budget. Year-to-date revenue of \$1,065.6 million was \$26.8 million (2.5 percent) below budget. The March 2016 non-student **average fare** of \$1.890 increased 5.2¢ from March 2015; the subway fare increased 5.4¢, the local bus fare increased 4.6¢, and the express bus fare increased 10.1¢.

Total **ridership** in March 2016 of 215.8 million was 3.4 million trips (1.6 percent) below budget. Average weekday ridership in March 2016 was 8.0 million, 0.4 percent lower than March 2015. Average weekday ridership for the twelve months ending March 2016 was 7.8 million, 0.3 percent higher than the twelve months ending March 2015.

Nonreimbursable expenses before depreciation, OPEB and GASB #68 Pension Adjustment in March were below budget by \$8.7 million (1.5 percent). Labor expenses were less than budget by a net \$3.4 million (0.8 percent), due largely to the favorable timing of health & welfare/OPEB current and pension expenses. Non-labor expenses were under budget by \$5.3 million (3.6 percent), mostly resulting from lower energy costs, partly offset by the unfavorable timing of some materials & supplies expenses.

Year-to-date, nonreimbursable expenses were less than budget by \$31.3 million (1.8 percent). Labor expenses were slightly favorable by a net \$1.0 million (0.1 percent), as favorable timing results were reported in health & welfare/OPEB current and pension expenses. Mostly offsetting these positive results was an overrun in overtime expenses, resulting mainly from overtime requirements in response to the January blizzard. Non-labor expenses were below budget by \$30.3 million (7.0 percent), mostly from lower energy costs.

The **net cash deficit** for March year-to-date was \$705.9 million, unfavorable to budget by \$28.6 million (4.2 percent), due largely to the unfavorable timing of capital reimbursements.

FINANCIAL RESULTS

Farebox Revenue

March 2016 Farebox Revenue - (\$ in millions)

	March				March Year-to-Date			
	Budget	Preliminary	Favorable/(Unfavorable)		Budget	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	296.3	298.1	1.8	0.6%	833.4	810.8	(22.6)	(2.7%)
NYCT Bus	85.6	88.0	2.4	2.9%	238.9	235.2	(3.7)	(1.6%)
Paratransit	1.7	1.6	(0.1)	(6.8%)	4.9	4.5	(0.4)	(9.0%)
Subtotal	383.6	387.7	4.1	1.1%	1,077.3	1,050.5	(26.8)	(2.5%)
Fare Media Liability	5.0	5.0	0.0	0.0%	15.1	15.1	0.0	0.0%
Total - NYCT	388.6	392.7	4.1	1.1%	1,092.4	1,065.6	(26.8)	(2.5%)
MTA Bus Company	18.7	19.2	0.4	2.3%	51.9	51.1	(0.8)	(1.4%)
<i>Total - Regional Bus</i>	<i>104.3</i>	<i>107.2</i>	<i>2.9</i>	<i>2.8%</i>	<i>290.8</i>	<i>286.3</i>	<i>(4.5)</i>	<i>(1.5%)</i>

Note: Totals may not add due to rounding.

- The favorable March revenue variance is due to a \$6.4 million positive adjustment made to January and February revenue based on updated 1st quarter average pass fares, \$3.8 million of which is attributable to lower trips per pass (and thus higher average pass fares) due to the January 23-24, 2016 blizzard.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2015	Prelim.	Change		2015	Prelim.	Change	
		2016	Amount	Percent		2016	Amount	Percent
Subway	1.918	1.972	0.054	2.8%				
Local Bus	1.540	1.586	0.046	3.0%	1.557	1.611	0.054	3.4%
Subway & Local Bus	1.822	1.874	0.052	2.8%	1.557	1.611	0.054	3.4%
Express Bus	5.005	5.107	0.101	2.0%	5.003	5.122	0.119	2.4%
Total	1.838	1.890	0.052	2.8%	1.825	1.873	0.048	2.6%

- The average fare increases were mostly due to lower fares during the first three weeks of March 2015, prior 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 March average fare of \$1.20 was 18¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of March, other operating revenue was below budget by \$0.5 million (1.3 percent), mostly from lower advertising revenue, partly offset by an increase in Transit Adjudication Bureau (TAB) fees. Year-to-date, other operating revenue was below budget by \$8.1 million (7.1 percent), caused mainly by lower advertising revenue and the unfavorable timing of paratransit Urban Tax revenue recorded in December 2015.

Nonreimbursable Expenses

In the month of March, nonreimbursable expenses before depreciation, OPEB and GASB #68 pension adjustment were below budget by \$8.7 million (1.5 percent). Year-to-date, expenses were under budget by \$31.3 million (1.8 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of March were less than budget by \$3.4 million (0.8 percent). Health & welfare/OPEB current expenses were less than budget by \$3.2 million (3.1 percent) as well as pension expenses of \$2.2 million (10.9 percent). Both results were due to the favorable timing of expenses. Overtime expenses underran by \$1.1 million (2.7 percent), due primarily to more favorable weather than budgeted and the favorable timing of expenses, partly offset by additional track and signals maintenance requirements. Payroll expenses were higher by \$3.7 million (1.4 percent), largely from the unfavorable timing of expenses, mostly relating to employee earned separation costs. Year-to-date, labor expenses were below budget by a net \$1.0 million (0.1 percent), including favorable results in health & welfare/OPEB current expenses of \$9.3 million (3.1 percent) and pension expenses of \$4.6 million (7.8 percent), due to the favorable timing of expenses. These positive results were partly offset by higher overtime expenses of \$7.2 million (6.4 percent), due primarily to overtime requirements in response to the January blizzard. Other fringe benefits also exceeded budget by \$4.8 million (6.0 percent), driven by unfavorable direct overhead credits, due to reimbursable payroll underruns, and higher FICA costs.

Non-labor expenses were below budget in March by \$5.3 million (3.6 percent). Electric power expenses were under by \$8.0 million (30.1 percent), primarily from lower consumption and prices as well as favorable billing and timing adjustments. Fuel expenses were less by \$3.1 million (31.0 percent), due mostly to lower prices. Paratransit service contract expenses were favorable by \$1.7 million (4.9 percent), due primarily to lower trips. Materials and supplies expenses exceeded budget by \$6.1 million (23.7 percent), mostly from the unfavorable timing of non-vehicle maintenance material requirements. Maintenance contract expenses were above budget by \$2.3 million (13.8 percent), largely from the unfavorable timing of tire & tube and facility maintenance & repair expenses. Professional service contract expenses were also higher by \$1.3 million (17.0) percent, mainly from the unfavorable timing of various professional service account expenses and IT data communication expenses. Year-to-date, non-labor expenses were under budget by \$30.3 million (7.0 percent), including the following:

- Electric power expenses were under budget by \$17.6 million (20.9 percent), due mainly to lower consumption and prices, and favorable billing/timing adjustments.
- Fuel expenses were lower than budget by \$10.5 million (34.9 percent), mainly from lower prices.
- Claims expenses were favorable by \$2.6 million (8.3 percent), due to the favorable timing of expenses.
- Paratransit service contract expenses were below budget by \$6.3 million (6.2 percent), due principally to lower trips.

- Professional service contract expenses were under by \$2.2 million (9.1 percent), due primarily to the favorable timing of MTA professional service and bond service account expenses, partly offset by the unfavorable timing of IT data communication expenses.
- Materials and supplies expenses were more than budget by \$3.1 million (4.1 percent), due mostly to unfavorable inventory/obsolescence adjustments.
- Maintenance contract expenses were in excess of budget by \$7.1 million (15.2 percent), primarily from the unfavorable timing of non-vehicle maintenance & repair and tire & tube expenses.

Depreciation expenses were higher than budget year-to-date by \$122.0 million (31.3 percent), due to the unfavorable timing of assets reaching beneficial use. Depreciation expenses will be updated in the July 2016 Financial Plan.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. For year-to-date March, \$273.9 million of accrued expenses were recorded, which were under budget by \$146.3 million (34.8 percent). This significant underrun was based on a year-end 2015 actuarial update.

Net Cash Deficit

The net cash deficit for March year-to-date was \$705.9 million, unfavorable to budget by \$28.6 million (4.2 percent), due largely to the unfavorable timing of capital reimbursements.

Incumbents

There were 47,219 full-time paid incumbents at the end of March, an increase of 39 from February and an increase of 68 from December 2015 (excluding 164 December temporary paid incumbents).

RIDERSHIP RESULTS

March 2016 Ridership vs. Budget - (millions)

	March				March Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Budget	Actual	Amount	Percent	Budget	Actual	Amount	Percent
Subway	159.1	156.3	(2.8)	(1.8%)	443.9	429.4	(14.5)	(3.3%)
NYCT Bus	59.3	58.7	(0.6)	(1.0%)	163.5	158.1	(5.4)	(3.3%)
Subtotal	218.4	215.0	(3.4)	(1.6%)	607.4	587.5	(19.9)	(3.3%)
Paratransit	0.8	0.8	(0.0)	(4.0%)	2.4	2.2	(0.2)	(9.9%)
Total - NYCT	219.3	215.8	(3.4)	(1.6%)	609.8	589.6	(20.2)	(3.3%)
MTA Bus Company	11.5	11.4	(0.1)	(0.5%)	31.5	30.5	(1.0)	(3.2%)
<i>Total - Regional Bus</i>	<i>70.8</i>	<i>70.1</i>	<i>(0.6)</i>	<i>(0.9%)</i>	<i>195.0</i>	<i>188.6</i>	<i>(6.4)</i>	<i>(3.3%)</i>

Notes: Totals may not add due to rounding.

- The negative variance in bus ridership, and part of the subway variance, is mostly due to a larger than anticipated impact of Good Friday (a public school holiday), as well as low ridership on the Monday following Easter Sunday, which was not budgeted for low ridership since it did not occur during the school vacation (as it has in years past).

March Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2015	2016	Amount	Percent	2015	2016	Amount	Percent
Subway	5,779	5,770	-9	-0.2%	5,844	5,886	+42	+0.7%
NYCT Local Bus	2,131	2,112	-19	-0.9%	2,228	2,251	+23	+1.0%
NYCT Express Bus	43	42	-1	-1.8%	12	13	+1	+5.5%
Paratransit	28	29	+1	+2.9%	34	36	+2	+6.4%
TOTAL - NYCT	7,981	7,953	-28	-0.4%	8,118	8,186	+68	+0.8%
MTABC Local Bus	392	395	+3	+0.8%	375	390	+15	+4.1%
MTABC Express Bus	32	30	-1	-4.3%	12	12	-0	-0.1%
Total - MTA Bus	424	425	+2	+0.4%	387	403	+15	+4.0%
<i>Total - Regional Bus</i>	<i>2,597</i>	<i>2,579</i>	<i>-18</i>	<i>-0.7%</i>	<i>2,627</i>	<i>2,666</i>	<i>39</i>	<i>+1.5%</i>
12-Month Rolling Average								
Subway	5,613	5,681	+68	+1.2%	5,961	5,908	-53	-0.9%
Local Bus	2,075	2,035	-40	-1.9%	2,292	2,243	-50	-2.2%
Express Bus	42	41	-1	-3.2%	12	12	+0	+0.3%
Paratransit	28	28	+0	+0.5%	34	34	-0	-0.4%
TOTAL - NYCT	7,758	7,784	+27	+0.3%	8,299	8,197	-103	-1.2%
MTABC Local Bus	378	378	+1	+0.2%	389	392	+2	+0.6%
MTABC Express Bus	32	30	-2	-5.8%	13	12	-0	-3.0%
Total - MTA Bus	409	408	-1	-0.3%	402	404	+2	+0.5%
<i>Total - Regional Bus</i>	<i>2,526</i>	<i>2,484</i>	<i>-43</i>	<i>-1.7%</i>	<i>2,707</i>	<i>2,659</i>	<i>-48</i>	<i>-1.8%</i>

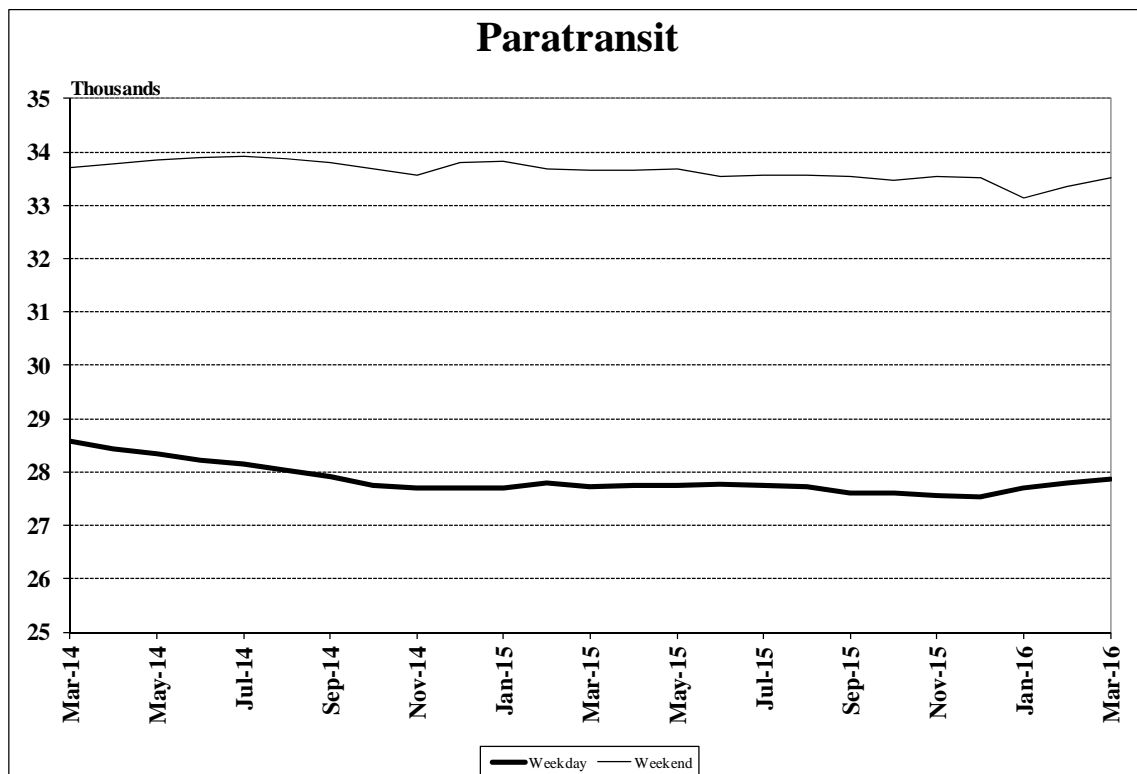
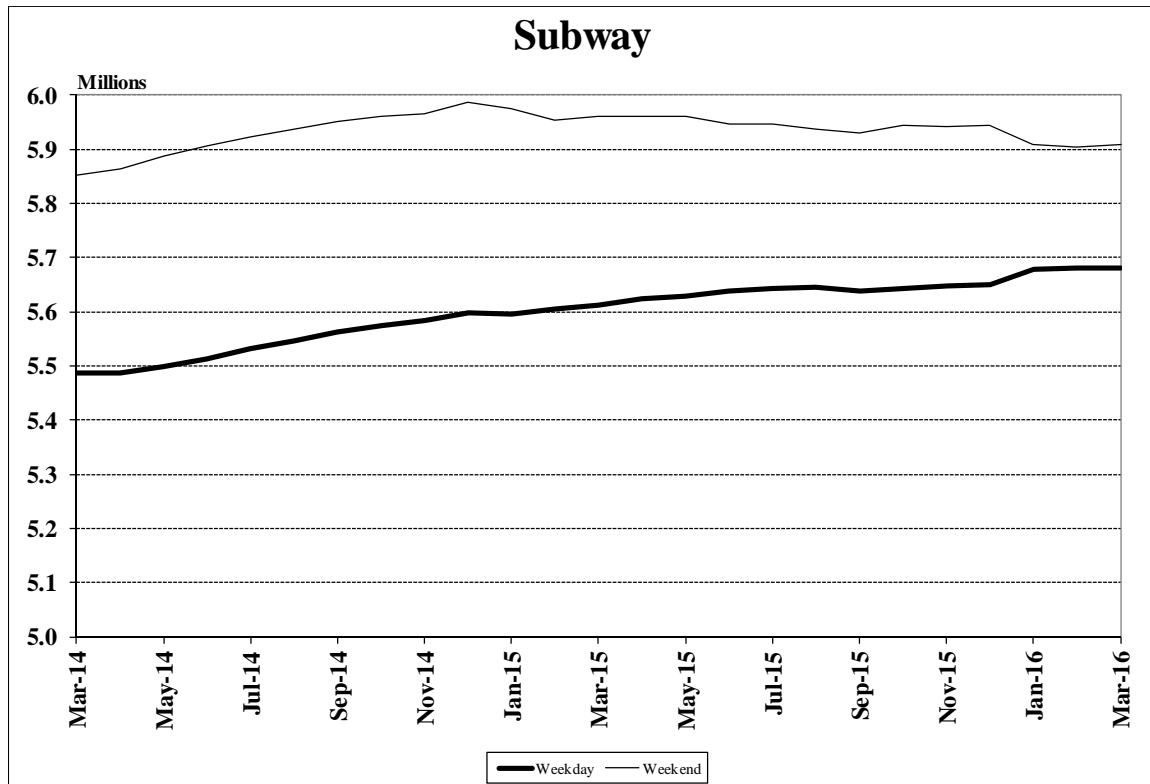
Notes: Totals may not add due to rounding. Percentages are based on unrounded figures.

Year-over-year changes in average weekday and weekend ridership were mostly due to:

- Easter Sunday, along with Good Friday (a public school holiday) and the Monday following Easter Sunday (which had lower than normal ridership) fell in March of 2016, while these holidays and spring recess fell in April of 2016.
- March 2016 was unusually mild, while March 2015 was colder than normal with 14 inches of snow falling on weekdays.
- Average weekend subway and bus ridership increases in March 2016 were mainly due to colder than normal temperatures in March 2015, nearly five inches of snow on Sunday, March 1, 2015, and rainfall on one Saturday in March 2015.

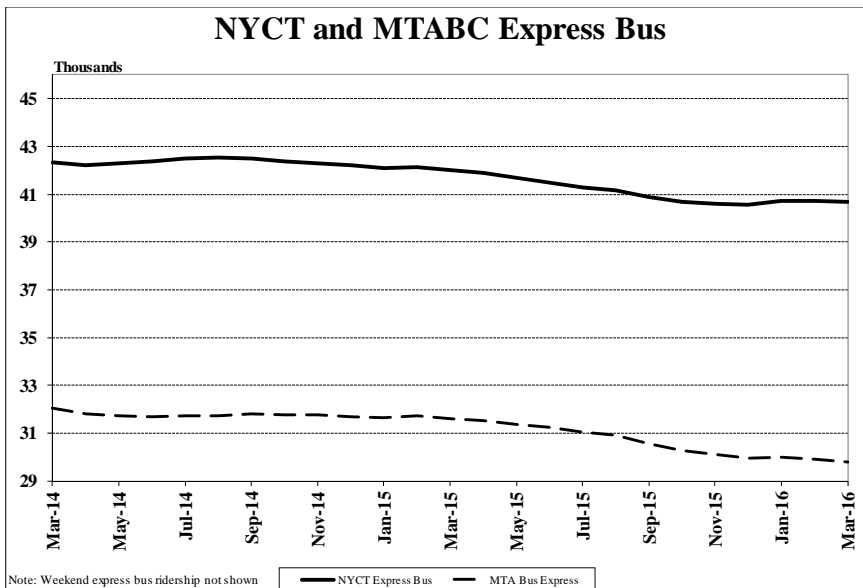
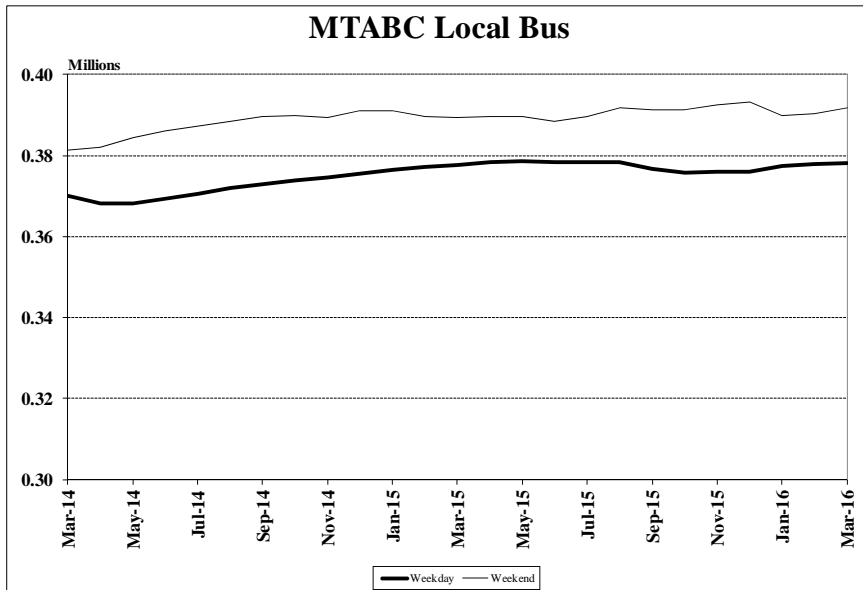
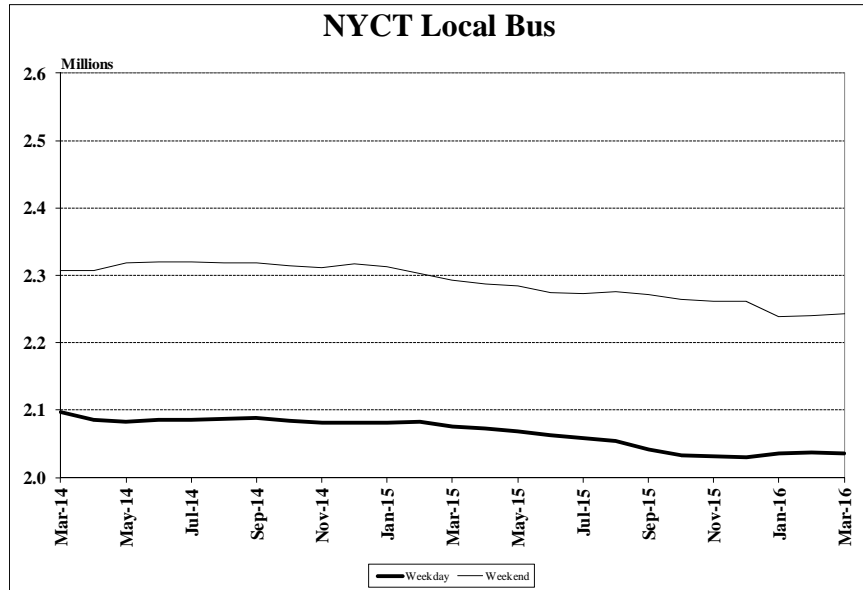
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From March 2015 to March 2016, weekday ridership had mixed results on all area services. Paratransit had one of the largest weekday and weekend ridership increases over March 2015 levels. This was likely due to a more weather-sensitive customer base reacting to a colder and snowier than normal March 2015, and a milder and drier than normal March 2016.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Mar-15	Preliminary Mar-16	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,779	5,770	-0.2%	+1.2%
NYCT Local Bus	2,131	2,112	-0.9%	-1.9%
NYCT Express Bus	43	42	-1.8%	-3.2%
NYCT Paratransit	28	29	+2.9%	+0.5%
Staten Island Railway	16	17	+1.4%	+5.3%
MTA Local Bus	392	395	+0.8%	+0.2%
MTA Express Bus	32	30	-4.3%	-5.8%
Long Island Rail Road	297	301	+1.5%	+2.5%
Metro-North Railroad	276	274	-0.5%	+1.2%
PATH	250	265	+5.9%	+4.3%
<u>Average Weekend</u>				
NYCT Subway	5,844	5,886	+0.7%	-0.9%
NYCT Local Bus	2,228	2,251	+1.0%	-2.2%
NYCT Express Bus	12	13	+5.5%	+0.3%
NYCT Paratransit	34	36	+6.4%	-0.4%
Staten Island Railway	7	7	+2.7%	-2.5%
MTA Local Bus	375	390	+4.1%	+0.6%
MTA Express Bus	12	12	-0.1%	-3.0%
Long Island Rail Road	190	189	-0.8%	+1.7%
Metro-North Railroad	215	217	+1.0%	+2.7%
PATH	188	203	+7.8%	+9.4%

MTA Bridges and Tunnels (thousands)				
Average Weekday	789	845	+7.1%	+5.0%
Average Weekend	1,444	1,558	+7.9%	+4.9%

Note: Percentages are based on unrounded data.

Economy

From March 2015 to March 2016, New York City employment increased 2.4 percent (100,400 jobs). Private sector employment increased 2.7 percent (96,300 jobs) and government employment increased 0.7 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 32,500 jobs or 3.7 percent). The sub-sector with the largest percentage increase was construction (up 6.9 percent or 9,000 jobs).

As shown in the graph below, the year-over-year change in total New York City employment mimics the year-over-year change in the 12-month rolling weekday average of subway ridership. However, the 12-month rolling weekday bus ridership shows a weaker relationship with total employment changes.

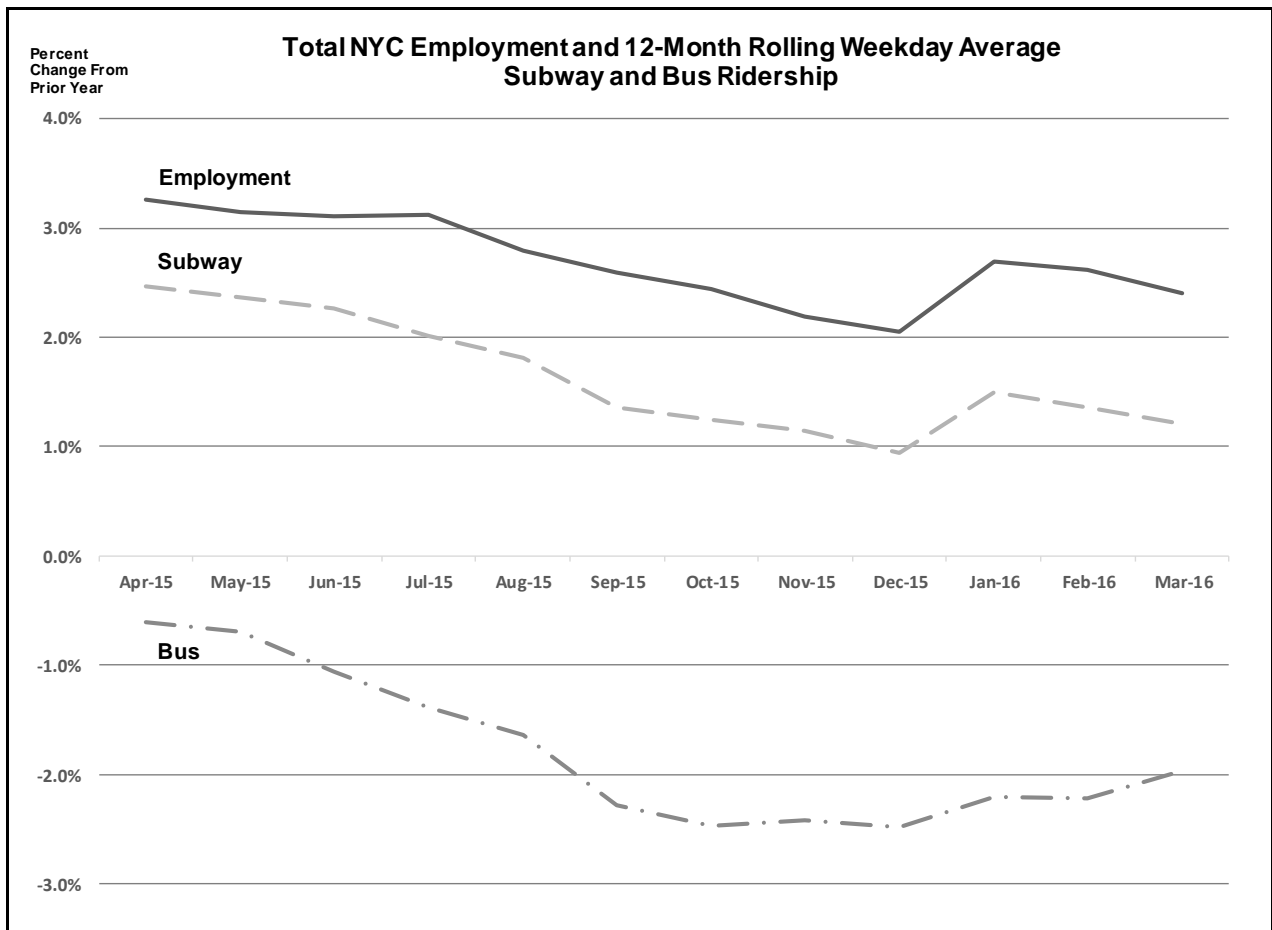


Table 1

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2016
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$296.261	\$298.064	\$1.803	0.6	\$0.000	\$0.000	\$0.000	-	\$296.261	\$298.064	\$1.803	0.6
Bus	85.560	87.999	2.439	2.9	0.000	0.000	0.000	-	85.560	87.999	2.439	2.9
Paratransit	1.734	1.615	(0.119)	(6.9)	0.000	0.000	0.000	-	1.734	1.615	(0.119)	(6.9)
Fare Media Liability	5.033	5.033	0.000	0.0	0.000	0.000	0.000	-	5.033	5.033	0.000	0.0
Total Farebox Revenue	388.588	392.711	4.123	1.1	0.000	0.000	0.000	-	388.588	392.711	4.123	1.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	9.686	9.686	0.000	0.0	0.000	0.000	0.000	-	9.686	9.686	0.000	0.0
Paratransit Reimbursement	15.753	15.772	0.019	0.1	0.000	0.000	0.000	-	15.753	15.772	0.019	0.1
Other	13.308	12.795	(0.513)	(3.9)	0.000	0.000	0.000	-	13.308	12.795	(0.513)	(3.9)
Total Other Operating Revenue	38.747	38.253	(0.494)	(1.3)	0.000	0.000	0.000	-	38.747	38.253	(0.494)	(1.3)
Capital and Other Reimbursements	0.000	0.000	0.000	-	91.616	95.404	3.788	4.1	91.616	95.404	3.788	4.1
Total Revenue	\$427.335	\$430.964	\$3.629	0.8	\$91.616	\$95.404	\$3.788	4.1	\$518.951	\$526.368	\$7.417	1.4
Expenses												
Labor:												
Payroll	267.267	270.952	(3.685)	(1.4)	40.386	35.649	4.737	11.7	307.653	306.601	1.052	0.3
Overtime	38.698	37.645	1.053	2.7	7.480	12.488	(5.008)	(67.0)	46.178	50.133	(3.955)	(8.6)
Total Salaries & Wages	305.965	308.597	(2.632)	(0.9)	47.866	48.137	(0.271)	(0.6)	353.831	356.734	(2.903)	(0.8)
Health and Welfare	66.473	66.018	0.455	0.7	1.773	1.431	0.342	19.3	68.246	67.449	0.797	1.2
OPEB Current Payment	35.274	32.577	2.697	7.6	0.761	0.656	0.105	13.8	36.035	33.233	2.802	7.8
Pensions	20.086	17.901	2.185	10.9	0.537	0.658	(0.121)	(22.5)	20.623	18.559	2.064	10.0
Other Fringe Benefits	28.233	29.431	(1.198)	(4.2)	14.993	14.014	0.979	6.5	43.226	43.445	(0.219)	(0.5)
Total Fringe Benefits	150.066	145.927	4.139	2.8	18.064	16.759	1.305	7.2	168.130	162.686	5.444	3.2
Reimbursable Overhead	(19.131)	(21.052)	1.921	10.0	19.131	21.051	(1.920)	(10.0)	0.000	(0.001)	0.001	-
Total Labor Expenses	\$436.900	\$433.472	\$3.428	0.8	\$85.061	\$85.947	(\$0.886)	(1.0)	\$521.961	\$519.419	\$2.542	0.5
Non-Labor:												
Electric Power	26.506	18.532	7.974	30.1	0.021	0.024	(0.003)	(14.3)	26.527	18.556	7.971	30.0
Fuel	10.051	6.936	3.115	31.0	0.000	0.002	(0.002)	-	10.051	6.938	3.113	31.0
Insurance	6.439	6.013	0.426	6.6	0.000	0.000	0.000	-	6.439	6.013	0.426	6.6
Claims	10.428	9.562	0.866	8.3	0.000	0.000	0.000	-	10.428	9.562	0.866	8.3
Paratransit Service Contracts	34.804	33.097	1.707	4.9	0.000	0.000	0.000	-	34.804	33.097	1.707	4.9
Mtce. and Other Operating Contracts	16.387	18.643	(2.256)	(13.8)	2.426	3.524	(1.098)	(45.3)	18.813	22.167	(3.354)	(17.8)
Professional Service Contracts	7.596	8.884	(1.288)	(17.0)	0.506	0.878	(0.372)	(73.5)	8.102	9.762	(1.660)	(20.5)
Materials & Supplies	25.833	31.963	(6.130)	(23.7)	5.430	4.605	0.825	15.2	31.263	36.568	(5.305)	(17.0)
Other Business Expenses	8.310	7.470	0.840	10.1	(1.828)	0.424	(2.252)	(123.2)	6.482	7.894	(1.412)	(21.8)
Total Non-Labor Expenses	\$146.354	\$141.100	\$5.254	3.6	\$6.555	\$9.457	(\$2.902)	(44.3)	\$152.909	\$150.557	\$2.352	1.5
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$583.254	\$574.572	\$8.682	1.5	\$91.616	\$95.404	(\$3.788)	(4.1)	\$674.870	\$669.976	\$4.894	0.7
Depreciation	131.175	170.733	(39.558)	(30.2)	0.000	0.000	0.000	-	131.175	170.733	(39.558)	(30.2)
OPEB Account	420.228	273.909	146.319	34.8	0.000	0.000	0.000	-	420.228	273.909	146.319	34.8
GASB #68 Pension Adjustment	0.000	170.341	(170.341)	-	0.000	0.000	0.000	-	0.000	170.341	(170.341)	-
Total Expenses	\$1,134.657	\$1,189.555	(\$54.898)	(4.8)	\$91.616	\$95.404	(\$3.788)	(4.1)	\$1,226.273	\$1,284.959	(\$58.686)	(4.8)
Net Surplus/(Deficit)	(\$707.322)	(\$758.591)	(\$51.269)	(7.2)	\$0.000	\$0.000	\$0.000	-	(\$707.322)	(\$758.591)	(\$51.269)	(7.2)

NOTE: Totals may not add due to rounding.

Table 2

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2016 Year-to-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$833.427	\$810.796	(\$22.631)	(2.7)	\$0.000	\$0.000	\$0.000	-	\$833.427	\$810.796	(\$22.631)	(2.7)
Bus	238.939	235.189	(3.750)	(1.6)	0.000	0.000	0.000	-	238.939	235.189	(3.750)	(1.6)
Paratransit	4.946	4.502	(0.444)	(9.0)	0.000	0.000	0.000	-	4.946	4.502	(0.444)	(9.0)
Fare Media Liability	15.099	15.099	0.000	0.0	0.000	0.000	0.000	-	15.099	15.099	0.000	0.0
Total Farebox Revenue	1,092.411	1,065.586	(26.825)	(2.5)	0.000	0.000	0.000	-	1,092.411	1,065.586	(26.825)	(2.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	23.163	23.163	0.000	0.0	0.000	0.000	0.000	-	23.163	23.163	0.000	0.0
Paratransit Reimbursement	50.439	47.015	(3.424)	(6.8)	0.000	0.000	0.000	-	50.439	47.015	(3.424)	(6.8)
Other	39.924	35.283	(4.641)	(11.6)	0.000	0.000	0.000	-	39.924	35.283	(4.641)	(11.6)
Total Other Operating Revenue	113.526	105.461	(8.065)	(7.1)	0.000	0.000	0.000	-	113.526	105.461	(8.065)	(7.1)
Capital and Other Reimbursements	0.000	0.000	0.000	-	264.090	257.368	(6.722)	(2.5)	264.090	257.368	(6.722)	(2.5)
Total Revenue	\$1,205.937	\$1,171.047	(\$34.890)	(2.9)	\$264.090	\$257.368	(\$6.722)	(2.5)	\$1,470.027	\$1,428.415	(\$41.612)	(2.8)
Expenses												
Labor:												
Payroll	795.030	796.888	(1.858)	(0.2)	113.812	98.986	14.826	13.0	908.842	895.874	12.968	1.4
Overtime	112.831	120.060	(7.229)	(6.4)	22.170	30.492	(8.322)	(37.5)	135.001	150.552	(15.551)	(11.5)
Total Salaries & Wages	907.861	916.948	(9.087)	(1.0)	135.982	129.478	6.504	4.8	1,043.843	1,046.426	(2.583)	(0.2)
Health and Welfare	199.135	192.511	6.624	3.3	5.371	6.434	(1.063)	(19.8)	204.506	198.945	5.561	2.7
OPEB Current Payment	105.822	103.172	2.650	2.5	2.283	2.043	0.240	10.5	108.105	105.215	2.890	2.7
Pensions	58.374	53.821	4.553	7.8	1.611	1.853	(0.242)	(15.0)	59.985	55.674	4.311	7.2
Other Fringe Benefits	80.182	84.968	(4.786)	(6.0)	42.265	38.380	3.885	9.2	122.447	123.348	(0.901)	(0.7)
Total Fringe Benefits	443.513	434.472	9.041	2.0	51.530	48.710	2.820	5.5	495.043	483.182	11.861	2.4
Reimbursable Overhead	(53.408)	(54.425)	1.017	1.9	53.408	54.425	(1.017)	(1.9)	0.000	0.000	0.000	-
Total Labor Expenses	\$1,297.966	\$1,296.995	\$0.971	0.1	\$240.920	\$232.613	\$8.307	3.4	\$1,538.886	\$1,529.608	\$9.278	0.6
Non-Labor:												
Electric Power	84.008	66.424	17.584	20.9	0.064	0.084	(0.020)	(31.3)	84.072	66.508	17.564	20.9
Fuel	30.032	19.539	10.493	34.9	0.000	0.005	(0.005)	-	30.032	19.544	10.488	34.9
Insurance	18.505	18.086	0.419	2.3	0.000	0.000	0.000	-	18.505	18.086	0.419	2.3
Claims	31.286	28.687	2.599	8.3	0.000	0.000	0.000	-	31.286	28.687	2.599	8.3
Paratransit Service Contracts	101.269	95.002	6.267	6.2	0.000	0.000	0.000	-	101.269	95.002	6.267	6.2
Mtce. and Other Operating Contracts	46.555	53.625	(7.070)	(15.2)	7.365	8.482	(1.117)	(15.2)	53.920	62.107	(8.187)	(15.2)
Professional Service Contracts	24.301	22.086	2.215	9.1	1.418	1.663	(0.245)	(17.3)	25.719	23.749	1.970	7.7
Materials & Supplies	76.702	79.826	(3.124)	(4.1)	15.837	13.183	2.654	16.8	92.539	93.009	(0.470)	(0.5)
Other Business Expenses	20.355	19.436	0.919	4.5	(1.514)	1.338	(2.852)	(188.4)	18.841	20.774	(1.933)	(10.3)
Total Non-Labor Expenses	\$433.013	\$402.711	\$30.302	7.0	\$23.170	\$24.755	(\$1.585)	(6.8)	\$456.183	\$427.466	\$28.717	6.3
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$1,730.979	\$1,699.706	\$31.273	1.8	\$264.090	\$257.368	\$6.722	2.5	\$1,995.069	\$1,957.074	\$37.995	1.9
Depreciation	390.244	512.200	(121.956)	(31.3)	0.000	0.000	0.000	-	390.244	512.200	(121.956)	(31.3)
OPEB Account	420.228	273.909	146.319	34.8	0.000	0.000	0.000	-	420.228	273.909	146.319	34.8
GASB #68 Pension Adjustment	0.000	170.341	(170.341)	-	0.000	0.000	0.000	-	0.000	170.341	(170.341)	-
Total Expenses	\$2,541.451	\$2,656.156	(\$114.705)	(4.5)	\$264.090	\$257.368	\$6.722	2.5	\$2,805.541	\$2,913.524	(\$107.983)	(3.8)
Net Surplus/(Deficit)	(\$1,335.514)	(\$1,485.109)	(\$149.595)	(11.2)	\$0.000	\$0.000	\$0.000	-	(\$1,335.514)	(\$1,485.109)	(\$149.595)	(11.2)

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 ACCRUAL BASIS
March 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	4.1	1.1	Due primarily to higher average fares	(26.8)	(2.5)	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	(0.5)	(1.3)	Mostly lower advertising revenue, partly offset by an increase in Transit Adjudication Bureau (TAB) fees	(8.1)	(7.1)	Caused mainly by lower advertising revenue and the unfavorable timing of paratransit Urban Tax revenues recorded in December 2015
Payroll	NR	(3.7)	(1.4)	Largely the unfavorable timing of employee earned separation costs	(1.9)	(0.2)	Largely the unfavorable timing of employee earned separation costs
Overtime	NR	1.1	2.7	Due primarily to more favorable weather than budgeted and the favorable timing of expenses, partly offset by additional track and signals maintenance requirements	(7.2)	(6.4)	Due mostly to overtime requirements in response to the January blizzard
Health & Welfare (including OPEB current payment)	NR	3.2	3.1	The favorable timing of expenses	9.3	3.1	The favorable timing of expenses
Pension	NR	2.2	10.9	The favorable timing of expenses	4.6	7.8	The favorable timing of expenses
Other Fringe Benefits	NR	(1.2)	(4.2)	Mainly higher FICA costs and unfavorable direct overhead credits	(4.8)	(6.0)	Mainly unfavorable direct overhead credits, due to reimbursable payroll underruns, and higher FICA costs
Electric Power	NR	8.0	30.1	Primarily lower consumption and prices, and favorable billing/timing adjustments	17.6	20.9	Primarily lower consumption and prices, and favorable billing/timing adjustments
Fuel	NR	3.1	31.0	Mainly lower prices	10.5	34.9	Mainly lower prices
Claims	NR	0.9	8.3	The favorable timing of expenses	2.6	8.3	The favorable timing of expenses
Paratransit Service Contracts	NR	1.7	4.9	Due principally to lower trips	6.3	6.2	Due principally to lower trips
Maintenance and Other Operating Contracts	NR	(2.3)	(13.8)	Mainly the unfavorable timing of tire & tube and facility maintenance and repair expenses	(7.1)	(15.2)	Primarily the unfavorable timing of non-vehicle maintenance & repair and tire & tube expenses

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
March 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
		\$	%		\$	%	
Professional Service Contracts	NR	(1.3)	(17.0)	Mainly the unfavorable timing of various professional service account expenses and IT data communication expenses	2.2	9.1	Primarily the favorable timing of MTA professional service and bond service account expenses, partly offset by the unfavorable timing of IT data communication expenses
Materials and Supplies	NR	(6.1)	(23.7)	Mostly the unfavorable timing of non-vehicle maintenance material requirements	(3.1)	(4.1)	Mostly due to unfavorable inventory obsolescence adjustments
Other Business Expenses	NR	0.8	10.1	Largely the favorable timing of reimbursable job closing adjustments, partly offset by higher MVM credit card charges and the unfavorable timing of stationery requirements	0.9	4.5	Largely the favorable timing of reimbursable job closing adjustments, partly offset by higher MVM credit card charges and net overruns in miscellaneous charges/credits
Capital and Other Reimbursements	R	3.8	4.1	Increased reimbursements consistent with an increase in reimbursable expenses	(6.7)	(2.5)	Reduced reimbursements consistent with a decrease in reimbursable expenses
Payroll	R	4.7	11.7	Mainly the timing of capital engineering project requirements and non-capital transactions	14.8	13.0	Mainly the timing of capital engineering project requirements and non-capital transactions
Overtime	R	(5.0)	(67.0)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other capital program support	(8.3)	(37.5)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other capital program support
Other Fringe Benefits	R	1.0	6.5	Mostly from favorable direct overhead expenses	3.9	9.2	Mostly from favorable direct overhead expenses, due to reimbursable payroll underruns
Maintenance Contracts	R	(1.1)	(45.3)	Largely the unfavorable timing of construction services requirements	(1.1)	(15.2)	Largely the unfavorable timing of construction services requirements
Materials & Supplies	R				2.7	16.8	Primarily the favorable timing of maintenance material requirements
Other Business Expenses	R	(2.3)	over (100.0)	Primarily the unfavorable timing of reimbursable job closing adjustments	(2.9)	over (100.0)	Primarily the unfavorable timing of reimbursable job closing adjustments

Table 4

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH RECEIPTS and EXPENDITURES
March 2016
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$387.593	\$394.259	\$6.666	1.7	\$1,090.369	\$1,073.306	(\$17.063)	(1.6)
Vehicle Toll Revenue								
<u>Other Operating Revenue:</u>								
Fare Reimbursement	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Reimbursement	39.360	70.161	30.801	78.3	51.260	81.731	30.471	59.4
Other	3.264	3.719	0.455	13.9	9.792	10.097	0.305	3.1
Total Other Operating Revenue	42.624	73.880	31.256	73.3	61.052	91.828	30.776	50.4
Capital and Other Reimbursements	91.616	75.235	(16.381)	(17.9)	264.088	223.437	(40.651)	(15.4)
Total Receipts	\$521.833	\$543.374	\$21.541	4.1	\$1,415.509	\$1,388.571	(\$26.938)	(1.9)
<u>Expenditures</u>								
Labor:								
Payroll	284.756	276.908	7.848	2.8	837.329	828.708	8.621	1.0
Overtime	46.177	50.133	(3.956)	(8.6)	135.001	150.552	(15.551)	(11.5)
Total Salaries & Wages	330.933	327.041	3.892	1.2	972.330	979.260	(6.930)	(0.7)
Health and Welfare	68.245	92.270	(24.025)	(35.2)	204.505	223.865	(19.360)	(9.5)
OPEB Current Payment	36.035	33.233	2.802	7.8	108.105	105.215	2.890	2.7
Pensions	77.380	75.332	2.048	2.6	230.256	225.935	4.321	1.9
Other Fringe Benefits	38.243	35.792	2.451	6.4	115.352	116.108	(0.756)	(0.7)
Total Fringe Benefits	219.903	236.627	(16.724)	(7.6)	658.218	671.123	(12.905)	(2.0)
GASB Account	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	-
Total Labor Expenditures	\$550.836	\$563.668	(\$12.832)	(2.3)	\$1,630.548	\$1,650.383	(\$19.835)	(1.2)
Non-Labor:								
Electric Power	26.528	20.943	5.585	21.1	84.072	64.282	19.790	23.5
Fuel	10.051	6.742	3.309	32.9	30.032	18.175	11.857	39.5
Insurance	1.796	7.213	(5.417)	(301.6)	28.273	26.166	2.107	7.5
Claims	9.543	18.218	(8.675)	(90.9)	28.628	25.599	3.029	10.6
Paratransit Service Contracts	34.304	29.365	4.939	14.4	100.769	88.389	12.380	12.3
Mtce. and Other Operating Contracts	18.814	18.171	0.643	3.4	53.920	64.589	(10.669)	(19.8)
Professional Service Contracts	8.102	13.447	(5.345)	(66.0)	22.718	36.086	(13.368)	(58.8)
Materials & Supplies	31.722	39.232	(7.510)	(23.7)	94.997	100.039	(5.042)	(5.3)
Other Business Expenditures	6.481	8.306	(1.825)	(28.2)	18.842	20.798	(1.956)	(10.4)
Total Non-Labor Expenditures	\$147.341	\$161.637	(\$14.296)	(9.7)	\$462.251	\$444.123	\$18.128	3.9
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$698.177	\$725.305	(\$27.128)	(3.9)	\$2,092.799	\$2,094.506	(\$1.707)	(0.1)
Net Surplus/(Deficit)	(\$176.344)	(\$181.931)	(\$5.587)	(3.2)	(\$677.290)	(\$705.935)	(\$28.645)	(4.2)

NOTE: Totals may not add due to rounding.

Table 5

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
March 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	6.7	1.7	Increased revenue and the favorable timing of receipts	(17.1)	(1.6)	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	31.3	73.3	Due principally to the favorable timing from NYC of paratransit expense reimbursements	30.8	50.4	Due principally to the favorable timing from NYC of paratransit expense reimbursements
Capital and Other Reimbursements	(16.4)	(17.9)	Largely the unfavorable timing of capital reimbursements	(40.7)	(15.4)	Largely the unfavorable timing of capital reimbursements
Salaries & Wages				(6.9)	(0.7)	Caused largely by higher overtime expenditures, partly offset by payroll underruns
Health & Welfare (including OPEB current payment)	(21.2)	(20.3)	Due primarily to the unfavorable timing of payments	(16.5)	(5.2)	Due primarily to the unfavorable timing of payments
Other Fringe Benefits	2.5	6.4	Mainly the favorable timing of payments			
Electric Power	5.6	21.1	Expense savings partly offset by the unfavorable timing of payments	19.8	23.5	Expense savings and the favorable timing of payments
Fuel	3.3	32.9	Mainly lower prices	11.9	39.5	Mainly lower prices
Insurance	(5.4)	over (100.0)	Predominantly the unfavorable timing of interagency payments	2.1	7.5	Predominantly the favorable timing of interagency payments
Claims	(8.7)	(90.9)	The unfavorable timing of payments	3.0	10.6	The favorable timing of expenses
Paratransit Service Contracts	4.9	14.4	Expense savings and the favorable timing of payments	12.4	12.3	Expense savings and the favorable timing of payments
Maintenance Contracts				(10.7)	(19.8)	Primarily the unfavorable timing of payments
Professional Service Contracts	(5.3)	(66.0)	Primarily the unfavorable timing of payments	(13.4)	(58.8)	Primarily the unfavorable timing of payments
Materials & Supplies	(7.5)	(23.7)	Mostly the unfavorable timing of non-vehicle maintenance material requirements and payments	(5.0)	(5.3)	Largely the unfavorable timing of payments

Table 6

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
March 2016
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$0.995)	\$1.548	\$2.543	255.6	(\$2.042)	\$7.720	\$9.762	478.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(9.686)	(9.686)	0.000	0.0	(23.163)	(23.163)	0.000	0.0
Paratransit Reimbursement	23.607	54.389	30.782	130.4	0.821	34.716	33.895	-
Other	(10.044)	(9.076)	0.968	9.6	(30.132)	(25.186)	4.946	16.4
Total Other Operating Revenue	3.877	35.627	31.750	818.9	(52.474)	(13.633)	38.841	74.0
Capital and Other Reimbursements	0.000	(20.169)	(20.169)	-	(0.002)	(33.931)	(33.929)	-
Total Receipts	\$2.882	\$17.006	\$14.124	490.1	(\$54.518)	(\$39.844)	\$14.674	26.9
Expenditures								
Labor:								
Payroll	22.897	29.693	6.796	29.7	71.513	67.166	(4.347)	(6.1)
Overtime	0.001	0.000	(0.001)	(100.0)	0.000	0.000	0.000	-
Total Salaries & Wages	22.898	29.693	6.795	29.7	71.513	67.166	(4.347)	(6.1)
Health and Welfare	0.001	(24.821)	(24.822)	-	0.001	(24.920)	(24.921)	-
OPEB Current Payment	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Pensions	(56.757)	(56.773)	(0.016)	(0.0)	(170.271)	(170.261)	0.010	0.0
Other Fringe Benefits	4.983	7.653	2.670	53.6	7.095	7.240	0.145	2.0
Total Fringe Benefits	(51.773)	(73.941)	(22.168)	(42.8)	(163.175)	(187.941)	(24.766)	(15.2)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	(0.001)	(0.001)	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$28.875)	(\$44.249)	(\$15.374)	(53.2)	(\$91.662)	(\$120.775)	(\$29.113)	(31.8)
Non-Labor:								
Electric Power	(0.001)	(2.387)	(2.386)	-	0.000	2.226	2.226	-
Fuel	0.000	0.196	0.196	-	0.000	1.369	1.369	-
Insurance	4.643	(1.200)	(5.843)	(125.8)	(9.768)	(8.080)	1.688	17.3
Claims	0.885	(8.656)	(9.541)	-	2.658	3.088	0.430	16.2
Paratransit Service Contracts	0.500	3.732	3.232	646.4	0.500	6.613	6.113	-
Mtce. and Other Operating Contracts	(0.001)	3.996	3.997	-	0.000	(2.482)	(2.482)	-
Professional Service Contracts	0.000	(3.685)	(3.685)	-	3.001	(12.337)	(15.338)	(511.1)
Materials & Supplies	(0.459)	(2.664)	(2.205)	(480.4)	(2.458)	(7.030)	(4.572)	(186.0)
Other Business Expenses	0.001	(0.412)	(0.413)	-	(0.001)	(0.024)	(0.023)	-
Total Non-Labor Expenditures	\$5.568	(\$11.080)	(\$16.648)	(299.0)	(\$6.068)	(\$16.657)	(\$10.589)	(174.5)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	(\$23.307)	(\$55.329)	(\$32.022)	(137.4)	(\$97.730)	(\$137.432)	(\$39.702)	(40.6)
Depreciation	131.175	170.733	39.558	30.2	390.244	512.200	121.956	31.3
OPEB Account	420.228	273.909	(146.319)	(34.8)	420.228	273.909	(146.319)	(34.8)
GASB #68 Pension Adjustment	0.000	170.341	170.341	-	0.000	170.341	170.341	-
Total Expenditures	\$528.096	\$559.654	\$31.558	6.0	\$712.742	\$819.018	\$106.276	14.9
Total Cash Conversion Adjustments	\$530.978	\$576.660	\$45.682	8.6	\$658.224	\$779.174	\$120.950	18.4

NOTE: Totals may not add due to rounding.

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
March 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	293	10	
Office of the EVP	46	41	5	
Human Resources	231	236	(5)	
Office of Management and Budget	42	41	1	
Capital Planning & Budget	35	31	4	
Corporate Communications	260	250	10	
Non-Departmental	(36)	-	(36)	
Labor Relations	98	92	6	
Materiel	289	272	17	
Controller	131	120	11	
Total Administration	1,465	1,432	33	
Operations				
Subways Service Delivery	7,986	7,827	159	
Subways Operations Support/Admin	405	382	23	
Subways Stations	2,632	2,627	5	
Sub-total Subways	11,023	10,836	187	
Buses	10,983	10,921	62	
Paratransit	213	205	8	
Operations Planning	402	385	17	
Revenue Control	579	550	29	
Total Operations	23,200	22,897	303	
Maintenance				
Subways Operations Support/Admin	152	138	14	
Subways Engineering	377	355	22	
Subways Car Equipment	4,454	4,424	30	
Subways Infrastructure	1,589	1,536	53	
Subways Elevators & Escalators	444	402	42	
Subways Stations	3,705	3,617	88	
Subways Track	2,811	2,760	51	
Subways Power	608	608	0	
Subways Signals	1,505	1,485	20	
Subways Electronic Maintenance	1,592	1,530	62	
Sub-total Subways	17,237	16,855	382	
Buses	3,686	3,646	40	
Supply Logistics	559	558	1	
System Safety	99	86	13	
Non-Departmental	(88)	0	(88)	
Total Maintenance	21,493	21,145	348	
Engineering/Capital				
Capital Program Management	1,358	1,365	(7)	
Total Engineering/Capital	1,358	1,365	(7)	
Public Safety				
Security	650	635	15	
Total Public Safety	650	635	15	
Total Positions	48,166	47,474	692	
Non-Reimbursable	42,995	43,092	(97)	
Reimbursable	5,171	4,382	789	
Total Full-Time	47,963	47,219	744	
Total Full-Time Equivalents	203	255	(52)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	542	464	78	
Professional, Technical, Clerical	894	943	(49)	
Operational Hourlies	29	25	4	
Total Administration	1,465	1,432	33	
Operations				
Managers/Supervisors	2,755	2,695	60	
Professional, Technical, Clerical	505	483	22	
Operational Hourlies	19,940	19,719	221	
Total Operations	23,200	22,897	303	
Maintenance				
Managers/Supervisors	3,858	3,837	21	
Professional, Technical, Clerical	1,092	1,020	72	
Operational Hourlies	16,543	16,288	255	
Total Maintenance	21,493	21,145	348	
Engineering/Capital				
Managers/Supervisors	339	345	(6)	
Professional, Technical, Clerical	1,017	1,018	(1)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,365	(7)	
Public Safety				
Managers/Supervisors	275	264	11	
Professional, Technical, Clerical	39	37	2	
Operational Hourlies	336	334	2	
Total Public Safety	650	635	15	
Total Positions				
Managers/Supervisors	7,769	7,605	164	
Professional, Technical, Clerical	3,547	3,501	46	
Operational Hourlies	36,850	36,368	482	
Total Positions	48,166	47,474	692	

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

	March						March Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	361,043	\$11.409	362,975	\$11.577	(1,932)	(\$0.168) (1.5%)	1,024,639	\$32.325	1,023,727	\$32.519	912	(\$0.194) (0.6%)
<u>Unscheduled Service</u>	288,071	\$9.328	281,693	\$8.963	6,378	\$0.365 3.9%	827,165	\$26.697	824,260	\$26.645	2,905	\$0.052 %
<u>Programmatic/Routine Maintenance</u>	327,012	\$11.796	467,916	\$16.10	(140,904)	(\$4.305) -36.5%	985,063	\$35.368	1,084,712	\$36.889	(99,649)	(\$1.522) -4.3%
<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	(10,371)	(\$0.342)	51,782	\$1.632 0.0%	124,232	\$3.857	129,415	\$4.268	(5,183)	(\$0.411) (10.6%)
<u>Weather Emergencies</u>	124,857	\$4.142	24,762	\$0.780	100,095	\$3.362 81.2%	374,047	\$12.408	528,477	\$17.675	(154,430)	(\$5.267) (42.5%)
<u>Safety/Security/Law Enforcement</u>	11,241	\$0.325	8,778	\$0.242	2,463	\$0.083 25.5%	33,722	\$0.973	34,048	\$0.953	(326)	\$0.021 2.1%
<u>Other</u>	13,519	\$0.408	8,295	\$0.32	5,224	\$0.084 20.7%	40,219	\$1.203	30,683	\$1.112	9,536	\$0.091 7.6%
Subtotal	1,167,154	\$38.697	1,144,047	\$37.645	23,107	\$1.052 2.7%	3,409,087	\$112.830	3,655,321	\$120.060	(246,235)	(\$7.230) (6.4%)
REIMBURSABLE OVERTIME	244,099	\$7.480	354,555	\$12.488	(110,456)	(\$5.008) (66.9%)	726,239	\$22.170	867,689	\$30.492	(141,450)	(\$8.322) (37.5%)
TOTAL OVERTIME	1,411,253	\$46.177	1,498,603	\$50.133	(87,350)	(\$3.955) (8.6%)	4,135,326	\$135.001	4,523,010	\$150.552	(387,685)	(\$15.551) (11.5%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	March			March Year to Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(1,932)	(\$0.2) (16.0%)		912	(\$0.2) 2.7%	
<u>Unscheduled Service</u>	6,378	\$0.4 34.6%		2,905	\$0.1 (0.7%)	
<u>Programmatic/Routine Maintenance</u>	(140,904)	(\$4.3) (409.1%)	Continued track and signals maintenance.	(99,649)	(\$1.5) 21.0%	Continued track and signals maintenance.
<u>Unscheduled Maintenance</u>	0	\$0.0 .0%		0	\$0.0 .0%	
<u>Vacancy/Absentee Coverage</u>	51,782	\$1.6 155.1%	Favorable results due to timing of expenses (correction of prior months results).	(5,183)	(\$0.4) 5.7%	Mainly due to vacancy / absentee coverage for signal and track maintenance.
<u>Weather Emergencies</u>	100,095	\$3.4 319.5%	Favorable results due to minimal events in March.	(154,430)	(\$5.3) 72.9%	Unfavorable results mainly due to response to the January blizzard.
<u>Safety/Security/Law Enforcement</u>	2,463	\$0.1 7.9%		(326)	\$0.0 (0.3%)	
<u>Other</u>	5,224	\$0.1 8.0%		9,536	\$0.1 (1.3%)	
Subtotal	23,107	\$1.1 (26.6%)		(246,235)	(\$7.2) 46.5%	
REIMBURSABLE OVERTIME	(110,456)	(\$5.0) 126.6%	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	(141,450)	(\$8.3) 53.5%	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.
TOTAL OVERTIME	(87,350)	(\$4.0)		(387,685)	(\$15.6)	

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



FINANCIAL AND RIDERSHIP REPORT

March 2016

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.8 million in March, was less than \$0.1 million (3.1 percent) below the Adopted Budget (budget). Year-to-date, operating revenue was \$2.2 million, \$0.1 million (4.5 percent) below budget, due mostly to an underrun in farebox revenue, caused by lower ridership.

Total **ridership** in March 2016 was 413,316 riders, 2.3 percent (9,829 riders) below budget, due mostly to lower student ridership. Year-to-date, ridership was 1,115,958 riders, 3.7 percent (42,777 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. March 2016 average weekday ridership was 16,674, 1.4 percent (232 riders) higher than March 2015. Average weekday ridership for the twelve months ending March 2016 was 16,279 riders, 5.3 percent (817 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 higher than budget in March by \$2.5 million (44.8 percent). Labor expenses exceeded budget by \$2.4 million (78.2 percent), including higher payroll expenses of \$1.4 million (78.7 percent), caused by a higher-than-estimated retro-wage adjustment, effective as of mid-2010, and based on new labor contract agreements. Pension expenses were also above budget by \$1.0 million (over 100.0 percent), due to the unfavorable timing of expenses. Non-labor expenses were slightly above budget by \$0.1 million (4.7 percent), as overruns in maintenance contracts of \$0.4 million (25.4 percent), due to a catch-up of R44 car fleet maintenance billing from NYCT, were partly offset by an electric power expense underrun of \$0.2 million (35.4 percent), mainly from the timing of expenses and lower prices. Year-to-date, non-reimbursable expenses were below budget by \$2.4 million (14.8 percent). Labor expenses were in excess of budget by \$0.7 million (7.5 percent), resulting largely from higher payroll expenses of \$0.6 million (11.7 percent), caused mostly by the aforementioned higher-than-estimated retro-wage adjustment. Non-labor expenses were favorable to budget by \$3.2 million (43.7 percent), due substantially to an underrun in maintenance contract expenses of \$2.8 million (56.5 percent), resulting from the favorable timing of R44 car fleet maintenance billing from NYCT.

Depreciation expenses of \$1.9 million year-to-date were slightly below budget. Other post-employment benefit expenses of \$1.8 million were \$1.3 million (over 100.0 percent) above budget, based on a year-end 2015 actuarial update.

The **operating cash deficit** (excluding subsidies) was \$15.7 million through March, \$0.9 million (6.1 percent) unfavorable to budget.

Table 1

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2016
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	0.587	0.576	(0.011)	(1.9)	-	-	-	-	0.587	0.576	(0.011)	(1.9)
Other Operating Revenue	0.260	0.245	(0.015)	(5.8)	-	-	-	-	0.260	0.245	(0.015)	(5.8)
Capital and Other Reimbursements	-	-	-	-	0.464	0.510	0.046	9.9	0.464	0.510	0.046	9.9
Total Revenue	\$ 0.847	\$ 0.821	\$ (0.026)	(3.1)	\$ 0.464	\$ 0.510	\$ 0.046	9.9	\$ 1.311	\$ 1.331	\$ 0.020	1.5
Expenses												
Labor:												
Payroll	1.799	3.215	(1.416)	(78.7)	0.151	0.163	(0.012)	(7.9)	1.950	3.378	(1.428)	(73.2)
Overtime	0.150	0.085	0.065	43.3	0.150	0.072	0.078	52.0	0.300	0.157	0.143	47.7
Total Salaries & Wages	\$ 1.949	\$ 3.300	\$ (1.351)	(69.3)	\$ 0.301	\$ 0.235	\$ 0.066	21.9	\$ 2.250	\$ 3.535	\$ (1.285)	(57.1)
Health and Welfare	0.359	0.425	(0.066)	(18.4)	\$ -	\$ -	\$ -	-	0.359	0.425	(0.066)	(18.4)
OPEB Current Portion	0.118	0.129	(0.011)	(9.3)	-	0.001	(0.001)	-	0.118	0.130	(0.012)	(10.2)
Pensions	0.511	1.500	(0.989)	(193.5)	\$ -	\$ -	\$ -	-	0.511	1.500	(0.989)	(193.5)
Other Fringe Benefits	0.310	0.409	(0.099)	(31.9)	0.009	-	0.009	100.0	0.319	0.409	(0.090)	(28.2)
Total Fringe Benefits	\$ 1.298	\$ 2.463	\$ (1.165)	(89.8)	\$ 0.009	\$ 0.001	\$ 0.008	88.9	\$ 1.307	\$ 2.464	\$ (1.157)	(88.5)
Reimbursable Overhead	(0.154)	(0.251)	0.097	63.0	0.154	0.251	(0.097)	(63.0)	-	-	-	-
Total Labor Expenses	\$ 3.093	\$ 5.512	\$ (2.419)	(78.2)	\$ 0.464	\$ 0.487	\$ (0.023)	(5.0)	\$ 3.557	\$ 5.999	\$ (2.442)	(68.7)
Non-Labor:												
Electric Power	0.480	0.310	0.170	35.4	-	0.001	(0.001)	-	0.480	0.311	0.169	35.2
Fuel	0.034	0.043	(0.009)	(26.5)	-	-	-	-	0.034	0.043	(0.009)	(26.5)
Insurance	0.100	0.086	0.014	14.0	-	-	-	-	0.100	0.086	0.014	14.0
Claims	0.008	0.008	-	0.0	-	-	-	-	0.008	0.008	-	0.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.671	2.096	(0.425)	(25.4)	-	-	-	-	1.671	2.096	(0.425)	(25.4)
Professional Service Contracts	0.064	0.035	0.029	45.3	-	0.003	(0.003)	-	0.064	0.038	0.026	40.6
Materials & Supplies	0.217	0.090	0.127	58.5	-	0.019	(0.019)	-	0.217	0.109	0.108	49.8
Other Business Expenses	0.002	0.029	(0.027)	(1,350.0)	-	-	-	-	0.002	0.029	(0.027)	(1,350.0)
Total Non-Labor Expenses	\$ 2.576	\$ 2.697	\$ (0.121)	(4.7)	\$ -	\$ 0.023	\$ (0.023)	-	\$ 2.576	\$ 2.720	\$ (0.144)	(5.6)
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 5.669	\$ 8.209	\$ (2.540)	(44.8)	\$ 0.464	\$ 0.510	\$ (0.046)	(9.9)	\$ 6.133	\$ 8.719	\$ (2.586)	(42.2)
Depreciation	0.692	0.642	0.050	7.2	-	-	-	-	0.692	0.642	0.050	7.2
Other Post Employment Benefits	0.575	1.843	(1.268)	(220.5)	-	-	-	-	0.575	1.843	(1.268)	(220.5)
Total Expenses	\$ 6.936	\$ 10.694	\$ (3.758)	(54.2)	\$ 0.464	\$ 0.510	\$ (0.046)	(9.9)	\$ 7.400	\$ 11.204	\$ (3.804)	(51.4)
Net Surplus/(Deficit)	\$ (6.089)	\$ (9.873)	\$ (3.784)	(62.1)	\$ -	\$ -	\$ -	-	\$ (6.089)	\$ (9.873)	\$ (3.784)	(62.1)

Table 2

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2016 Year-to-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	1.614	1.540	(0.074)	(4.6)	-	-	-	-	1.614	1.540	(0.074)	(4.6)
Other Operating Revenue	0.730	0.699	(0.031)	(4.2)	-	-	-	-	0.730	0.699	(0.031)	(4.2)
Capital and Other Reimbursements	-	-	-	-	1.349	1.482	0.133	9.9	1.349	1.482	0.133	9.9
Total Revenue	\$ 2.344	\$ 2.239	\$ (0.105)	(4.5)	\$ 1.349	\$ 1.482	\$ 0.133	9.9	\$ 3.693	\$ 3.721	\$ 0.028	0.8
Expenses												
Labor:												
Payroll	5.437	6.073	(0.636)	(11.7)	0.432	0.362	0.070	16.2	5.869	6.435	(0.566)	(9.6)
Overtime	0.474	0.792	(0.318)	(67.1)	0.450	0.322	0.128	28.4	0.924	1.114	(0.190)	(20.6)
Total Salaries & Wages	\$ 5.911	\$ 6.865	\$ (0.954)	(16.1)	\$ 0.882	\$ 0.684	\$ 0.198	22.4	\$ 6.793	\$ 7.549	\$ (0.756)	(11.1)
Health and Welfare	1.077	1.050	0.027	2.5	\$ -	\$ -	\$ -	-	1.077	1.050	0.027	2.5
OPEB Current Portion	0.354	0.432	(0.078)	(22.0)	-	0.005	(0.005)	-	0.354	0.437	(0.083)	(23.4)
Pensions	1.533	1.500	0.033	2.2	\$ -	\$ -	\$ -	-	1.533	1.500	0.033	2.2
Other Fringe Benefits	0.932	0.910	0.022	2.4	0.027	-	0.027	100.0	0.959	0.910	0.049	5.1
Total Fringe Benefits	\$ 3.896	\$ 3.892	\$ 0.004	0.1	\$ 0.027	\$ 0.005	\$ 0.022	81.5	\$ 3.923	\$ 3.897	\$ 0.026	0.7
Reimbursable Overhead	(0.440)	(0.689)	0.249	56.6	0.440	0.689	(0.249)	(56.6)	-	-	-	-
Total Labor Expenses	\$ 9.367	\$ 10.068	\$ (0.701)	(7.5)	\$ 1.349	\$ 1.378	\$ (0.029)	(2.1)	\$ 10.716	\$ 11.446	\$ (0.730)	(6.8)
Non-Labor:												
Electric Power	1.330	1.046	0.284	21.4	-	0.004	(0.004)	-	1.330	1.050	0.280	21.1
Fuel	0.084	0.044	0.040	47.6	-	-	-	-	0.084	0.044	0.040	47.6
Insurance	0.300	0.275	0.025	8.3	-	-	-	-	0.300	0.275	0.025	8.3
Claims	0.024	0.024	-	0.0	-	-	-	-	0.024	0.024	-	0.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	5.013	2.180	2.833	56.5	-	-	-	-	5.013	2.180	2.833	56.5
Professional Service Contracts	0.192	0.034	0.158	82.3	-	0.006	(0.006)	-	0.192	0.040	0.152	79.2
Materials & Supplies	0.258	0.400	(0.142)	(55.0)	-	0.094	(0.094)	-	0.258	0.494	(0.236)	(91.5)
Other Business Expenses	0.008	0.056	(0.048)	(600.0)	-	-	-	-	0.008	0.056	(0.048)	(600.0)
Total Non-Labor Expenses	\$ 7.209	\$ 4.059	\$ 3.150	43.7	\$ -	\$ 0.104	\$ (0.104)	-	\$ 7.209	\$ 4.163	\$ 3.046	42.3
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 16.576	\$ 14.127	\$ 2.449	14.8	\$ 1.349	\$ 1.482	\$ (0.133)	(9.9)	\$ 17.925	\$ 15.609	\$ 2.316	12.9
Depreciation	2.072	1.927	0.145	7.0	-	-	-	-	2.072	1.927	0.145	7.0
Other Post Employment Benefits	0.575	1.843	(1.268)	(220.5)	-	-	-	-	0.575	1.843	(1.268)	(220.5)
Total Expenses	\$ 19.223	\$ 17.897	\$ 1.326	6.9	\$ 1.349	\$ 1.482	\$ (0.133)	(9.9)	\$ 20.572	\$ 19.379	\$ 1.193	5.8
Net Surplus/(Deficit)	\$ (16.879)	\$ (15.658)	\$ 1.221	7.2	\$ -	\$ -	\$ -	-	\$ (16.879)	\$ (15.658)	\$ 1.221	7.2

Table 3

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.011)	(1.9)	Mostly due to lower student ridership	(0.074)	(4.6)	Mostly due to lower ridership due to adverse weather
Other Operating Revenue	Non Reimb.	(0.015)	(5.8)	The unfavorable timing of student fare reimbursements	(0.031)	(4.2)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	(1.416)	(78.7)	Primarily a higher-than-estimated retro-wage adjustment, effective mid-2010, based on new labor contract agreements	(0.636)	(11.7)	Primarily a higher-than-estimated retro-wage adjustment, effective mid-2010, based on new labor contract agreements, partly offset by vacancy savings and the timing of expenses
Overtime	Non Reimb.	0.065	43.3	Largely the timing of project labor requirements	(0.318)	(67.1)	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.	(0.077)	(16.1)	The unfavorable timing of expenses	(0.051)	(2.1)	The unfavorable timing of expenses
Pension	Non Reimb.	(0.989)	over (100.0)	The unfavorable timing of expenses/payments	0.033	2.2	The favorable timing of expenses/payments
Other Fringe Benefits	Non Reimb.	(0.099)	(31.9)	Timing of interagency fringe benefit billing	0.022	2.4	Timing of interagency fringe benefit billing
Electric Power	Non Reimb.	0.170	35.4	Mostly the timing of expenses and lower prices	0.284	21.4	Mostly the timing of expenses and lower prices
Fuel	Non Reimb.				0.040	47.6	Largely lower prices
Insurance	Non Reimb.	0.014	14.0	The favorable timing of interagency billing	0.025	8.3	The favorable timing of interagency billing
Maintenance & Other Operating Contracts	Non Reimb.	(0.425)	(25.4)	Mainly a catch-up of R44 car fleet maintenance billing from NYCT	2.833	56.5	Mainly the favorable timing of R44 car fleet maintenance billing from NYCT
Professional Service Contracts	Non Reimb.	0.029	45.3	The favorable timing of expenses	0.158	82.3	The favorable timing of expenses
Materials and Supplies	Non Reimb.	0.127	58.5	Primarily the favorable timing of maintenance material requirements	(0.142)	(55.0)	Primarily the unfavorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	0.046	9.9	Timing of contractor requirements	0.133	9.9	Timing of contractor requirements
Payroll	Reimb.				0.070	16.2	Timing of contractor requirements
Overtime	Reimb.	0.078	52.0	Timing of contractor requirements	0.128	28.4	Timing of contractor requirements
Materials & Supplies	Reimb.	(0.019)	n/a	The unfavorable timing of project requirements	(0.094)	n/a	Additional project requirements

Table 4

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH RECEIPTS and EXPENDITURES
March 2016
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.587	0.475	(0.112)	(19.1)	1.613	1.517	(0.096)	(6.0)
Other Operating Revenue	0.260	1.041	0.781	300.4	0.730	1.133	0.403	55.2
Capital and Other Reimbursements	0.464	0.522	0.058	12.5	1.348	1.152	(0.196)	(14.5)
Total Receipts	\$ 1.311	\$ 2.038	\$ 0.727	55.5	\$ 3.691	\$ 3.802	\$ 0.111	3.0
<u>Expenditures</u>								
Labor:								
Payroll	2.801	9.758	(6.957)	(248.4)	6.380	13.436	(7.056)	(110.6)
Overtime	0.300	0.197	0.103	34.3	0.924	1.035	(0.111)	(12.0)
Health and Welfare	0.359	-	0.359	100.0	1.077	-	1.077	100.0
OPEB Current Portion	0.118	0.033	0.085	72.0	0.354	0.148	0.206	58.2
Pensions	0.511	-	0.511	100.0	1.533	-	1.533	100.0
Other Fringe Benefits	0.383	1.005	(0.622)	(162.4)	0.997	1.744	(0.747)	(74.9)
GASB Account	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 4.472	\$ 10.993	\$ (6.521)	(145.8)	\$ 11.265	\$ 16.363	\$ (5.098)	(45.3)
Non-Labor:								
Electric Power	0.480	0.338	0.142	29.6	1.330	1.310	0.020	1.5
Fuel	0.034	0.025	0.009	26.5	0.084	0.050	0.034	40.5
Insurance	0.100	-	0.100	100.0	0.300	0.151	0.149	49.7
Claims	0.008	-	0.008	100.0	0.024	-	0.024	100.0
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.671	0.825	0.846	50.6	5.013	0.929	4.084	81.5
Professional Service Contracts	0.064	0.042	0.022	34.4	0.192	0.260	(0.068)	(35.4)
Materials & Supplies	0.218	(0.146)	0.364	167.0	0.258	0.365	(0.107)	(41.5)
Other Business Expenditures	0.002	0.035	(0.033)	(1,650.0)	0.007	0.051	(0.044)	(628.6)
Total Non-Labor Expenditures	\$ 2.577	\$ 1.119	\$ 1.458	56.6	\$ 7.208	\$ 3.116	\$ 4.092	56.8
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 7.049	\$ 12.112	\$ (5.063)	(71.8)	\$ 18.473	\$ 19.479	\$ (1.006)	(5.4)
Operating Cash Deficit	\$ (5.738)	\$ (10.074)	\$ (4.336)	(75.6)	\$ (14.782)	\$ (15.677)	\$ (0.895)	(6.1)

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
MARCH 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	(0.112)	(19.1%)	Primarily the unfavorable timing of cash settlements with NYCT	(0.096)	(6.0%)	Primarily the unfavorable timing of cash settlements with NYCT
Other Operating Revenue	0.781	over 100.0	Mostly the favorable timing of student fare reimbursements	0.403	55.2%	Mostly the favorable timing of student fare reimbursements
Capital and Other Reimbursements				(0.196)	(14.5%)	The unfavorable timing of reimbursements
Payroll	(6.957)	over (100.0)	Mostly the unfavorable timing of retro-wage payments effective mid-2010, based on new labor contract agreements. These forecasted 2015 payments have been reported as favorable year-end 2015 timing adjustments and will be included in the July 2016 Financial Plan	(7.056)	over (100.0)	Mostly the unfavorable timing of retro-wage payments effective mid-2010, based on new labor contract agreements. These forecasted 2015 payments have been reported as favorable year-end 2015 timing adjustments and will be included in the July 2016 Financial Plan
Health and Welfare (including OPEB current payment)	0.444	93.1%	Mostly the favorable timing of expenses/payments	1.283	89.7%	Mostly the favorable timing of expenses/payments
Pensions	0.511	100.0%	The favorable timing of expenses/payments	1.533	100.0%	The favorable timing of expenses/payments
Other Fringe Benefits	(0.622)	over (100.0)	Mostly the unfavorable timing of FICA payments pertaining to retro-wage payments reported in payroll above	(0.747)	(74.9%)	Mostly the unfavorable timing of FICA payments pertaining to retro-wage payments reported in payroll above
Electric Power	0.142	29.6%	Mostly the favorable timing of expenses and lower prices			
Maintenance Contracts	0.846	50.6%	Primarily the favorable timing of R44 car fleet maintenance billing from NYCT	4.084	81.5%	Primarily the favorable timing of R44 car fleet maintenance billing from NYCT
Materials and Supplies	0.364	over 100.0	Largely the favorable timing of payments and maintenance material requirements	(0.107)	(41.5%)	Largely the unfavorable timing of maintenance material requirements

Table 6

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
March 2016
(\$ in millions)

	Month				Year-to-Date			
	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable)</u>		<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable)</u>	
			<u>Variance</u>	<u>Percent</u>			<u>Variance</u>	<u>Percent</u>
<u>Receipts</u>								
Farebox Revenue	0.000	(0.101)	(0.101)	-	(0.001)	(0.023)	(0.022)	(2,200.0)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	0.796	0.796	-	0.000	0.434	0.434	-
Capital and Other Reimbursements	0.000	0.012	0.012	-	(0.001)	(0.330)	(0.329)	(32,900.0)
Total Receipts	\$0.000	\$0.707	\$0.707	-	(\$0.002)	\$0.081	\$0.083	4,150.0
<u>Expenditures</u>								
Labor:								
Payroll	(0.851)	(6.380)	(5.529)	(649.7)	(0.511)	(7.001)	(6.490)	(1,270.1)
Overtime	0.000	(0.040)	(0.040)	-	0.000	0.079	0.079	-
Health and Welfare	0.000	0.425	0.425	-	0.000	1.050	1.050	-
OPEB Current Portion	0.000	0.097	0.097	-	0.000	0.289	0.289	-
Pensions	0.000	1.500	1.500	-	0.000	1.500	1.500	-
Other Fringe Benefits	(0.064)	(0.596)	(0.532)	(831.3)	(0.038)	(0.834)	(0.796)	(2,094.7)
GASB Account	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	-
Total Labor Expenditures	(\$0.915)	(\$4.994)	(\$4.079)	(445.8)	(\$0.549)	(\$4.917)	(\$4.368)	(795.6)
Non-Labor:								
Electric Power	0.000	(0.027)	(0.027)	-	0.000	(0.260)	(0.260)	-
Fuel	0.000	0.018	0.018	-	0.000	(0.006)	(0.006)	-
Insurance	0.000	0.086	0.086	-	0.000	0.124	0.124	-
Claims	0.000	0.008	0.008	-	0.000	0.024	0.024	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	1.271	1.271	-	0.000	1.251	1.251	-
Professional Service Contracts	0.000	(0.004)	(0.004)	-	0.000	(0.220)	(0.220)	-
Materials & Supplies	(0.001)	0.255	0.256	25,600.0	0.000	0.129	0.129	-
Other Business Expenditures	0.000	(0.006)	(0.006)	-	0.001	0.005	0.004	-
Total Non-Labor Expenditures	(\$0.001)	\$1.601	\$1.602	-	\$0.001	\$1.047	\$1.046	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses								
before Depreciation and OPEB	(\$0.916)	(\$3.393)	(\$2.477)	(270.4)	(\$0.548)	(\$3.870)	(\$3.322)	(606.2)
Depreciation Adjustment	0.692	0.642	(0.050)	(7.2)	2.072	1.927	(0.145)	(7.0)
Other Post Employment Benefits	0.575	1.843	1.268	220.5	0.575	1.843	1.268	220.5
Total Expenditures	\$0.351	(\$0.908)	(\$1.259)	(358.7)	\$2.099	(\$0.100)	(\$2.199)	(104.8)
Total Cash Conversion Adjustments	\$0.351	(\$0.201)	(\$0.552)	(157.3)	\$2.097	(\$0.019)	(\$2.116)	(100.9)

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
March 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	112	(5)
Total Operations	107	112	(5)
Maintenance			
Mechanical	52	43	9
Electronics/Electrical	15	13	2
Power/Signals	26	18	8
Maintenance of Way	48	48	0
Infrastructure	25	26	(1)
Total Maintenance	166	148	18
Engineering/Capital			
Reimbursable Program Support	26	18	8
Total Engineering Capital	26	18	8
Total Positions	328	303	25
Non-Reimbursable	302	285	17
Reimbursable	26	18	8
Total Full-Time	328	303	25
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
March 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	2	1	
Operational Hourlies	99	107	(8)	
Total Operations	107	112	(5)	
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	14	9	
Operational Hourlies	267	253	14	
Total Positions	328	303	25	

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

Month of March				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.423	0.413	(0.010)	(2.3%)	Mostly due to lower student ridership than budget
Year-to-Date				
1.159	1.116	(0.043)	(3.7%)	Mostly due to poor weekend ridership (the historic blizzard in January and the President's Day weekend G.O. in February)

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

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

	Month of March				Explanation
	2015	2016	Variance		
			Amount	Percent	
Average Weekday	0.016	0.017	0.000	1.4%	
Average Weekend	0.007	0.007	0.000	2.7%	
12-Month Rolling Average					
Average Weekday	0.015	0.016	0.001	5.3%	The shift from express buses to SIR and the SI Ferry after the March 22, 2015 fare increase
Average Weekend	0.008	0.008	(0.000)	(2.5%)	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

March 2016

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$21.5 million in March, \$1.0 million (4.8 percent) higher than budget. Farebox revenue was \$0.4 million (2.3 percent) above budget, due mostly to higher average fares. Other operating revenue surpassed budget by \$0.5 million (30.1 percent), due to increased student fare reimbursements. Year-to-date, operating revenue was \$56.7 million, lower than budget by \$0.4 million (0.7 percent), due primarily to a farebox revenue underrun of \$0.8 million (1.4 percent), caused by lower ridership resulting from adverse weather early in the year.

Total MTA Bus **ridership** in March 2016 was 11.4 million, 0.5 percent (0.1 million riders) below budget. Year-to-date, ridership was 30.5 million, 3.2 percent (1.0 million riders) below budget. March 2016 average weekday ridership was 425,372, an increase of 0.4 percent (1,635 riders) from March 2015. Average weekday ridership for the twelve months ending March 2016 was 407,981, a decrease of 0.3 percent (1,204 riders) from the twelve months ending March 2015.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$59.1 million in March, \$1.5 million (2.6 percent) above budget. Labor expenses were over budget by \$2.9 million (6.8 percent), including an overrun in payroll expenses of \$2.2 million (9.5 percent), caused by higher wage rates and the unfavorable timing of reimbursable projects, partially offset by vacancies. Other fringe benefits exceeded budget by \$1.2 million (29.1 percent), due mostly to additional Workers' Compensation reserve requirements, based on a current actuarial update. Health & welfare/OPEB current expenses were under budget by \$0.6 million (7.9 percent), due to lower medical expenses. Non-labor expenses were below budget by \$1.4 million (9.2 percent), including favorable fuel expenses of \$0.6 million (30.5 percent), due to lower prices, and a professional service contract underrun of \$0.4 million (18.5 percent), related to the timing of interagency billing. Year-to-date, expenses were below budget by \$4.2 million (2.5 percent). Labor expenses exceeded budget by \$4.9 million (4.0 percent), due primarily to an overrun in payroll expenses of \$4.3 million (6.6 percent), caused by the same factors impacting the month. Non-labor expenses were under budget by \$9.1 million (21.0 percent). Maintenance contract expenses were favorable by \$3.3 million (34.4 percent), due to timing issues related to the Shop Program. Professional service contract expenses were below budget by \$2.2 million (34.1 percent), driven by a delay in interagency billing. Fuel expenses were under budget by \$2.1 million (35.1 percent), due mostly to lower prices.

Depreciation expenses year-to-date were \$2.4 million (22.4 percent) above budget. GASB #45 Other Post-Employment Benefit accrued expenses of \$25.1 million year-to-date were essentially on budget.

The **operating cash deficit** (excluding subsidies) was \$121.1 million year-to-date, \$6.3 million (5.5 percent) above budget.

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 18.728	\$ 19.167	\$ 0.439	2.3	\$ -	\$ -	\$ -	-	\$ 18.728	\$ 19.167	\$ 0.439	2.3
Other Operating Income	1.793	2.332	0.539	30.1	-	-	-	-	1.793	2.332	0.539	30.1
Capital and Other Reimbursements	-	-	-	-	0.523	0.407	(0.116)	(22.2)	0.523	0.407	(0.116)	(22.2)
Total Revenue	\$ 20.521	\$ 21.499	\$ 0.978	4.8	\$ 0.523	\$ 0.407	\$ (0.116)	(22.2)	\$ 21.044	\$ 21.906	\$ 0.862	4.1
Labor:												
Payroll	\$ 22.627	\$ 24.780	\$ (2.153)	(9.5)	\$ 0.250	\$ 0.247	\$ 0.003	1.2	\$ 22.877	\$ 25.027	\$ (2.150)	(9.4)
Overtime	4.521	4.979	(0.458)	(10.1)	-	-	-	-	4.521	4.979	(0.458)	(10.1)
Health and Welfare	5.043	4.834	0.209	4.1	0.095	0.075	0.020	21.1	5.138	4.909	0.229	4.5
OPEB Current Payment	1.996	1.646	0.350	17.5	-	-	-	-	1.996	1.646	0.350	17.5
Pensions	4.071	3.807	0.264	6.5	0.043	0.038	0.005	11.6	4.114	3.845	0.269	6.5
Other Fringe Benefits	4.230	5.463	(1.233)	(29.1)	0.042	0.038	0.004	9.5	4.272	5.501	(1.229)	(28.8)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.144)	0.144	-	-	-	-	-	-	(0.144)	0.144	-
Total Labor Expenses	\$ 42.488	\$ 45.365	\$ (2.877)	(6.8)	\$ 0.430	\$ 0.398	\$ 0.032	7.4	\$ 42.918	\$ 45.763	\$ (2.845)	(6.6)
Non-Labor:												
Electric Power	\$ 0.159	\$ 0.131	\$ 0.028	17.6	\$ -	\$ -	\$ -	-	\$ 0.159	\$ 0.131	\$ 0.028	17.6
Fuel	2.088	1.451	0.637	30.5	-	-	-	-	2.088	1.451	0.637	30.5
Insurance	0.533	0.289	0.244	45.8	-	-	-	-	0.533	0.289	0.244	45.8
Claims	2.509	2.400	0.109	4.3	-	-	-	-	2.509	2.400	0.109	4.3
Maintenance and Other Operating Contracts	3.318	3.332	(0.014)	(0.4)	0.020	-	0.020	100.0	3.338	3.332	0.006	0.2
Professional Service Contracts	2.268	1.849	0.419	18.5	-	-	-	-	2.268	1.849	0.419	18.5
Materials & Supplies	4.052	3.905	0.147	3.6	0.073	0.009	0.064	87.7	4.125	3.914	0.211	5.1
Other Business Expense	0.221	0.398	(0.177)	(80.0)	-	-	-	-	0.221	0.398	(0.177)	(80.0)
Total Non-Labor Expenses	\$ 15.148	\$ 13.755	\$ 1.393	9.2	\$ 0.093	\$ 0.009	\$ 0.084	90.3	\$ 15.241	\$ 13.764	\$ 1.477	9.7
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 57.636	\$ 59.120	\$ (1.483)	(2.6)	\$ 0.523	\$ 0.407	\$ 0.116	22.2	\$ 58.159	\$ 59.527	\$ (1.367)	(2.4)
Depreciation	3.654	3.711	(0.057)	(1.6)	-	-	-	-	3.654	3.711	(0.057)	(1.6)
OPEB Obligation	8.346	8.350	(0.004)	(0.0)	-	-	-	-	8.346	8.350	(0.004)	(0.0)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 69.636	\$ 71.181	\$ (1.544)	(2.2)	\$ 0.523	\$ 0.407	\$ 0.116	22.2	\$ 70.159	\$ 71.588	\$ (1.428)	(2.0)
Net Surplus/(Deficit)	\$ (49.115)	\$ (49.682)	\$ (0.566)	(1.2)	\$ -	\$ -	\$ -	-	\$ (49.115)	\$ (49.682)	\$ (0.566)	(1.2)

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 51.889	\$ 51.139	\$ (0.750)	(1.4)	\$ -	\$ -	\$ -	-	\$ 51.889	\$ 51.139	\$ (0.750)	(1.4)
Other Operating Income	5.155	5.527	0.372	7.2	-	-	-	-	5.155	5.527	0.372	7.2
Capital and Other Reimbursements	-	-	-	-	1.502	0.801	(0.701)	(46.7)	1.502	0.801	(0.701)	(46.7)
Total Revenue	\$ 57.044	\$ 56.666	\$ (0.378)	(0.7)	\$ 1.502	\$ 0.801	\$ (0.701)	(46.7)	\$ 58.546	\$ 57.467	\$ (1.079)	(1.8)
Expenses												
Labor:												
Payroll	\$ 65.052	\$ 69.339	\$ (4.287)	(6.6)	0.719	0.475	\$ 0.244	33.9	\$ 65.771	\$ 69.814	\$ (4.043)	(6.1)
Overtime	13.523	13.755	(0.232)	(1.7)	-	-	-	-	13.523	13.755	(0.232)	(1.7)
Health and Welfare	14.730	14.286	0.444	3.0	0.272	0.145	0.127	46.7	15.002	14.431	0.571	3.8
OPEB Current Payment	5.988	4.953	1.035	17.3	-	-	-	-	5.988	4.953	1.035	17.3
Pensions	11.890	11.417	0.473	4.0	0.124	0.072	0.052	41.9	12.014	11.489	0.525	4.4
Other Fringe Benefits	12.355	14.981	(2.626)	(21.3)	0.120	0.071	0.049	40.8	12.475	15.052	(2.577)	(20.7)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.265)	0.265	-	-	-	-	-	-	(0.265)	0.265	-
Total Labor Expenses	\$ 123.538	\$ 128.466	\$ (4.928)	(4.0)	\$ 1.235	\$ 0.763	\$ 0.472	38.2	\$ 124.773	\$ 129.229	\$ (4.456)	(3.6)
Non-Labor:												
Electric Power	\$ 0.457	\$ 0.400	\$ 0.057	12.5	\$ -	\$ -	\$ -	-	\$ 0.457	\$ 0.400	\$ 0.057	12.5
Fuel	6.002	3.861	2.141	35.7	-	-	-	-	6.002	3.861	2.141	35.7
Insurance	1.533	0.848	0.685	44.7	-	-	-	-	1.533	0.848	0.685	44.7
Claims	7.214	7.200	0.014	0.2	-	-	-	-	7.214	7.200	0.014	0.2
Maintenance and Other Operating Contracts	9.539	6.260	3.279	34.4	0.057	-	0.057	100.0	9.597	6.260	3.337	34.8
Professional Service Contracts	6.520	4.294	2.226	34.1	-	-	-	-	6.520	4.294	2.226	34.1
Materials & Supplies	11.649	10.671	0.978	8.4	0.209	0.038	0.171	81.9	11.858	10.709	1.149	9.7
Other Business Expense	0.636	0.885	(0.249)	(39.2)	-	-	-	-	0.636	0.885	(0.249)	(39.2)
Total Non-Labor Expenses	\$ 43.551	\$ 34.419	\$ 9.132	21.0	\$ 0.267	\$ 0.038	\$ 0.229	85.8	\$ 43.818	\$ 34.457	\$ 9.361	21.4
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 167.089	\$ 162.885	\$ 4.204	2.5	\$ 1.502	\$ 0.801	\$ 0.701	46.7	\$ 168.591	\$ 163.686	\$ 4.905	2.9
Depreciation	10.506	12.859	(2.353)	(22.4)	-	-	-	-	10.506	12.859	(2.353)	(22.4)
OPEB Obligation	25.038	25.050	(0.012)	(0.0)	-	-	-	-	25.038	25.050	(0.012)	(0.0)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 202.633	\$ 200.794	\$ 1.839	0.9	\$ 1.502	\$ 0.801	\$ 0.701	46.7	\$ 204.135	\$ 201.595	\$ 2.540	1.2
Net Surplus/(Deficit)	\$ (145.589)	\$ (144.128)	\$ 1.461	1.0	\$ 0.000	\$ -	\$ (0.000)	(100.0)	\$ (145.589)	\$ (144.128)	\$ 1.461	1.0

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	March 2016			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.439	2.3	Adjustment in revenue due to 1st quarter reconciliation	\$ (0.750)	(1.4)	Lower ridership due to adverse weather conditions
Other Operating Revenue	NR	\$ 0.539	30.1	Higher student fares	\$ 0.372	7.2	Higher student fares
Capital and Other Reimbursements	R	\$ (0.116)	(22.2)	Delay/deferral in reimbursable projects	\$ (0.701)	(46.7)	Delay/deferral in reimbursable projects
Total Revenue Variance		\$ 0.862	4.1		\$ (1.079)	(1.8)	
Payroll	NR	\$ (2.153)	(9.5)	Mainly due to rate variance and delay/deferral in reimbursable projects, partially offset by vacancies.	\$ (4.287)	(6.6)	Mainly due to rate variance and delay/deferral in reimbursable projects, partially offset by vacancies.
Overtime	NR	\$ (0.458)	(10.1)	Mainly due to vacancy and absentee coverage requirements	\$ (0.232)	(1.7)	Mainly due to winter storms, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	NR	\$ 0.559	7.9	Lower medical expenses	\$ 1.479	7.1	Lower medical expenses
Pension	NR	\$ 0.264	6.5	Lower expenses due to revised actuarial update.	\$ 0.473	4.0	Lower expenses due to revised actuarial update.
Other Fringe Benefits	NR	\$ (1.233)	(29.1)	Higher workers compensation accruals per updated actuarial estimate.	\$ (2.626)	(21.3)	Higher workers compensation accruals per updated actuarial estimate.
Reimbursable Overhead	NR	\$ 0.144	-	(a)	\$ 0.265	-	(a)
Electric Power	NR	\$ 0.028	17.6	(a)	\$ 0.057	17.6	(a)
Fuel	NR	\$ 0.637	30.5	Lower rates	\$ 2.141	35.7	Lower rates and reduced service as the result of Winter Storm Jonas.
Insurance	NR	\$ 0.244	45.8	Lower expenses	\$ 0.685	44.7	Lower expenses
Claims	NR	\$ 0.109	4.3	(a)	\$ 0.014	0.2	(a)
Maintenance and Other Operating Contracts	NR	\$ (0.014)	(0.4)	(a)	\$ 3.279	34.4	Primarily due to the delay in the shop program
Professional Service Contracts	NR	\$ 0.419	18.5	Mainly due to delay in interagency billing	\$ 2.226	34.1	Mainly due to delay in interagency billing
Materials & Supplies	NR	\$ 0.147	3.6	(a)	\$ 0.978	8.4	Mainly due to lower general maintenance material expenses
Other Business Expense	NR	\$ (0.177)	(80.0)	Higher AFC collection fees and mobility taxed	\$ (0.249)	(39.2)	Higher AFC collection fees and mobility taxed
Depreciation	NR	\$ (0.057)	(1.6)	non cash expense	\$ (2.353)	(22.4)	non cash expense
Other Post Employment Benefits	NR	\$ (0.004)	(0.0)	(a)	\$ (0.012)	(0.0)	(a)
Environmental Remediation		\$ -	-		\$ -	-	
Payroll	R	\$ 0.003	1.2	Delay/deferral in reimbursable projects	\$ 0.244	33.9	Delay/deferral in reimbursable projects
Health and Welfare	R	\$ 0.020	21.1	} Delay/deferral in reimbursable projects	\$ 0.127	46.7	} Delay/deferral in reimbursable projects
Pension	R	\$ 0.005	11.6		\$ 0.052	41.9	
Other Fringe Benefits	R	\$ 0.004	9.5		\$ 0.049	40.8	
Maintenance and Other Operating Contracts	R	\$ 0.020	*	Delay/deferral in reimbursable projects	\$ 0.057	*	Delay/deferral in reimbursable projects
Materials & Supplies	R	\$ 0.064	*	Delay/deferral in reimbursable projects	\$ 0.171	*	Delay/deferral in reimbursable projects
Total Expense Variance		\$ (1.428)	(2.0)		\$ 2.540	1.2	
Net Variance		\$ (0.566)	(1.2)		\$ 1.461	1.0	

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

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

	March 2016					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Adopted Budget	Actual	Variance	Percent		Adopted Budget	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ 18.728	\$ 20.467	\$ 1.739	9.3	\$	51.889	\$ 50.241	\$ (1.648)	(3.2)	
Other Operating Revenue	1.727	2.669	0.942	54.5		5.181	6.455	1.274	24.6	
Capital and Other Reimbursements	0.769	0.366	(0.403)	(52.4)		2.307	1.376	(0.931)	(40.4)	
Total Receipts	\$ 21.224	\$ 23.502	\$ 2.278	10.7	\$	59.377	\$ 58.072	\$ (1.305)	(2.2)	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 30.274	\$ 44.875	\$ (14.601)	(48.2)	\$	70.640	\$ 86.585	\$ (15.945)	(22.6)	
Overtime	4.521	4.960	(0.439)	(9.7)		13.523	13.717	(0.194)	(1.4)	
Health and Welfare	5.058	4.676	0.382	7.6		15.174	13.283	1.891	12.5	
OPEB Current Payment	1.996	1.646	0.350	17.5		5.988	4.954	1.034	17.3	
Pensions	4.065	3.807	0.258	6.3		12.195	11.417	0.778	6.4	
Other Fringe Benefits	5.844	4.482	1.362	23.3		13.636	12.715	0.921	6.8	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
Total Labor Expenditures	\$ 51.758	\$ 64.446	\$ (12.688)	(24.5)	\$	131.156	\$ 142.671	\$ (11.515)	(8.8)	
<i>Non-Labor:</i>										
Electric Power	\$ 0.153	\$ 0.131	\$ 0.022	14.4	\$	0.459	\$ 0.400	\$ 0.059	12.9	
Fuel	2.011	1.410	0.601	29.9		6.033	3.898	2.135	35.4	
Insurance	0.514	-	0.514	100.0		1.542	0.650	0.892	57.8	
Claims	2.083	1.568	0.515	24.7		6.249	4.721	1.528	24.5	
Maintenance and Other Operating Contracts	3.215	4.524	(1.309)	(40.7)		9.645	9.581	0.064	0.7	
Professional Service Contracts	2.184	1.553	0.631	28.9		6.552	6.480	0.072	1.1	
Materials & Supplies	3.973	3.314	0.659	16.6		11.919	9.926	1.993	16.7	
Other Business Expenses	0.213	0.250	(0.037)	(17.4)		0.639	0.851	(0.212)	(33.2)	
Total Non-Labor Expenditures	\$ 14.346	\$ 12.750	\$ 1.596	11.1	\$	43.038	\$ 36.507	\$ 6.531	15.2	
<i>Other Expenditure Adjustments :</i>										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$	-	\$ -	\$ -	-	
Total Expenditures	\$ 66.104	\$ 77.196	\$ (11.092)	(16.8)	\$	174.194	\$ 179.178	\$ (4.984)	(2.9)	
Operating Cash Surplus/(Deficit)	\$ (44.880)	\$ (53.694)	\$ (8.814)	(19.6)	\$	(114.817)	\$ (121.106)	\$ (6.289)	(5.5)	

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)

	March 2016			Year-To-Date				
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
Operating Receipts or Disbursements	\$	%		\$	%			
Farebox Revenue	\$	1.739	9.3	Receipts from prior periods	\$	(1.648)	(3.2)	Lower ridership due adverse weather condition/delay in receipts
Other Operating Revenue		0.942	54.5	Receipt of students/elderly reimbursements from prior years		1.274	24.6	Receipt of students/elderly reimbursements from prior years
Capital and Other Reimbursements		(0.403)	(52.4)	Delay/deferral in reimbursable projects		(0.931)	(40.4)	Delay/deferral in reimbursable projects
Total Receipts	\$	2.278	10.7		\$	(1.305)	(2.2)	
Payroll	\$	(14.601)	(48.2)	RWA payment for TWU contract settled in 2015 (shown as favorable \$14.8 million timing variance on 2015 YE report)	\$	(15.945)	(22.6)	RWA payment for TWU contract settled in 2015 (shown as favorable \$14.8 million timing variance on 2015 YE report)
Overtime		(0.439)	(9.7)	Mainly due to vacancy and absentee coverage requirements		(0.194)	(1.4)	Mainly due to winter storms, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)		0.732	10.4	Delayed/Timing of payments		2.925	13.8	Delayed/Timing of payments
Pension		0.258	6.3	Delayed/Timing of payments and lower actuarial estimate		0.778	6.4	Delayed/Timing of payments and lower actuarial estimate
Other Fringe Benefits		1.362	23.3	Delayed/Timing of payments		0.921	6.8	Delayed/Timing of payments
GASB		-	-			-	-	
Electric Power		0.022	14.4	(a)		0.059	12.9	(a)
Fuel		0.601	29.9	Lower rates		2.135	35.4	Lower rates, delay in payments and reduced service as the result of Winter Storm Jonas
Insurance		0.514	100.0	Delayed/Timing of payments		0.892	57.8	Delayed/Timing of payments
Claims		0.515	24.7	Lower Claim expenses		1.528	24.5	Lower Claim expenses
Maintenance and Other Operating Contracts		(1.309)	(40.7)	Payments for prior periods		0.064	0.7	(a)
Professional Service Contracts		0.631	28.9	Delayed/Timing of payments		0.072	1.1	(a)
Materials & Supplies		0.659	16.6	Mainly due to lower general maintenance material expenses and timing		1.993	16.7	Mainly due to lower general maintenance material expenses and timing
Other Business Expenditure		(0.037)	(17.4)	(a)		(0.212)	(33.2)	Higher mobility tax and AFC collection fees
Total Expenditures	\$	(11.092)	(16.8)		\$	(4.984)	(2.9)	
Net Cash Variance	\$	(8.814)	(19.6)		\$	(6.289)	(5.5)	

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

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

(\$ in millions)

	March 2016					Year-To-Date				
	Favorable (Unfavorable)					Favorable (Unfavorable)				
	Adopted Budget	Actual	Variance	Percent		Adopted Budget	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ -	\$ 1.300	\$ 1.300	-		\$ -	\$ (0.898)	\$ (0.898)	-	
Other Operating Revenue	(0.066)	0.337	0.403	*		0.026	0.928	0.902	*	
Capital and Other Reimbursements	0.246	(0.041)	(0.287)	*		0.805	0.575	(0.230)	(28.6)	
Total Receipts	\$ 0.180	\$ 1.596	\$ 1.416	*		\$ 0.831	\$ 0.605	\$ (0.226)	(27.2)	
Expenditures										
<i>Labor:</i>										
Payroll	\$ (7.396)	\$ (19.848)	\$ (12.452)	*		\$ (4.869)	\$ (16.771)	\$ (11.902)	*	
Overtime	-	0.019	0.019	-		-	0.038	0.038	-	
Health and Welfare	0.080	0.233	0.153	*		(0.172)	1.148	1.320	*	
OPEB Current Payment	0.000	-	(0.000)	(100.0)		0.000	(0.001)	(0.001)	*	
Pensions	0.049	0.038	(0.011)	(21.8)		(0.181)	0.072	0.253	*	
Other Fringe Benefits	(1.572)	1.019	2.591	*		(1.161)	2.337	3.498	*	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	(0.144)	(0.144)	-		-	(0.265)	(0.265)	-	
Total Labor Expenditures	\$ (8.840)	\$ (18.683)	\$ (9.843)	*		\$ (6.383)	\$ (13.442)	\$ (7.059)	*	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ 0.006	\$ -	(0.006)	(100.0)		\$ (0.002)	\$ -	0.002	100.0	
Fuel for Buses and Trains	0.077	0.041	(0.036)	(46.8)		(0.031)	(0.037)	(0.006)	(20.9)	
Insurance	0.019	0.289	0.270	*		(0.009)	0.198	0.207	*	
Claims	0.426	0.832	0.406	95.3		0.965	2.479	1.514	*	
Maintenance and Other Operating Contracts	0.123	(1.192)	(1.315)	*		(0.048)	(3.321)	(3.273)	*	
Professional Service Contracts	0.084	0.296	0.212	*		(0.032)	(2.186)	(2.154)	*	
Materials & Supplies	0.152	0.600	0.448	*		(0.061)	0.783	0.844	*	
Other Business Expenditures	0.008	0.148	0.140	*		(0.003)	0.034	0.037	*	
Total Non-Labor Expenditures	\$ 0.895	\$ 1.014	\$ 0.119	13.3		\$ 0.780	\$ (2.050)	\$ (2.830)	*	
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.										
	\$ (7.945)	\$ (17.669)	\$ (9.724)	*		\$ (5.603)	\$ (15.492)	\$ (9.889)	*	
Depreciation Adjustment	3.654	3.711	0.057	1.6		10.506	12.859	2.353	22.4	
Other Post Employment Benefits	8.346	8.350	0.004	0.0		25.038	25.050	0.012	0.0	
Environmental Remediation	-	-	-	-		-	-	-	-	
Total Expenses/Expenditures	\$ 4.055	\$ (5.608)	\$ (9.663)	*		\$ 29.941	\$ 22.417	\$ (7.524)	(25.1)	
Total Cash Conversion Adjustments	\$ 4.235	\$ (4.012)	\$ (8.247)	*		\$ 30.772	\$ 23.022	\$ (7.750)	(25.2)	

NOTE: Totals may not add due to rounding

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

	<u>March 2016</u>			<u>Year-to-date as of March 2016</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 18.728	\$ 19.167	\$ 0.439	\$ 51.889	\$ 51.139	\$ (0.750)
Total Farebox Revenue	\$ 18.728	\$ 19.167	\$ 0.439	\$ 51.889	\$ 51.139	\$ (0.750)
Other Revenue	\$ 1.793	\$ 2.332	\$ 0.539	\$ 5.155	\$ 5.527	\$ 0.372
Capital & Other	0.523	0.407	(0.116)	1.502	0.801	(0.701)
Total Revenue	\$ 21.044	\$ 21.906	\$ 0.862	\$ 58.546	\$ 57.467	\$ (1.079)
<u>Ridership</u>						
Fixed Route	11.451	11.394	(0.057)	31.517	30.509	(1.008)
Total Ridership	11.451	11.394	(0.057)	31.517	30.509	(1.008)

MTA BUS COMPANY
2016 Adopted Budget vs. Actual
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
MARCH 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	21	-	
Corporate Communications	-	-	-	
Labor Relations	4	3	1	
Strategic Office	23	13	10	
Non-Departmental	22	-	22	
Total Administration	149	106	43	Vacancies to be filled
Operations				
Buses	2,235	2,238	(3)	
Office of the Executive VP	4	4	-	
Safety & Training	29	72	(43)	Students in Training
Road Operations	120	121	(1)	
Transportation Support	22	25	(3)	
Operations Planning	31	30	1	
Revenue Control	27	29	(2)	
Total Operations	2,468	2,519	(51)	
Maintenance				
Buses	757	767	(10)	
Maintenance Support/CMF	209	209	-	
Facilities	74	65	9	
Supply Logistics	95	92	3	
Total Maintenance	1,135	1,133	2	Vacancies to be filled
Capital Program Management	37	27	10	
Total Engineering/Capital	37	27	10	Vacancies to be filled
Security	18	17	1	
Total Public Safety	18	17	1	
Total Positions	3,807	3,802	5	
Non-Reimbursable	3,767	3,765	2	
Reimbursable	40	37	3	
Total Full-Time	3,792	3,788	4	
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
MARCH 2016

FEBRUARY 2016

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	60	45	15	
Professional, Technical, Clerical	71	61	10	
Operational Hourlies	18	-	18	
Total Administration	149	106	43	Vacancies to be filled
Operations				
Managers/Supervisors	302	306	(4)	
Professional, Technical, Clerical	50	51	(1)	
Operational Hourlies	2,116	2,162	(46)	
Total Operations	2,468	2,519	(51)	Primarily students in training
Maintenance				
Managers/Supervisors	218	222	(4)	
Professional, Technical, Clerical	21	22	(1)	
Operational Hourlies	896	889	7	
Total Maintenance	1,135	1,133	2	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	15	6	
Professional, Technical, Clerical	16	12	4	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	27	10	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	601	14	
Professional, Technical, Clerical	162	150	12	
Operational Hourlies	3,030	3,051	(21)	
Total Baseline Positions	3,807	3,802	5	

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

	March						March 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>	53,363	\$2.216	52,395	\$2.617	967	(\$0.401)	155,103	\$6.442	145,669	\$6.651	9,433	(\$0.209)
					1.8%	-18.1%					6.1%	-3.2%
<u>Unscheduled Service</u>	10,901	\$0.464	9,464	\$0.388	1,437	\$0.076	31,877	\$1.407	25,105	\$1.057	6,772	\$0.351
					13.2%	16.3%					21.2%	24.9%
<u>Programmatic/Routine Maintenance</u>	17,848	\$0.758	18,623	\$0.942	(775)	(\$0.185)	61,735	\$2.607	56,111	\$2.648	5,623	(\$0.042)
					-4.3%	-24.4%					9.1%	-1.6%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	16,661	\$0.831	19,816	\$0.912	(3,155)	(\$0.081)	45,273	\$2.327	52,245	\$2.403	(6,972)	(\$0.076)
					-18.9%	-9.7%					-15.4%	-3.3%
<u>Weather Emergencies</u>	5,417	\$0.215	1,692	\$0.092	3,724	\$0.123	15,965	\$0.636	18,129	\$0.828	(2,164)	(\$0.191)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	232	\$0.011	61	\$0.004	170	\$0.008	585	\$0.028	369	\$0.018	217	\$0.010
					73.5%	67.7%					37.0%	36.0%
<u>Other</u>	323	\$0.027	223	\$0.024	100	\$0.002	937	\$0.077	984	\$0.151	(46)	(\$0.074)
					*	*					*	*
Subtotal	104,745	\$4.521	102,275	\$4.979	2,470	(\$0.458)	311,475	\$13.524	298,612	\$13.755	12,863	(\$0.231)
					2.4%	-10.1%					4.1%	-1.7%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	104,745	\$4.521	102,275	\$4.979	2,470	(\$0.458)	311,475	\$13.524	298,612	\$13.755	12,863	(\$0.231)
					2.4%	-10.1%					4.1%	-1.7%

Totals may not add due to rounding.

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

* Exceeds 100%

MTA Bus Company
February Financial Plan 2015 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	March			March Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	967 1.8%	(\$0.401) -18.1%	Operated more than Budgeted Service	9,433 6.1%	(\$0.209) -3.2%	
<u>Unscheduled Service</u>	1,437 13.2%	\$0.076 16.3%		6,772 21.2%	\$0.351 24.9%	
<u>Programmatic/Routine Maintenance</u>	(775) -4.3%	(\$0.185) -24.4%		5,623 9.1%	(\$0.042) -1.6%	
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	(3,155) -18.9%	(\$0.081) -9.7%		(6,972) -15.4%	(\$0.076) -3.3%	
<u>Weather Emergencies</u>	3,724 *	\$0.123 *		(2,164) *	(\$0.191) *	Winter Storm
<u>Safety/Security/Law Enforcement</u>	170 73.5%	\$0.008 67.7%		217 37.0%	\$0.010 36.0%	
<u>Other</u>	100 *	\$0.002 *		(46) *	(\$0.074) *	
Subtotal	2,470 2.4%	(\$0.458) -10.1%		12,863 4.1%	(\$0.231) -1.7%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
TOTAL OVERTIME	2,470	(\$0.458)		12,863	(\$0.231)	

METROPOLITAN TRANSPORTATION AUTHORITY
2016 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through March 31, 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	\$44.6	\$36.1	81
Design Completions	\$40.3	\$25.6	63
Construction Awards	\$1,064.5	\$941.7	88
Substantial Completions	\$231.2	\$272.7	118
Closeouts	\$446.9	\$114.1	26

During March, NYCT awarded projects totaling \$480.2 million, including:

- Procurement of 231 Articulated Buses;
- Replacement of the existing bus radio system for NYCT and MTA Bus Company; and
- Installation of Passenger Station Local Area Network (PSLAN) at 188 stations.

During the same period, NYCT substantially completed projects totaling \$31.1 million, including:

- Replacement of Power Cables in Rockaway Park Yard that were damaged in Superstorm Sandy; and
- Purchase and installation of equipment at two bus depots, including one new bus washer and repair of two existing bus washers at Michael J. Quill Depot in Manhattan and replacement of a sliding gate at Jackie Gleason Depot in Brooklyn.

Also during March, NYCT started seven design projects for \$3.8 million, completed six design projects for \$7.8 million, and closed out three projects for \$23.0 million.

Capital Program Status
May 2016
(March 2016)

During March, NYCT awarded \$480.2 million in projects, including \$202.2 million for the procurement of 231 articulated buses. This project will involve the purchase of 60-foot low floor articulated buses to replace articulated buses in service on high-volume routes throughout the system. The award was split between two vendors, 139 buses will be manufactured by New Flyer and 92 buses will be manufactured by Nova Bus, and these vehicles will comply with both Environmental Protection Administration (EPA) emissions and Americans with Disabilities Act (ADA) standards.

NYCT also awarded \$187.3 million for the replacement of the existing bus radio system for New York City Transit and MTA Bus Company with a new digital radio system. The new system will support NYCT Department of Buses and MTA Bus Company operations, with a capacity for 12,000 radio devices and the ability to scale to increasing levels, as needed. Radio transmission will be facilitated by approximately 32 base stations, located throughout the system. This contract is being progressed together with a contract to construct a new, unified Bus Command Center in East New York, which was awarded in June 2015 and includes specifications necessary to support integration of the new Bus Radio system.

In addition, NYCT awarded \$50.0 million for the installation of a digital communications network, known as Passenger Station Local Area Network (PSLAN), at 188 stations throughout the system. PSLAN will support the connectivity of advance-technology devices within passenger stations, including New Fare Payment System (NFPS), Help Point (HP), Emergency Booth Communication System (EBCS), among others. By providing a baseline network to support IP applications, PSLAN reduces both infrastructure cost and project schedule for the installation of individual applications.

During March, NYCT substantially completed projects totaling \$31.1 million, including \$13.6 million for replacement of power cables that were damaged by Superstorm Sandy in Rockaway Park Yard in Queens. Approximately 17,400 feet of power cables were replaced and restored, along with restoration of related assets, such as installation of 18 hand switches, installation of six power boxes and repair of two manhole covers. Additionally, water tight manhole covers were installed to mitigate damage from future surge incidents.

NYCT also completed \$5.8 million across two contracts for purchase and installation of equipment at Michael J. Quill Bus Depot in Manhattan (\$4.6 million) and Jackie Gleason Depot in Brooklyn (\$1.2 million). The contract at Michael J. Quill Depot involved three bus washers, including the installation of one new bus washer and the upgrade of components for two existing bus washers. The Small Business Mentoring Program contract at Jackie Gleason Depot, replaced the sliding gate at the depot drive-in entrance.

Also during March, NYCT started seven design projects for \$3.8 million, completed six design projects for \$7.8 million, and closed out three projects for \$23.0 million.

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

Projects Closed During March 2016				
(\$ in millions)				
Project	Base Budget	Current Budget	Original Date	Months Delay
Replacement of ATS-A & CBTC Status Boards at RCC	\$5.93	\$6.63	12/2015	3
Smart Card Implementation Study	\$5.10	\$4.91	3/2016	0
RCC Related Miscellaneous Items	\$10.16	\$11.49	3/2016	0

The closeout of the Replacement of ATS-A & CBTC Status Boards at Rail Control Center was delayed by 3 months due to final submittal and approval of closeout deliverables, in addition to scheduling and completion of training for Technology and Information System personnel.

Status of Fan Plants and Fans
(as of March 31, 2016)

<u>Fan Plants</u>	<u>March '15</u>	<u>March '16</u>	<u>More/(Less)</u>
All	189	193	4
Operable	177	177	0
Inoperable	12	16	4
Reduced Capacity	0	0	0

<u>Fan Units</u>	<u>March '15</u>	<u>March '16</u>	<u>More/(Less)</u>
All	400	414	14
Operable	373	375	2
Inoperable	27	39	12
Reduced Capacity	0	0	0

Inoperable Fan Plants and Fans
(as of March 31, 2016)

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	11	29
MOW / Hydraulics	4	6
Warranty Work, Test Section Repair, MTA-CC or Cable Sct.	1	4
Total	16	39

CAPITAL PROJECT MILESTONE SUMMARY
2016
(THROUGH MARCH 31, 2016)

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

March

Design Starts	\$7.8	9	\$3.8	7	48.2	77.8
Design Completions	27.5	14	7.8	6	28.4	42.9
Construction Awards	370.6	21	480.2	12	129.6	57.1
Substantial Completions	119.4	11	31.1	5	26.1	45.5
Closeouts	285.8	33	23.0	3	8.1	9.1

2016 Year-To-Date

Design Starts	\$44.6	34	\$36.1	31	81.0	91.2
Design Completions	40.3	25	25.6	16	63.5	64.0
Construction Awards	1,064.5	49	941.7	40	88.5	81.6
Substantial Completions	231.2	35	272.7	20	117.9	57.1
Closeouts	446.9	63	114.1	19	25.5	30.2

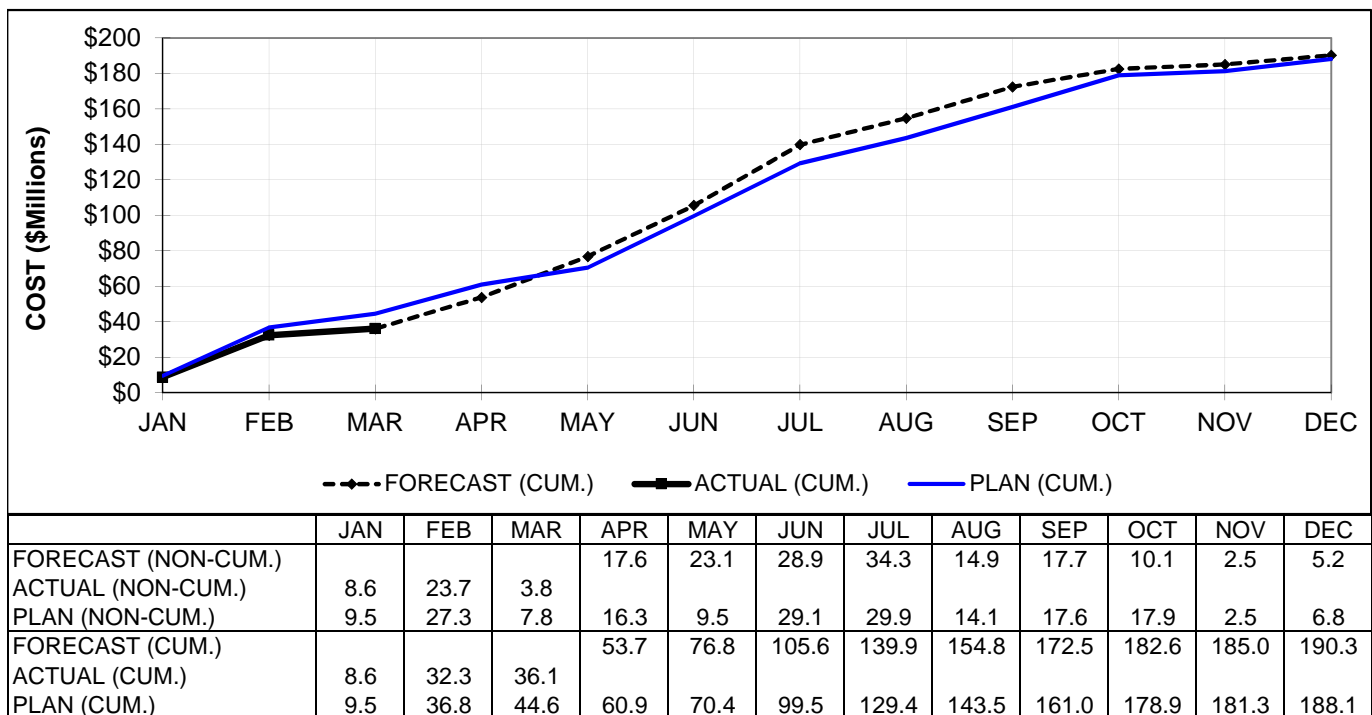
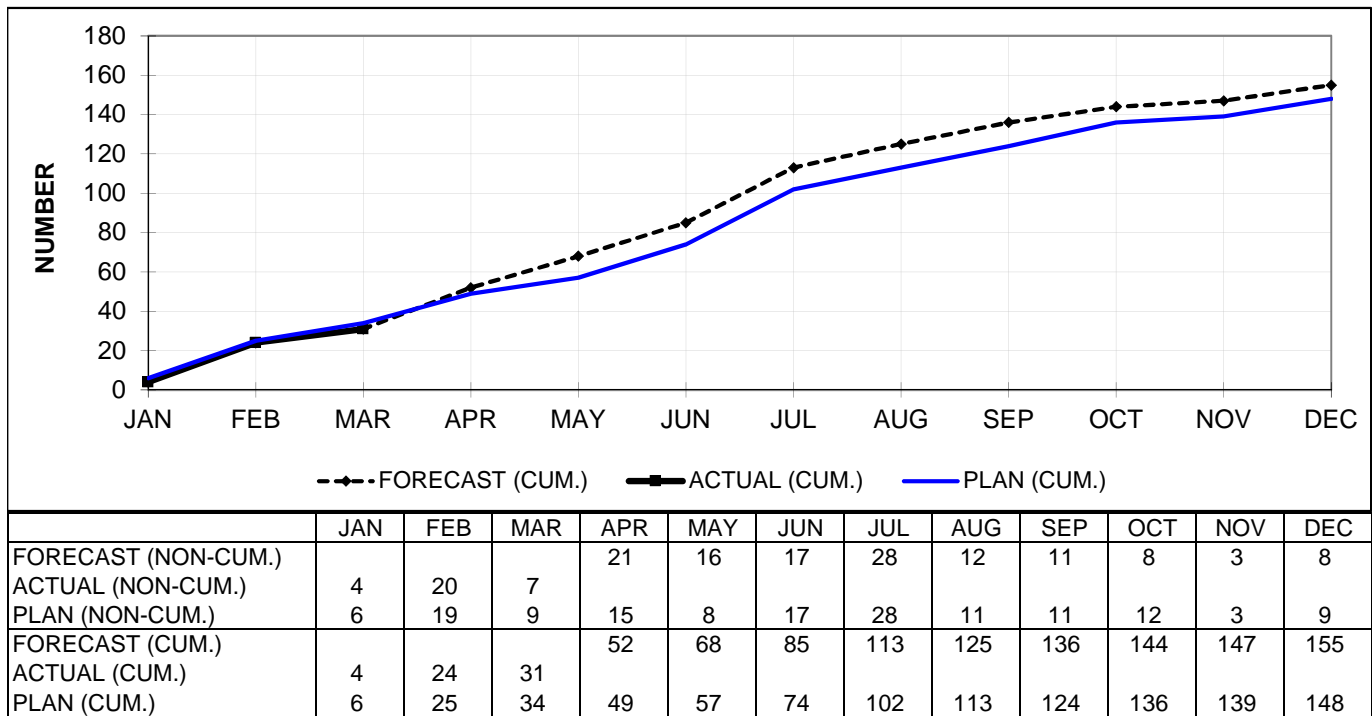
2016 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$188.1	148	\$190.3	155	101.2	104.7
Design Completions	249.7	152	287.9	152	115.3	100.0
Construction Awards	4,429.6	171	4,492.5	173	101.4	101.2
Substantial Completions	2,513.4	166	2,530.7	163	100.7	98.2
Closeouts	6,039.3	206	6,012.9	201	99.6	97.6

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

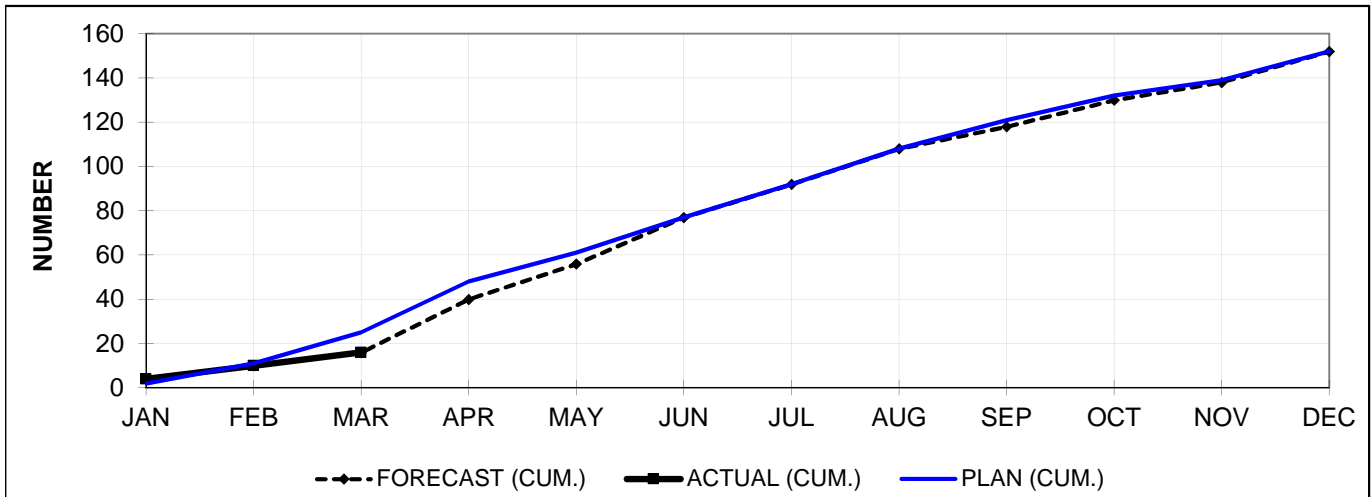
2015 Design Starts Charts

As of March 2016

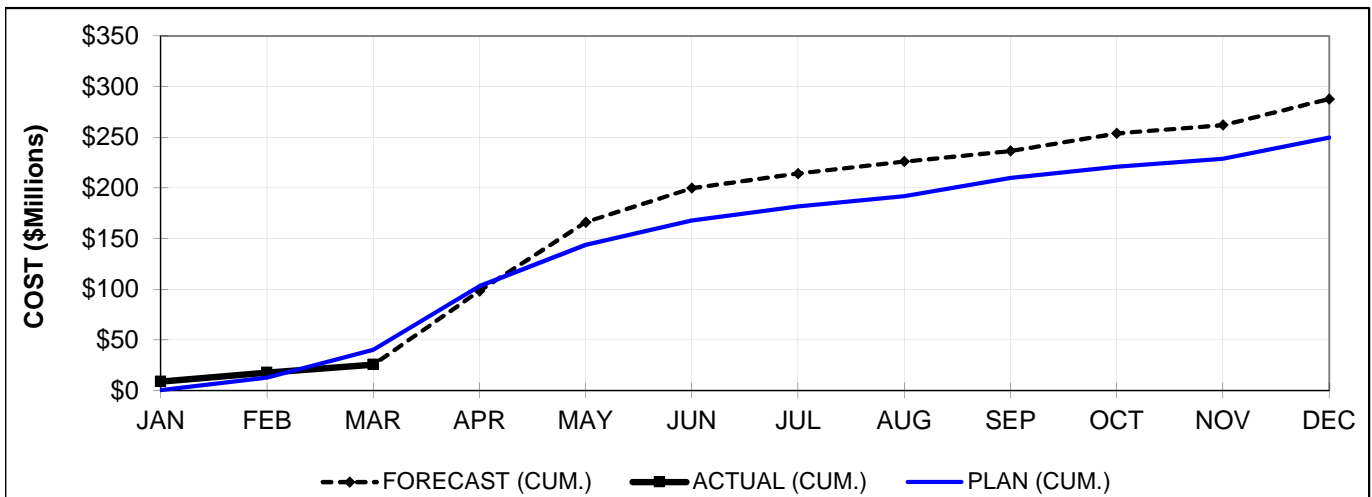


2015 Design Completions Charts

As of March 2016



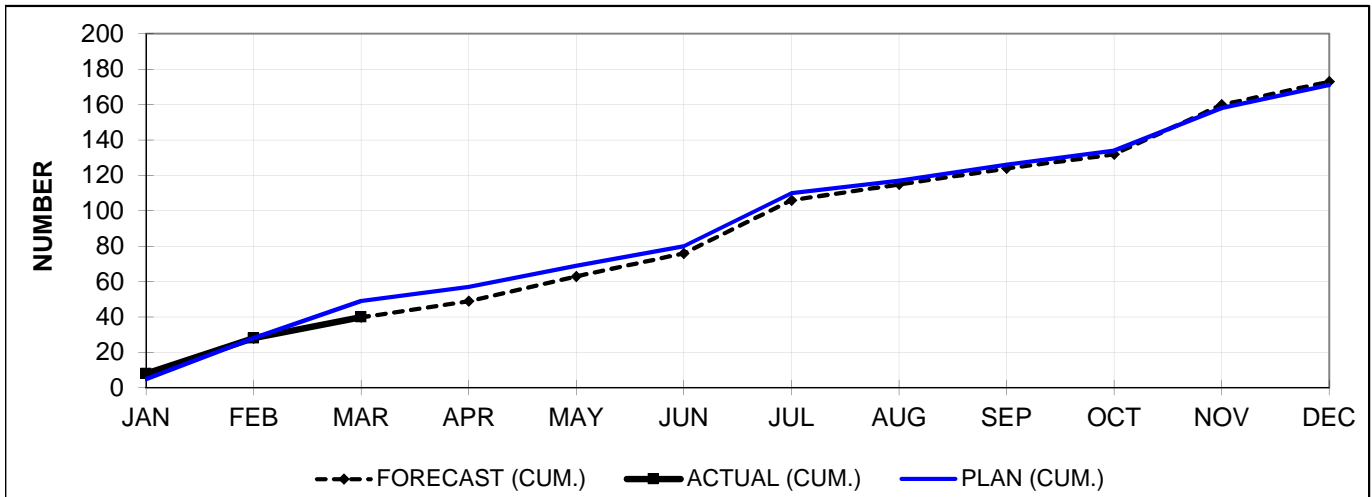
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				24	16	21	15	16	10	12	8	14
ACTUAL (NON-CUM.)	4	6	6									
PLAN (NON-CUM.)	2	9	14	23	13	16	15	16	13	11	7	13
FORECAST (CUM.)	4	10	16	40	56	77	92	108	118	130	138	152
ACTUAL (CUM.)	4	10	16									
PLAN (CUM.)	2	11	25	48	61	77	92	108	121	132	139	152



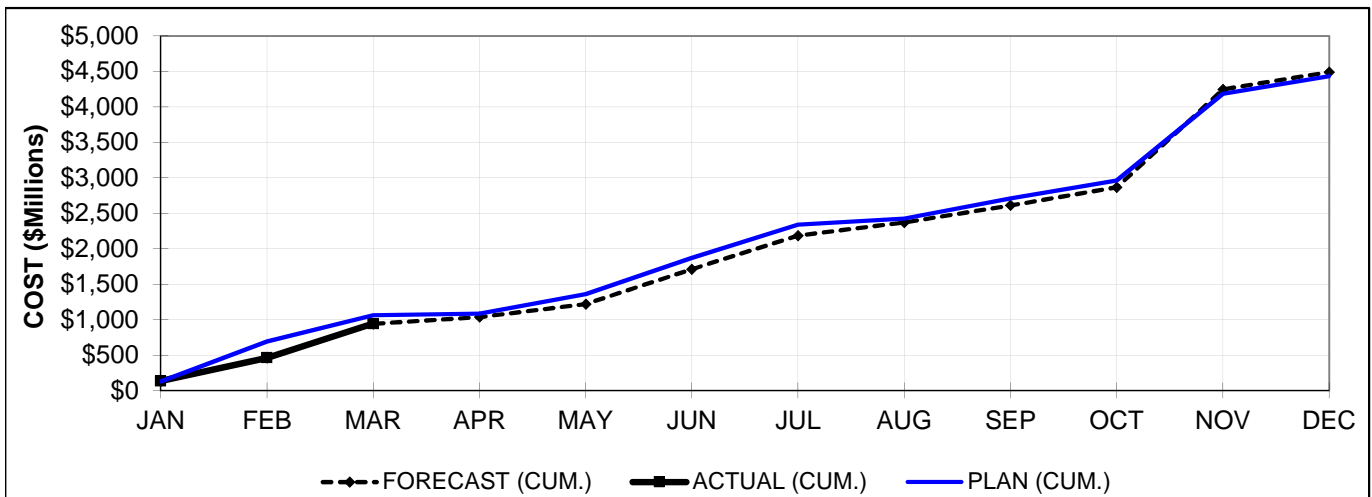
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				72.8	67.9	33.7	14.3	11.8	10.5	17.3	8.2	25.8
ACTUAL (NON-CUM.)	8.9	8.9	7.8									
PLAN (NON-CUM.)	0.6	12.3	27.5	62.7	41.0	23.9	13.9	10.1	18.0	11.0	7.8	21.1
FORECAST (CUM.)	8.9	17.8	25.6	98.4	166.3	200.0	214.3	226.1	236.6	253.9	262.1	288.0
ACTUAL (CUM.)	8.9	17.8	25.6									
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 March 2016



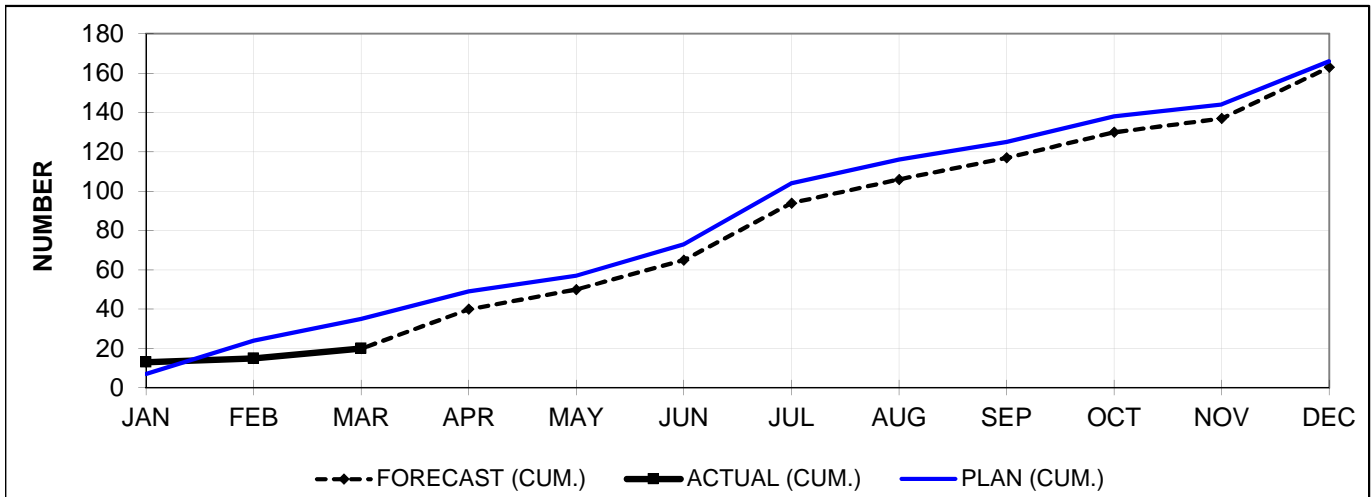
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				9	14	13	30	9	9	8	28	13
ACTUAL (NON-CUM.)	8	20	12									
PLAN (NON-CUM.)	5	23	21	8	12	11	30	7	9	8	24	13
FORECAST (CUM.)				49	63	76	106	115	124	132	160	173
ACTUAL (CUM.)	8	28	40									
PLAN (CUM.)	5	28	49	57	69	80	110	117	126	134	158	171



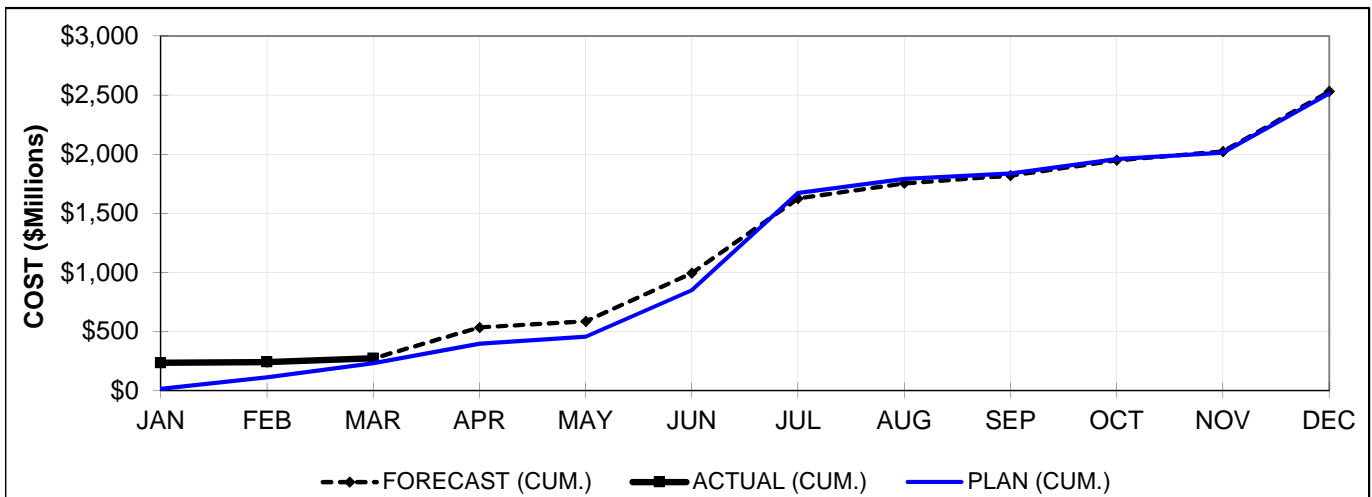
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				96.6	183.0	493.0	471.9	185.5	241.7	253.8	1381.4	243.9
ACTUAL (NON-CUM.)	134.7	326.8	480.2									
PLAN (NON-CUM.)	128.6	565.3	370.6	19.7	274.1	509.7	469.4	85.7	283.8	253.4	1225.3	243.9
FORECAST (CUM.)				1,038.4	1,221.4	1,714.3	2,186.2	2,371.8	2,613.4	2,867.2	4,248.6	4,492.5
ACTUAL (CUM.)	134.7	461.5	941.7									
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 March 2016



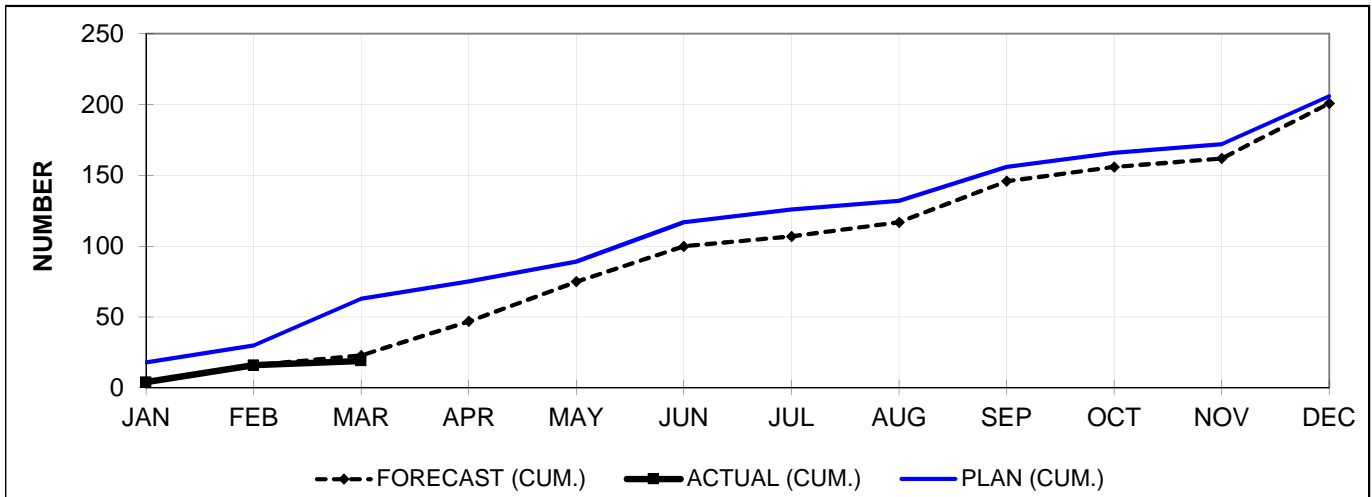
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				20	10	15	29	12	11	13	7	26
ACTUAL (NON-CUM.)	13	2	5									
PLAN (NON-CUM.)	7	17	11	14	8	16	31	12	9	13	6	22
FORECAST (CUM.)				40	50	65	94	106	117	130	137	163
ACTUAL (CUM.)	13	15	20									
PLAN (CUM.)	7	24	35	49	57	73	104	116	125	138	144	166



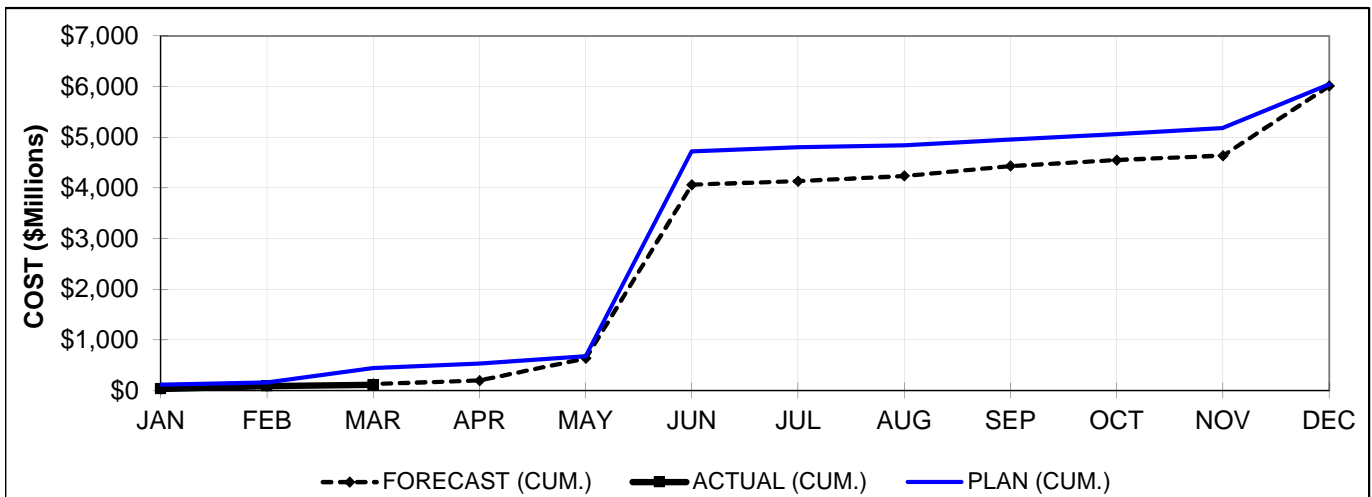
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				262.2	52.6	408.1	630.5	129.1	65.1	128.7	75.5	506.4
ACTUAL (NON-CUM.)	235.7	5.9	31.1									
PLAN (NON-CUM.)	15.0	96.9	119.4	166.3	57.6	393.8	821.8	120.8	44.0	123.6	52.1	502.1
FORECAST (CUM.)				534.8	587.4	995.4	1,625.9	1,755.0	1,820.2	1,948.8	2,024.3	2,530.7
ACTUAL (CUM.)	235.7	241.6	272.7									
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 March 2016




	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				24	28	25	7	10	29	10	6	39
ACTUAL (NON-CUM.)	4	12	3									
PLAN (NON-CUM.)	18	12	33	12	14	28	9	6	24	10	6	34
FORECAST (CUM.)				47	75	100	107	117	146	156	162	201
ACTUAL (CUM.)	4	16	19									
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.)				67.9	437.0	3428.2	69.6	102.6	196.1	115.5	89.1	1373.1
ACTUAL (NON-CUM.)	33.4	57.6	23.0									
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.)				201.7	638.7	4,066.9	4,136.5	4,239.2	4,435.3	4,550.7	4,639.9	6,012.9
ACTUAL (CUM.)	33.4	91.0	114.1									
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 10 actions for a proposed expenditure of \$45.0M.

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	5/23/16			
2	Board	5/25/16			

May 17, 2016			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland 			
Department Head Signature 			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	Executive VP (Acting)		President MTA Bus
X	Capital Prog. Management	/X	Subways
	Law	X	Diversity/Civil Rights

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE:

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

DISCUSSION:

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

Procurements Requiring Two Thirds Vote:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	2	\$ 0.4 M
• Vac-U-Max/NEU		\$ 0.4 M
International Railways		

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	1	\$ 0.6 M
• Cummins Power Systems, LLC		

SUBTOTAL 3 \$ 1.0 M

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:

Schedules Requiring Majority Vote:

Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$	10.7 M
Schedule I:	Modifications to Purchase and Public Works Contracts	2	\$	20.9 M
Schedule L:	Budget Adjustments to Estimated Quantity Contracts	2	\$	9.5 M
SUBTOTAL		5	\$	41.1 M

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

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

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	1	\$	0.8 M
SUBTOTAL		1	\$	0.8 M

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

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	1	\$	2.1 M
SUBTOTAL		1	\$	2.1 M
TOTAL		10	\$	45.0 M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

MAY 2016

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

- | | | |
|--|------------------|-------------------------------|
| 1. Vac-U-Max | \$136,850 (Est.) | <u>Staff Summary Attached</u> |
| 2. NEU International Railways | \$281,500 (Est.) | ↓ |
| Contract # To Be Determined | | |
| Test and evaluate a prototype for a portable track vacuum system to be used in underground stations. | | |

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

- | | | |
|--------------------------------|------------------|-------------------------------|
| 3. Cummins Power Systems, LLC | \$578,500 (Est.) | <u>Staff Summary Attached</u> |
| RFQ# 67649 | | |
| Repair of Cummins bus engines. | | |

Schedule A: Non-Competitive Purchase and Public Work Contracts



Item Number: 1-2

Vendor Name (& Location) Vac-U-Max (Belleville, NJ) NEU International Railways (Marcq-en Baroeul, France)		Contract Number TBD	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Purchases of equipment to test and evaluate prototypes of portable track vacuum system to be used in underground stations		Total Amount: Vac-U-Max: \$136,850 NEU: \$281,500	
Contract Term (including Options, if any) TBD		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Wynton Habersham	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive			
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Test and Evaluate			

Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to subdivision 9(d) of Public Authorities Law (PAL) Section 1209 and approve the award of two purchase contracts for the test and evaluation of new technologies to conduct a pilot for the collection of trash on the track bed of underground subway stations. The statute states this section of the PAL requires a 30 day waiting period after Board action before a contract can be awarded. Purchase contracts will then be awarded to the following two manufacturers: Vac-U-Max in the estimated amount of \$136,850 and NEU International Railways ("NEU") in the estimated amount of \$281,500. The total estimated value of these purchases will be \$418,350. In order to meet the accelerated schedule for this initiative, NYC Transit is seeking Board Approval prior to finalizing the contracts. Finalization of the specifications and work scopes as well as negotiation of terms and conditions for each of the manufacturers is in process.

The Department of Subways ("DOS") with the support of a best practices consultant ("Consultant"), has been conducting extensive research into technologies to improve the quality and the speed of cleaning track beds in station areas. As a result of a thorough search, 20 potential vendors were initially identified within the vacuum industry, which was then narrowed down to 12. Of the 12, only two were determined to have the proper engineering capability to meet the requirements of the program. Proposals have been received from each manufacturer with each proposal representing variations in approach. These will be the first prototype portable vacuum systems of their kind using battery technology in an industrial vacuum application to meet the demand for power, maneuverability and ease of use associated with working in subway stations.

Each prototype will be unique in design. The companies selected by DOS and the best practices consultant during the research period for participation in the pilot are Vac-U-Max and NEU. Both use lithium-ion batteries. Vac-U-Max concentrates on solving vacuum-related challenges faced by the chemical, food and pharmaceutical industries through the use of pneumatic systems built for condensing and safe handling of remnants of metal materials. NEU engineers and manufactures products for rail maintenance, machines for cleaning the inside and outside of trains and debris removal via vacuum trains in underground tunnels. Since NYC Transit's stations are not equipped with sufficient alternate current three-phase electrical power to support the power demands of the vacuum systems, the best practices consultant recommended a battery power source.

Each system will consist of a vacuum unit, battery source and a non-conductive flexible suction hose and nozzle. NYC Transit personnel will operate the equipment (vacuum unit and battery power source) situated on the platform while the trash and steel dust on the track bed will be vacuumed by other NYC Transit personnel using the suction hose. This equipment will be operated under standard flagging procedures. Due to the differences in the offerings being provided, systems from two manufacturers will be tested and evaluated to determine suitability for use in the NYC Transit environment and to foster future competition.

Continued

Delivery time varies for each manufacturer. Vac-U-Max is quoting a lead time of 12 weeks and NEU is quoting a lead time of 16 weeks. A factory acceptance test and a field test will be conducted by the best practices consultant and NYC Transit for each of the systems. Both manufacturers have commenced preliminary design work in furtherance of this pilot program. The manufacturers will also provide training and technical guidance under the pilot program.

Variations in pricing arise from the fact that the technology is unique in concept and construction, materials and approaches utilized by each manufacturer, for which this is the first time that battery power and vacuum technology will be combined for high capacity industrial purposes. Pricing was determined to be fair and reasonable based upon the review and comparison to an independent engineering estimate developed by the best practices consultant.

Schedule G: Miscellaneous Service Contracts

Item Number: 3

Vendor Name (& Location) Cummins Power Systems, LLC (Newark, NJ)
Description Repair of Cummins Bus Engines
Contract Term (including Options, if any) Four years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-Competitive

Contract Number RFQ 67649	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$578,500 (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 contract is for Cummins Power Systems, LLC (“CPS”) to perform non-warranty work on Cummins diesel and compressed natural gas powered bus engines. From time-to-time bus engines require warranty repairs. However, in the event the need for non-warranty repairs is discovered while the engine is undergoing repairs covered under warranty, this contract will allow the non-warranty repairs to be performed concurrently. The non-warranty work performed is limited to work required to repair the engine. CPS is a Cummins-authorized parts, sales, and service dealer directly owned by Cummins Inc. Repair of these engines is critical in maintaining NYC Transit’s Department of Buses (“DOB”) and MTA Bus Company’s (“MTABC”) bus fleets in a state of good repair in order to meet service demands. CPS is required to provide a written, detailed work order based on Cummins’ published standard repair times to the NYC Transit Project Manager (“PM”) within 24 hours of receipt of the bus, and complete the work within five business days from receipt of the PM’s written work order approval. Repairs performed will have a 12-month unlimited mileage warranty.

DOB and MTABC operate over 4,200 buses (74% of the fleet) that are powered by Cummins-manufactured engines, of which approximately 2,600 are covered under warranty. Buses having engines covered by warranty are transported by in-house forces to CPS locations for engine warranty work. As a result of this contract all engine repairs are completed in an efficient and cost effective manner, reducing the amount of time the bus is out-of-service. Normal operating maintenance on engines that does not involve warranty work is performed by in-house forces. This is a non-competitive procurement because CPS is the regional Cummins-authorized warranty service provider for NYC Transit and MTABC buses powered by Cummins engines. Thus, CPS is the only party that can perform non-warranty repairs in conjunction with warranty repairs.

CPS originally submitted a proposal of \$598,500 which consisted of pricing for parts and labor. Prior to negotiations MTA Audit performed an analysis of CPS’ costs as they pertain to this contract. Utilizing the results of the analysis Procurement found the labor rate offered to be fair and reasonable, and was successful in negotiating a 10% reduction on the parts pricing, resulting in a savings of approximately \$20,000. CPS confirmed it is offering most favored customer pricing on this procurement. As a result, the revised proposal of \$578,500 was found to be fair and reasonable.

MAY 2016

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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

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

1. **Louis T. Klauder and Associates** **\$10,717,340 (Est.)** **Staff Summary Attached**
Contract #CM-1423.2

Modification to the consulting services contract for the R-179 Subway cars, in order to extend the contract term and add funding.

I. Modifications to Purchase and Public Work Contracts

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

2. **Ozone Park Lumber &** **\$7,982,827 (Est.)** **Staff Summary Attached**
3. **Mid-Island Electrical Supply** **\$12,871,188 (Est.)**
Contract #08E9880.3

Modifications to the estimated quantity contracts to furnish and deliver building materials, plumbing and electrical supplies, in order to extend the term of the contract.

L. Budget Adjustments to Estimated Quantity Contracts

(Expenditures which are anticipated to exceed the lesser of \$250,000 or \$50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

4. **Corporate Transportation Group, Ltd.** **\$7,516,373 (Est.)** **Staff Summary Attached**
Contract #06%6055

Provide additional funding for the continued performance of broker-based car services for the Paratransit Division.

5. **PAL Environmental Corp.** **\$2,000,000 (NTE)** **Staff Summary Attached**
Contract #C-31670

Estimated quantity contract for environmental remediation services for lead/asbestos removal.

Item Number: 1

Vendor Name (& Location) Louis T. Klauder and Associates (Ambler, PA)	
Description Consulting Services for the R179 Subway Car Contract	
Contract Term (including Options, if any) July 2, 2012 – October 2, 2020	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Wynton Habersham	

Contract Number CM-1423	AWO/Mod. # 2
Original Amount:	\$ 17,922,156
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 17,922,156
This Request:	\$ 10,717,340 (Est.)
% of This Request to Current Amount:	59.8%
% of Modifications (including This Request) to Original Amount:	59.8%

Discussion:

This modification will extend the term of the contract by an additional 16 months from October 2, 2020 through February 2, 2022 and add funding in the estimated amount of \$10,717,340.

In June 2012, the Board approved an award to Louis T. Klauder and Associates (LTK) resulting from a competitive Request for Proposal solicitation for post-award Consulting Services for the R179 Subway Cars in the estimated amount of \$17,922,156.

Under the contract, LTK is assisting NYC Transit with various tasks including the technical design review, first article inspections, qualification testing, production oversight, non-conformance reports and Buy America audits in support of Contract R34179, Purchase of 300 New "B" Division Subway Cars. As of March 31, 2016, contract expenditures have totaled \$16,077,402. Based on the current rate of expenditure, the remaining contract funds of \$1,844,754 will be expended by June 2016. In June 2013, Modification No. 1 was executed to reallocate certain funds and labor hours within the project with no change to the estimated contract value.

Under this Modification No. 2, the Department of Subways is requesting additional consultant support and a 16-month extension of the contract term for the following reasons: (1) While the technical specification for the R34179 Subway Car Contract was largely based on the technical specification for the R34160 Subway Car Contract, there were some differences between the R34179 and R34160 Contract technical specifications. As a result, the consultant support for design review, inspections and testing phases was projected to be less extensive due to NYC Transit's familiarity with the technology on existing subway cars. However, during the actual post-award design phase it became apparent that the differences were more substantive than originally anticipated, requiring more extensive design reviews and validations. The additional required consultant support is estimated at \$4,871,239; (2) As the R34179 Subway Car Contract progressed, the car manufacturer experienced significant delays primarily attributable to welding and subcontractor casting issues which have led to a substantial increase in the required consultant support for engineering and quality assurance oversight as well as a 16-month extension of the contract term. The additional required consultant support is estimated at \$3,808,803; (3) This modification will also address the labor rate escalation for both the base term and the extension at the estimated value of \$2,037,298.

LTK's proposal was in the amount of \$11,478,090. Negotiations resulted in the final estimated price of \$10,717,340 which represents a 6.6% decrease from the initial pricing of \$11,478,090 and savings of \$760,750. Procurement and Cost Price have determined that the pricing is fair and reasonable.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 2-3

Vendor Name (& Location) Ozone Park Lumber (South Ozone Park, NY) Mid-Island Electrical Supply (Commack, NY)	
Description Furnish and deliver building materials, plumbing and electrical supplies	
Contract Term (including Options, if any) September 1, 2011 – August 31, 2016	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Wynton Habersham Department of Buses, Darryl C. Irick	

Contract Number	AWO/Mod. #
08E9880	3
Original Amount:	
\$20,451,536 (Ozone)	\$ 40,317,831
\$19,866,295 (Mid-Island)	
Prior Modifications:	\$ 0
Prior Budgetary Increases:	
\$28,879,795 (Ozone)	\$ 49,401,225
\$20,521,430 (Mid-Island)	
Current Amount:	\$ 89,719,056
This Request:	
\$7,982,944 (Ozone)	\$ 20,854,132 (Est.)
\$12,871,188 (Mid-Island)	
% of This Request to Current Amt:	23.2%
% of Modifications (including This Request) to Original Amt:	174.3%

Discussion:

This modification will extend the multi-agency contract by 18 months from September 1, 2016 through February 28, 2018 with Ozone Park Lumber ("Ozone") to furnish and deliver building materials and plumbing supplies and with Mid-Island Electrical Supply ("Mid-Island"), a NYS certified Women-Owned Business, to furnish and deliver electrical supplies. Additional funds in the amount of \$7,982,944, including \$50,000 for Staten Island Rapid Transit Operating Authority ("SIRTOA"), will be added to the Ozone portion of the contract for NYC Transit and SIRTOA. Additional funds in the amount of \$12,871,188, including \$190,000 for MTA Bus Company and \$15,000 for SIRTOA, will be added to the Mid-Island portion of the contract for NYC Transit, MTA Bus Company and SIRTOA. This will result in a combined additional estimated amount of \$20,854,132 anticipated to be spent during the term extension.

While NYC Transit had begun preparations for the competitive solicitation of a renewal contract, this contract has been selected in support of the procurement consolidation for non-core items at the request of the Business Service Center ("BSC"). Extending the term of this contract by 18 months, with additional funding to cover usage estimated during the term extension, will allow the BSC to (1) develop a Building, Plumbing and Electrical supply category strategy, (2) execute a multi-agency contract after conducting a competitive Request for Proposal (RFP), and (3) transition to new suppliers, if required as a result of the RFP.

In June 2011 the Board approved the award of this multi-agency competitive estimated quantity purchase contract that was solicited via an RFP to Ozone and Mid-Island. NYC Transit negotiated with five companies which submitted proposals to furnish and deliver building materials, electrical and plumbing supplies to all specified MTA agency work sites, storerooms and other locations throughout the five boroughs of New York City, Westchester, Putnam and Dutchess counties in New York, and Fairfield and New Haven counties in Connecticut. This contract includes NYC Transit (the Department of Subways and the Department of Buses), as well as MTA Bus Company, SIRTOA, Metro North Railroad and Triborough Bridge & Tunnel Authority as joint participants.

Additionally, in March 2014 the Board approved a Budget increase for building materials, plumbing supplies and electrical supplies to cover higher utilization. The increase was primarily driven by a series of new and ongoing Infrastructure/Capital Construction projects, upgrades at bus facilities, subway stations and maintenance shops throughout NYC Transit; as well as time-sensitive general maintenance and rehabilitation work.

Continued

Under this contract, materials are purchased utilizing the contract's pre-priced items lists which are subject to Producer Price Index adjustments (up or down) based on a review every six months; catalogs published to the industry for building materials, plumbing and electrical supplies to which the contractor applies a competitively determined discount; and items not pre-priced or available through catalogs for which the contractor charges a competitively determined mark-up to the lowest available cost substantiated by the contractor. The discount and mark-up rates are fixed for the term of the contract and are quoted separately for building materials, plumbing and electrical supplies.

The program's overall goal is to more efficiently provide general building materials, electrical and plumbing supplies to user departments by reducing the lead-time necessary to order materials, and to allow the contractor to provide timely delivery directly to work locations. NYC Transit (and other agencies) realized additional savings by eliminating costs associated with storing and handling of materials as inventory items. Other benefits of the contract include twenty-four hours per day, seven days per week delivery to agency work locations, the ability to pick-up materials from supplier locations, and return of unused materials. NYC Transit utilized this contract to support user department initiatives such as FASTRACK and enabling quick responses to emergencies and storms such as Irene and Sandy, in addition to various other unforeseen events.

Ozone and Mid-Island have both agreed to extend the contract term and NYC Transit was able to obtain price concessions for high value pre-priced items from both companies. The pricing is considered to be fair and reasonable. Metro North Railroad and Triborough Bridge & Tunnel Authority do not require additional funding during this term extension.

L. Budget Adjustments to Estimated Quantity Contracts

(Expenditures which are anticipated to exceed the lesser of \$250,000 or \$50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

4.	Corporate Transportation Group (CTG), Ltd.	Original Amount:	\$	72,868,015
	Contract# 06%6055	Prior Modifications:	\$	0
	September 1, 2013 – August 31, 2016	Prior Budgetary Increases:	\$	0
		Current Amount:	\$	72,868,015
		This Request:	\$	7,516,373
		% of This Request to Current Amount:		10.3%
		% of Mods/Budget Adjustments (including This Request) to Original Amount:		10.3%

Discussion:

This budget adjustment will provide additional funding to Contract 06%6055 for continued broker-based car services for Paratransit's Access-A-Ride ("AAR") customers through the end of the contract term, August 31st, 2016.

Following the competitive solicitation of the Request for Proposal ("RFP") for broker-based car services, the Board approved the award of two miscellaneous service, estimated-quantity contracts in July 2013—both with three-year terms and an option to extend the terms for up to two additional years. These contracts were awarded to Medical Transportation Management ("MTM"), Inc. for an estimated \$106,206,745 under Contract 06%6054 and Corporate Transportation Group ("CTG"), Ltd. for an estimated \$72,868,015 under Contract 06%6055. The Broker model utilizes a Contractor to schedule and dispatch pre-arranged trips for Paratransit's ambulatory passengers (passengers who do not use wheelchairs) through a non-dedicated subcontractor network of livery and black car service providers. The use of non-dedicated AAR service provides a cost benefit to NYC Transit because service providers use their own vehicles to perform AAR trips in concert with their normal commercial business. As a result, Paratransit does not bear the direct responsibility for maintenance of the vehicles and other operating costs, as is the case with the dedicated Primary Carrier service for Paratransit. Historically, broker pricing has been on average 47% lower than the Primary Carrier service, with average per trip pricing of \$30 and \$57, respectively.

The initial competitive RFP was structured to facilitate NYC Transit's desire to make multiple awards in order to provide and expand broker-based car services and cultivate competition for future procurements. As a split award, MTM received 60% of the total estimated broker trip volume at a weighted average cost per trip ("WACPT") of \$29.62 and CTG received 40% of the total estimated broker trip volume at a WACPT of \$30.49. It should be noted that CTG was the incumbent for this contract, as it was awarded a pilot contract in January 2011 to test and evaluate whether the Broker model could provide the vehicle capacity to perform a high volume of ambulatory AAR trips. The pilot was considered successful in that it supplemented the Primary Carrier service with additional capacity, achieved significant cost savings for Paratransit, and established a basis for long-term broker contracts.

At the start of these new broker contracts, CTG continued to provide a high service level of broker trips. MTM, however, experienced extended challenges in securing an extensive network of service providers to address the higher percentage of the broker trip volume. As a result, a greater number of trips were assigned to CTG than originally anticipated. To date, CTG provides a greater proportion of the overall volume of broker trips.

This budget adjustment is required to cover the funding shortfall that resulted from the increase in trips assigned to CTG and the projected increase in CTG's trip volume that will continue through the end of its contract term. To date, these broker contracts have enabled Paratransit to achieve an estimated savings of \$106M, as compared to the Primary Carrier service. The \$5,254,822 remaining in CTG's contract coupled with the additional funding provided through the approval of this budget adjustment for \$7,516,373 will provide the opportunity to save an additional \$16.3M through the end of CTG's contract term. The Authority intends to exercise the contractual two-year option for both CTG and MTM, extending both contract terms through 2018.

L. Budget Adjustments to Estimated Quantity Contracts

(Expenditures which are anticipated to exceed the lesser of \$250,000 or \$50,000 in the event such expenditures exceed 15% of the adjusted contract budget, including any contract modifications.)

5.	PAL Environmental Corp.	Original Amount: (including option)	\$	6,500,000
	Contract# C-31670	Prior Modifications:	\$	0
	November 19, 2010 – December 5, 2016	Prior Budgetary Increases:	\$	1,500,000
		Current Amount:	\$	8,000,000
		This Request:	\$	2,000,000
		% of This Request to Current Amount:		25.0%
		% of Mods/Budget Adjustments (including This Request) to Original Amount:		53.8%

Discussion:

This retroactive budget adjustment will provide additional funding for the continuation of asbestos abatement and other hazardous material remediation on Department of Capital Program Management (“CPM”) projects.

This competitively awarded indefinite quantity contract is for the removal of asbestos, lead disturbance and environmental remediation services throughout various NYC Transit properties. Remediation services include the removal of batteries, asbestos mercury containing bulbs, fluorescent light ballasts, PCB containing transformers/electrical equipment and other environmental hazards. Task orders are processed and awarded on an as-needed basis. All requests for abatement/remediation services are coordinated through NYC Transit’s CPM Consultant Services Unit via individual task orders for each abatement/remediation task. This contract was awarded as a three-year estimated quantity contract with an additional one-year option for \$1,500,000. Fixed unit prices have been competitively negotiated for both the base and option. Previous budget adjustments totaling an additional \$1,500,000 have been authorized. The contract term has been extended to December 5, 2016.

This budget adjustment is necessary due to the immediate need to remove asbestos containing materials unexpectedly discovered behind the North Bound Platform of the 8th Avenue Station on the Sea Beach Line. Construction along the nine stations along the Sea Beach Line is currently in process. While performing construction activities, the general contractor came across asbestos containing materials during soil excavation that had been dumped on the property adjoining the 8th Avenue Station, resulting in the need to shift work to other locations while clean-up was in process. Due to the extremely tight schedule and urgent need to complete construction and return the station to normal service, it was critical that this contaminated soil be removed immediately. The work included the excavation, removal, hauling and disposal of the asbestos laden soil. The asbestos removal has been completed, and the contract schedule was not affected.

NYC Transit is working on award of the replacement contracts which are anticipated to be in place by the third quarter of 2016. Retroactive approval, effective March 31, 2016, in the not-to-exceed amount of \$2,000,000 was issued by the Senior Vice President of CPM pending the finalization of task order price negotiations. The negotiated price of the task order necessitating this funding request is \$1,712,800.

MAY 2016

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

1. **Thales Transport & Security, Inc.** **\$815,000** Staff Summary Attached
Contract# S-32723.42

Modification to the contract for the installation of CBTC Signaling on the Flushing Line, in order to relocate First Avenue uninterruptible power supply and fire suppression equipment.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) Thales Transport & Security, Inc. (New York, NY)	
Description Installation of New Communication Based Train Control signal system – Flushing Line	
Contract Term (including Options, if any) June 16, 2010 – November 16, 2016	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, John O’Grady	

Contract Number	AWO/Mod. #
S-32723	42
Original Amount:	
	\$ 343,518,371
Prior Modifications:	
	\$ 1,077,710
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 344,596,081
This Request:	
	\$ 815,000
% of This Request to Current	
	0.2%
% of Modifications (including This Request) to Original Amount:	
	0.5%

Discussion:

This retroactive modification is for the relocation of an uninterruptible power supply/battery system (“UPS”) and an Inergen fire suppression system (“FSS”) for the First Avenue interlocking.

This contract is for the installation of a new Communication Based Train Control (“CBTC”) signal system on the Flushing Line from Times Square/42nd Street in Manhattan to Main Street in Queens, as well as the Corona Yard, and replaces the antiquated 25 Hertz wayside signal system with the 60 Hertz electric equipment at the Times Square/42nd Street and First Avenue interlockings.

Existing Subways operational facilities are located at First Avenue and 42nd Street, underground on two levels. An existing relay room on the lower level has equipment, such as Solid State Interlocking (“SSI”) cabinets, that controls the First Avenue interlocking. The contract, awarded in 2010, calls for a certain UPS to be installed in the relay room. The UPS provides power for the relay room in the event of a Consolidated Edison outage. The contract also calls for a FSS to be installed in the relay room. The FSS will protect all the equipment in the relay room, including the existing SSI cabinets and the new UPS. However, a change in standards after contract award called for a larger UPS that does not fit in the limited space available in the relay room. Accordingly, the UPS had to be installed in a different room, and an electrical power connection made between the two rooms. Also, the FSS now has to protect equipment in separate rooms, and an Inergen gas pipe connection made between the two rooms. NYC Transit decided it was optimal to co-locate the UPS and FSS in an unused space on the upper level of the First Avenue operational facilities. The contractor proceeded to build a room to house the UPS and FSS and to install the UPS and FSS in at this location, in lieu of the contractual location. The contractor did this at no additional cost.

The contractor was nearly complete with installing the UPS/FSS when the ceiling began to leak. Despite numerous attempts to stop the leak with grouting and other remediation techniques, the leak could not be controlled. Accordingly, the UPS/FSS had to be relocated. Subways had a storage room for hydraulic pump maintenance at the First Avenue operational facilities. Subways vacated the room so the UPS/FSS could be relocated there.

This retroactive modification provides for relocating the UPS and FSS equipment, including associated electrical panels and circuit breakers, to the room vacated by Subways. The additional work includes additional electrical power connection and Inergen gas piping between the existing relay room and the new UPS/FSS room. The contractor’s revised proposal was \$884,200. NYC Transit’s revised estimate was \$773,600. Negotiations resulted in the agreed upon lump sum of \$815,000, which was found to be fair and reasonable. Savings of \$69,200 were achieved. The SVP & Chief Engineer approved a retroactive waiver and the contractor was directed to proceed in order to not impact the project schedule.

MAY 2016

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | |
|---|--------------------|--------------------------------------|
| 1. Judlau Contracting, Inc. | \$2,100,000 | <u>Staff Summary Attached</u> |
| Contract# C-26011.197 | | |
| Modification to the contract for station finishes for the Second Avenue Subway, 72 nd Street Station, in order to address additional costs associated with furnishing and installing a Securiplex Watermist Fire Suppression System. | | |

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (& Location) Judlau Contracting, Inc. (College Point, NY)	
Description Second Avenue Subway – 72 nd Street Station Finishes, Mechanical, Electrical and Plumbing Systems, Ancillary Buildings and Entrances	
Contract Term (including Options, if any) February 14, 2013 – November 13, 2015	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number C-26011	AWO/Mod. # 197
Original Amount:	\$ 247,048,405
Option 1:	\$ 3,934,595
Option 2:	\$ 1,270,000
Option 3:	\$ 6,100,000
Total Amount:	\$ 258,353,000
Prior Modifications:	\$ 30,078,999
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 288,431,999
This Request:	\$ 2,100,000
% of This Request to Current Amount:	0.7%
% of Modifications (including This Request) to Total Amount:	12.5%

Discussion:

This retroactive modification is for the furnishing and installation of the Securiplex Water Mist Fire Suppression in the 72nd Street Station.

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

The contract requires the Contractor to furnish and install a water mist fire suppression system. Two such systems were listed in the contract as approved systems, one manufactured by Securiplex, Inc. and the other by the Marioff Corporation. The contractor ordered the system from Marioff and, by December 2013, Marioff had fabricated and delivered most of the components for the system. Subsequently, Securiplex filed a complaint with the FTA claiming that the Marioff system does not comply with the FTA's Buy America requirements. MTACC opposed that complaint and submitted a letter to the FTA in opposition. Nevertheless, on January 6, 2015, the FTA ruled that the Marioff system does not comply with the requirements of Buy America and that, to remain eligible for FTA funds, the MTA must use a water mist system that complies with the requirements of Buy America. Accordingly, the Contractor was directed to stop installation of the Marioff System. In order to minimize the impact on schedule, on January 28, 2016, the MTACC President authorized the contractor to furnish and install the Buy America compliant system manufactured by Securiplex in place of the Marioff System.

The Contractor's initial proposal was \$2,277,560. MTACC's estimate was \$2,300,528. Negotiations resulted in agreement in a lump sum price of \$2,100,000, which is considered fair and reasonable.

**SERVICE CHANGES: NYC TRANSIT COMMITTEE APPROVAL:
SECOND AVENUE SUBWAY PHASE 1 SERVICE PLAN**

Service Issue

MTA Capital Construction expects to complete Phase 1 of the Second Avenue Subway in late 2016. The new line will run under 2nd Avenue from 96th southward, serving new stations at 96th Street, 86th Street and 72nd Street. South of 72nd Street, the line will curve west, connecting to the existing 63rd Street line and serving Lexington Av/63 St Station, where a cross-platform transfer to the **F** will be possible. West of the Lexington Av/63 St Station, the new service will connect to the Broadway line express tracks at the 57 St/7 Av Station and continue south. Revisions to **N** and **Q** service are proposed on the Broadway and Astoria lines in order to accommodate service on the new Second Avenue line. Restoration of **W** service is proposed to maintain service levels on the Astoria line.

Recommendation

It is recommended that the Recommended Service Plan for **N**, **Q**, **R** and **W** subway services be adopted. The Recommended Service Plan will revise **N** and **Q** subway services and restore **W** service (see Attachment 1 for map and Attachment 2 for a detailed description of the service plan by time of day). The Recommended Service Plan would provide service on the new Second Avenue line via a rerouted **Q** service. **W** service between Queens and lower Manhattan, which was eliminated as part of the 2010 Service Reductions, would be restored to replace **Q** service in Astoria; the **W** would operate local in Manhattan, terminating at Whitehall St. **N** service would operate express in Manhattan between Canal St and 34 St-Herald Sq.

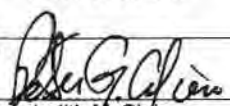
Budget Impact

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

Proposed Implementation Date

These service changes would be implemented in late 2016. Beginning with the Fall 2016 Pick (currently planned for November 2016), **W** service would be restored and **Q** service would temporarily terminate at 57 St/7 Av. When Phase 1 of the Second Avenue line opens, **Q** service would be extended to terminate at 96 St.

Staff Summary

Subject	Second Avenue Subway Phase 1 Service Plan
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Judith McClain

Date	May 5, 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	NYC Transit Committee		X		
3	Board		X		

Internal Approvals			
Order	Approval	Order	Approval
8	President <i>MB 5/4</i>	4	VP General Counsel <i>X 5/10/16</i>
7	Acting Executive VP <i>M/C 5/16/16</i>	3	Director OMB <i>MB</i>
6	SVP Subways <i>MB WH</i>	2	VP GCR <i>MB 5/16</i>
5	VP Corp. Comm. <i>5/16 X</i>	1	Chief OF <i>MB 5/4/16</i>

Purpose

To obtain approval from the Board of the Recommended Service Plan for Phase 1 of the Second Avenue Subway. The Recommended Service Plan would restore **W** service and revise **N** and **Q** services upon completion of Phase 1 of the Second Avenue Subway, currently anticipated in late 2016. At that time, subway service will begin on the new Second Avenue line, which connects with the Broadway line express tracks in Manhattan. This permanent service change would revise **N** and **Q** subway services and restore **W** service between Queens and lower Manhattan, which was eliminated as part of the 2010 NYCT Service Reductions.

Discussion

Phase 1 of the Second Avenue Subway will run under 2nd Avenue from 96th Street to 72nd Street, serving new stations at 96th Street, 86th Street and 72nd Street. South of 72nd Street, the line will curve west, connecting to the existing 63rd Street line and serving Lexington Av/63 St Station, where a cross-platform transfer to the **F** will be possible. West of the Lexington Av/63 St Station, the new service will connect to the Broadway line express tracks at the 57 St/7 Av Station and continue south. NYCT undertook a comprehensive review of service options in connection with the opening of the new line. This effort entailed analysis of projected ridership levels, operational feasibility, and resource availability. NYCT developed the proposed service plan consistent with the following goals:

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

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

A Public Hearing on the Recommended Service Plan was held on April 7, 2016 at 2 Broadway in Manhattan. See Attachment 3 for a summary of the comments made at the hearing, as well as comments submitted in writing; staff responses are provided for each comment.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the Second Avenue Subway Phase 1 Service Plan would not result in a disproportionate impact on either minority or below-poverty populations.

Recommendation

The Recommended Service Plan is summarized below. See Attachment 1 for map and Attachment 2 for a detailed description of the service plan by time of day.

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

and Second Avenue in Manhattan. **Q** service would operate between 96 St and Coney Island-Stillwell Av at all times. In Manhattan, **Q** service would operate on the Second Avenue, 63rd Street, and Broadway express lines (except late nights), stopping at 96 St, 86 St, 72 St, Lexington Av/63 St, 57 St/7 Av, 42 St-Times Sq, 34 St-Herald Sq, 14 St-Union Sq, and Canal St. Late nights, the **Q** would run local between 96 St and Coney Island-Stillwell Av via the Manhattan Bridge. **Q** service in Brooklyn would remain unchanged.

- R** Queens Boulevard Local/Broadway Local/Fourth Avenue Local
The Second Avenue Subway service plan does not require any changes in **R** service.
- W** Astoria/Broadway Local
To replace weekday **Q** service in Queens, **W** service would be restored between Whitehall St and Astoria-Ditmars Blvd, operating on the Astoria and Broadway local lines, making all stops.
As prior to the 2010 Service Reductions, **W** service would operate weekdays-only between approximately 7am and 11pm.

Alternatives to the Recommended Service Plan

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

- Reroute **Q** to Second Avenue without restoring **W** service. **N** service would run on the local tracks in Manhattan north of Canal St and would provide service in Astoria. **N** service would be increased to maintain Astoria service frequency to meet ridership demand per NYCT loading guidelines. However, due to car fleet and track capacity constraints, some **N** service would need to terminate at Whitehall St rather than Coney Island-Stillwell Av, which could cause passenger confusion since there would be no separate route designations for Lower Manhattan **N** service versus Manhattan Bridge/Coney Island **N** service.
- Comprehensive reconfiguration of Broadway BMT (**NQR** and possibly **W**) services, including reconfiguration of Broadway express and local services, potential swapping of **N** and **R** terminals in Queens, implementation of route variants and/or changes in route designations. Compared to the proposed service plan, these alternatives would result in net travel time increases for passengers and service plans that would be more difficult to communicate.

Staff Summary



Page 4 of 4

- Do nothing. Not implementing service on Second Avenue would not allow riders to benefit from the significant capital investments made to construct the Second Avenue Subway line.

Budget Impact

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

Proposed Implementation Date

These service changes would be implemented in late 2016. Beginning with the Fall 2016 Pick (currently planned for November 2016), **W** service would be restored and **Q** service would temporarily terminate at 57 St/7 Av. When Phase 1 of the Second Avenue line opens, **Q** service would be extended to terminate at 96 St.

Approved:

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

Veronique Hakim
President, NYC Transit

Attachment 1

Second Avenue Subway Recommended Service Plan



Attachment 2
Second Avenue Subway Proposed Service Plan

Route	Weekdays			Weekends	Late Nights	Change
	Rush Hours	Middays	Evenings			
N Astoria/ Broadway Express/ Fourth Avenue Express	Astoria-Ditmars Blvd - Coney Island-Stillwell Av Local in Queens; Express in Manhattan between 34 St- Herald Sq and Canal St; Express in Brooklyn			Astoria-Ditmars Blvd - Coney Island-Stillwell Av Local in Queens and Manhattan, Express in Brooklyn	Astoria-Ditmars Blvd - Coney Island-Stillwell Av Local; via Lower Manhattan	Weekdays runs express between 34 St- Herald Sq and Canal St
Q Second Avenue/ Broadway Express/ Brighton Local	96 St - Coney Island-Stillwell Av Express in Manhattan; Local in Brooklyn				96 St - Coney Island-Stillwell Av Local in Manhattan and Brooklyn	Rerouted to Second Avenue line in Manhattan
W Astoria/Broadway Local	Astoria-Ditmars Blvd - Whitehall St Local			Does not operate, use N R	Does not operate, use N	Replaces Q in Queens; Provides more frequent service in Lower Manhattan on weekdays Replaces N local in Manhattan

Attachment 3

Public Hearing and Written Comments on the Second Avenue Subway Phase I Recommended Service Plan

Public hearing date and location: April 7, 2016 at 2 Broadway, New York, NY

Summary of Public Comment and Staff Response

This document summarizes the oral comments at the Public Hearing for the Second Avenue Subway Phase 1 Recommended Service Plan, as well as all written comments submitted. The comments below are paraphrased and consolidated for clarity. Often, more than one person raised the same point(s).

Following each comment is the New York City Transit staff response. A large number of the suggestions received had been considered by NYCT in developing the Recommended Service Plan; these are noted in the comments below. Comments received that were unrelated to the subject service revision are not included.

General Comments – Overall Service Plan

Comment: **W** line service should operate to/from Brooklyn (terminating at 9 Av or Bay Parkway on the West End line or Bay Ridge on the 4th Avenue line), at least during rush hours. (Several people made this comment.)

Staff Response: This option was considered, but not pursued, for a number of reasons, which are listed below.

- There are insufficient trains available to operate **W** service into Brooklyn.
- **R** service at current frequencies is sufficient to meet ridership demand on the 4th Avenue local line in Brooklyn. Likewise current frequencies of **D** and **N** service are sufficient to meet ridership demand on the 4th Avenue express line and on the West End and Sea Beach lines. However, if ridership grows and cars are purchased, the **W** could be extended to Brooklyn in the future.

Comment: **W** line service should operate late nights and on weekends. (Several people made this comment.)

Staff Response: Current **N** service levels generally provide sufficient capacity to meet current ridership demand on the Astoria line and on the Broadway line south of Canal St during the late night time period. Average loads on the **N** to/from Astoria on weekends do at times exceed NYCT loading guidelines. However, operation of **W** service during these periods is generally not feasible.

- Critical capital repair and maintenance work at various locations reduces weekend and late night track capacity. There is insufficient capacity to do this critical work and accommodate weekend **W** service.

- On weekends when 7 service is suspended, additional service to Astoria will be provided.

Comment: W line service should not be restored. It is not needed and is a waste of resources. (Several people made this comment.)

Staff Response: Ridership demand on the Astoria line warrants the level of service currently provided by both the N and Q. Under the proposed service plan, with Q service rerouted to the Second Avenue line, a replacement for the Q would be needed to and from Astoria. W service would provide the capacity needed to meet this demand.

Comment: Rather than restoring W line service, N service should be increased. (More than one person made this comment.)

Staff Response: This option was considered, but not pursued.

- NYCT studied several options for provision of service on the Astoria line, including operation of additional N service rather than restoring W service. However, restoration of W service is preferable for the following reasons:
 - The W designation would reduce the potential for confusion: due to car fleet and track capacity constraints, some N service would need to terminate at Whitehall St rather than Coney Island-Stillwell Av in rush hours, which could cause passenger confusion since there would be no separate route designations for Lower Manhattan N service versus Manhattan Bridge/Coney Island N service.
 - Restoring the W would also provide better service options to Astoria riders: both Broadway express and local service, as well as direct service to both lower Manhattan and Brooklyn, would operate from Astoria on weekdays and evenings.
 - Increasing N service all the way between Astoria and Coney Island weekdays and evenings would be costly to operate and not required to meet passenger demand in Brooklyn. The W is targeted to the Astoria-Manhattan ridership market, and, because it will be a shorter route than the N, will be less costly to operate.

Comment: W line service should operate between 96 St on the Second Avenue line and Whitehall St in Lower Manhattan. (More than one person made this comment.)

Staff Response: The Second Avenue line tracks connect directly to the express tracks at 57 St-7 Av, but not to the local tracks. If Second Avenue line trains were routed onto the Broadway local line, local and express trains would have to “crisscross” in front of one another, which would be a likely cause of delays. To minimize train crossing moves from the express to local tracks, it is preferred to operate Second Avenue line service via the Broadway line express tracks and the Manhattan Bridge.

Comment: N service should not stop at 49 St Station. (Several people made this comment.)

Staff Response: All potential stopping patterns of express and local service of Broadway line services were considered. Analysis of passenger origins and destinations showed that 49 St is a major

destination for riders from the Astoria line as well as Brooklyn. Therefore, providing this one additional local stop for **N** trains would result in a net benefit passenger travel time.

Comment: Late night **R** shuttle service should be extended from 36 St to either Whitehall St or Queens Plaza.

Staff Response: Changes in late night **R** service are not germane to service changes needed to provide Second Avenue line service.

Comment: **N** service should operate via the Manhattan Bridge at all times.

Staff Response: Late nights **R** service cannot operate along its full route due to maintenance and construction activity that would make it unreliable and require that it be suspended much of the time. Either the **N** or the **Q** service needs to replace **R** service in Lower Manhattan via the Montague Tunnel, and the **N** service is the preferable option, because many riders headed to or from the 4th Avenue line in Brooklyn have the option of using the **D** for service via the Manhattan Bridge while riders headed to or from the Brighton line do not have such an alternative.

Comment: Weekday **N** service should operate local on the Broadway line in Manhattan and run via the Montague tunnel to/from Brooklyn, and **W** service should operate express on the Broadway line and run via the Manhattan Bridge to/from Brooklyn. (More than one person made this comment.)

Staff response: The suggestion to route the **N** via the Broadway local line and via the Montague tunnel is similar to others that suggested that **W** service be extended from Whitehall St into Brooklyn, providing additional service between Astoria and the 4th Avenue line via the Broadway local line and the Montague tunnel. As noted in the response to the extended **W** suggestion, the **R** already provides service between Broadway local stations and the 4th Avenue line in Brooklyn, via lower Manhattan and the Montague tunnel. Travel demand between the 4th Avenue line and lower Manhattan does not warrant additional service at this time, as current **R** service provides sufficient capacity at all times. And, NYCT does not have the additional trains that would be needed to operate this service via the Montague tunnel.

Furthermore, changing the designation of the **N** route to the **W** would cause unnecessary confusion as riders are already accustomed to the current route and name.

Comment: Late night **Q** service should operate in express service on the Broadway line in Manhattan.

Staff Response: Late night **Q** service was changed in 2015 to operate with all-local service. This service change resulted in a total net travel time savings for passengers traveling to or from the Broadway line during the late night time period. For this reason, late night **Q** trains will continue to make all-local stops in the Recommended Service Plan.

Comment: **N** service should operate on the Second Avenue line to/from 96 St, and **Q** service should operate to/from Astoria. (More than one person made this comment.)

Staff Response: An analysis of trip origins and destinations showed that there are more riders desiring to travel between the Second Avenue line and the Brighton line than between the Second Avenue line and the combined 4th Avenue-Sea Beach lines, so passengers would be better served by the **Q** to 96 St

than by the **N** to 96 St. Additionally, the **N** is currently the full-time service in Astoria, while the **Q** is a part-time service, so maintaining **N** service to Astoria would be less confusing for passengers.

Comment: **W** service should operate on weekends when there is no **7** service between Queens and Manhattan due to construction.

Staff Response: As stated above, on weekends when **7** service is suspended, additional **N** or **W** service to Astoria will be provided.

Comment: **W** service should be restored before November 2016. (More than one person made this comment.)

Staff Response: The restoration of **W** service must be done in a Pick (the process in which crews pick their work schedule), and next Pick in which the **W** service could be restored is the Fall pick (November 2016), which is the proposed timeline for restoration of **W** service.

Comment: **N** service should operate express on the Astoria line during peak hours. (Several people made this comment.)

Staff Response: Peak Astoria line service currently operates at maximum track capacity in the peak hour, so overall peak Astoria service cannot be increased. The Astoria line does have a middle track that could operate passenger service between Astoria Blvd and Queensboro Plaza. However, such an express service would skip 30 Av, Broadway, 36 Av and 39 Av, which have more riders than the express stations. Operation of an express service on the Astoria line would result in longer wait times at local stations and crowding on local trains.

Express service was operated for a short time on the Astoria line in 2001. Passenger loads were distributed very unevenly, with local trains being over guideline loads and express trains being underutilized. For these reasons, NYCT does not recommend express service on the Astoria line at this time.

Comment: The frequency of **Q** service on Second Avenue should be disclosed. (More than one person made this comment.)

Staff Response: Under the Recommended Service Plan that is being proposed, when the Second Avenue line opens, the average frequency of **Q** service as well as **N R** and **W** service would compare to current average frequencies as follows:

Average Headways (in minutes) on the **N R Q W** Before and After SAS
Southbound (from Queens/Upper Manhattan to Midtown, Lower Manhattan, and Brooklyn)

	AM Peak		Midday / Evening		PM Peak		Weekends	
Line	Current Schedule	After SAS Opens	Current Schedule	After SAS Opens	Current Schedule	After SAS Opens	Current Schedule	After SAS Opens
N	8	8	10	10	6.5	6.5	10	10
Q	8	8	10	8	6.5	6.5	10	8
R	6	6	10	10	6	6	10	10
W	---	8	---	10	---	8	---	No service

Northbound (from Brooklyn and Lower Manhattan to Midtown, Upper Manhattan, and Queens)

Line	AM Peak		Midday / Evening		PM Peak		Weekends	
	Current Schedule	After SAS Opens	Current Schedule	After SAS Opens	Current Schedule	After SAS Opens	Current Schedule	After SAS Opens
N	6	6	10	10	8	8	10	10
Q	6	6	10	8	8	8	10	8
R	6	6	10	10	6	6	10	10
W	---	10	---	10	---	8	---	No service

Note: Actual headways may vary.

Comment: *I support construction of future phases of the Second Avenue Subway. (More than one person made this comment.)*

Staff Response: The 2015-2019 capital plan includes initial funding for Phase 2 to 125 St. Phases 3 (to Houston St) and 4 (to Hanover Square) are not currently funded.

Comment: *The Second Avenue line should have express service.*

Staff Response: Two of the primary goals of the Second Avenue line are to relieve crowding on the Lexington Avenue line and to increase transit access on the far east side of Manhattan. The two-track line greatly reduces the cost of the new line as well as the disruption associated with construction. Station spacing on the line was designed to balance service speed with proximity for customer access while meeting these project goals.

Comment: **J** service should operate via the Montague tunnel to/from the 4th Avenue line.

Staff Response: As stated above, additional 4th Avenue service to lower Manhattan via Montague is not needed per current ridership demand and loading guidelines. **D N** and **R** loads to/from Brooklyn are currently within guidelines at all times. **J** riders wanting to travel between the **J** line and Downtown Brooklyn can transfer to the **F** at Delancey St-Essex St, the **N Q** or **R** at Canal St, and the **2 3 4 5 A** and **C** at Fulton St.



**SERVICE CHANGES: DISCONTINUE M60 SBS & Q48 TO MARINE AIR
TERMINAL IN LAGUARDIA AIRPORT**

Service Issue

On June 1, 2016, LaGuardia Gateway Partners will begin a comprehensive redesign and reconstruction of LaGuardia Airport. In order to accommodate this redesign, the bus routes serving LaGuardia Airport (the M60 SBS, Q48, Q70 and Q72) will need to be detoured. This detour will necessitate longer route paths (more mileage) than do the current routes. At the same time, the Port Authority of New York and New Jersey expects increased bus ridership to Terminals B, C and D because the increased congestion in and around the airport will discourage many airport employees and customers from driving.

This is the first in what is likely a series of changes to the roadway network and bus stops at LaGuardia Airport during this construction project. NYCT expects further minor changes to these bus routes over the next few years.

Recommendation

Reroute the M60 SBS and Q48 so that they no longer serve the Marine Air Terminal. This will allow NYCT to maintain the current frequency of service to Terminals B, C and D.

Budget Impact

The detour during construction is estimated to cost NYCT \$100,000 annually.


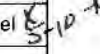






Proposed Implementation Date

June 2016

Subject	Discontinue M60 SBS and Q48 Service to Marine Air Terminal
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	April 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 (Acting) 	3	Director OMB 
6	SVP Buses 	2	VP GCR 
5	VP Corp. Comm. 	1	Chief OP 

Purpose

To obtain presidential approval and inform the board of a recommendation to discontinue M60 SBS and Q48 bus service to Marine Air Terminal due to construction at LaGuardia Airport.

Discussion

The M60 SBS provides Select Bus Service between the Upper West Side of Manhattan and LaGuardia Airport in Queens at all times. The Q48 provides local bus service between Flushing and LaGuardia Airport in Queens from 4:30am to 1:45am Monday through Saturday and from 4:30am to 11:45pm on Sunday. At LaGuardia Airport, both routes serve Terminal A (also known as the Marine Air Terminal) and two stops nearby at Fiorello Lane, Terminal B (also known as the Central Terminal), Terminal C and Terminal D. MTA Bus also serves LaGuardia Airport with the Q47 (which serves Terminal A only), as well as the Q70 limited and Q72 (which serve Terminals B, C and D only). Ridership at Terminal A and the two Fiorello Lane stops is significantly lower than ridership at the other Airport stops as the table below shows:

Average Weekday Boardings at LaGuardia Airport					
Stop	M60 SBS	Q48	Q70 LTD	Q72	Total
Bowery Bay Bl & Fiorello Ln	N/A	38	N/A	N/A	38
Marine Air Terminal (A)	87	32	N/A	N/A	119
Marine Terminal Rd & Fiorello Ln	N/A	14	N/A	N/A	14
Parking Lot 1	1	N/A	22	4	27
Central Terminal (B)	1,395	132	1,231	263	3,021
Terminal C	654	51	652	80	1,437
Terminal D	451	57	433	73	1,014
Total	2,588	325	2,338	420	5,671

In June of 2016, LaGuardia Gateway Partners will begin a comprehensive redesign and reconstruction of LaGuardia Airport. This will require that NYCT and MTA Bus detour the M60 SBS, Q48, Q70 limited and Q72. The Q47 will be unaffected by construction work. Initially the M60 SBS, Q48, Q70 and Q72 will be detoured to the upper roadway to serve Terminal B. As the primary roadway between Terminal C and Terminal B will be closed, necessitating a long detour, stopping at the upper roadway of Terminal B allows for easier access to and egress from this terminal as well as a shorter overall path through the airport as compared to the other available detours. If the M60 SBS and Q48 discontinue service to Terminal A, the net result will be mileage neutral for the M60 SBS and a reduction of 0.6 miles for the Q48.

This is the first in what is likely a series of changes to the roadway network and bus stops at LaGuardia Airport during this construction project. We expect further minor changes to these bus routes over the next few years.

Recommendation

Reroute the M60 SBS and Q48 so that they no longer serve Terminal A. This will allow NYCT to maintain the same level of service as is currently offered to Terminals B, C and D without adding buses to the routes (which are not available). The approximately 170 customers who take these buses to Terminal A and Fiorello Lane would have to either use the Q47 or transfer to a free airport circulator shuttle.



Alternatives to the Proposed Service Change

1. *Continue to serve Terminal A after the M60 SBS and Q48 are detoured.* This would mean either adding buses to the routes (which are not available) or offering less frequent service to LaGuardia Airport.
2. *Detour the Q48 so that it enters LaGuardia Airport at Terminal A, travels to the bus stop at Parking Lot 1, then Terminals C and D.* While the 85 Q48 customers who board at Terminal A and Fiorello Ln would keep their convenient service, the over 130 customers who board at Terminal B would have a 1,000-foot longer walk from the Parking Lot 1 stop.

Budget Impact

The detour during construction is estimated to cost NYCT \$100,000 annually.

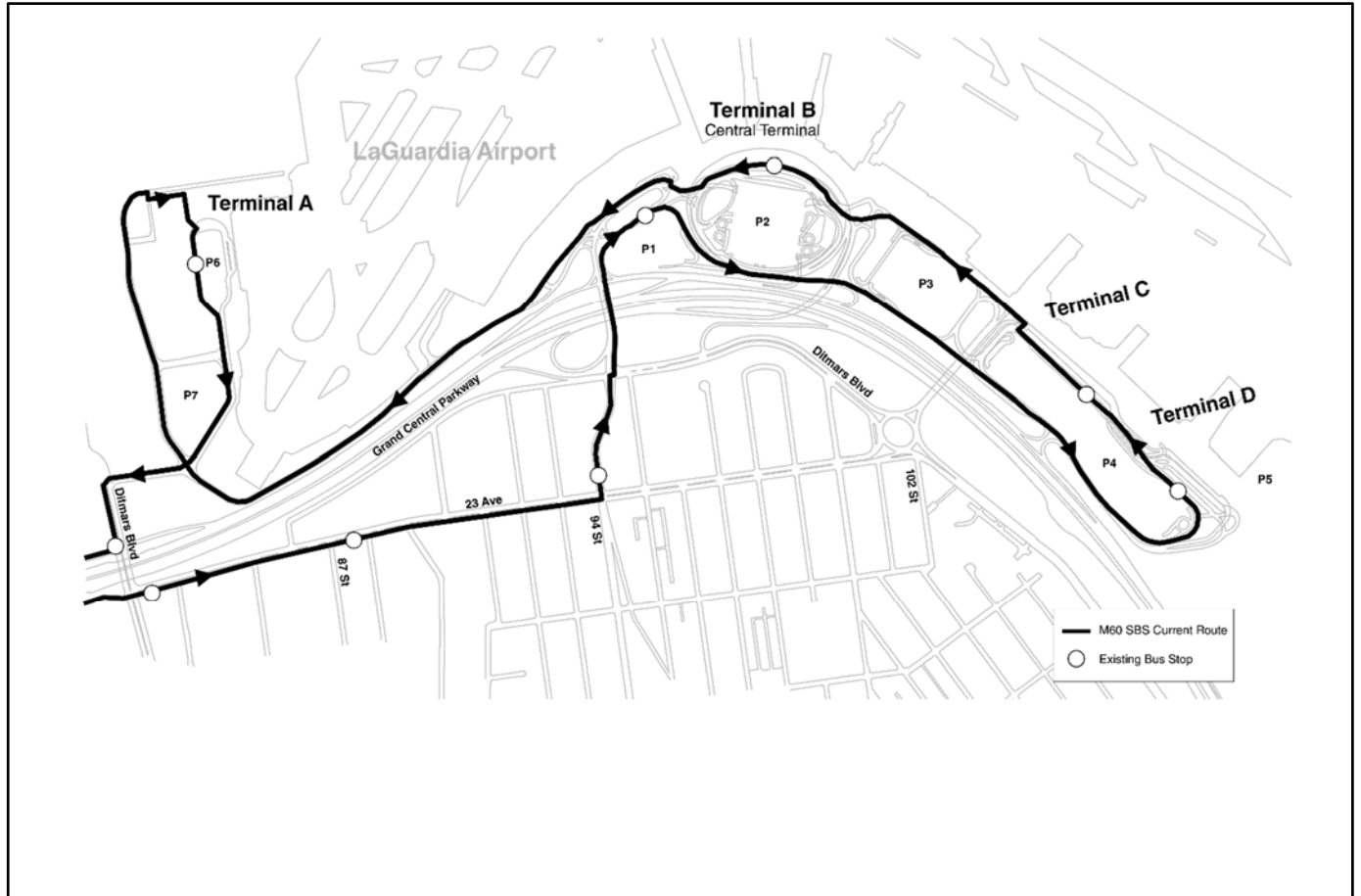
Proposed Implementation Date

June 2016

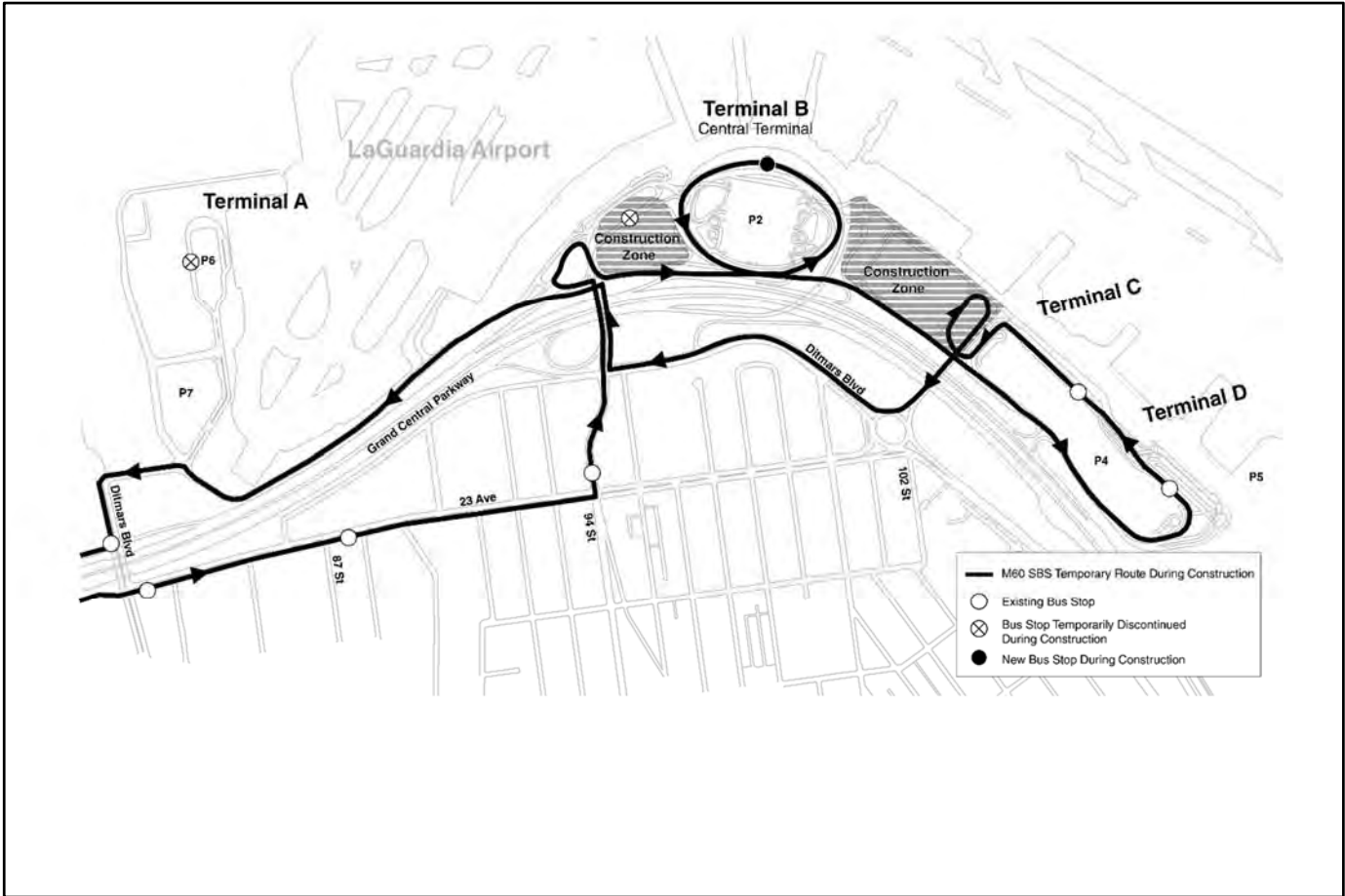
Approved:

Veronique Hakim
President

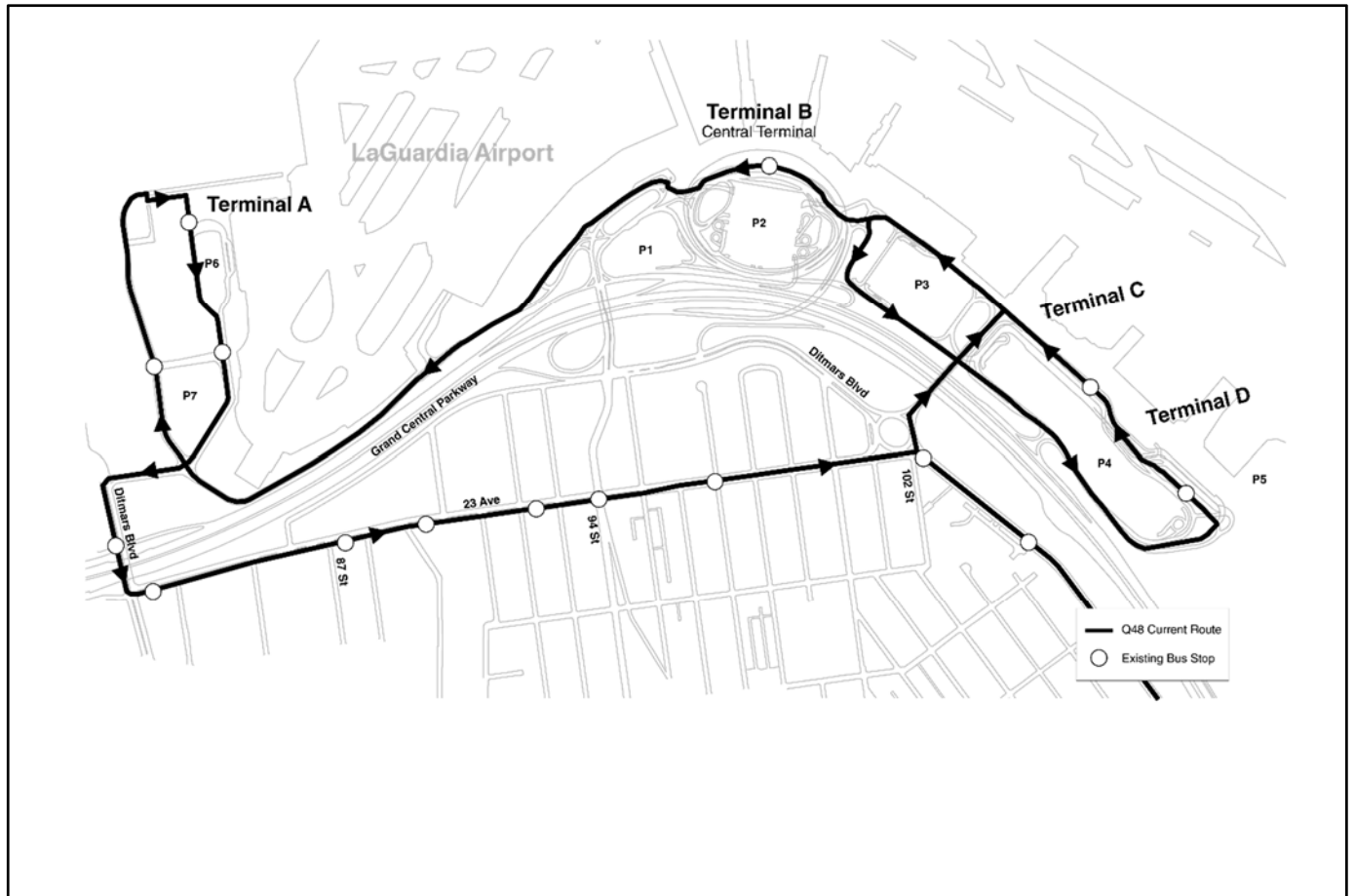
Attachment 1: M60 SBS Current Route



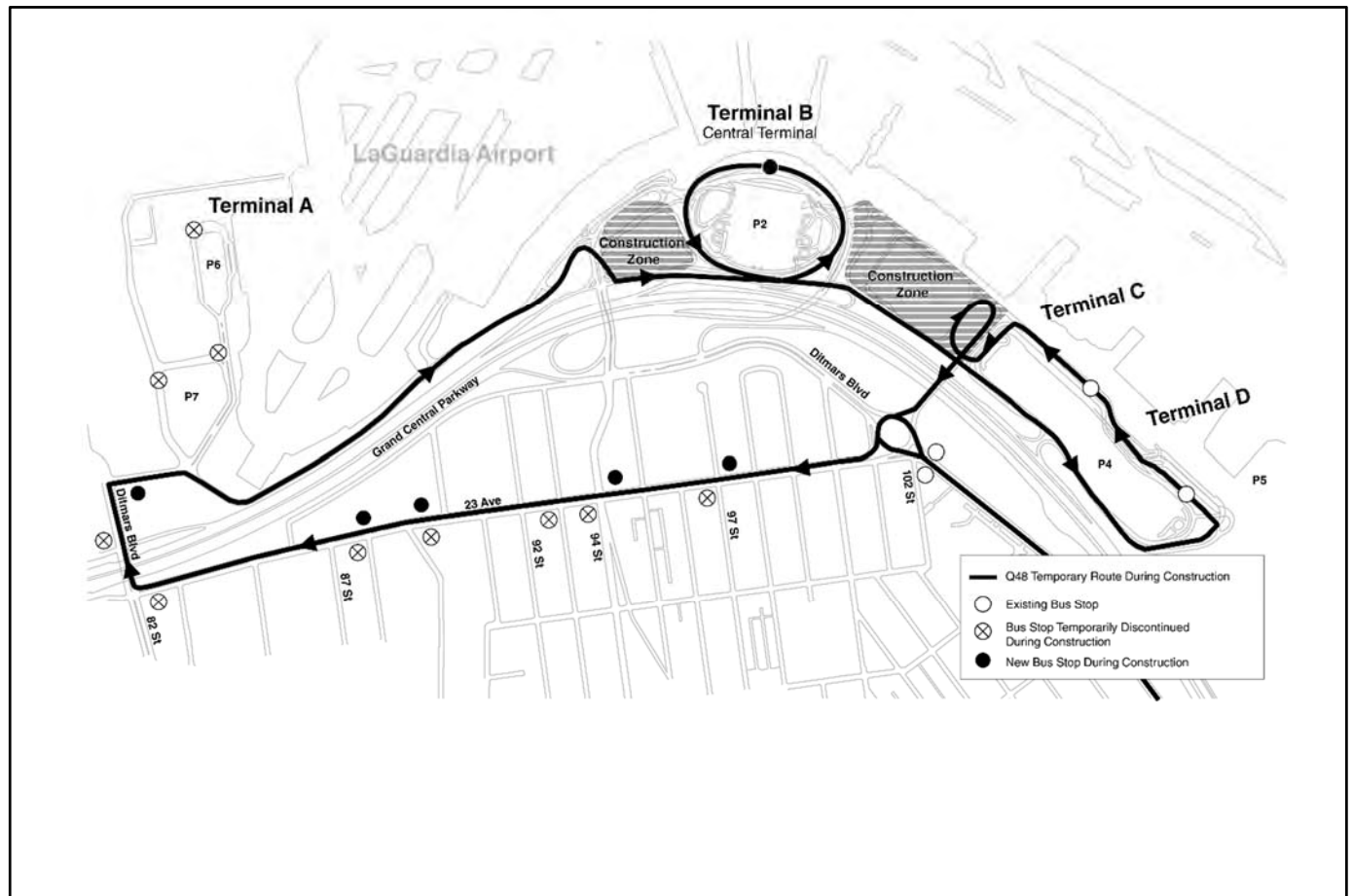
Attachment 2: M60 SBS Temporary Route During Construction



Attachment 3: Q48 Current Route



Attachment 4: Q48 Temporary Route During Construction



Report



SERVICE CHANGES:

NYCT/MTA BUS COMMITTEE NOTIFICATION QM12 EASTBOUND TRAVEL PATH REVISION in ELMHURST, QUEENS

SERVICE ISSUE:

The QM12 provides express, peak-direction bus service between Forest Hills, Queens, and Midtown, Manhattan, operating 3rd Av and 6th Av variants in Midtown, Manhattan. The QM12 currently passes through Elmhurst non-stop. To provide improved service frequencies to this local area, a westbound pick-up bus stop is planned to be added along the current travel path at Woodhaven Boulevard and Hoffman Drive. However, the eastbound QM12 from Midtown, Manhattan travels a slightly different path through Elmhurst.

RECOMMENDED SOLUTION:

To provide improved express bus access to Elmhurst, Queens, it is recommended to revise the travel path of the eastbound QM12 so that it may provide a drop-off bus stop in Elmhurst on Woodhaven Boulevard at Booth Street. This bus stop would be symmetrical to the planned addition of a westbound pick-up bus stop along the current route of the westbound QM12 on Woodhaven Boulevard at Hoffman Drive. This revision would provide additional express bus frequencies for customers in Elmhurst traveling from Midtown, Manhattan, who are currently only served by the QM10.

ESTIMATED IMPACT:

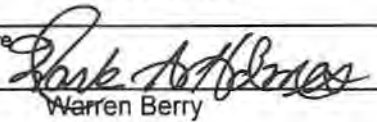
The net result of the recommended revision would be no change in operating costs as travel time and distance would remain the same.

PLANNED IMPLEMENTATION:

July 2016


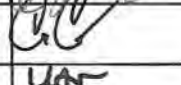
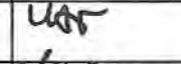
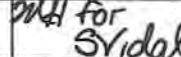
Staff Summary

Page 1 of 2

Subject	QM12 Eastbound Travel Path Revision in Elmhurst, Queens
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	
Project Manager Name	Warren Berry

Date	May 13, 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	5/18	
3	Executive Vice President	5/16	
2	VP, Government and Community Relations	5/16	
1	VP, Transportation, Safety & Training		

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 eastbound QM12 express bus route in Elmhurst, Queens.

DISCUSSION:

The QM12 provides express, peak-direction bus service between Forest Hills, Queens, and Midtown, Manhattan. The bus operates both 3rd Avenue and 6th Avenue variants in Midtown, Manhattan. The QM12 operates on weekdays, from approximately 6:30 AM to 10:00 AM in the Manhattan-bound direction (westbound) and approximately 4:30 PM to 7:00 PM in the Queens-bound direction (eastbound), and transports an average of 410 passengers per weekday.

The QM12 currently passes through Elmhurst non-stop. MTA Bus plans to improve express bus access for Midtown-bound customers in Elmhurst, Queens, by adding a westbound QM12 pick-up bus stop along the current non-stop travel path on Woodhaven Boulevard at Hoffman Drive at a current QM10 bus stop. However, the eastbound QM12 from Midtown, Manhattan travels a slightly different path through Elmhurst.

It is proposed to revise the eastbound travel path (from Midtown) of the QM12 through Elmhurst so that a symmetrical drop-off bus stop can be added on Woodhaven Boulevard at Booth Street, also a current QM10 bus stop.

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

The eastbound QM12 currently exits the Long Island Expressway at the Queens Boulevard exit to the Horace Harding Expressway Service Road. It is proposed to revise the eastbound QM12 travel path to exit at Woodhaven Boulevard instead, so that it may access the bus stop on Woodhaven Boulevard at Booth Street. The eastbound QM12 would continue to Queens Boulevard and turn east to the Horace Harding Expressway Service Road and resume the regular route. There would be no change to travel distance or travel time due to this revision. See the attached map.

The added bus stops in Elmhurst are currently served by the QM10, which would continue to serve these bus stops. The QM10 and QM12 serve the same bus stops in Midtown, Manhattan. This eastbound travel path revision and the added bus stops would help to provide additional frequency so that customers have the option of two express bus routes. Both the QM10 and QM12 are low ridership express bus routes, which consequently, have low service frequencies, and this added frequency can help increase the attractiveness of express bus service in this localized area at no additional cost.

Note: In April 2016, notification was provided on the upcoming relabeling of the 3rd Avenue branch of the QM12 to QM42 in September 2016. The revisions described herein would carry over to the future QM42.

RECOMMENDATION:

To provide improved express bus access to Elmhurst, Queens, it is recommended to revise the travel path of the eastbound QM12 to provide a drop-off bus stop in Elmhurst on Woodhaven Boulevard at Booth Street. This bus stop would be symmetrical to the planned additional westbound pick-up bus stop along the current route of the westbound QM12 on Woodhaven Boulevard at Hoffman Drive. This revision would provide additional express bus frequencies for customers in Elmhurst traveling from Midtown, Manhattan, who are currently only served by the QM10.

ALTERNATIVES:

The only alternative would be to leave the current QM12 service unchanged. This would forgo the opportunity to provide additional express bus travel frequencies.

IMPACT ON FUNDING:

The net result of the recommended revision would be no change in operating costs as travel time and distance would remain the same.

IMPLEMENTATION:

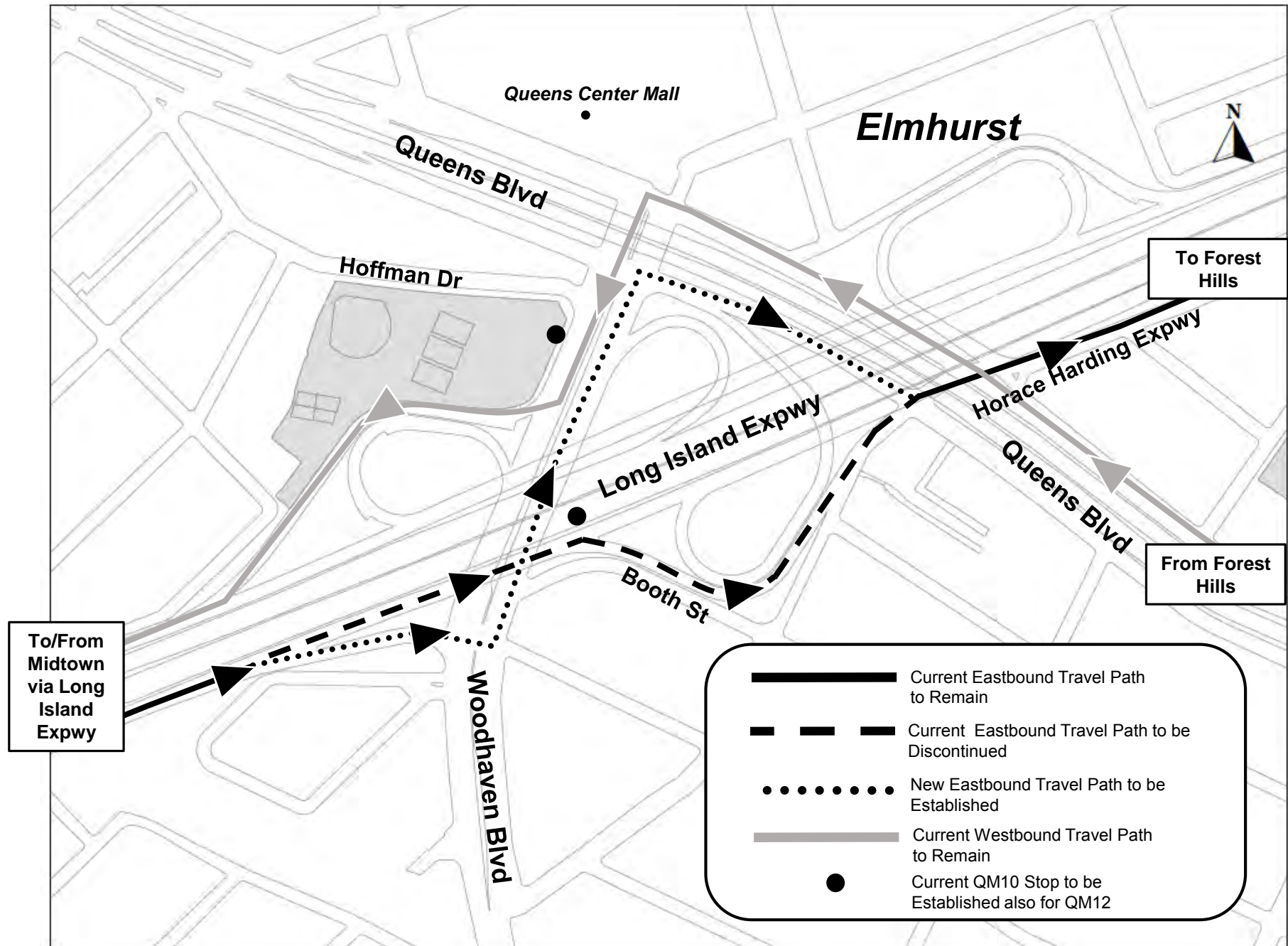
July 2016

Approved:



Darryl C. Irick
President

QM12 Eastbound Travel Path Revision in Elmhurst



Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>March 2015</u>	<u>March 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	41.4%	39.1%	(2.3%)
Non-Bonus Pay-Per-Ride	3.9%	4.9%	1.0%
7-Day Farecard	21.1%	22.2%	1.1%
30-Day Farecard	<u>30.5%</u>	<u>30.9%</u>	0.5%
Total	100.0%	100.0%	

* Preliminary

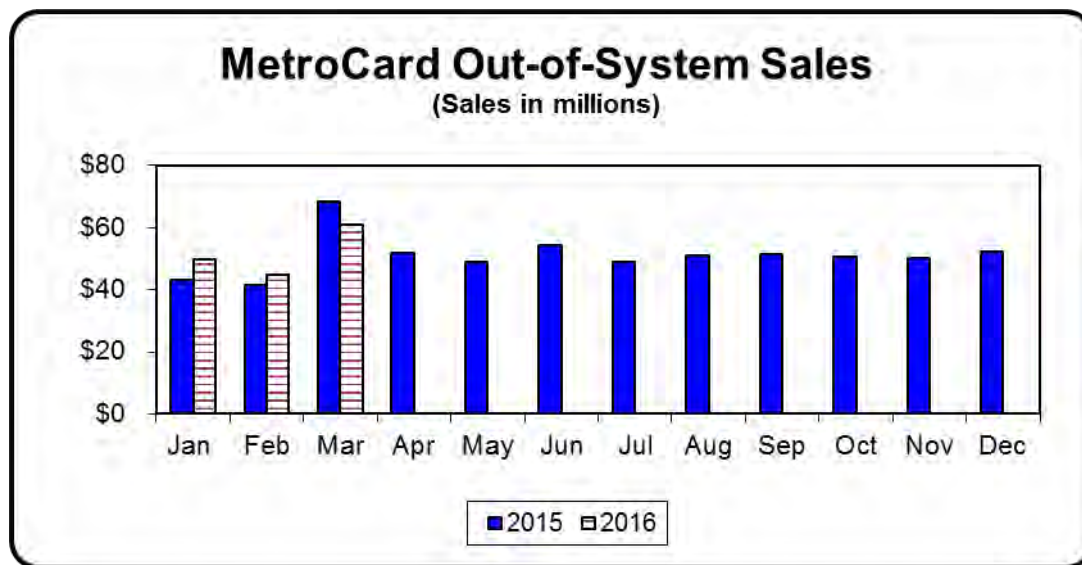
Note: Percentages may not add due to rounding.

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 March 2016 was 6,196, a 17.24 percent increase from the same period last year. The average value of a credit issued was \$71.79.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$61.1 million in March 2016, a 10.63 percent increase compared to March of 2015. Year to dates sales totaled \$156.4 million, a 2.0 percent increase compared to the same period last year.



Retail Sales

There were 4,435 active out-of-system sales and distribution locations for MetroCards, generating \$27.5 million in sales revenue during March 2016.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 231,955 MetroCards valued at approximately \$20.7 million were made in March 2016 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$88.58. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 97,440 for March 2016, generating an additional \$11.4 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$77.5 million, a 1.0 percent decrease when compared to last year.

Mobile Sales Program

In March 2016, the Mobile Sales unit completed 191 site visits, of which 141 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$96,000 in revenue was generated. In March 2016, the Mobile Sales unit assisted and enabled 1,500 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events including Assemblywoman Weinstein's event (Brooklyn).

Reduced-Fare Program

During March 2016 enrollment in the Reduced-Fare Program increased by 5,972 new customers, while 431 customers left the program. The total number of customers in the program is 1,006,490. Seniors account for 827,691 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 178,799 customers. Of those, a total of 38,171 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$8.2 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In March 2016, the EasyPay Reduced Fare program enrollment totaled 158,031 accounts. During the month, active EasyPay customers accounted for approximately 2.4 million subway and bus rides with \$2.3 million charged to their accounts. Each active account averaged 30 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In March 2016, the EasyPay Xpress PPR program enrollment totaled 88,266 accounts. During this month, active Xpress PPR customers accounted for approximately 1.7 million subway, express bus and local bus rides with \$4.1 million charged to their accounts. Each active account averaged 24 trips per month, with an average monthly bill of \$61.

EasyPay Xpress Unlimited Program

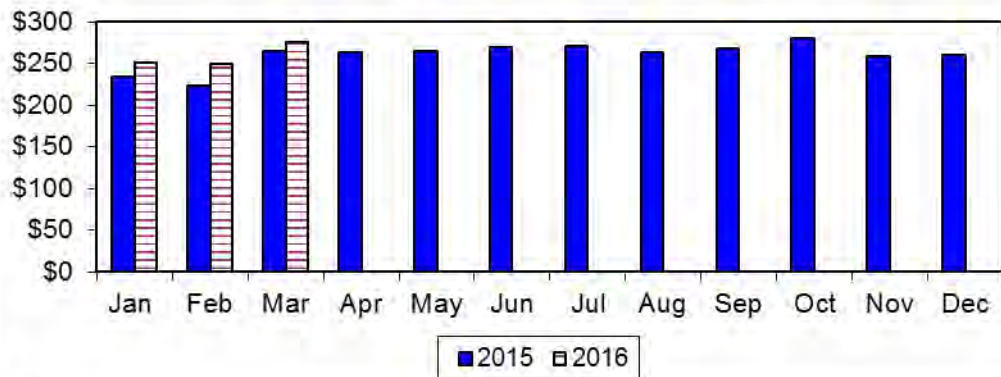
In March 2016, the EasyPay Xpress Unlimited program enrollment totaled 18,776 accounts. During this month, active Xpress Unlimited customers accounted for approximately 941,000 subway and local bus rides with \$1.8 million charged to their accounts. Each active account averaged 53 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during March 2016 totaled \$275.4 million, on a base of 14.9 million customer transactions. This represents 1.2 percent increase in vending machine transactions compared to the same period last year. During March 2016, MEMs accounted for 2,027,583 transactions resulting in \$55,032,822 in sales. Debit/credit card purchases accounted for 78.8 percent of total vending machine revenue, while cash purchases accounted for 21.2 percent. Debit/credit card transactions account for 54.9 percent of total vending machine transactions, while cash transactions account for 45.1 percent. The average credit sale was \$30.24, more than three times the average cash sale of \$8.69. The average debit sale was \$21.43.

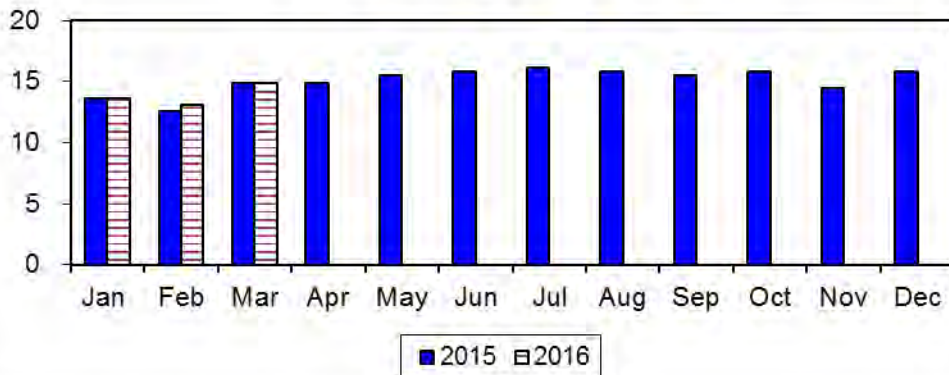
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)

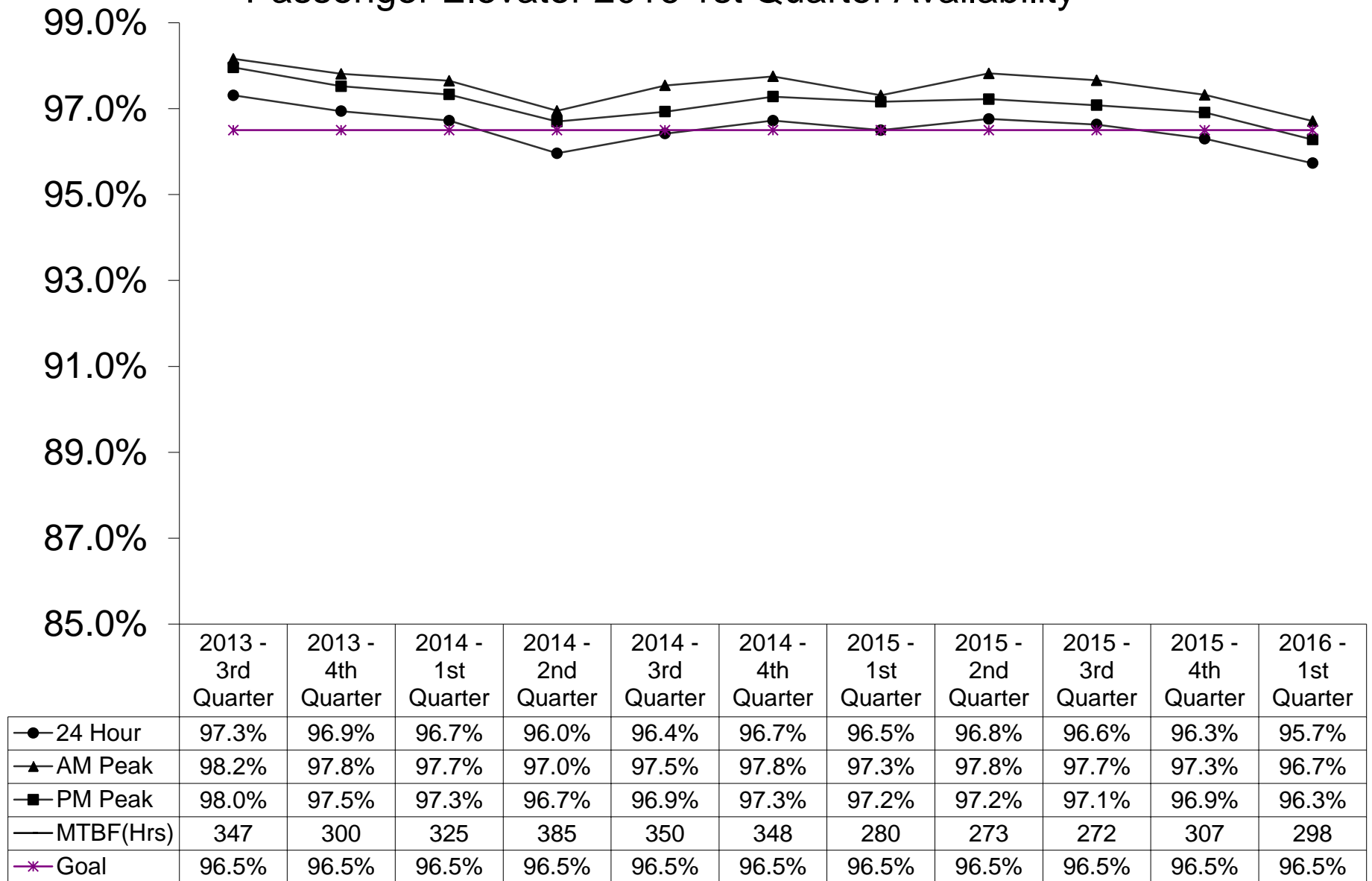


ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

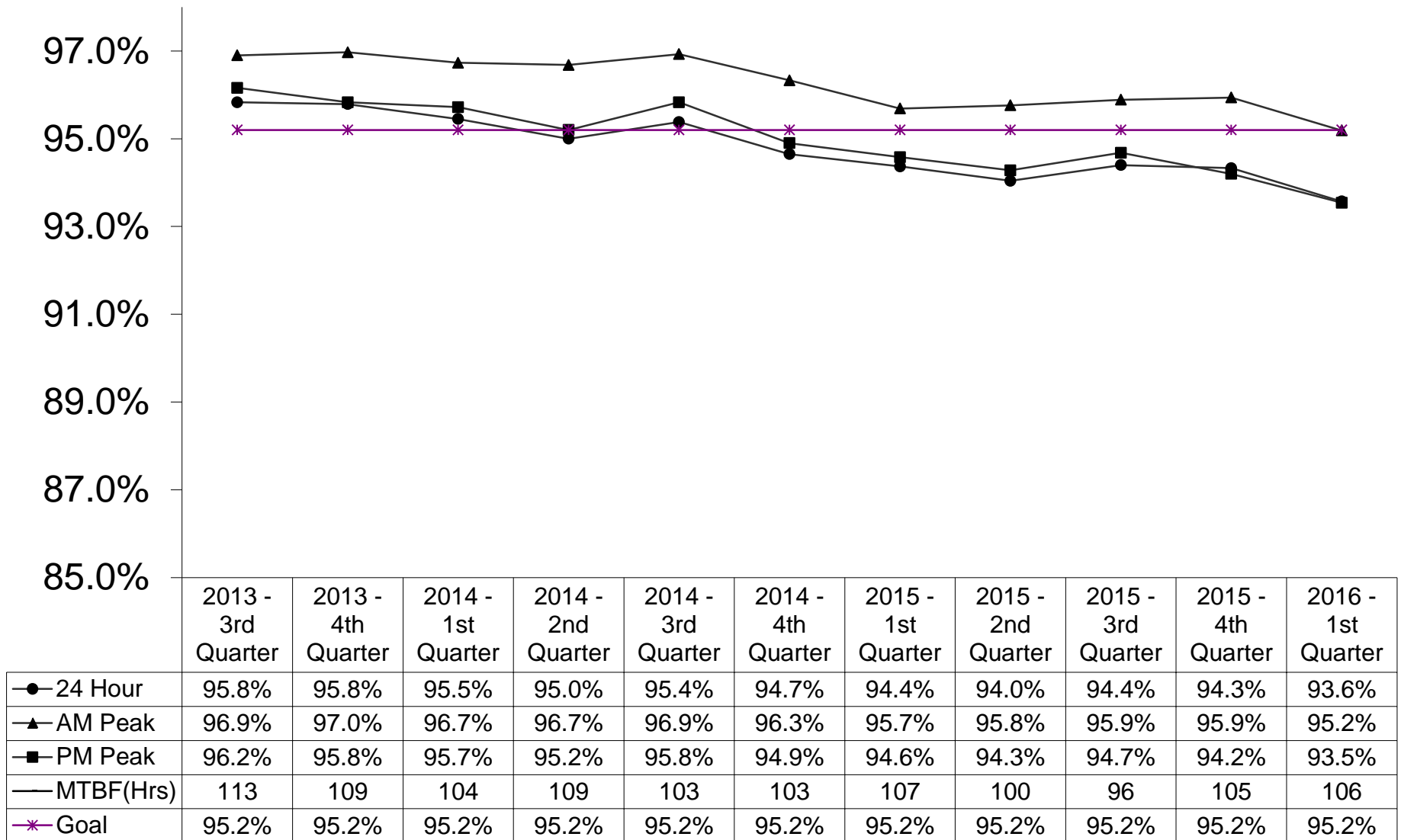
First Quarter - 2016

Passenger Elevator 2016 1st Quarter Availability



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

Escalator 2016 1st Quarter Availability



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

Elevator and Escalator Quarterly Performance Summary First Quarter - 2016

Elevator Performance

Borough	No. Units	Avg Age	2016 1st Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	28	8.4	95.7%	96.8%	95.9%	312	208	104	14
Brooklyn	54	10.2	96.7%	97.8%	97.5%	670	371	299	17
Manhattan	111	12.1	94.9%	95.8%	95.4%	1725	1091	634	69
Queens	32	12.4	97.2%	97.8%	97.6%	402	259	143	9
System	225	10.8	95.7%	96.7%	96.3%	3109	1929	1180	109

Escalator Performance

Borough	No. Units	Avg Age	2016 1st Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	16.9	90.9%	93.8%	88.7%	444	352	92	0
Brooklyn	33	14.8	92.3%	95.1%	90.6%	1392	1027	365	0
Manhattan	105	13.0	93.3%	94.7%	93.7%	3887	2249	1638	0
Queens	34	14.9	96.5%	97.4%	97.5%	803	533	270	0
System	184	14.9	93.6%	95.2%	93.5%	6526	4161	2365	0

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

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2016

	Borough:		Bronx								
		Age		2016 1st Quarter Availability			2015 1st Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	
1	EL136	8	Pelham Pkwy 2 5	82.8%	82.8%	84.1%	97.1%	23	16	7	1
2	EL184	9	231st St 1	84.4%	85.4%	84.2%	88.0%	9	6	3	0
3	EL130	19	3rd Ave-149 St 2 5	85.5%	87.4%	83.1%	97.9%	30	26	4	1
4	EL129	19	3rd Ave-149 St 2 5	86.7%	87.9%	86.3%	94.5%	12	7	5	1
5	EL183	9	Gun Hill Rd 2 5	91.3%	91.5%	89.7%	97.3%	14	11	3	3
6	EL182	9	Gun Hill Rd 2 5	95.4%	97.2%	94.7%	91.9%	18	15	3	0
7	EL189	1	Kingsbridge Rd B D	95.6%	97.8%	93.7%	97.8%	15	14	1	3
8	EL194	8	233rd St 2 5	95.8%	96.5%	95.2%	92.3%	6	5	1	0
9	EL135	14	161 St-Yankee Stadium B D	95.9%	97.8%	99.5%	95.6%	25	22	3	1
10	EL132	14	161 St-Yankee Stadium 4	96.2%	97.8%	97.4%	73.5%	16	11	5	0
11	EL133	14	161 St-Yankee Stadium 4	96.6%	98.3%	97.2%	97.4%	12	6	6	0
12	EL137	8	Pelham Pkwy 2 5	96.7%	98.5%	97.2%	98.8%	13	7	6	1
13	EL138	8	Pelham Pkwy 2 5	97.3%	99.1%	96.3%	94.3%	11	7	4	0
14	EL186	10	Fordham Rd 4	97.5%	98.2%	97.3%	99.0%	12	7	5	0
15	EL185	9	231st St 1	97.9%	99.2%	98.6%	98.8%	10	5	5	0
16	EL192	8	233rd St 2 5	98.1%	99.2%	98.4%	95.1%	10	7	3	0
17	EL195	1	Hunts Point Av 6	98.4%	99.9%	97.8%	98.5%	9	6	3	2
18	EL193	8	233rd St 2 5	98.5%	99.8%	99.3%	99.3%	5	3	2	1
19	EL160	3	180th Street 2 5	98.5%	98.6%	98.9%	98.8%	4	1	3	0
20	EL187	10	Fordham Rd 4	98.6%	98.9%	100.0%	98.8%	5	1	4	0
21	EL134	14	161 St-Yankee Stadium B D	98.7%	99.9%	98.9%	87.9%	8	4	4	0
22	EL131	14	161 St-Yankee Stadium 4 B D	98.8%	100.0%	99.7%	99.0%	8	3	5	0
23	EL196	1	Hunts Point Av 6	99.0%	100.0%	98.9%	98.5%	9	5	4	0
24	EL188	10	Fordham Rd 4	99.0%	100.0%	99.5%	96.4%	8	1	7	0
25	EL197	1	Hunts Point Av 6	99.0%	100.0%	98.9%	98.4%	6	3	3	0
26	EL159	3	180th Street 2 5	99.1%	99.6%	100.0%	99.2%	7	4	3	0
27	EL191	1	Kingsbridge Rd B D	99.6%	100.0%	100.0%	99.7%	6	5	1	0
28	EL190	1	Kingsbridge Rd B D	99.9%	100.0%	100.0%	98.9%	1	0	1	0
	28	8.4	Elevator Subtotal:	95.7%	96.8%	95.9%	96.1%	312	208	104	14
1	ES111	14	Parkchester 6	80.6%	80.0%	84.1%	98.1%	52	35	17	0
2	ES112	14	Norwood-205 St D	82.2%	83.9%	81.3%	93.6%	34	29	5	0
3	ES122	19	Pelham Pkwy 2 5	84.8%	88.6%	81.1%	95.7%	44	39	5	0
4	ES108	23	Intervale Av 2 5	86.5%	94.9%	77.1%	85.0%	69	64	5	0
5	ES120	26	Pelham Bay Park 6	91.7%	96.1%	82.7%	98.7%	29	24	5	0
6	ES105	10	Gun Hill Rd 2 5	93.0%	95.9%	90.6%	92.1%	35	28	7	0
7	ES123	19	Pelham Pkwy 2 5	93.5%	94.5%	92.2%	98.6%	30	18	12	0
8	ES106	11	West Farms Sq-E Tremont Av 2 5	94.8%	97.5%	97.5%	94.8%	32	25	7	0
9	ES114	17	161 St-Yankee Stadium 4	95.3%	97.3%	95.6%	71.9%	31	21	10	0
10	ES104	10	Gun Hill Rd 2 5	95.4%	98.3%	93.1%	95.6%	39	34	5	0
11	ES121	26	Pelham Bay Park 6	95.6%	99.4%	90.9%	94.5%	28	23	5	0
12	ES113	14	161 St-Yankee Stadium 4	97.0%	99.2%	98.2%	98.1%	21	12	9	0
	12	16.9	Escalator Subtotal:	90.9%	93.8%	88.7%	93.1%	444	352	92	0
	*Note the number of entrapments are included in the non scheduled outages count.										

Elevator and Escalator
Quarterly Performance By Borough
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Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2016 1st Quarter Availability			2015 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
1	EL104	12	191 St ①	0.0%	0.0%	0.0%	97.4%	0	0	0	0
2	EL238	16	66 St-Lincoln Center ①	69.4%	72.6%	68.1%	97.2%	24	20	4	0
3	EL120	30	190 St A	79.6%	82.1%	81.2%	73.2%	32	27	5	8
4	EL108	16	181 St ①	81.3%	81.1%	82.1%	96.6%	54	35	19	2
5	EL107	16	181 St ①	83.3%	85.5%	84.3%	95.3%	20	12	8	2
6	EL716	1	Fulton St A C J Z 2 3 4 5	84.8%	86.7%	85.5%	90.6%	17	12	5	0
7	EL402	26	Lexington Av-63 St F	85.6%	87.4%	85.4%	96.7%	33	27	6	2
8	EL119	30	181 St A	85.6%	89.8%	87.1%	85.0%	44	32	12	0
9	EL279	6	59th St-Columbus Circle A B C D ①	89.2%	90.5%	86.5%	86.4%	18	13	5	2
10	EL124	26	175 St A	89.3%	91.6%	90.7%	99.0%	15	13	2	1
11	EL244	14	Grand Central-42 St ⑦	89.4%	89.7%	91.6%	94.4%	63	14	49	1
12	EL602	0	34 St-Hudson Yards ⑦	90.7%	91.5%	88.9%	0.0%	13	6	7	0
13	EL116	11	190 St A	91.1%	85.7%	92.5%	98.5%	50	40	10	0
14	EL112	18	168 St ①	92.7%	94.8%	90.0%	97.6%	48	38	10	0
15	EL114	18	168 St ①	93.4%	93.1%	94.1%	88.4%	35	27	8	3
16	EL603	0	34 St-Hudson Yards ⑦	93.4%	93.4%	95.2%	0.0%	17	7	10	1
17	EL234	7	47-50 Sts-Rockefeller Center B D F M	93.5%	95.2%	91.4%	97.8%	34	28	6	0
18	EL106	13	191 St ①	93.8%	96.7%	94.1%	98.0%	17	9	8	2
19	EL281	6	57 St-7 Av N Q R	94.2%	95.1%	94.7%	96.6%	23	19	4	0
20	EL123	26	175 St A	94.3%	94.2%	95.5%	98.8%	12	9	3	1
21	EL110	16	181 St ①	94.4%	95.8%	96.4%	95.2%	19	12	7	1
22	EL230	12	Times Sq-42 St N Q R	94.5%	96.0%	94.8%	98.3%	14	11	3	1
23	EL328	3	Bleecker St D F B M ⑥	94.5%	94.2%	93.2%	95.1%	12	10	2	0
24	EL719	2	Fulton St A C J Z 2 3 4 5	94.7%	98.1%	95.4%	96.6%	26	20	6	0
25	EL240	12	72 St ① 2 3	94.8%	94.6%	96.1%	97.6%	9	4	5	1
26	EL148	16	Inwood-207 St A	94.9%	95.4%	95.3%	98.6%	21	15	6	0
27	EL316	23	Brooklyn Bridge ④ ⑤ ⑥	94.9%	96.7%	96.7%	98.7%	13	5	8	0
28	EL115	14	190 St A	95.1%	95.6%	95.9%	98.6%	6	1	5	0
29	EL333	11	West 4 St A B C D E F M	95.1%	97.1%	96.5%	98.6%	16	7	9	0
30	EL225	13	34 St-Penn Station C E	95.2%	97.1%	92.8%	92.0%	23	18	5	4
31	EL142	10	125 St A B C D	95.3%	97.1%	95.7%	97.5%	22	19	3	1
32	EL710	8	Bowling Green ④ ⑤	95.4%	98.2%	95.0%	89.3%	49	44	5	1
33	EL314	23	Brooklyn Bridge ④ ⑤ ⑥	95.6%	96.7%	97.2%	95.5%	9	3	6	0
34	EL113	18	168 St ①	95.6%	96.1%	98.1%	89.3%	21	12	9	0
35	EL213	0	34 St-Herald Sq B D F M N Q R	95.8%	96.4%	96.6%	93.1%	21	13	8	2
36	EL278	6	59th St-Columbus Circle A B C D ①	95.9%	96.8%	98.9%	98.9%	11	8	3	0
37	EL117	13	181 St A	96.0%	97.0%	97.8%	98.1%	15	9	6	1
38	EL337	6	Chambers St ① ② ③	96.1%	98.5%	98.0%	97.6%	28	18	10	0
39	EL404	26	Roosevelt Island F	96.4%	97.9%	98.9%	96.5%	15	6	9	0
40	EL146	5	96th St 231	96.5%	97.6%	93.6%	98.7%	19	16	3	1
41	EL111	18	168 St ①	96.5%	95.5%	98.3%	96.8%	16	9	7	0
42	EL180	7	135 St ② ③	96.5%	97.8%	94.9%	98.9%	18	14	4	0
43	EL209	22	34 St-Herald Sq B D F M	96.7%	98.1%	97.8%	98.5%	15	7	8	0
44	EL245	11	Lexington Av-53 St E M	96.7%	97.7%	95.4%	98.5%	15	12	3	3

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Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2016 1st Quarter Availability			2015 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		Total	Non Scheduled	Scheduled	
					Peak	Peak					
45	EL601	0	34 St-Hudson Yards 7	96.7%	97.3%	96.2%	0.0%	17	9	8	0
46	EL139	9	168 St 1 A C	96.8%	96.2%	98.5%	97.9%	15	10	5	1
47	EL223	13	14 St A C E	96.9%	99.1%	97.1%	97.8%	11	6	5	1
48	EL237	16	66 St-Lincoln Center 1	96.9%	96.8%	96.8%	96.6%	13	10	3	2
49	EL210	22	34 St-Herald Sq B D F M	96.9%	98.5%	96.4%	98.4%	17	12	5	2
50	EL109	16	181 St 1	96.9%	99.0%	96.9%	94.1%	16	9	7	1
51	EL324	14	Canal St 6	97.0%	99.2%	97.5%	98.2%	13	6	7	0
52	EL105	13	191 St 1	97.0%	97.6%	98.9%	98.6%	9	6	3	0
53	EL202	15	51 St 6	97.1%	96.3%	98.9%	95.8%	20	12	8	0
54	EL221	13	14 St/8 Av A C E L	97.2%	98.0%	98.6%	98.4%	15	9	6	2
55	EL732	8	Fulton St 2 3	97.2%	97.8%	98.1%	96.5%	23	18	5	0
56	EL224	13	8 Av L	97.2%	98.4%	98.8%	96.0%	12	7	5	3
57	EL103	12	191 St 1	97.3%	98.5%	98.6%	85.0%	18	8	10	2
58	EL325	14	Canal St 6	97.3%	100.0%	97.5%	94.7%	12	6	6	2
59	EL722	2	Fulton St J Z	97.5%	97.4%	98.2%	98.8%	13	10	3	0
60	EL723	2	Fulton St 2 3	97.5%	98.6%	97.3%	98.6%	18	14	4	0
61	EL143	10	125 St A B C D	97.5%	98.9%	97.4%	92.7%	7	3	4	0
62	EL711	8	Bowling Green 4 5	97.5%	98.7%	99.2%	98.6%	15	9	6	2
63	EL721	2	Fulton St A C J Z 2 3 4 5	97.5%	99.5%	98.7%	97.9%	13	8	5	0
64	EL720	1	Fulton St A C J Z 2 3 4 5	97.6%	99.1%	99.0%	94.4%	10	4	6	1
65	EL280	6	59th St-Columbus Circle A B C D 1	97.6%	97.2%	97.2%	98.3%	12	10	2	0
66	EL214	12	34 St-Penn Station 1	97.7%	98.6%	99.3%	99.0%	10	5	5	1
67	EL228	13	34 St-Penn Station C E	97.7%	98.8%	97.9%	97.3%	17	14	3	0
68	EL338	6	Chambers St 1 2 3	97.7%	99.0%	100.0%	98.5%	12	3	9	0
69	EL181	7	135 St 2 3	97.7%	99.8%	98.0%	98.3%	12	7	5	2
70	EL206	25	Grand Central-42 St 4 5 6	97.8%	97.9%	98.9%	95.6%	8	3	5	0
71	EL329	3	Bleecker St D F B M 6	97.8%	97.2%	98.2%	98.9%	15	13	2	0
72	EL204	25	Grand Central-42 St 4 5 6 7 S	97.9%	98.9%	98.3%	97.3%	15	11	4	0
73	EL149	16	Inwood-207 St A	97.9%	98.8%	98.9%	98.6%	9	5	4	1
74	EL331	3	Bleecker St D F B M 6	98.0%	100.0%	97.6%	98.7%	13	6	7	0
75	EL229	12	Times Sq-42 St N Q R	98.1%	97.8%	98.9%	97.6%	8	5	3	1
76	EL332	3	Bleecker St D F B M 6	98.1%	99.7%	98.9%	98.3%	10	3	7	0
77	EL334	11	West 4 St A B C D E F M	98.1%	100.0%	100.0%	99.0%	12	3	9	0
78	EL315	23	Brooklyn Bridge 4 5 6	98.2%	98.9%	99.6%	98.0%	9	3	6	0
79	EL145	5	96th St 231	98.2%	98.4%	98.4%	99.1%	12	10	2	0
80	EL140	9	168 St A C	98.2%	98.9%	98.6%	99.6%	12	5	7	0
81	EL335	11	West 4 St A B C D E F M	98.2%	99.0%	100.0%	97.8%	13	7	6	0
82	EL403	26	Roosevelt Island F	98.2%	99.5%	99.4%	97.7%	9	3	6	0
83	EL401	0	Lexington Av-63 St F	98.3%	99.5%	98.4%	0.0%	12	5	7	0
84	EL212	22	34 St-Herald Sq N Q R	98.3%	99.2%	99.2%	98.4%	10	5	5	0
85	EL277	6	59th St-Columbus Circle A B C D 1	98.3%	97.7%	97.8%	92.0%	8	6	2	0
86	EL239	12	72 St 1 2 3	98.3%	98.8%	98.8%	98.7%	10	5	5	1
87	EL211	22	34 St-Herald Sq N Q R	98.3%	99.8%	96.9%	96.2%	5	1	4	0
88	EL220	15	14 St-Union Sq N Q R	98.4%	98.9%	99.1%	92.5%	15	9	6	0
89	EL215	16	34 St-Penn Station 2 3	98.4%	98.9%	99.1%	98.1%	10	5	5	0
90	EL226	13	34 St-Penn Station C E	98.4%	99.3%	99.1%	97.3%	11	7	4	0
91	EL227	13	34 St-Penn Station A	98.4%	98.8%	98.2%	98.7%	10	8	2	0

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Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2016 1st Quarter Availability			2015 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		Total	Non	Scheduled	
					Peak	Peak			Scheduled		
92	EL336	6	Chambers St 1 2 3	98.5%	98.9%	98.2%	99.0%	15	11	4	0
93	EL218	15	14 St-Union Sq L	98.5%	99.6%	98.9%	94.5%	7	3	4	0
94	EL118	11	181 St A	98.5%	99.4%	97.9%	98.2%	10	7	3	0
95	EL178	2	Dyckman St 1	98.5%	99.5%	99.8%	98.6%	11	7	4	0
96	EL141	9	168 St A C	98.6%	99.5%	98.7%	99.1%	5	2	3	1
97	EL222	13	14 St A C E	98.6%	98.9%	98.7%	98.9%	10	6	4	0
98	EL201	15	51 St 6	98.7%	99.5%	99.7%	95.5%	15	9	6	1
99	EL235	7	47-50 Sts-Rockefeller Center B D F M	98.7%	99.5%	98.7%	99.2%	7	4	3	1
100	EL205	25	Grand Central-42 St 4 5 6	98.7%	100.0%	99.3%	97.5%	9	3	6	0
101	EL236	7	47-50 Sts-Rockefeller Center B D F M	98.9%	97.8%	100.0%	98.2%	5	2	3	0
102	EL232	9	Times Sq-42 St 1 2 3 7	99.0%	100.0%	100.0%	98.1%	6	3	3	0
103	EL600	0	34 St-Hudson Yards 7	99.0%	99.3%	99.9%	0.0%	7	1	6	0
104	EL219	15	14 St-Union Sq N Q R	99.1%	100.0%	100.0%	97.8%	5	0	5	0
105	EL216	12	34 St-Penn Station 1	99.2%	100.0%	100.0%	98.9%	4		4	0
106	EL330	3	Bleecker St D F B M 6	99.3%	100.0%	99.8%	99.3%	8	4	4	0
107	EL233	9	Times Sq-42 St 1 2 3	99.4%	99.7%	99.8%	96.9%	5	2	3	0
108	EL217	15	14 St-Union Sq L N Q R	99.4%	100.0%	100.0%	98.7%	3	0	3	0
109	EL144	10	125 St A B C D	99.7%	100.0%	100.0%	92.3%	5	3	2	0
110	EL125	12	125 St 4 5 6	100.0%	100.0%	100.0%	96.5%	0	0	0	0
111	EL126	26	125 St 4 5 6	100.0%	100.0%	100.0%	97.8%	0	0	0	0
	111	12.1	Elevator Subtotal:	94.9%	95.8%	95.4%	96.4%	1725	1091	634	69

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Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2016 1st Quarter Availability			2015 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
1	ES622	0	34 St-Hudson Yards 7	39.2%	39.3%	41.4%	0.0%	21	10	11	0
2	ES623	0	34 St-Hudson Yards 7	54.6%	54.9%	56.4%	0.0%	21	13	8	0
3	ES410	26	Lexington Av-63 St F	67.6%	68.3%	67.0%	98.6%	14	9	5	0
4	ES409	26	Lexington Av-63 St F	70.2%	72.6%	69.2%	93.0%	21	13	8	0
5	ES328	16	Delancey St F	70.5%	71.6%	72.0%	92.7%	16	11	5	0
6	ES249	12	Lexington Av-59 St N Q R	72.1%	76.3%	65.6%	97.5%	83	80	3	0
7	ES364	1	Fulton St 4 5	72.5%	71.9%	73.2%	87.0%	44	38	6	0
8	ES245	18	Lexington Av-53 St E M	73.5%	76.0%	74.2%	96.7%	23	15	8	0
9	ES244	19	Lexington Av-53 St E M	74.2%	76.2%	71.2%	96.5%	119	32	87	0
10	ES213	16	59 St 4 5 6	85.9%	89.4%	86.2%	97.0%	77	69	8	0
11	ES119	19	181 St A	86.9%	89.2%	85.9%	92.1%	58	49	9	0
12	ES236	8	34 St-Herald Sq B D F M	88.5%	88.7%	90.2%	97.1%	42	35	7	0
13	ES102	14	125 St 1	88.5%	96.5%	75.9%	93.8%	71	64	7	0
14	ES118	18	181 St A	89.6%	87.2%	90.9%	71.0%	30	24	6	0
15	ES255	26	Grand Central-42 St 4 5 6 7 S	90.2%	93.7%	89.8%	96.6%	129	35	94	0
16	ES103	20	125 St 1	90.8%	90.9%	89.1%	97.1%	31	22	9	0
17	ES232	9	34 St-Herald Sq B D F M	91.2%	87.3%	91.0%	92.2%	104	95	9	0
18	ES229	9	34 St-Herald Sq B D F M	92.4%	91.7%	93.6%	96.2%	26	22	4	0
19	ES240	16	5 Av-53 St E M	93.0%	95.9%	94.1%	97.5%	114	14	100	0
20	ES101	14	125 St 1	93.1%	99.3%	89.7%	81.3%	66	59	7	0
21	ES345	20	Bowling Green 4 5	93.2%	94.6%	95.7%	94.9%	37	14	23	0
22	ES627	0	34 St-Hudson Yards 7	93.2%	95.6%	93.8%	0.0%	27	20	7	0
23	ES621	0	34 St-Hudson Yards 7	93.4%	91.2%	97.4%	0.0%	41	22	19	0
24	ES243	19	Lexington Av-53 St E M	93.4%	94.6%	96.2%	97.6%	78	69	9	0
25	ES407	26	Lexington Av-63 St F	93.9%	94.7%	92.3%	95.4%	17	11	6	0
26	ES336	13	Bowling Green 4 5	94.4%	96.7%	89.5%	90.8%	43	33	10	0
27	ES326	17	West 4 St A B C D E F M	94.5%	98.4%	90.0%	94.4%	35	31	4	0
28	ES629	0	34 St-Hudson Yards 7	94.6%	97.3%	95.3%	0.0%	39	27	12	0
29	ES341	12	Bowling Green 4 5	94.6%	96.8%	97.2%	97.5%	28	18	10	0
30	ES221	9	34 St-Herald Sq B D F M N Q R	94.6%	95.7%	93.0%	87.9%	71	66	5	0
31	ES311	14	Whitehall St R	94.8%	97.5%	96.1%	96.9%	24	14	10	0
32	ES230	9	34 St-Herald Sq B D F M	94.9%	95.8%	95.0%	93.0%	56	47	9	0
33	ES405	26	Lexington Av-63 St F	94.9%	96.8%	91.3%	97.6%	36	32	4	0
34	ES628	0	34 St-Hudson Yards 7	95.0%	96.6%	95.8%	0.0%	25	17	8	0
35	ES233	8	34 St-Herald Sq B D F M	95.1%	96.8%	93.9%	96.7%	39	33	6	0
36	ES327	16	Delancey St F	95.3%	96.8%	95.4%	96.6%	35	31	4	0
37	ES325	16	West 4 St A B C D E F M	95.4%	97.3%	96.1%	97.3%	27	20	7	0
38	ES235	8	34 St-Herald Sq B D F M	95.5%	96.5%	96.3%	98.4%	35	28	7	0
39	ES116	14	145 St B D	95.6%	97.3%	94.8%	95.2%	24	20	4	0
40	ES209	14	Grand Central-42 St 7	95.8%	99.5%	96.8%	98.6%	39	22	17	0
41	ES210	14	Grand Central-42 St 7	95.9%	99.3%	97.5%	98.9%	31	17	14	0
42	ES626	0	34 St-Hudson Yards 7	95.9%	96.8%	96.3%	0.0%	32	17	15	0
43	ES403	26	Lexington Av-63 St F	96.0%	98.2%	94.8%	93.6%	25	17	8	0
44	ES367	2	Fulton St A C J Z 2 3 4 5	96.0%	98.7%	96.4%	94.3%	32	19	13	0
45	ES238	16	7 Av B D E	96.1%	95.3%	97.9%	97.1%	73	47	26	0
46	ES239	16	5 Av-53 St E M	96.1%	96.2%	97.7%	97.5%	45	40	5	0

Elevator and Escalator											
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First Quarter - 2016											
	Borough:		Manhattan								
	Unit ID	Age (Yrs)	Station	2016 1st Quarter Availability			2015 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled	
47	ES223	9	34 St-Herald Sq B D F M N Q R	96.2%	97.8%	96.8%	98.5%	26	21	5	0
48	ES231	9	34 St-Herald Sq B D F M	96.2%	97.6%	94.9%	96.1%	42	35	7	0
49	ES404	26	Lexington Av-63 St F	96.2%	97.8%	94.8%	97.7%	14	7	7	0
50	ES406	26	Lexington Av-63 St F	96.3%	97.2%	97.5%	71.3%	15	7	8	0
51	ES204	16	Grand Central-42 St 7	96.3%	98.8%	98.9%	97.4%	111	18	93	0
52	ES625	0	34 St-Hudson Yards 7	96.3%	98.5%	98.2%	0.0%	27	16	11	0
53	ES624	0	34 St-Hudson Yards 7	96.4%	95.7%	96.9%	0.0%	34	22	12	0
54	ES208	15	Grand Central-42 St 7	96.4%	99.7%	97.0%	97.4%	122	24	98	0
55	ES218	10	Times Sq-42 St 7	96.4%	98.1%	98.8%	93.9%	31	23	8	0
56	ES329	2	East Broadway F	96.5%	98.2%	97.8%	91.5%	29	23	6	0
57	ES338	12	Bowling Green 4 5	96.5%	98.4%	98.0%	91.8%	29	20	9	0
58	ES414	8	Roosevelt Island F	96.5%	96.2%	95.9%	97.6%	28	21	7	0
59	ES413	19	Roosevelt Island F	96.5%	96.4%	98.2%	92.6%	23	17	6	0
60	ES342	11	Bowling Green 4 5	96.5%	98.9%	95.7%	96.8%	33	26	7	0
61	ES339	12	Bowling Green 4 5	96.7%	99.3%	98.0%	98.8%	17	11	6	0
62	ES246	18	Lexington Av-53 St E M	96.9%	99.0%	97.0%	97.9%	112	26	86	0
63	ES401	26	Lexington Av-63 St F	96.9%	98.4%	97.6%	96.2%	20	10	10	0
64	ES224	9	34 St-Herald Sq B D F M N Q R	96.9%	98.6%	96.5%	96.8%	22	20	2	0
65	ES217	9	Times Sq-42 St 7	96.9%	98.0%	97.3%	91.6%	26	21	5	0
66	ES212	16	59 St 4 5 6	96.9%	99.6%	99.5%	97.7%	28	8	20	0
67	ES402	26	Lexington Av-63 St F	97.0%	98.5%	98.4%	97.3%	29	19	10	0
68	ES205	14	Grand Central-42 St 7	97.0%	98.4%	98.1%	98.3%	32	22	10	0
69	ES301	16	Park Pl 2 3	97.1%	96.7%	99.0%	95.3%	17	10	7	0
70	ES215	19	Lexington Av-59 St N O R	97.1%	96.0%	96.7%	98.0%	36	31	5	0
71	ES368	2	Fulton St A C J Z 2 3 4 5	97.1%	99.9%	98.1%	80.5%	19	12	7	0
72	ES269	12	Lexington Av-53 St E M	97.1%	97.2%	98.4%	95.9%	24	14	10	0
73	ES211	18	59 St 4 5 6	97.2%	100.0%	99.4%	95.1%	24	12	12	0
74	ES214	17	59 St 4 5 6	97.3%	100.0%	99.7%	98.3%	25	8	17	0
75	ES206	14	Grand Central-42 St 7	97.3%	97.9%	98.9%	98.4%	101	10	91	0
76	ES340	11	Bowling Green 4 5	97.3%	98.7%	97.9%	98.2%	17	7	10	0
77	ES416	19	Roosevelt Island F	97.4%	97.2%	97.6%	96.8%	16	11	5	0
78	ES115	15	145 St B D	97.4%	98.2%	98.0%	94.3%	23	19	4	0
79	ES117	19	181 St A	97.4%	96.7%	98.8%	58.5%	27	19	8	0
80	ES334	2	Bowery J Z	97.6%	100.0%	98.4%	98.2%	15	8	7	0
81	ES411	8	Roosevelt Island F	97.7%	96.8%	99.0%	97.7%	18	13	5	0
82	ES415	7	Roosevelt Island F	97.7%	98.9%	99.3%	98.1%	23	9	14	0
83	ES302	16	Park Pl 2 3	97.7%	99.4%	98.8%	94.5%	14	9	5	0
84	ES418	8	Roosevelt Island F	97.8%	98.6%	99.0%	98.0%	16	9	7	0
85	ES337	13	Bowling Green 4 5	97.8%	99.1%	99.4%	97.1%	21	15	6	0
86	ES300	3	Bleecker St D F B M 6	97.8%	99.1%	99.2%	83.2%	17	12	5	0
87	ES234	8	34 St-Herald Sq B D F M	97.8%	99.9%	99.4%	97.5%	18	10	8	0
88	ES222	9	34 St-Herald Sq B D F M N Q R	97.8%	97.7%	97.1%	96.4%	27	23	4	0
89	ES248	12	Lexington Av-59 St N O R	97.9%	99.2%	99.4%	98.1%	23	14	9	0
90	ES203	16	Grand Central-42 St 7	98.1%	99.7%	99.5%	98.0%	16	6	10	0
91	ES207	15	Grand Central-42 St 7	98.1%	99.9%	100.0%	98.1%	100	2	98	0
92	ES343	12	Bowling Green 4 5	98.2%	97.5%	98.9%	97.2%	22	15	7	0
93	ES216	9	Times Sq-42 St 7	98.2%	98.7%	97.9%	98.1%	22	20	2	0
94	ES412	7	Roosevelt Island F	98.2%	98.8%	100.0%	95.9%	20	5	15	0
95	ES420	7	Roosevelt Island F	98.3%	98.3%	99.3%	98.8%	13	7	6	0
96	ES417	7	Roosevelt Island F	98.3%	98.7%	99.9%	98.8%	13	6	7	0
97	ES351	15	Whitehall St R	98.3%	100.0%	97.4%	95.7%	14	10	4	0
98	ES419	8	Roosevelt Island F	98.4%	98.9%	99.8%	97.9%	12	3	9	0
99	ES242	17	5 Av-53 St E M	98.5%	98.3%	99.7%	98.7%	111	8	103	0

Elevator and Escalator
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Borough:		Manhattan									
		Age	Station	2016 1st Quarter Availability			2015 1st Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
100	ES252	26	51 St 6	98.5%	99.6%	98.7%	97.8%	7	4	3	0
101	ES312	2	Whitehall St R	98.6%	99.9%	98.9%	98.5%	15	11	4	0
102	ES241	17	5 Av-53 St E M	98.6%	98.5%	100.0%	96.3%	15	7	8	0
103	ES256	26	Grand Central-42 St 4 5 6 7 S	98.7%	99.9%	99.7%	92.4%	14	5	9	0
104	ES408	26	Lexington Av-63 St F	98.8%	98.9%	99.5%	98.0%	12	5	7	0
105	ES237	16	7 Av B D E	99.4%	99.1%	99.8%	98.5%	6	2	4	0
	105	13.0	Escalator Subtotal:	93.3%	94.7%	93.7%	94.7%	3887	2249	1638	0
*Note the number of entrapments are included in the non scheduled outage count.											

Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2016

Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2016 1st Quarter Availability			2015 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	EL370	10	DeKalb Av BQR	81.2%	82.4%	82.4%	96.6%	7	2	5	0
2	EL373	7	Church Av FG	89.0%	89.5%	89.5%	99.0%	12	7	5	0
3	EL701	10	Coney Island-Stillwell Av DFNQ	90.0%	90.3%	91.4%	99.0%	18	12	6	0
4	EL346	1	Utica Ave AC	91.7%	93.4%	92.7%	98.4%	12	7	5	0
5	EL320	17	Church Av 25	93.1%	90.8%	98.2%	95.7%	32	24	8	0
6	EL308	14	Court St R	93.4%	99.1%	93.6%	95.1%	31	19	12	2
7	EL304	11	Atlantic Av 23	93.4%	95.4%	94.7%	93.8%	20	14	6	6
8	EL702	10	Coney Island-Stillwell Av DFNQ	94.9%	94.1%	96.2%	92.9%	25	19	6	0
9	EL395	13	Flushing Av JM	95.1%	96.5%	95.7%	90.2%	13	8	5	0
10	EL311	15	Clark St 23	95.3%	98.2%	95.3%	89.6%	18	10	8	0
11	EL302	11	Pacific St-Atlantic Av DNR	95.4%	97.1%	96.4%	98.5%	15	8	7	0
12	EL341	10	Euclid Av AC	95.9%	95.7%	97.3%	98.2%	14	6	8	0
13	EL393	13	Flushing Av JM	96.0%	97.1%	96.3%	92.6%	19	12	7	0
14	EL318	21	Borough Hall 2345	96.0%	97.6%	95.9%	98.2%	16	10	6	0
15	EL323	11	Crown Hts-Utica Av 34	96.1%	98.9%	96.9%	98.0%	13	5	8	0
16	EL396	8	Myrtle-Wyckoff Avs LM	96.3%	96.6%	97.0%	92.6%	9	6	3	0
17	EL301	11	Pacific St-Atlantic Av DNR	96.6%	99.3%	96.5%	98.0%	15	9	6	3
18	EL319	18	Brooklyn College-Flatbush Av 25	96.7%	97.2%	97.3%	98.1%	10	9	1	1
19	EL305	11	Atlantic Av 45	96.9%	96.7%	97.0%	98.7%	10	7	3	0
20	EL344	1	Utica Ave AC	97.0%	99.0%	97.3%	95.6%	17	12	5	1
21	EL707	5	Jay St ACFR	97.2%	96.5%	98.9%	94.3%	30	26	4	0
22	EL310	15	Clark St 23	97.2%	98.6%	99.0%	95.2%	18	11	7	0
23	EL382	12	Prospect Park BQS	97.3%	99.5%	96.9%	96.8%	19	13	6	0
24	EL307	12	Atlantic Av BQ	97.3%	98.6%	97.1%	98.6%	9	6	3	1
25	EL391	11	Marcy Av JMZ	97.5%	98.9%	98.3%	96.5%	9	5	4	0
26	EL760	4	Kings Highway BQ	97.5%	99.6%	97.1%	98.8%	11	5	6	0
27	EL376	3	Bay Parkway D	97.5%	99.1%	96.3%	97.1%	11	5	6	0
28	EL342	10	Euclid Av AC	97.7%	98.9%	98.9%	92.2%	7	1	6	0
29	EL394	13	Flushing Av JM	97.7%	98.3%	96.8%	98.8%	8	4	4	0
30	EL383	12	Prospect Park BQS	97.8%	100.0%	98.5%	97.2%	12	5	7	0
31	EL317	21	Borough Hall 2345	97.9%	97.9%	99.2%	97.9%	15	5	10	0
32	EL343	10	Euclid Av AC	98.0%	99.1%	100.0%	97.9%	10	3	7	0
33	EL374	7	Church Av FG	98.1%	99.3%	99.4%	99.2%	9	3	6	0
34	EL309	14	Court St R	98.1%	98.6%	100.0%	98.3%	15	10	5	1
35	EL375	7	Church Av FG	98.2%	100.0%	100.0%	99.5%	9	2	7	0
36	EL321	17	Church Av 25	98.3%	99.5%	100.0%	97.4%	11	4	7	0
37	EL371	10	DeKalb Av BQR	98.4%	99.3%	99.8%	99.6%	10	4	6	0
38	EL377	3	Bay Parkway D	98.4%	99.9%	99.3%	98.8%	8	2	6	0
39	EL340	16	Franklin Av CS	98.4%	100.0%	100.0%	87.8%	9	1	8	0
40	EL306	11	Atlantic Av 23	98.4%	100.0%	99.6%	93.1%	8	2	6	0
41	EL708	5	Jay St ACFR	98.5%	99.5%	98.1%	99.0%	13	10	3	0
42	EL706	5	Jay St ACFR	98.5%	99.0%	99.2%	76.0%	7	3	4	0
43	EL709	5	Jay St ACFR	98.5%	100.0%	97.8%	99.0%	8	5	3	0
44	EL398	8	Myrtle-Wyckoff Avs M	98.5%	100.0%	99.0%	98.6%	8	5	3	0
45	EL378	3	Bay Parkway D	98.5%	100.0%	100.0%	96.6%	8	2	6	0
46	EL345	1	Utica Ave AC	98.6%	99.7%	100.0%	98.9%	9	4	5	0
47	EL372	10	DeKalb Av BQR	98.7%	99.4%	100.0%	98.7%	9	3	6	0

Elevator and Escalator
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First Quarter - 2016

Borough:		Brooklyn									
	Unit ID	Age (Yrs)	Station	2016 1st Quarter Availability			2015 1st Qtr. Availability	Outages			Entrap ments
				24 Hr	AM	PM		24 Hr	Total	Non	
					Peak	Peak				Scheduled	
48	EL303	11	Pacific St-Atlantic Av D N R	98.9%	99.6%	100.0%	97.6%	5	1	4	1
49	EL339	16	Franklin Av C S	98.9%	100.0%	100.0%	97.4%	6	1	5	0
50	EL322	11	Crown Hts-Utica Av 3 4	99.0%	100.0%	100.0%	99.4%	6	1	5	0
51	EL397	8	Myrtle-Wyckoff Aves L	99.1%	99.6%	97.5%	99.2%	8	6	2	1
52	EL392	11	Marcy Av J M Z	99.1%	100.0%	99.8%	98.2%	7	3	4	0
53	EL761	4	Kings Highway B Q	99.4%	100.0%	100.0%	98.6%	6	2	4	0
54	EL312	15	Clark St 2 3	99.5%	100.0%	99.9%	97.9%	6	2	4	0
	54	10.2	Elevator Subtotal:	96.7%	97.8%	97.5%	96.5%	670	371	299	17

Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2016

Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2016 1st Quarter Availability			2015 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		Total	Non	Scheduled	
					Peak	Peak			Scheduled		
1	ES310	13	Atlantic Av B Q	68.9%	69.7%	69.2%	91.5%	59	33	26	0
2	ES314	15	Smith 9th St F G	79.6%	81.9%	78.3%	96.8%	15	11	4	0
3	ES350	18	High St A C	80.6%	80.1%	82.4%	96.9%	19	12	7	0
4	ES335	12	West 8 St-NY Aquarium F Q	82.1%	93.2%	65.1%	60.7%	96	89	7	0
5	ES332	13	Myrtle-Wyckoff Avs L M	87.2%	94.7%	78.5%	93.2%	102	94	8	0
6	ES333	13	Myrtle-Wyckoff Avs L M	87.4%	97.8%	72.3%	84.4%	105	95	10	0
7	ES330	19	Broadway Junction A C J L Z	87.9%	92.4%	87.9%	96.0%	94	81	13	0
8	ES346	13	Brighton Beach B Q	89.6%	94.0%	81.6%	67.8%	79	66	13	0
9	ES349	17	Smith 9th St F G	89.7%	92.4%	87.6%	93.3%	43	37	6	0
10	ES304	14	President St 2 5	90.6%	92.3%	92.6%	93.0%	49	34	15	0
11	ES303	12	Borough Hall 2 3 4 5	92.0%	94.0%	93.5%	94.4%	41	29	12	0
12	ES307	15	Lawrence St R	92.2%	97.7%	86.4%	88.0%	82	74	8	0
13	ES305	12	Court St R	92.4%	94.6%	90.2%	74.4%	27	19	8	0
14	ES309	15	DeKalb Av B Q R	92.9%	96.5%	89.4%	94.7%	39	31	8	0
15	ES318	16	Jay St A C F	94.9%	99.1%	89.5%	97.3%	44	37	7	0
16	ES306	12	Court St R	94.9%	98.2%	96.2%	94.2%	35	24	11	0
17	ES320	18	Jay St A C F	95.2%	96.3%	95.5%	94.4%	21	19	2	0
18	ES321	17	High St A C	95.3%	98.9%	95.4%	96.5%	34	22	12	0
19	ES322	17	High St A C	95.6%	95.8%	98.5%	91.9%	30	20	10	0
20	ES352	16	Franklin Av S	95.7%	98.5%	96.0%	91.7%	29	17	12	0
21	ES357	5	Jay St A C F R	95.8%	97.8%	96.7%	93.6%	30	19	11	0
22	ES356	5	Jay St A C F R	96.2%	96.0%	96.2%	96.5%	120	36	84	0
23	ES348	17	Smith 9th St F G	96.2%	96.9%	95.1%	86.9%	21	16	5	0
24	ES319	18	Jay St A C F	96.3%	97.6%	97.3%	90.0%	16	9	7	0
25	ES308	15	DeKalb Av B Q R	96.5%	99.0%	94.1%	82.5%	24	16	8	0
26	ES331	20	Broadway Junction A C J L Z	96.7%	99.5%	95.9%	96.9%	27	19	8	0
27	ES347	19	Broadway Junction A C J L Z	97.3%	98.7%	98.9%	93.7%	20	13	7	0
28	ES315	15	Smith 9th St F G	97.6%	99.8%	96.8%	98.0%	16	9	7	0
29	ES324	16	High St A C	97.8%	99.4%	97.9%	87.6%	14	8	6	0
30	ES316	15	Smith 9th St F G	97.8%	98.5%	99.0%	95.4%	16	9	7	0
31	ES317	16	Jay St A C F	98.0%	98.5%	98.8%	97.5%	19	15	4	0
32	ES323	17	High St A C	98.2%	100.0%	99.3%	93.0%	14	7	7	0
33	ES313	15	Smith 9th St F G	98.2%	98.9%	99.2%	97.8%	12	7	5	0
	33	14.8	Escalator Subtotal:	92.3%	95.1%	90.6%	90.6%	1392	1027	365	0
*Note the number of entrapments are included in the non scheduled outage count.											

Elevator and Escalator
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Borough: Queens											
	Unit ID	Age (Yrs)	Station	2016 1st Quarter Availability			2015 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled	
1	EL421	10	Jackson Hts-Roosevelt Av E F M R	89.8%	89.1%	91.3%	98.7%	16	11	5	0
2	EL425	9	Junction Blvd 7	90.4%	91.5%	88.1%	94.7%	40	35	5	3
3	EL437	1	Forest Hills E F M R	93.7%	94.7%	94.2%	97.4%	18	13	5	0
4	EL427	9	Junction Blvd 7	93.8%	93.1%	94.5%	94.3%	14	8	6	0
5	EL413	27	Jamaica Center E J Z	94.5%	97.1%	94.7%	97.3%	23	15	8	0
6	EL406	26	21 St-Queensbridge F	95.6%	96.2%	97.0%	97.8%	7	4	3	0
7	EL411	27	Sutphin Blvd-Archer Av-JFK E J Z	95.7%	97.3%	95.3%	97.0%	18	12	6	1
8	EL405	26	21 St-Queensbridge F	96.3%	94.9%	96.9%	94.2%	11	10	1	0
9	EL426	9	Junction Blvd 7	96.4%	99.1%	95.0%	97.9%	13	9	4	0
10	EL414	16	Flushing-Main St 7	96.4%	97.8%	97.6%	96.4%	16	9	7	0
11	EL412	27	Jamaica Center E J Z	96.8%	99.2%	98.9%	90.3%	19	9	10	0
12	EL420	10	74 St-Broadway 7	97.5%	97.5%	97.8%	97.2%	19	11	8	0
13	EL408	27	Jamaica-Van Wyck E	97.7%	99.1%	98.7%	95.9%	9	3	6	0
14	EL409	27	Jamaica-Van Wyck E	97.8%	99.2%	97.7%	94.7%	11	7	4	0
15	EL433	10	Jamaica-179 St F	97.8%	98.6%	99.3%	98.7%	15	11	4	0
16	EL447	4	CitiCorp/Court Square 7 E G	97.9%	97.5%	96.7%	98.8%	13	11	2	1
17	EL497	4	Mott Avenue A	98.2%	97.3%	99.6%	93.3%	16	9	7	1
18	EL422	10	Jackson Hts-Roosevelt Av E F M R	98.2%	99.1%	99.1%	97.3%	14	9	5	0
19	EL431	10	Jamaica-179 St F	98.3%	99.4%	99.4%	94.1%	13	10	3	0
20	EL498	4	Mott Avenue A	98.4%	98.1%	98.0%	98.4%	12	5	7	0
21	EL434	7	Kew Gardens-Union Tpke E F	98.6%	100.0%	100.0%	98.2%	8	3	5	0
22	EL407	26	21 St-Queensbridge F	98.7%	97.5%	100.0%	99.0%	5	4	1	0
23	EL435	7	Kew Gardens-Union Tpke E F	98.7%	98.4%	99.6%	98.8%	10	7	3	0
24	EL432	10	Jamaica-179 St F	98.8%	100.0%	98.8%	99.2%	8	6	2	0
25	EL428	10	Queens Plaza E M R	98.9%	99.2%	99.0%	98.9%	8	5	3	1
26	EL423	10	74 St-Broadway 7	99.0%	98.9%	100.0%	98.1%	5	1	4	0
27	EL436	7	Kew Gardens-Union Tpke E F	99.0%	99.6%	98.7%	99.3%	12	9	3	0
28	EL446	4	CitiCorp/Court Square 7 E G	99.1%	99.7%	100.0%	98.9%	5	2	3	1
29	EL438	1	Forest Hills E F M R	99.1%	100.0%	99.7%	99.1%	6	2	4	0
30	EL429	10	Queens Plaza E M R	99.1%	98.9%	100.0%	99.1%	8	3	5	1
31	EL439	1	Forest Hills E F M R	99.3%	100.0%	98.7%	98.2%	6	4	2	0
32	EL430	10	Queens Plaza E M R	99.5%	100.0%	99.6%	98.9%	4	2	2	0
	32	12.4	Elevator Subtotal:	97.2%	97.8%	97.6%	97.2%	402	259	143	9

Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2016

Borough: Queens											
	Unit ID	Age (Yrs)	Station	2016 1st Quarter Availability			2015 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled	
1	ES457	17	Flushing-Main St 7	91.6%	92.9%	91.8%	92.4%	29	18	11	0
2	ES450	16	74 St-Broadway 7	92.2%	95.0%	92.7%	93.0%	69	59	10	0
3	ES441	8	Jamaica Center E J Z	93.3%	93.3%	95.1%	96.2%	24	14	10	0
4	ES455	17	Flushing-Main St 7	95.1%	98.6%	95.5%	89.0%	36	24	12	0
5	ES430	7	Jamaica-Van Wyck E	95.2%	96.8%	96.3%	98.5%	18	11	7	0
6	ES437	27	Sutphin Blvd-Archer Av-JFK E J Z	95.6%	96.4%	97.5%	95.6%	28	22	6	0
7	ES456	17	Flushing-Main St 7	95.6%	98.7%	94.0%	91.6%	32	20	12	0
8	ES439	8	Jamaica Center E J Z	95.6%	95.9%	97.5%	97.2%	23	15	8	0
9	ES435	27	Sutphin Blvd-Archer Av-JFK E J Z	95.8%	97.2%	96.6%	98.5%	54	47	7	0
10	ES423	26	21 St-Queensbridge F	95.8%	93.9%	100.0%	97.3%	24	12	12	0
11	ES440	6	Jamaica Center E J Z	96.0%	96.3%	96.9%	98.5%	11	6	5	0
12	ES431	7	Jamaica-Van Wyck E	96.1%	96.3%	97.8%	97.7%	24	15	9	0
13	ES448	16	Woodside-61 St 7	96.2%	98.9%	94.0%	95.7%	39	25	14	0
14	ES451	18	74 St-Broadway 7	96.3%	98.0%	96.2%	98.4%	23	13	10	0
15	ES421	26	21 St-Queensbridge F	96.4%	97.3%	97.0%	96.6%	25	14	11	0
16	ES442	8	Jamaica Center E J Z	96.5%	97.7%	99.1%	97.6%	25	16	9	0
17	ES447	8	Jamaica Center E J Z	96.5%	97.9%	97.9%	98.3%	23	17	6	0
18	ES449	16	74 St-Broadway 7	96.7%	97.7%	95.0%	97.7%	29	21	8	0
19	ES428	7	Jamaica-Van Wyck E	96.9%	97.0%	99.8%	98.2%	18	12	6	0
20	ES438	7	Jamaica Center E J Z	97.1%	98.9%	98.7%	97.1%	26	21	5	0
21	ES453	0	74 St-Broadway 7	97.2%	97.2%	97.7%	0.0%	32	22	10	0
22	ES445	6	Jamaica Center E J Z	97.3%	98.2%	98.8%	98.1%	21	13	8	0
23	ES422	26	21 St-Queensbridge F	97.4%	98.4%	97.0%	97.3%	16	9	7	0
24	ES426	26	21 St-Queensbridge F	97.4%	96.6%	97.7%	97.8%	13	8	5	0
25	ES444	7	Jamaica Center E J Z	97.5%	96.9%	99.5%	98.7%	16	10	6	0
26	ES424	26	21 St-Queensbridge F	97.5%	99.0%	98.9%	98.0%	12	4	8	0
27	ES436	27	Sutphin Blvd-Archer Av-JFK E J Z	97.8%	98.8%	99.3%	98.5%	22	16	6	0
28	ES425	26	21 St-Queensbridge F	98.0%	97.2%	99.5%	97.0%	12	6	6	0
29	ES429	7	Jamaica-Van Wyck E	98.2%	98.0%	99.5%	97.3%	14	8	6	0
30	ES434	27	Sutphin Blvd-Archer Av-JFK E J Z	98.2%	99.1%	99.1%	97.1%	11	5	6	0
31	ES452	0	74 St-Broadway 7	98.2%	98.8%	99.3%	0.0%	20	11	9	0
32	ES446	6	Jamaica Center E J Z	98.3%	99.9%	99.7%	97.9%	17	13	4	0
33	ES443	7	Jamaica Center E J Z	98.5%	100.0%	99.9%	98.5%	10	4	6	0
34	ES427	27	Jamaica-Van Wyck E	98.8%	99.9%	99.9%	98.6%	7	2	5	0
	34	14.9	Escalator Subtotal:	96.5%	97.4%	97.5%	97.0%	803	533	270	0
*Note the number of entrapments are included in the non scheduled outage count.											

2016 1ST QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
EL136	Pelham Pkwy ②⑤	82.75%	This elevator was out from 3/4/16 until 3/16/16 due to PLC hardware and software related issues. The repairs were completed and the elevator has been returned to service.
EL184	231st St ①	84.42%	This elevator has been out since 3/20/16 due to multiple hardware and software problems. As of April 12 we are waiting for the replacement hardware and software to be delivered by the manufacturer in order to complete repairs and return the elevator to service.
BROOKLYN			
EL370	DeKalb Av BQR	81.15%	This elevator was out of service from 10/23/2015 to 1/16/2016 due to a broken hydraulic line. The station floor had to be broken up, the pipe ran across the mezzanine, down onto track level, across track into the motor room. This task required the coordination of several depts. and included train service changes and interruptions on this station. The pipe was replaced and the elevator has been returned to customer service.
MANHATTAN			
EL104	191 St ①	0.00%	This elevator has been out since 11/23/15 due to a defective brake drum. The brake drum had to be sent to a vendor for fabrication because, due to the age of the elevator, no spares are available. The brake drum was delivered to the job site on 3/31/16 and, as of April 12th, repairs are in progress in order to return the elevator to service. This elevator is scheduled for capital replacement in the 2015 - 2019 Capital Replacement Program.
EL238	66 St-Lincoln Center ①	69.44%	This elevator was out of service from 3/2/16 to 3/26/16 due to leveling issues caused by a leak in the hydraulic oil line. The hydraulic oil line was replaced and the elevator has returned to service.
EL120	190 St A	79.59%	This elevator had numerous outages due to the antiquated condition of the elevator control equipment and levelling unit. Currently the elevator is slated for replacement in the 2015-2019 Capital Replacement Program. Most outages were due to leveling and overspeed issues related to the leveling unit. As a short term improvement plan, a purchase requisition was submitted for a replacement elevator controller and leveling unit. The replacement elevator controller and leveling unit are expected to arrive in May 2016.
EL108	181 St ①	81.32%	This elevator was out from 12/31/15 to 1/10/16 due to defective hoist motor fields The hoist motor fields were replaced and the elevator has returned to service.
EL107	181 St ①	83.28%	This elevator was out from 3/19/16 to 4/3/16 due to a defective counterweight sheave and hoist ropes. The counterweight sheave and hoist ropes were replaced and the elevator has returned to service.
EL716	Fulton St ACJZ②③④⑤	84.76%	This elevator was out of service from 1/4/2016 to 1/15/2016 for warranty service. The elevator developed leaks in its hydraulic lines. The couplings were replaced and the elevator has been returned to service.

2016 1ST QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES111	Parkchester 6	80.61%	This escalator was out of service from 3/15/16 to 4/1/16 due to hardware and software related issues. The PLC hardware and software issues were addressed and the escalator has returned to service.
ES112	Norwood-205 St D	82.20%	This escalator was out of service from 2/2/16 to 2/14/16 due to planned replacement of the step chain and steps. The steps and step chain have been replaced and the escalator has returned to service.
ES122	Pelham Pkwy 2 5	84.79%	This escalator was out of service from 1/30/16 to 2/3/16 due to controller PLC related issues and electrical problems. The repairs were completed and the escalator has returned to service. We are currently working with a vendor to upgrade the PLC.
BROOKLYN			
ES310	Atlantic Av B Q	68.93%	This escalator was out of service from 2/19/16 to 3/5/16 due to planned replacement of the step chain and steps. The steps and step chain have been replaced and the escalator has returned to service.
ES314	Smith 9th St F G	79.59%	This escalator was out of service from 2/6/2016 to 2/22/2016 for a planned motor and brake rehabilitation. The motors were removed and sent to machine shop for bearing replacement. In addition the brakes on the machine were rebuilt and handrail gear case seals were replaced; the escalator has returned to service.
ES335	West 8 St-NY Aquarium F Q	82.08%	This escalator has numerous shutdowns due to vandalism resulting from activation of the emergency stop buttons. We temporarily installed a camera and will forward the videos to NYPD for further actions.
ES350	High St A C	80.59%	This escalator has been out of service since 3/5/2016 for the planned replacement of the main drive shaft and sprockets. It is scheduled to return to service on 4/24/2016.
MANHATTAN			
ES244	Lexington Av-53 St E M	74.19%	This escalator was out of service from 1/4/16 to 1/28/16 due to the replacement of the steps and step chain. The steps and step chain have been replaced and the escalator has returned to service.
ES245	Lexington Av-53 St E M	73.52%	This escalator was out of service from 1/12/16 to 2/1/16 due to a worn bull gear. The bull gear was replaced and the escalator has returned to service.
ES249	Lexington Av-59 St N O R	72.06%	This escalator was out of service from 3/13/16 to 4/1/16 due to the planned replacement of the steps and step chain. The steps and step chain have been replaced and the escalator has returned to service.
ES328	Delancey St F	70.53%	This escalator was out of service from 12/8/15 to 1/26/16 due to the replacement of the steps and step chain. The steps and step chain have been replaced and the escalator has returned to service.
ES364	Fulton St 4 5	72.45%	This escalator was out of service from 3/9/2016 to 3/16/2016 for warranty replacement of defective motor under-speed sensor. This escalator was again out of service from 3/22/2016 to 3/30/2016 for warranty repair of defective noise dampener inserts. The inserts were replaced and the escalator has been returned to service.
ES409	Lexington Av-63 St F	70.18%	This escalator was out of service from 1/13/2016 to 1/24/2016 for a planned rehabilitation. All major components, were replaced or rebuilt as were the external deck panels in anticipation of the 2nd Ave subway connection opening 12/2016; the escalator has been returned to service.
ES410	Lexington Av-63 St F	67.63%	This escalator was out of service from 1/27/2016 to 2/24/2016 for a planned rehabilitation. All major components, were replaced or rebuilt as were the external deck panels in anticipation of the 2nd Ave subway connection opening 12/2016; the escalator has been returned to service.

2016 1ST QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
ES622	34 St-Hudson Yards 7	39.20%	This escalator was out of service from 1/26/16 to 3/17/16 due to defective head-shaft bearing and safety concerns arising from water dripping on to the escalator from the ceiling. Both issues were referred to the contractors for warranty repair. The contractors have completed the repairs and the escalator has returned to service.
ES623	34 St-Hudson Yards 7	54.60%	This escalator was out of service from 2/7/16 to 3/17/16 due to safety concerns arising from water dripping on to the escalator from the ceiling. The water leak was referred to the contractors for warranty repair. The contractors have completed the repairs and the escalator has returned to service.

2016 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL129	3rd Ave-149 St ② ⑤	1	The entrapment that occurred on 1/10/16 was the result of a loose escape hatch switch and the door being out of adjustment. The escape hatch door was adjusted and the switch was secured, the door close button was also replaced; the elevator was tested and returned to service.
EL130	3rd Ave-149 St ② ⑤	1	The entrapment that occurred on 1/4/16 was the result of the elevator not leveling correctly. The valve body was adjusted; the elevator was tested and returned to service.
EL135	161 St-Yankee Stadium ⑧ ⑩	1	The entrapment that occurred on 3/19/16 was the result of the elevator overshooting the top landing. The valve body was adjusted; the elevator was tested and returned to service.
EL136	Pelham Pkwy ② ⑤	1	The entrapment that occurred on 3/4/16 was the result of the PLC modules being defective. The modules were replaced and the software was installed again; the elevator was tested and returned to service.
EL137	Pelham Pkwy ② ⑤	1	The entrapment that occurred on 3/27/16 was the result of the release roller being out of adjustment at the lower landing. The release roller was adjusted and the interlock contacts were cleaned; the elevator was tested and returned to service.
EL183	Gun Hill Rd ② ⑤	3	The entrapment that occurred on 1/21/16 was the result of a loose mounting bracket for the interlock at the lower landing. The bracket was tightened, both interlocks were also cleaned; the elevator was tested and returned to service. The entrapment that occurred on 1/23/16 was the result of defective glass panel switch and PLC software issues. The glass panel switch was replaced and adjusted, the software issues were corrected; the elevator was tested and returned to service. The entrapment that occurred on 3/25/16 was the result of debris at the lower landing sill preventing the doors from closing. The debris was removed; the elevator was tested and returned to service.
EL189	Kingsbridge Rd ⑧ ⑩	3	The entrapment that occurred on 1/19/16 was the result of rock salt on the door tracks and the upper level door clutch needing adjustment. The rock salt was cleared, the door clutch was adjusted as well as the upper landing release rollers; the elevator was tested and returned to service. The entrapments that occurred on 2/8/16 and 2/15/16 were the result of a loose wire on the T2 terminal and circuit breaker 1 not properly connected. The wire was secured and the connection to the circuit breaker panel 1 secured; the elevator was tested and returned to service.
EL193	233rd St ② ⑤	1	The entrapment that occurred on 3/22/16 was the result of a vendor overloading the elevator with carts. The carts were removed; the elevator was tested and returned to service.
EL195	Hunts Point Av ⑥	2	The entrapment that occurred on 1/18/16 was not determined. Upon arrival the elevator was running as design, maintainers inspected and found not defects to cause an entrapment; the elevator was tested and returned to service. The entrapment that occurred on 3/29/16 was the result of a power failure at the station. The power was restored; the elevator was tested and returned to service.

2016 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BROOKLYN			
EL301	Pacific St-Atlantic Av D N R	3	The entrapment that occurred on 1/24/2016 was the result of a misaligned door release assembly. The assembly was adjusted and all door saddles were cleaned of debris; the elevator was tested and returned to service. The entrapment that occurred on 2/03/2016 was the result of overheated hydraulic oil. The oil was allowed to cool; the elevator was tested and returned to service. The entrapment that occurred on 2/4/2016 was the result of a misaligned door restrictor. The restrictor was adjusted, and VU relay was replaced as a precautionary measure; the elevator was tested and returned to service.
EL303	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 2/4/2016 was the result of a misaligned upper landing door release rollers and interlock. The release rollers and interlock were adjusted and debris was cleaned from all door tracks; the elevator tested and returned to service
EL304	Atlantic Av 2 3	6	The cause of the entrapment that occurred on 2/15/2016 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 2/17/2016 was the result of a bent door operator arm and worn electrical relays. The door operator arm and relays were replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/18/2016 was the result of a misaligned lower landing hatch door interlock. The interlock was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/23/2016 was the result of misaligned release roller assembly at upper and lower landings. Both rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/24/2016 was the result of defective valve body. The valve body was replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/24/2026 was the result of upper landing misaligned release roller assembly and broken wire to high-speed solenoid. The rollers were adjusted and the wire was repaired, the elevator was tested and returned to service.
EL307	Atlantic Av B Q	1	The entrapment that occurred on 3/14/2016 was the result of door operator problem and leveling problem. The car door stop roller and door keeper were replaced, and the UL was adjusted for leveling issue. The elevator was tested and returned to service.
EL308	Court St R	2	The entrapment that occurred on 1/6/2016 was the result of vandalized top of car emergency escape hatch. The hatch was repaired and re-secured; the elevator was tested and returned to service. The entrapment that occurred on 1/17/2016 was the result of loose upper landing dust cover hitting car door and opening interlock. The dust cover was repaired; the elevator was tested and returned to service.
EL309	Court St R	1	The entrapment that occurred on 3/17/2016 due to an unsecure top of car escape hatch. The hatch was secured; the elevator was tested and returned to service.
EL319	Brooklyn College-Flatbush Av 2 5	1	The entrapment that occurred on 1/27/2016 was the result of misaligned lower landing interlock and door hangers. The interlock and hangers were adjusted; the elevator was tested and returned to service
EL344	Utica Ave A C	1	The entrapment that occurred on 2/24/2016 was the result of unintended movement fault. The fault was reset and the brakes were checked; the elevator was tested and returned to service.

2016 1ST QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL397	Myrtle-Wyckoff Aves L	1	The cause of the entrapment that occurred on 2/2/2016 could not be determined. The elevator was tested and returned to service.

2016 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
MANHATTAN			
EL103	191 St ①	2	The entrapment that occurred on 1/6/16 was the result of the overload tripping due to the brake circuit not operating correctly. The contacts on brake circuit relays "BK1", "BK2" and "BKS" were cleaned. The overload was also reset; the elevator was tested and returned to service. The entrapment that occurred on 2/20/16 was the result of a broken upper landing release roller assembly. The release roller assembly was replaced and adjusted; the elevator was tested and returned to service.
EL106	191 St ①	2	The entrapment that occurred on 1/10/16 was the result a defective brake pin that caused the brake shoes to drag and melt the tach wheel. The brake pin and tach wheel were replaced. The brakes were also adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/14/16 was the result of the governor tripping and interlocks not working correctly. The governor was reset and elevator speed adjusted. The interlocks at the upper and lower landing were adjusted; the elevator was tested and returned to service.
EL107	181 St ①	2	The entrapment that occurred on 2/18/16 was the result of a defective lower landing release roller assembly. The lower landing release roller assembly was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/19/16 was the result of a broken hoist rope. The broken hoist rope was removed, the counterweight sheave was replaced and the hoist ropes were replaced; the elevator was tested and returned to service.
EL108	181 St ①	2	The entrapment that occurred on 1/13/16 was the result of the overload tripping due to a loose wire on the transformer for the brake circuit. The wire was tightened, the overload was reset, brake relay "BW" and "BK" contacts were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 1/22/16 was the result of a defective bridge rectifier for the brake circuit. The rectifier was replaced and the wiring for the "BMK1" relay was inspected and corrected; the elevator was tested and returned to service.
EL109	181 St ①	1	The entrapment that occurred on 2/5/16 was the result of in car escape hatch switch being out of adjustment. The switch was adjusted; the elevator was tested and returned to service.
EL110	181 St ①	1	The entrapment that occurred on 2/14/16 was the result of a defective normal power timer "SSNP". The timer was replaced; the elevator was tested and returned to service.
EL114	168 St ①	3	The entrapment that occurred on 1/31/16 was the result of a defective lower landing release roller that caused the door operator fuse to activate. The release roller was adjusted and the fuse was replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/11/16 was the result of loose hardware on the door operator linkage and the upper landing release roller assembly requiring adjustment. The loose hardware was tightened and the upper release roller assembly was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/31/16 was the result of the motor limit timer fault tripping. The fault was reset, the interlocks and car gate switches were cleaned; the elevator was tested and returned to service.

2016 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL117	181 St A	1	The entrapment that occurred on 1/17/16 was the result of defective brake relays and a tach wheel. The tach wheel and brake relays "BK", "BKP1" and "BKP" were replaced; the elevator was tested and returned to service.
EL120	190 St A	8	The entrapments that occurred on 1/8/16, 1/15/16 and 1/16/16 were the result of the selector unit not working correctly. A broken wire was found on the selector unit and brake problems. The wire in the selector was repaired, the brake circuit was troubleshot and power was restored to the brakes, the brakes were adjusted as well as the brake switches; the elevator was tested and returned to service. The entrapment that occurred on 2/2/16 was the result of a defective selector unit. The selector unit was reprogrammed, various relays were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 2/23/16 was the result of dirty contacts on the door zone relays and speed relays. The contacts were cleaned; the elevator was tested and returned to service. The entrapments that occurred on 3/4/16 and 3/8/16 were the result of the elevator running slow and having lost its sequence of operation. Various contacts were cleaned on the speed relays. A defective spring for the "SE" relay for speed sequence was found to be weak and defective and was replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/21/16 was the result of a loose emergency escape switch at one of the escape landings. The switch was adjusted and properly secured; the elevator was tested and returned to service.
EL123	175 St A	1	The entrapment that occurred on 3/27/16 was the result of a broken release roller assembly at the lower landing. The release roller was replaced and adjusted, the car door clutch was also adjusted; the elevator was tested and adjusted.
EL124	175 St A	1	The entrapment that occurred on 2/25/16 was the result of dirty relay contacts. The contacts for relays "DMS" and "DR" were cleaned. The hoistway door was adjusted at the lower landing; the elevator was tested and returned to service.
EL139	168 St 1 A C	1	The entrapment that occurred on 2/5/16 was the result of snow accumulating on the door tracks as well as debris. The debris and snow was cleared; the elevator was tested and returned to service.
EL141	168 St A C	1	The entrapment that occurred on 3/27/16 was the result of a luggage wheel braking off a customer's luggage causing the doors to jam. The luggage wheel was removed and the elevator was inspected; the elevator was tested and returned to service.
EL142	125 St A B C D	1	The entrapment that occurred on 2/4/16 was the result of a defective door operator board. The door operator board was replaced; the elevator was tested and returned to service.
EL146	96th St 231	1	The entrapment that occurred on 2/2/16 was the result of the elevator not making the top landing. Maintainers inspected the slowdown switches and adjusted the valve body; the elevator was tested and returned to service.
EL149	Inwood-207 St A	1	The entrapment that occurred on 3/31/16 was the result of the door sill being bowed causing doors to jam. The door sill was straightened; the elevator was tested and returned to service.

2016 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL181	135 St ②③	2	The entrapment that occurred on 1/4/16 was the result of the door open relay not working. The door open relay was replaced and the upper landing release rollers were also adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 1/13/16 was not determined. The elevator was tested and returned to service.
EL201	51 St ⑥	1	The cause of the entrapment that occurred on 1/28/16 could not be determined. The elevator was tested and returned to service.
EL210	34 St-Herald Sq ②④⑤⑥⑦	2	The entrapment that occurred on 2/19/16 was the result of the upper landing interlock being out of adjustment. The interlock was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/2/16 was the result of a defective door zone switch. The door zone switch was replaced and the upper landing hoist way hangars were also adjusted. The interlock at the top landing was also adjusted; the elevator was tested and returned to service.
EL213	34 St-Herald Sq ②④⑤⑥⑦⑧⑨⑩	2	The cause of the entrapment that occurred on 3/7/16 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 3/24/16 was the result of the car door restrictor not working correctly. The car door restrictor was adjusted; the elevator was tested and returned to service.
EL214	34 St-Penn Station ①	1	The entrapment that occurred on 1/24/16 was the result of debris at the lower landing door sill. The debris was removed; the elevator was tested and returned to service.
EL221	14 St/8 Av ①③④⑤⑥	2	The entrapments that occurred on 3/27/16 and 3/30/16 were the result of the door restrictor not working correctly. The door restrictor was adjusted; the elevator was tested and returned to service.
EL223	14 St ①③④⑤	1	The entrapment that occurred on 3/19/16 was the result of the upper landing doors being out of adjustment. The doors were adjusted, the interlock keeper, release rollers and door restriction were also adjusted; the elevator was tested and returned to service.
EL224	8 Av ①	3	The entrapment that occurred on 1/20/16 was the result of the lower landing release roller being out of adjustment. The release roller was adjusted as well as the interlock keeper; the elevator was tested and returned to service. The entrapment that occurred on 2/3/16 was the result of the top landing interlock being out of adjustment and the door open relay not working. The interlock was adjusted, the door open relay was replaced and the door restrictor was also adjusted; the elevator was tested and returned to service. The entrapment on 3/12/16 was the result of a power failure from Con-Edison. This also burnt fuses on the controller. The Con-Edison repaired the power line in the street and NYCT replaced the fuses; the elevator was tested and returned to service.

2016 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL225	34 St-Penn Station C E	4	The entrapment that occurred on 1/12/16 was the result of debris at the upper and lower landing sills. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 2/23/16 was the result of car door clutch being out of adjustment. The car door clutch was adjusted as well as the upper landing release roller assembly; the elevator was tested and returned to service. The entrapment that occurred on 2/27/16 was the result of a defective TRIAC transistor on the control board. The TRIAC was replaced; in addition, the up direction car call button was replaced and the upper landing hatch door rear gib shoes were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/1/16 was the result of defective relays on the control board. The relays for up level high speed and inspection were replaced; the elevator was tested and returned to service.
EL229	Times Sq-42 St N Q R	1	The entrapment that occurred on 1/16/16 was the result of low oil in the tank and a loose wire on the door operator. Oil was added to the tank, the loose wire was tightened and the upper landing interlock was adjusted; the elevator was tested and returned to service.
EL230	Times Sq-42 St N Q R	1	The entrapment that occurred on 2/13/16 was the result of the lower landing doors needing adjusting. The doors were adjusted and the upper and lower landing interlocks were also cleaned and adjusted; the elevator was tested and returned to service.
EL235	47-50 Sts-Rockefeller Center B D F M	1	The cause of the entrapment that occurred on 3/18/16 could not be determined. The maintainers inspected the elevator and cleaned the interlocks and door sills as a precaution; the elevator was tested and returned to service.
EL237	66 St-Lincoln Center 1	2	The cause of the entrapment that occurred on 1/12/16 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 1/23/16 was the result of snow at the upper landing saddle. The snow was removed; the elevator was tested and returned to service.
EL239	72 St 1 2 3	1	The entrapment that occurred on 2/3/16 was the result of the car door hangar hitting a loose door track. The door track was secured; the elevator was tested and returned to service.
EL240	72 St 1 2 3	1	The entrapment that occurred on 3/12/16 was the result of a blown "F2" 6 Amp fuse for the control board. The fuse was replaced; the elevator was tested and returned to service.
EL244	Grand Central-42 St 7	1	The entrapment that occurred on 1/9/16 was not determined; the elevator was tested and returned to service.
EL245	Lexington Av-53 St E M	3	The entrapment that occurred on 1/29/16 was the result of the oil being too hot due to the oil cooler circuit breaker tripping. The breaker was reset and the oil was allowed to cool off; the elevator was tested and returned to service. The entrapment that occurred on 2/14/16 was the result of the governor slack cable switch tripping. The governor rope was adjusted and the switch was reset; the elevator was tested and returned to service. The entrapment that occurred on 3/16/16 was the result of a defective lower landing release roller assembly. The release roller assembly was replaced; the elevator was tested and returned to service.

2016 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL279	59th St-Columbus Circle A B C D 1	2	The entrapment that occurred on 3/18/16 was the result of the slack cable switch tripping for the governor rope. The governor rope was shortened, the slack cable switch and governor switch was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/25/16 was the result of the governor rope needing tension and adjustment. The governor rope was shortened, the governor tensioning device was adjusted, the governor switch was adjusted; the elevator was tested and returned to service.
EL325	Canal St 6	2	The entrapment that occurred on 1/26/2016 was the result of dirty hatch and car gate contacts on the interlocks. The contacts were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 2/7/2016 was the result of dirty door interlock contacts. The interlock contacts were cleaned; the elevator was tested and returned to service.
EL402	Lexington Av-63 St F	2	The entrapment that occurred on 1/6/2016 was the result of a broken K relay on the leveling unit. The K relay was repaired; the elevator was tested and returned to service. The entrapment that occurred on 1/28/2016 was the result of burnt contacts in the H relay. The relay contacts and levelling unit contacts were replaced; the elevator was tested and returned to service.
EL603	34 St-Hudson Yards 7	1	The entrapment that occurred on 2/16/16 was the result of a water condition on top of the elevator and in the shaft way. The water carried sediment onto the door tracks and on top of the elevator. The water condition was corrected, the upper and lower landing door tracks as well as the top of the elevator cab and pit were cleaned; the elevator was tested and returned to service.
EL710	Bowling Green 4 5	1	The entrapment that occurred on 3/29/2016 was the result of an open emergency escape hatch. The hatch was re-secured; the elevator was tested and returned to service.
EL711	Bowling Green 4 5	2	The cause of the entrapment that occurred on 1/5/2016 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 3/29/2016 was the result of FDNY removing power from the wrong elevator. The elevator was tested and returned to service.
EL720	Fulton St A C J Z 2 3 4 5	1	The entrapment that occurred on 2/29/2016 was the result of a broken door operator belt. The belt was replaced, the door operator was inspected and the door drive chain was adjusted. The elevator was tested and returned to service.

2016 1ST QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
QUEENS			
EL411	Sutphin Blvd-Archer Av-JFK E J Z	1	The cause of the entrapment that occurred on 3/11/2016 could not be determined. The elevator was tested and returned to service.
EL425	Junction Blvd 7	3	The cause of the entrapment that occurred on 1/3/2016 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 2/2/2016 was the result of hydraulic oil being over heated. The oil was allowed to cool and the valve body was adjusted; the elevator was adjusted and returned to service. The entrapment that occurred on 2/6/2016 was the result of hydraulic oil viscosity being too thick as a result of malfunction of the oil cooler relay. The relay was repaired and the oil was allowed to heat up; the elevator was tested and returned to service.
EL428	Queens Plaza E M R	1	The entrapment that occurred on 2/26/2016 was the result of dirty lower landing interlock and gate contacts. The contacts were cleaned; the elevator was tested and returned to service.
EL429	Queens Plaza E M R	1	The cause of the entrapment that occurred on 3/21/2016 could not be determined. The elevator was tested and returned to service.
EL446	CitiCorp/Court Square 7 E G	1	The entrapment that occurred on 1/5/2016 was the result of hydraulic oil being too cold. The oil heater was turned on; the elevator tested and returned to service.
EL447	CitiCorp/Court Square 7 E G	1	The entrapment that occurred on 2/2/2016 was a result of the debris in the door saddle. The debris was cleaned up, and door open contact was cleaned as a precaution. The elevator was tested and to customer service.
EL497	Mott Avenue A	1	The entrapment that occurred on 3/14/2016 was the result of a pen being wedged in the door sill. The pen was removed; the elevator was tested and returned to service.

2016 1ST QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
E&E Equip #	Original Equip #	Station Name:	Line	# of Inspections (01/01/16 to 3/31/16)	# Of Tours O-O-S
EL200X		34 St - Herald Square	6AV	273	0
EL203X		Lexington Av - 53 St	QNS	273	0
EL207X		50 Street	8AV	273	0
EL208X		50 Street	8AV	273	12
EL231X		Times Square - 42 St	7AV	273	0
EL268X		49th Street (Uptown)	BWY	273	1
EL276X		59 St - Columbus Circle	8AV	273	13
EL287X	TE46	42nd St - Bryant Park	6AV	273	2
EL288X	ELP6	42nd St - Port Authority Bus Terminal	8AV	273	0
EL289X	ELP7	42nd St - Port Authority Bus Terminal	8AV	273	1
EL290X	Lift	42nd St - Port Authority Bus Terminal	8AV	273	89
EL291X		42nd St - Port Authority Bus Terminal	8AV	273	25
EL292X		42nd St - Bryant Park	6AV	273	0
EL294X		42nd St - Bryant Park	6AV	273	4
EL300X		Atlantic Avenue - Barclays Center	EPK	273	2
EL415X		61 St - Woodside	FLU	273	9
EL416X		61 St - Woodside	FLU	273	1
EL417X		61 St - Woodside	FLU	273	1
EL418X		61 St - Woodside	FLU	273	1
EL419X		61 St - Woodside	FLU	273	1
EL445X		Court Square	FLU	273	20
EL448X	PE11	Sutphin Blvd - Archer Av JFK	ARC	273	0
EL449X		Sutphin Blvd - Archer Av JFK	ARC	273	0
EL450X		Sutphin Blvd - Archer Av JFK	ARC	273	0
EL490X	EL1	Howard Beach - JFK Airport	RKY	273	0
EL491X	EL2	Howard Beach - JFK Airport	RKY	273	3
EL492X	EL3	Howard Beach - JFK Airport	RKY	273	268
EL493X	EL4	Howard Beach - JFK Airport	RKY	273	26
EL494X	EL5	Howard Beach - JFK Airport	RKY	273	1
EL495X	EL6	Howard Beach - JFK Airport	RKY	273	0
EL700X		Atlantic Avenue - Barclays Center	EPK	273	54
EL717X		Fulton Street	LEX	273	0

2016 1ST QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
E&E Equip #	Original Equip #	Station Name:	Line	# of Inspections (01/01/16 to 3/31/16)	# Of Tours O-O-S
EL718X		Fulton Street	LEX	273	0
EL726X		Cortlandt Street	BWY	273	0
EL727X		Cortlandt Street	Bwy	273	0
EL728X		Fulton Street	NAS	273	16
EL729X		Fulton Street	NAS	273	26
EL737X		Atlantic Avenue - Barclays Center	EPK	273	0
ES250X		59 St - Columbus Circle	8AV	273	1
ES251X		59 St - Columbus Circle	8AV	273	14
ES253X		Lexington Av - 53 St	QNS	273	1
ES254X		Lexington Av - 53 St	QNS	273	123
ES257X		14 St - Union Square	LEX	273	46
ES258X		14 St - Union Square	LEX	273	46
ES261X		Times Square - 42 St	7AV	273	36
ES262X		Times Square - 42 St	7AV	273	18
ES263X		50 Street	8AV	273	30
ES264X		50 Street	8AV	273	17
ES265X		Court Square	XTN	273	9
ES266X		Court Square	XTN	273	3
ES267X		Times Square - 42 St	7AV	273	10
ES268X		Times Square - 42 St	7AV	273	3
ES358X		Atlantic Avenue - Barclays Center	EPK	273	157
ES359X		Atlantic Avenue - Barclays Center	EPK	273	7
ES360X		Fulton Street	LEX	273	2
ES361X		Fulton Street	LEX	273	1
ES362X		Fulton Street	LEX	273	18
ES363X		Fulton Street	LEX	273	25
ES365X		Fulton Street	LEX	273	3
ES366X		Fulton Street	LEX	273	44
ES376X		Fulton Street	NAS	273	1
ES377X		Fulton Street	NAS	273	1
ES378X		Wall St	CLK	273	41
ES379X		Wall St	CLK	273	36

2016 1ST QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
E&E Equip #	Original Equip #	Station Name:	Line	# of Inspections (01/01/16 to 3/31/16)	# Of Tours O-O-S
ES380X		Cortlandt Street	Bwy	273	2
ES383X		Fulton Street	LEX	273	63
ES432X	ES008X	Sutphin Blvd - Archer Av JFK	ARC	273	0
ES433X	ES009X	Sutphin Blvd - Archer Av JFK	ARC	273	0
ES457X		Court Square	XTN	273	0
ES461X		Court Square	FLU	273	32
ES462X		Court Square	FLU	273	38
ES496X	ES1	Howard Beach - JFK Airport	RKY	273	0
ES497X	ES2	Howard Beach - JFK Airport	RKY	273	1
ES498X	ES3	Howard Beach - JFK Airport	RKY	273	4
ES499X	ES4	Howard Beach - JFK Airport	RKY	273	0
ES600X		Lexington Av - 53 St	QNS	273	17
ES606X		42nd St - Port Authority Bus Terminal	8AV	273	14
ES607X		42nd St - Port Authority Bus Terminal	8AV	273	24
ES608X		Grand Central - 42nd St	LEX	273	8
ES609X		Grand Central - 42nd St	LEX	273	10
ES610X		Grand Central - 42nd St	LEX	273	1
81		GRAND TOTALS		22,113	1,483



Department of Law – Transit Adjudication Bureau
177 Livingston Street – 4th Floor
Brooklyn, NY 11201

STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU FIRST QUARTER 2016

The following is a comparison of the key indicators for the first quarter of 2016 as compared to the same period in 2015:

- Summons issuance increased by 27.77% (from 29,738 in 2015 to 37,996 in 2016).
- TAB received 25,446 payments in 2016, an 11.41% increase from the 22,840 received in 2015. Direct payments increased by 9.16% (20,143 to 21,989) from the first quarter of 2015 and payments received from state tax refunds increased 28.18% from 2,697 to 3,457.
- Overall total revenue for the quarter totaled \$2,523,999, a 10.5% increase from the 2015 first quarter revenue of \$2,284,100. This includes \$468,958 in receipts from state tax refunds relating to outstanding judgments from prior years and represents a 20.65% increase from total state tax refunds of \$388,677 in 2015. Receipts from direct payments increased by 8.45% to \$2,064,480 in 2016 as compared to \$1,903,593 in the first quarter of 2015.
- Expenses increased by 4.56% (\$1,554,147 compared to \$1,625,010) from the first quarter of 2015.
- TAB revenue exceeded expenses by \$898,989 compared to \$729,953 for the first quarter of 2015.

<http://www.mta.info/nyc/TransitAdjudicationBureau.html>

MTA NEW YORK CITY TRANSIT
TRANSIT ADJUDICATION BUREAU
KEY INDICATORS
FIRST QUARTER 2016

INDICATOR	1st QTR 2016	1st QTR 2015	Y-T-D 2016	Y-T-D 2015
ISSUANCE DATA				
Violations Issued	37,996	29,738	37,996	29,738
% With Telephone Data	56.74%	60.36%	56.74%	60.36%
% With Employer Data	41.33%	32.10%	41.33%	32.10%
PAYMENT DATA				
Number of Payments	25,446	22,840	25,446	22,840
Regular	21,989	20,143	21,989	20,143
State Tax Refund	3,457	2,697	3,457	2,697
Amount Paid	\$2,533,438	\$2,292,270	\$2,533,438	\$2,292,270
Regular	\$2,064,480	\$1,903,593	\$2,064,480	\$1,903,593
State Tax Refund	\$468,958	\$388,677	\$468,958	\$388,677
Average Payment	\$99.56	\$100.36	\$99.56	\$100.36
Yield per NOV	\$66.68	\$77.08	\$66.68	\$77.08
REVENUE/EXPENSE DATA				
Revenue	\$2,523,999	\$2,284,100	\$2,523,999	\$2,284,100
Expenses	\$1,625,010	\$1,554,147	\$1,625,010	\$1,554,147
ADJUDICATIONS				
Total Cases Adjudicated	6,124	5,543	6,124	5,543
Admin Dismissals	533	321	533	321
Hearings	5,591	5,222	5,591	5,222

NYC Transit and MTA Bus Company EEO and Diversity Report

Data as of March 31, 2016

OVERVIEW

MTA NYC Transit and MTA Bus Company have conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA NYC Transit and MTA Bus Company's **March 31, 2016** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

2016-Q1 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

WORKFORCE UTILIZATION ANALYSIS
As of March 31, 2016

Job Category	Females*			Blacks			Hispanics			Asians			AI/AN**			NHOPI***			Other		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	28%	16%	No	10%	36%	Yes	7%	12%	Yes	5%	14%	Yes	0%	0%	Yes	1%	0%	No	1%	3%	Yes
Professionals	35%	35%	Yes	10%	32%	Yes	8%	10%	Yes	8%	26%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes
Technicians	39%	53%	Yes	11%	52%	Yes	12%	12%	Yes	5%	13%	Yes	0%	0%	Yes	12%	0%	No	2%	3%	Yes
Protective Services	21%	22%	Yes	31%	59%	Yes	18%	17%	No	1%	8%	Yes	1%	0%	No	3%	0%	No	1%	2%	Yes
Paraprofessionals	52%	53%	Yes	20%	49%	Yes	16%	25%	Yes	2%	9%	Yes	0%	0%	Yes	6%	0%	No	2%	2%	Yes
Administrative Support	54%	43%	No	22%	56%	Yes	22%	14%	No	4%	17%	Yes	0%	0%	Yes	6%	0%	No	2%	2%	Yes
Skilled Craft	19%	5%	No	21%	38%	Yes	16%	12%	No	6%	14%	Yes	0%	0%	Yes	7%	0%	No	2%	2%	Yes
Service Maintenance	16%	19%	Yes	35%	56%	Yes	27%	22%	No	3%	5%	Yes	0%	0%	Yes	2%	0%	No	1%	2%	Yes

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

** American Indian/Alaskan Native

*** Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2016-Q1 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

NEW HIRES
January 1, 2016 to March 31, 2016

Job Category	Total ¹	Females ²		Blacks		Hispanics		Asians		AI/AN		NHOPI		Other	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	18	5	27.8%	3	16.7%	2	11.1%	3	16.7%	0	0.0%	0	0.0%	0	0.0%
Professionals	59	23	39.0%	13	22.0%	11	18.6%	12	20.3%	0	0.0%	0	0.0%	2	3.4%
Technicians	3	1	33.3%	1	33.3%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	22	6	27.3%	14	63.6%	3	13.6%	2	9.1%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	3	2	66.7%	1	33.3%	0	0.0%	2	66.7%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	118	51	43.2%	44	37.3%	19	16.1%	35	29.7%	0	0.0%	0	0.0%	1	0.8%
Skilled Craft	210	13	6.2%	85	40.5%	35	16.7%	24	11.4%	0	0.0%	0	0.0%	5	2.4%
Service Maintenance	459	102	22.2%	281	61.2%	98	21.4%	32	7.0%	1	0.2%	0	0.0%	3	0.7%
Total	892	203	22.8%	442	49.6%	169	18.9%	110	12.3%	1	0.1%	0	0.0%	11	1.2%

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

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

2016-Q1 EEO & DIVERSITY REPORT**NEW YORK CITY TRANSIT**

EEO AND TITLE VI COMPLAINTS
January 1, 2016 to March 31, 2016

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	94	66	21	52	21	58	49	100	461	266	244
External Complaints	25	8	13	19	5	15	39	39	163	111	98
Internal Complaints	69	58	8	33	16	43	10	61	298	155	146

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	78	7	24	109	104	87

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

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

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

2016-Q1 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/16 to 3/31/16
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	13	0	0	0	0	0	13
TOTAL	13	0	0	0	0	0	13

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/16 to 3/31/16
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	3	5	1	0	0	0	9
TOTAL	3	5	1	0	0	0	9

TITLE VI COMPLAINT RESOLUTION FROM 1/1/16 to 3/31/16

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	15	0	2	0	0	0	17
TOTAL	15	0	2	0	0	0	17

2016-Q1 EEO & DIVERSITY REPORT

MTA BUS COMPANY

WORKFORCE UTILIZATION ANALYSIS

As of March 31, 2016

Job Category	Females*			Blacks			Hispanics			Asians			AI/AN**			NHOPI***			Other		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	23%	11%	No	11%	31%	Yes	6%	15%	Yes	4%	7%	Yes	0%	0%	Yes	0%	0%	Yes	1%	3%	Yes
Professionals	31%	49%	Yes	9%	26%	Yes	8%	14%	Yes	7%	19%	Yes	0%	0%	Yes	3%	0%	No	1%	5%	Yes
Technicians	21%	59%	Yes	7%	14%	Yes	7%	14%	Yes	16%	9%	No	0%	0%	Yes	4%	0%	No	1%	5%	Yes
Protective Services	16%	17%	Yes	34%	67%	Yes	18%	17%	No	2%	0%	No	0%	0%	Yes	2%	0%	No	2%	17%	Yes
Paraprofessionals	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Administrative Support	58%	41%	No	20%	30%	Yes	23%	15%	No	3%	6%	Yes	0%	0%	Yes	6%	0%	No	2%	9%	Yes
Skilled Craft	1%	1%	Yes	25%	31%	Yes	19%	14%	No	2%	12%	Yes	0%	0%	Yes	4%	2%	No	3%	5%	Yes
Service Maintenance	11%	13%	Yes	28%	52%	Yes	30%	21%	No	3%	6%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes

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

** American Indian/Alaskan Native

*** Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

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

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2016-Q1 EEO & DIVERSITY REPORT
MTA BUS COMPANY

NEW HIRES
January 1, 2016 to March 31, 2016

Job Category	Total ¹	Females ²		Blacks		Hispanics		Asians		AI/AN		NHOPI		Other	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	7	1	14.3%	3	42.9%	0	0.0%	1	14.3%	0	0.0%	0	0.0%	0	0.0%
Professionals	8	4	50.0%	4	50.0%	1	12.5%	1	12.5%	0	0.0%	0	0.0%	0	0.0%
Technicians	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	1	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Service Maintenance	112	18	16.1%	61	54.5%	30	26.8%	9	8.0%	0	0.0%	0	0.0%	4	3.6%
Total	128	23	18.0%	68	53.1%	31	24.2%	11	8.6%	0	0.0%	0	0.0%	4	3.1%

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

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

2016-Q1 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO AND TITLE VI COMPLAINTS
January 1, 2016 to March 31, 2016

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases ⁴	Status (# Open) ⁵
EEO	3	0	2	1	1	0	3	1	11	9	6
External Complaints	1	0	0	1	0	0	3	1	6	5	5
Internal Complaints	2	0	2	0	1	0	0	0	5	4	1

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	7	0	2	9	9	2

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

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

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

2016-Q1 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/16 to 3/31/16
EXTERNAL

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

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/16 to 3/31/16
INTERNAL

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

TITLE VI COMPLAINT RESOLUTION FROM 1/1/16 to 3/31/16

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	7	0	0	0	0	0	7
TOTAL	7	0	0	0	0	0	7

MTACC MONTHLY PROJECT STATUS REPORTS:

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

7 Line Extension Active Construction Contracts

Report to the Transit Committee - May 2016

data thru April 2016; \$s in million

	Budget	Expenditures
Final Design	\$ 119.4	119.1
Construction	1,904.2	1,852.3
Construction Management	53.0	48.4
Subway Project Reserve	24.2	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 2,019.9
HYDC-Funded Non-Subway Work [†]	266.0	245.2
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,265.0
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	May-2016
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes^{††} <i>John P. Picone Inc.</i>	\$92.3	\$92.1	\$0.2	\$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.

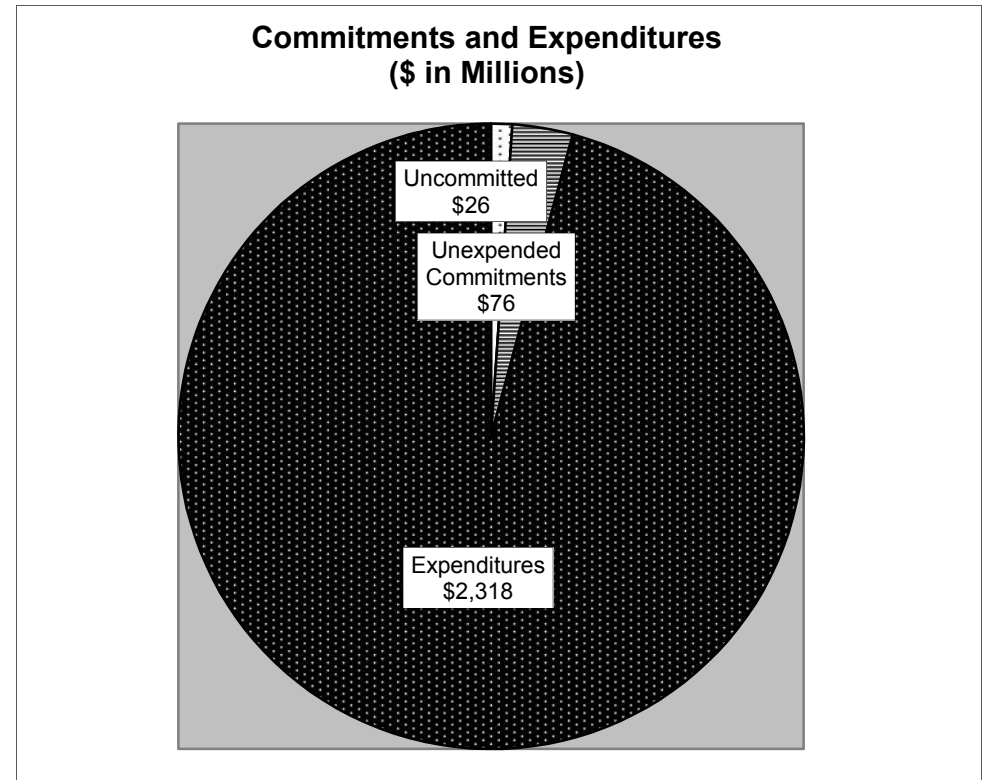
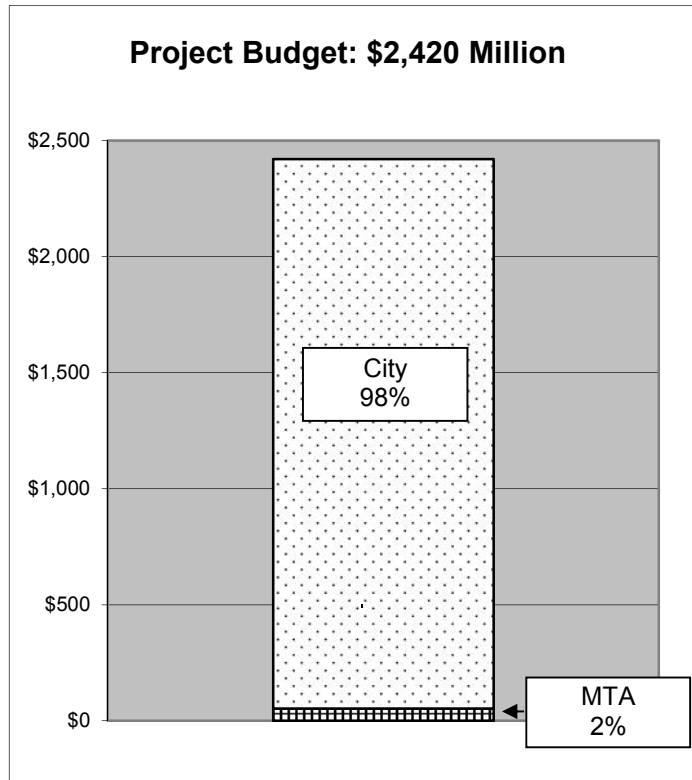
† Non-subway work includes design, construction management, and construction tasks.

†† 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.

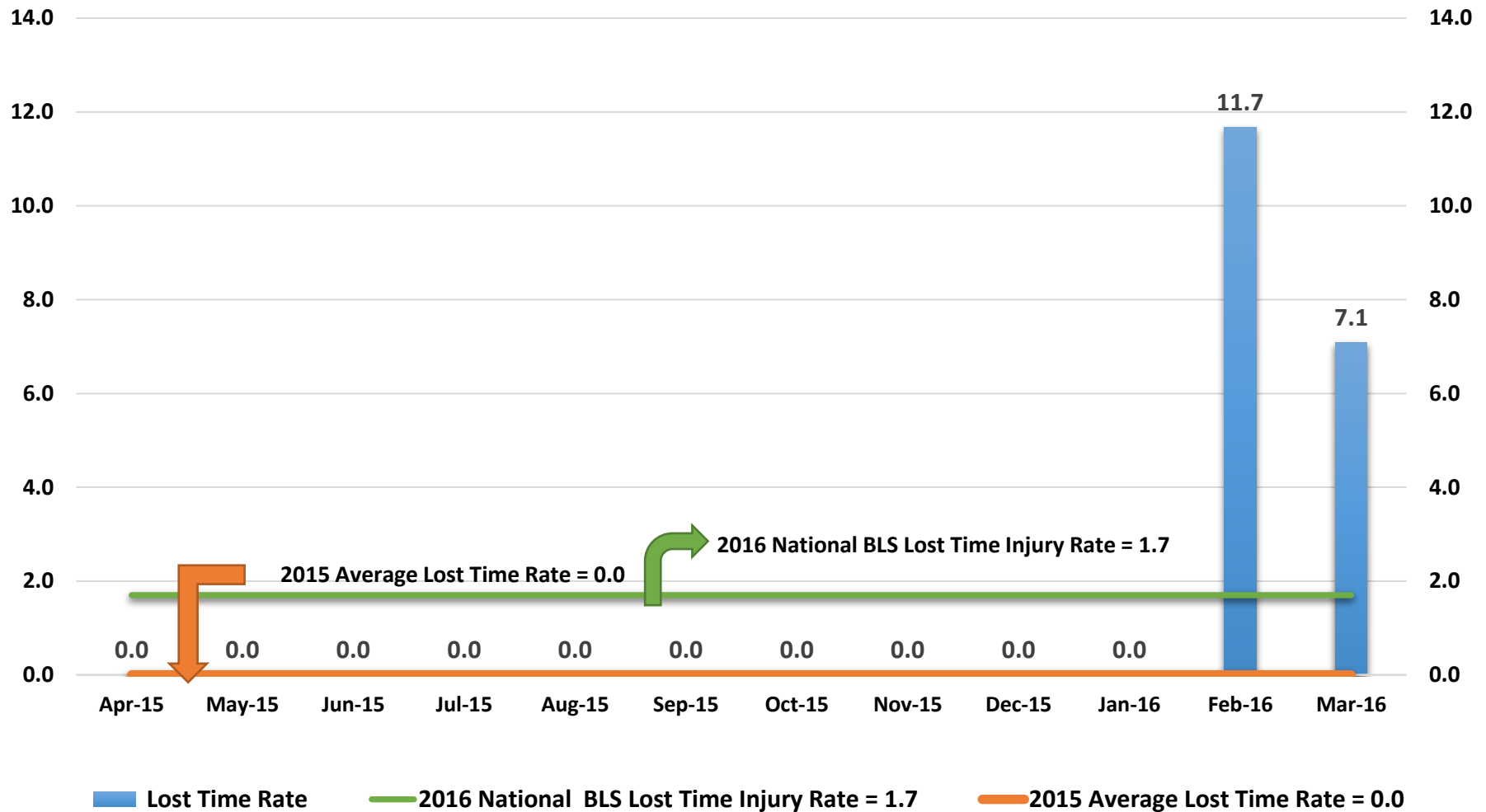
7 Line Extension Status **Report to the Transit Committee - May 2016** *data thru April 2016*

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 - May 2016

data thru April 2016; \$s in million

	Budget	Expenditures
Construction	\$ 3,390.9	\$ 2,897.4
Design	\$ 510.6	497.6
Construction Management	\$ 268.0	203.6
Real Estate	\$ 281.5	238.5
Total	\$ 4,451.0	\$ 3,837.2

	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	\$205.5	\$0.4	\$193.1	Jul-2010	Jan-2011	May-2014	Jun-2016
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$298.9	\$287.5	\$11.3	\$213.8	Mar-2011	Jan-2012	Aug-2016	Dec-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$382.3	\$381.0	\$1.3	\$315.9	Mar-2011	Jun-2012	Dec-2015	Nov-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$322.3	\$313.2	\$9.1	\$232.5	Nov-2012	Feb-2013	Nov-2015	Nov-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$241.5	\$237.2	\$4.3	\$159.2	Oct-2013	Jun-2013	May-2016	Nov-2016

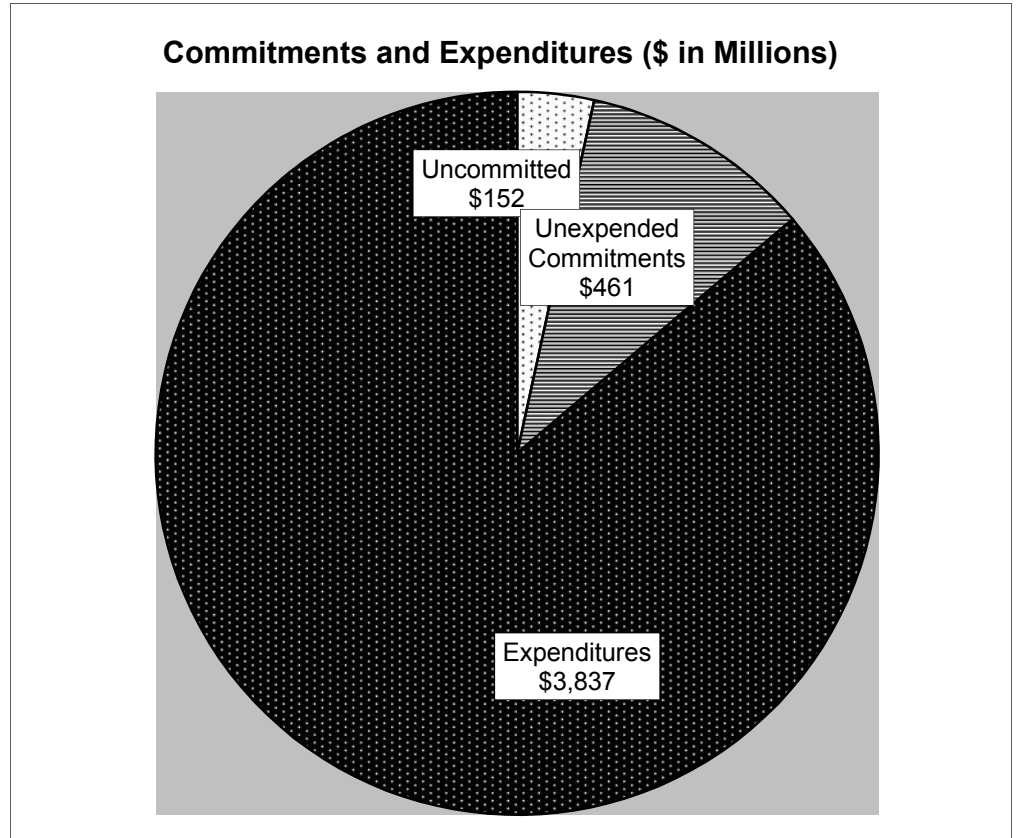
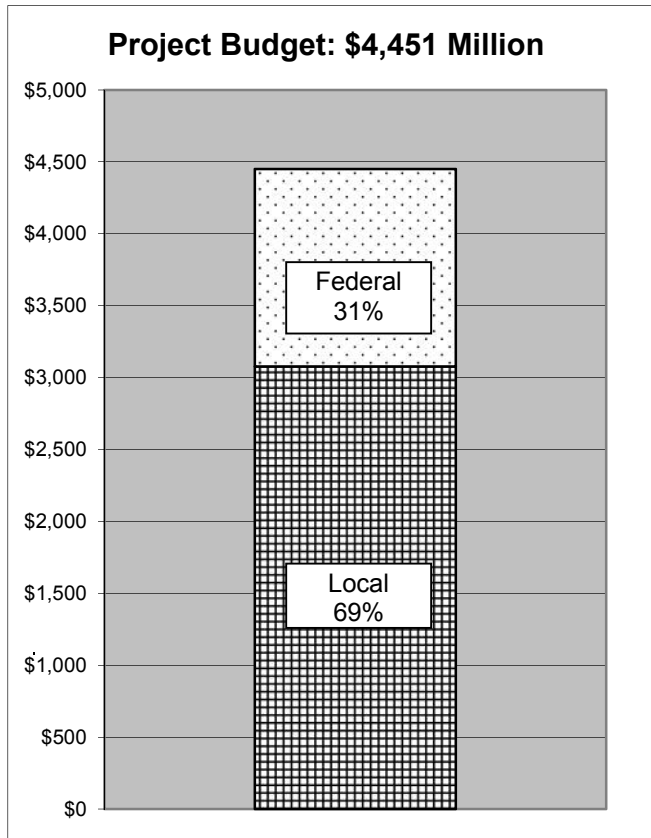
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

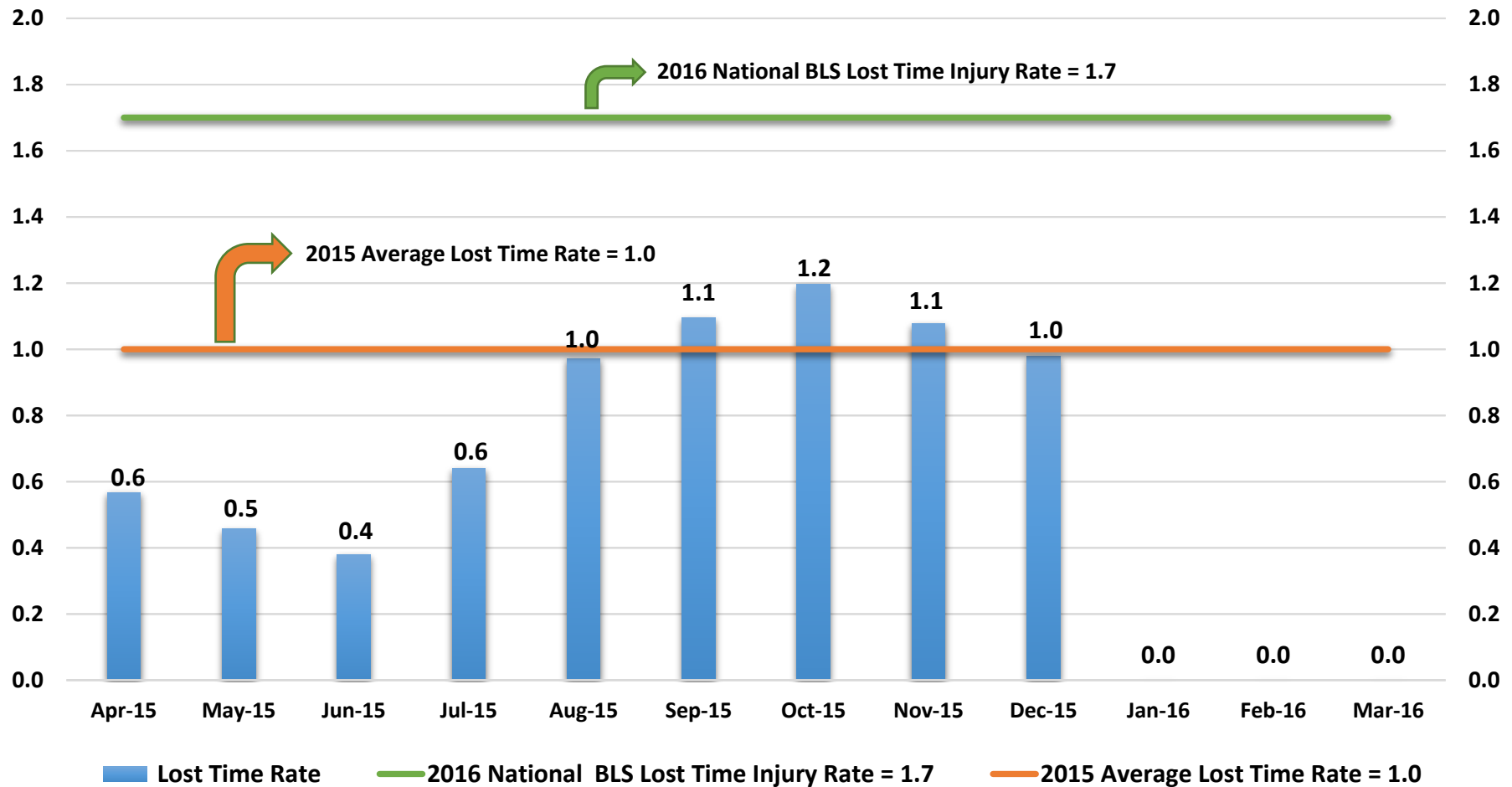
Report to the Transit Committee - May 2016

data thru April 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	1,739
2010-2014	1,487	1,487	-	-	1,368	119	1,055
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,299	\$ 152	\$ 3,837



SAS Annual Cumulative Profile of Lost Time Injury Rates



Second Avenue Subway Update to Transit Committee/CPOC

May 23, 2016



SAS Status

- On target to meet December 2016 RSD.
- 96th Street Station power distribution completed for systems contract to facilitate Level 3-4 Testing.
- Facility Power energization was achieved at 72nd Street on April 29.
- 72nd Street Station has made significant gains in installation of escalators, elevators and tunnel vent fans this past month.
- Systems contractor has completed installation of all track work. The remaining 400 linear feet of third rail out of the 22,000 linear feet will be completed by end of May.
- Systems contractor has also completed installation of traction power work at 96th Street station.



SAS Issue/Milestone Status

Issue/Milestone	Target Date (as of Mar. 2016 CPOC)	Current Forecast Date	Change Since Last Report	Potential Impact on Revenue Service Date
Lex. /63rd St Finishes Contract				
Level 3-4 Testing	4/30/2016	5/31/2016	31 days loss of float	Contractor encountered technical issues which delayed water mist testing, revision to stair pressurization procedure, Inergen testing and elevator dispatcher programming. No impact on RSD.



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
72nd St Finishes Contract				
Permanent Power Energization	4/15/2016	4/29/2016 A	Complete	
Escalator Installation	10/28/2016	10/28/2016	On Target	No impact on RSD.
Elevator Installation	9/1/2016	9/30/2016	No Change	No impact on RSD.
Tunnel Vent Fans Installation	5/31/2016	6/15/2016	No Change	No impact on RSD.
HVAC Installation	5/31/2016	6/15/2016	No Change	No impact on RSD.
Fire Life Safety Installation		5/31/2016	On Target	This item was not included in the March 2016 CPOC Report, however, the project considers it to be a significant milestone and thereby is including it going forward. Potential delay in delivery of water mist components is expected to erode float up to 31 days. No impact on RSD.
Level 3-4 Testing	8/31/2016	8/31/2016	On Target	No impact on RSD.
Level 3 to 5 Testing Elevator/Escalator	11/30/2016	11/30/2016	On Target	No impact on RSD.

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
86th St Finishes Contract				
Permanent Power Energization	4/30/2016	5/25/2016	25 days loss of float	ConEdison inspections revealed improper electrical relay installation. This required rework of relay installation and thereby delayed completion of ConEdison inspection. No impact on RSD.
Elevator and Escalator Installation	6/1/2016	6/21/2016	No change	No impact on RSD.
Tunnel Vent Fans Installation		5/31/2016	On Target	These items were not included in the March 2016 CPOC Report, however, the project considers them to be significant milestones and thereby is including them going forward.
HVAC Installation		5/31/2016	On Target	
Fire Life Safety Installation		5/31/2016	On Target	
Ancillary 1 and 2 Structures	4/30/2016	5/20/2016	20 days loss of float	Ancillary 1 was completed on 5/12/2016. Ancillary 2 will be completed by 5/20/2016. The delay was due to the fact that the contractor enhanced a future activity (dry cooler installations and station emergency control room[SECR]) by delaying completion of the roof concrete, but all the critical work required for HVAC was completed. No impact on RSD.
Level 3-4 Testing	8/1/2016	8/1/2016	On Target	No impact on RSD.

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	No Change	No impact on RSD.
Elevator Installation	7/13/2016	7/31/2016	No Change	No impact on RSD.
Tunnel Vent Fans Installation	6/21/2016	5/31/2016	No Change	Contractor will install dampers on 05/27/2016; Termination will take 3 days not a week, because wire coiling will be done concurrently with damper installation.
HVAC Installation	5/31/2016	5/31/2016	On Target	No impact on RSD.
Fire Life Safety Installation	6/13/2016	5/31/2016	No Change	No impact on RSD.
Level 3-4 Testing	8/1/2016	8/1/2016	On Target	No impact on RSD.

SAS Issue/Milestone Status

Issue/Milestone	Target Date (as of Mar. 2016 CPOC)	Current Forecast Date	Change Since Last Report	Potential Impact on Revenue Service Date
Systems Contract				
Communication Systems Installation (Fire Alarm, PA/CIS)	8/31/2016	8/31/2016	On Target	No impact on RSD.
Communication Systems Installation (Police Radio)	10/15/2016	10/15/2016	On Target	No impact on RSD.
Traction Power Energization	7/11/2016	7/11/2016	On Target	No impact on RSD.
Track Work	5/15/2016	4/29/2016 A	Complete	Track work is complete; the remaining 400 linear feet of third rail out of the 22,000 linear feet will be completed by end of May.
Signal Work	7/18/2016	7/18/2016	On Target	No impact on RSD.

May 2016
NYCT Committee & CPOC
IEC Monthly Update



Second Avenue Subway

May 23, 2016



SAS May Update

The IEC observed that 2 of the 4 Target Dates for installations and testing in April were met. The completion of local testing at the Lexington Ave/63rd Street Station suffered a month's delay. The IEC's review of current project forecasts for upcoming schedule milestones raised these concerns:

- The forecasts are on-target for about 70% of the upcoming interim tracking milestones identified at the March CPOC meeting.
- There is no improvement in the forecasted elevator and escalator completions at the 72nd Street Station, which remain close to impacting the target RSD.
- The testing schedule for major station equipment has been additionally compressed by the rescheduling of the start of local testing for several systems.



SAS May Update

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

- The contractor's work effort at the 72nd Street Station site has improved.
- The backlog of changes without formal direction-to-proceed continues to present a risk to the completion of the testing program.
- Monthly project construction expenditures have increased to \$39M in April but increases to an average of \$49M are needed to support the schedule to complete all remaining contract work by December 2016.



Recommendations Log

Recommendation	Agency Action	Status
January 2016 Complete implementation of an augmented staffing plan for construction management as soon as practical.	The Project's augmented staffing plan for construction management was satisfied with the addition of seven new hires in April 2016.	COMPLETE

