



Transit & Bus Committee Meeting

September 2016

Committee Members

F. Ferrer, Committee Chairman

A. Albert

D. Jones

S. Metzger

C. Moerdler

J. Molloy

J. Samuelsen

A. Saul

P. Trottenberg

V. Vanterpool

P. Ward

New York City Transit and Bus Committee Meeting

**[2 Broadway - 20th Floor Board Room](#)
[New York, NY 10004](#)**

**Monday, 9/26/2016
10:30 AM - 12:00 PM ET**

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JULY 25, 2016

July Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. July Operations Report

July Operations Report - Page 18

b. June Operations Report

June Operations Report - Page 48

5. FINANCIAL REPORTS

a. July NYCT Financial & Ridership Report

July NYCT Financial and Ridership Report - Page 78

b. July SIR Financial & Ridership Report

July SIR Financial and Ridership Report - Page 99

c. July MTA Bus Financial & Ridership Report

July MTA Bus Financial and Ridership Report - Page 110

d. June NYCT Financial & Ridership Report

June NYCT Financial and Ridership Report - Page 123

e. June SIR Financial & Ridership Report

June SIR Financial and Ridership Report - Page 144

f. June MTA Bus Financial & Ridership Report

June MTA Bus Financial and Ridership Report - Page 155

g. Capital Program Status Report

Capital Program Status Report - Page 168

6. PROCUREMENTS

NYCT September Procurement Staff Summary and Resolution - Page 177

a. Non-Competitive Actions

NYCT Non-Competitive Actions - Page 181

b. Competitive Actions

NYCT Competitive Actions (2) - Page 183

c. Ratifications

MTACC Ratification - Page 189

7. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 191

b. 2016 NYC Transit Mid-Year Forecast Monthly Allocation

2016 NYC Transit Mid-Year Forecast Monthly Allocation - Page 199

c. 2016 SIR Mid-Year Forecast Monthly Allocation

2016 SIR Mid-Year Forecast Monthly Allocation - Page 209

d. 2016 MTA Bus Mid-Year Forecast Monthly Allocation

2016 MTA Bus Mid-Year Forecast Monthly Allocation - Page 218

e. 2017 NYC Transit Preliminary Budget (Materials Previously Distributed)

f. 2017 SIR Preliminary Budget (Materials Previously Distributed)

g. 2017 MTA Bus Preliminary Budget (Materials Previously Distributed)

8. STANDARD FOLLOW-UP REPORTS

a. Service Quality Indicators (including PES & MTA Bus PES)

Service Quality Indicators (including PES and MTA Bus PES) - Page 228

b. Elevator & Escalator Report, 2nd Qtr, 2016

Elevators and Escalators Report, 2nd Qtr, 2016 - Page 270

c. Transit Adjudication Bureau Report, 2nd Qtr, 2016

Transit Adjudication Bureau Report, 2nd Qtr, 2016 - Page 299

d. EEO & Diversity Report, 2nd Qtr, 2016 (NYCT and MTA Bus)

EEO and Diversity Report, 2nd Qtr, 2016 (NYCT and MTA Bus) - Page 301

9. MTACC REPORT

a. MTACC Report

MTACC Report - Page 309

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
July 25, 2016

Meeting Held at:
Metropolitan Transportation Authority
Two Broadway
New York, New York 10004
10:30 AM

The following Members were present:

Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John Samuelson

The following Members were absent:







Hon. John J. Molloy
Hon. Polly Trottenberg

Also present were:

Board Members David R. Jones and Veronica Vanterpool
Veronique Hakim, President, New York City Transit
Darryl Irick, President, MTA Bus
Peter Cafiero, Chief, Operations Planning
Michael Chubak, Acting Executive Vice President
Joseph Fox, Chief, NYPD Transit Bureau
Wynton Habersham, Senior Vice President, Subways
James Henly, VP & General Counsel, Law
Cheryl Kennedy, Vice President, Office of System Safety
Robert Lai, Director, Operations Planning, MTA Bus
Owen J. Monaghan, Vice President, Security
John O'Grady, Senior Vice President, CPM
Stephen Plochochi, Vice President, Materiel

I. Chair Ferrer opened the meeting.

II. Public Speakers

Omar Vera thanked the MTA for choosing to suspend  train service for 18 months to perform necessary repairs to the Canarsie Tunnel, instead of opting for a three year partial shutdown of the line, offering various recommendations aimed at facilitating travel during the shutdown period. Mr. Vera also spoke in opposition to the QueensWay plan, noting his preference for reestablishing the Rockaway line north of Liberty Avenue as a rail subway line connecting Queens Boulevard , ,  and  trains to the  train at the Rockaway branch. He also recommended that SBS on the M23 bus be advanced, that SBS be instituted on the Q10 Limited bus to provide additional options for airport access, that more Wi-Fi service be offered on other airport buses such as the M60 and Q70 and that the Bx41 bus be extended to LaGuardia airport. In addition, Mr. Vera requested that the Committee consider making the 68th Street Hunter College subway station ADA accessible.

Arthur Piccolo reiterated his earlier suggestion that 12 – 24 additional “major switching points” be created in the existing subway system to increase flexibility and improve the flow of travel as an alternative to a system redesign, asking that this suggestion be evaluated and given due consideration.


Murray Bodin commended NYCT on its plan to purchase new subway cars, and also suggested that the Committee consider undertaking partial reconstructions of multiple stations in lieu of larger rehabilitation projects to allow for improvements at a greater number of locations.


Jason Anthony Pineiro spoke in opposition to the M5 bus service revision which would split the route, reiterating his suggestion that the M5 be made an SBS route. He also requested more information on the Second Avenue Subway, asking for acknowledgement that the project will not be completed by December of 2016, and thanked the Committee for choosing the more aggressive schedule to perform the Canarsie Tunnel repairs.

Chair Ferrer welcomed John Samuelson as a new member of both the Committee and the Board.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the June 20, 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.

President Hakim updated the Committee on the Canarsie Tunnel project and the associated community outreach efforts, noting that informational presentations on the shutdown were able to clarify for riders that  line service will continue at near normal levels for some of the route. President Hakim also presented a video providing the context for the important repair work, and discussed the cost benefit analysis behind the choice of the 18 month option.

Member Albert congratulated President Hakim and her team for their considerable efforts in reaching out to all the communities affected by the  line closures.

IV. Agenda Items

SVP Habersham reported to the Committee on the Department of Subways' operating performance, commending the efforts of NYCT platform controllers Vladimir Nolasco, Jermaine St. Hilaire, Shakeia Owens and Joella Richmond-Irving in connection with two customer-related incidents.

In response to a request by Member Moerdler, President Hakim agreed to provide an estimate of the cost and duration of signal system improvements, and the likely effect of such efforts on weekday wait assessment statistics for the **A**, **5** and **6** subway lines. She also advised the Committee that an overview of the signaling program and projects would be presented to the Capital Program Oversight Committee later in the day.

In response to a question from Member Albert, SVP Habersham noted that maintaining headway consistency affects the customer experience to a greater extent than on-time terminal performance. Mr. Cafiero added that construction work on the **2** and **5** lines in the Bronx has affected those routes, advising that efforts are being made to minimize the impact of such work on subway service.

In response to a question from Member Moerdler, SVP Habersham informed the Committee that Automatic Train Supervision data can be used to determine where delays are occurring and be applied to better manage service. With specific regard to the **5** train delays, he indicated that signal work, which is currently expected to be complete in the spring or summer of 2017, is creating many of the service delays on that line. Member Moerdler asked that local communities be kept informed of the causes of delay and their expected duration whenever possible.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus, extending his thanks and best wishes to two critical team members who will be retiring in August – John Kivlehan, Chief of Operations, and Tom Charles, Vice President of Paratransit.

In response to a question from Member Moerdler, President Irick noted that UPS, Federal Express or other delivery trucks which park in or near bus stops can indeed affect the timeliness and safety of bus service already challenged by other traffic conditions, adding that NYCDOT and NYPD are involved in ongoing efforts to mitigate the problem.

Member Vanterpool commented on the decline in bus ridership since 2002, expressing her hope that that MTA will continue to be receptive to the recommendations made in the Bus Turnaround Campaign's Report aimed at improving bus service.

In response to a request from Member Albert, President Hakim agreed to provide the Committee with regular updates on the status of the R179 subway car procurement.

VP Kennedy presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

B. Financial Reports

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

In response to questions from Members Albert and Moerdler regarding the fare collection system on the Staten Island Railway, Acting EVP Chubak and Mr. Cafiero explained that although fare collection points on the SIR system were originally limited based on a reasonable economic analysis, the possibility of increasing the number of stations where fares can be collected could be considered.

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

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

Details on the following are provided in the Agenda materials:

- Financial and Ridership Report
- Capital Program Status

C. Procurements

VP Plochochi introduced the NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of 19 actions totaling \$96.7 million in expenditures. VP Plochochi highlighted for the Committee two action items: (1) a modification to exercise a two-year option with Corporate Transportation Group, Ltd. through August 2018, and with Medical Transportation Management, Inc. through November 2018, to continue providing broker-based car services for Paratransit's Access-A-Ride customers; and (2) a request for the Board to approve an authorizing resolution for New York City Transit to utilize a competitive request for proposal process, rather than a competitive sealed bid process, in its solicitation of an upgrade to the Emergency Booth Communication System.

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

NYCT's non-competitive procurement requiring a two-thirds vote (Schedule A in the Agenda), its non-competitive procurement requiring a majority vote (Schedule H in the Agenda) and both its competitive procurements requiring a two-thirds vote (Schedules B and C in the Agenda) and those requiring a majority vote (Schedule H in the Agenda) were approved and forwarded to the full Board for consideration, together with its proposed ratification of a completed procurement action requiring a majority vote (Schedule K in the Agenda).

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

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

In response to a question from Member Moerdler, VP Plochochi informed the Committee that a vendor performance database is maintained and that the information collected is taken into consideration during the procurement process.

In response to a question from Member Jones, VP Plochochi advised that the performance of paratransit livery cabs and sedans is monitored with an eye to improvement and that thorough background checks are performed during the contract award process.

In response to a question from Member Albert, VP Plochochi noted that NYCT's dependence upon Cubic for inventory replacement parts used for the Automatic Fare- Collection System (AFC) will diminish over time as new contractors come on board, and that efforts are underway to reverse engineer certain items and to take other measures to reduce dependency on any single contractor.

V. Service Changes

Mr. Cafiero presented two NYCT staff summaries for the Committee's information: (1) a proposal to reroute the B26 and Q55 bus routes in Ridgewood and Bushwick as part of New York City's continuing effort to improve pedestrian safety at the 3-way intersection of Myrtle Avenue, Wyckoff Avenue and Palmetto Street; and (2) a proposal to reroute the Q59 bus in Rego Park, Queens.

In addition, Mr. Cafiero presented for the Committee's approval a proposal to split the M5 bus route into two routes to improve reliability.

Member Albert noted that he would have preferred that the M5 bus route be extended further south, and that the M55 bus have traveled further north, but that the increased overlap between the two routes was a welcome improvement over the original proposal.

Upon motion duly made and seconded, the Committee approved the M5/M55 Service Split Change Proposal.

Robert Lai presented for the Committee's information schedule changes on eight MTA Bus routes, all of which will go into effect in September 2016.

VI. Special Reports and Presentations

President Hakim presented the MetroCard Report.

President Hakim informed the Committee that Lois Tendler, Vice President of Government and Community Relations, would be retiring September 1st, after over 22 years of service. She

President Hakim informed the Committee that Lois Tendler, Vice President of Government and Community Relations, would be retiring September 1st, after over 22 years of service. She acknowledged with appreciation the leadership, wisdom, guidance, and dedication Ms. Tendler brought to her position, attributes which benefitted every department in the agency.

Chair Ferrer also congratulated VP Tendler on her retirement and thanked her for her excellent work.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary



2016 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

September 2016

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

October 2016

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

November 2016

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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

May 2017

Transit Adjudication Bureau Report, 1st Qtr, 2017
Elevator & Escalator Service Report, 1st Qtr, 2017
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2017

Law
Subways
EEO & Human Resources

June 2017

No Items

July 2017

No Items

August 2017

No Meetings Held



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

SEPTEMBER 2016

2016 NYC Transit Mid-Year Forecast Monthly Allocation

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

2016 SIR Mid-Year Forecast Monthly Allocation

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

2016 MTA Bus Mid-Year Forecast Monthly Allocation

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

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 SIR Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 MTA Bus Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report, 2nd Qtr, 2016

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

Transit Adjudication Bureau Report, 2nd Qtr, 2016

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

EEO & Diversity Report, 2nd Qtr, 2016

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

OCTOBER 2016

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget

II. SPECIFIC AGENDA ITEMS (con't)

2017 SIR Preliminary Budget

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

2017 MTA Bus Preliminary Budget

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

NOVEMBER 2016

Charter for Transit Committee

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

Elevator & Escalator Service Report, 3rd Qtr, 2016

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

Transit Adjudication Bureau Report, 3rd Qtr, 2016

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

DECEMBER 2016

NYCT 2017 Adopted Budget/Financial Plan 2017-2020

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

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.

II. SPECIFIC AGENDA ITEMS (con't)

EEO & Diversity Report, 3rd Qtr, 2016

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

JANUARY 2017

Approval of Committee Work Plan

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

FEBRUARY 2017

Preliminary Review of NYC Transit's 2016 Operating Results

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

Preliminary Review of SIR 2016 Operating Results

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

Preliminary Review of MTA Bus 2016 Operating Results

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

Adopted Budget/Financial Plan 2017-2020

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

SIR Adopted Budget/Financial Plan 2017-2020

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

MTA Bus Adopted Budget/Financial Plan 2017-2020

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

Service Quality Indicators / PES Report

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

II. SPECIFIC AGENDA ITEMS (con't)

ADA Compliance Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report- 2016 Year-End Report

A detailed year-end 2016 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

MARCH 2017

No Agenda Items

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.

MAY 2017

Transit Adjudication Bureau Report, 1st Qtr, 2017

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, 2017

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

II. SPECIFIC AGENDA ITEMS (con't)

EEO & Diversity Report, 1st Qtr, 2017

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 2017

No Agenda Items

JULY 2017

No Agenda Items

AUGUST 2017

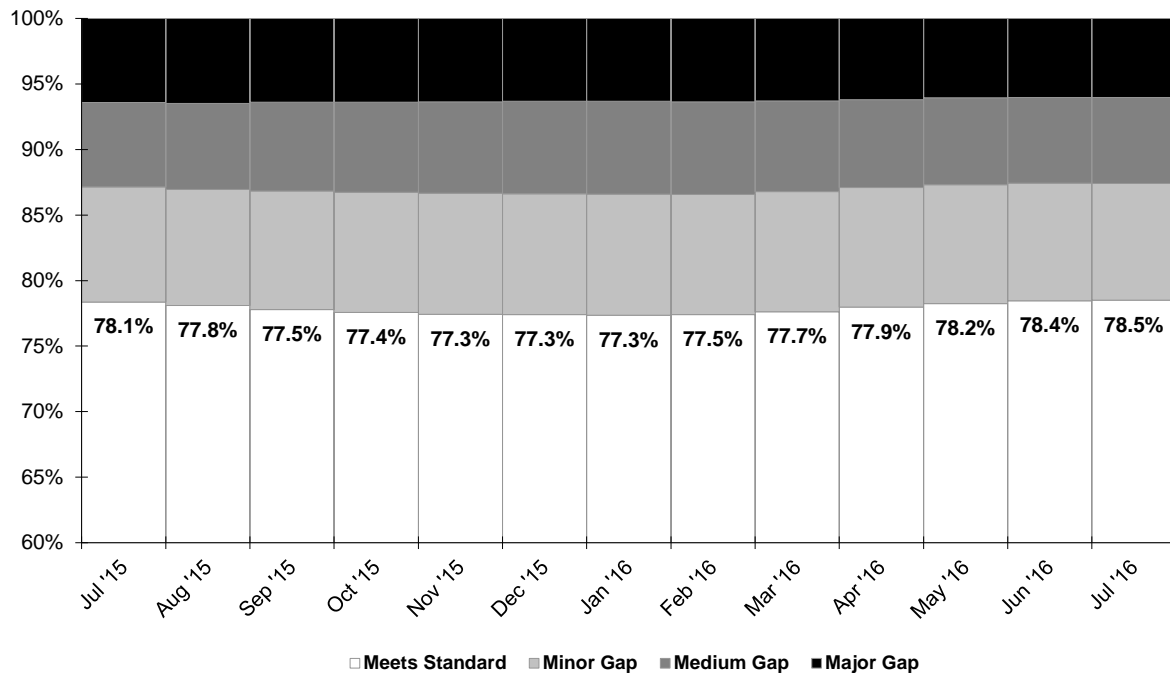
No Meetings Held

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: July 2016			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				78.5%	78.1%	+0.4%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	70.3%	72.0%	-1.7%	71.5%	72.3%	-0.8%
A Division Weekday Wait Assessment - (All Lines)				74.4%	74.9%	-0.5%
B Division Weekday Wait Assessment	80.9%	79.3%	+1.6%	80.7%	79.8%	+0.9%
System Weekend Wait Assessment (Chart 3)				84.6%	85.7%	-1.1%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	80.6%	84.3%	-3.7%	80.6%	82.0%	-1.4%
A Division Weekend Wait Assessment - (All Lines)				82.5%	84.1%	-1.6%
B Division Weekend Wait Assessment	90.3%	88.9%	+1.4%	85.9%	86.7%	-0.8%
System Weekday Terminal On-Time Performance (Charts 4-5)	66.5%	69.4%	-2.9%	68.5%	71.7%	-3.2%
A Division Weekday Terminal On-Time Performance	62.2%	65.9%	-3.7%	64.2%	67.7%	-3.5%
B Division Weekday Terminal On-Time Performance	70.2%	72.3%	-2.1%	72.1%	75.1%	-3.0%
System Number of Terminal Delays (Chart 6)	51,309	52,216	-1.7%	51,467	46,504	+10.7%
System Weekend Terminal On-Time Performance (Charts 7-8)	73.9%	74.8%	-0.9%	73.4%	77.0%	-3.6%
A Division Weekend Terminal On-Time Performance	71.1%	75.7%	-4.6%	71.1%	74.5%	-3.4%
B Division Weekend Terminal On-Time Performance	75.9%	74.3%	+1.6%	74.9%	78.6%	-3.7%
System Number of Weekend Terminal Delays (Chart 9)	16,365	12,849	+27.4%	13,661	11,808	+15.7%
Mean Distance Between Failures (Charts 10-11)	106,253	114,591	-7.3%	119,505	141,719	-15.7%
A Division Mean Distance Between Failures	112,980	98,966	+14.2%	115,675	124,287	-6.9%
B Division Mean Distance Between Failures	101,795	129,620	-21.5%	122,514	157,974	-22.4%
System Weekday Service-KPI (Charts 12-13)	74.7%	76.8%	-2.1%	75.6%	77.4%	-1.8%
A Division Weekday Service-KPI	70.2%	72.8%	-2.6%	71.6%	73.2%	-1.6%
B Division Weekday Service-KPI	77.6%	79.6%	-2.0%	78.2%	80.4%	-2.2%
System Weekday PES-KPI (Charts 14-16)				91.9%	91.4%	+0.5%
Staten Island Railway						
24 Hour On-Time Performance	97.3%	97.6%	-0.3%	96.0%	93.1%	+2.9%
AM Rush On-Time Performance	100.0%	99.2%	+0.8%	95.6%	93.3%	+2.3%
PM Rush On-Time Performance	98.1%	99.0%	-0.9%	98.4%	94.7%	+3.7%
Percentage of Completed Trips	100.0%	99.8%	+0.2%	99.9%	99.7%	+0.2%
Mean Distance Between Failures	111,059	74,376	+49.3%	82,140	48,560	+69.2%
Staten Island Railway PES-KPI (Chart 17)				91.1%	91.0%	+0.1%

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 and midnight, is defined as the percentage 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 12-Month Average					Annual Results (Meets Standard)
	Meets Standard	GAP			
		Minor	Medium	Major	
Aug '15 - Jul '16	78.5%	8.9%	6.6%	6.0%	2016 TARGET: 80.7%
Aug '14 - Jul '15	78.1%	8.8%	6.5%	6.5%	2015 ACTUAL: 77.3%

Chart 1

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

Aug '15 - Jul '16					Aug '14 - Jul '15				
Line	Meets	Headways			Standard Difference	Meets	Headways		
	Standard	GAP				Standard	GAP		
		Minor	Medium	Major			Minor	Medium	Major
1	78.3%	9.4%	7.0%	5.3%	79.0%	9.0%	6.4%	5.6%	-0.7%
2	71.1%	10.2%	9.8%	8.9%	72.4%	10.0%	9.1%	8.5%	-1.3%
3	76.6%	10.1%	7.5%	5.8%	78.2%	9.4%	6.8%	5.6%	-1.6%
4	70.0%	9.7%	9.0%	11.3%	71.2%	9.6%	8.6%	10.6%	-1.2%
5	65.8%	10.2%	10.8%	13.1%	66.6%	9.9%	10.6%	12.8%	-0.8%
6	67.2%	9.6%	10.5%	12.7%	66.1%	9.5%	10.5%	13.9%	+1.1%
7	74.5%	10.5%	7.8%	7.3%	75.3%	10.1%	7.2%	7.4%	-0.8%
S 42nd	91.8%	4.0%	2.2%	2.0%	90.2%	3.9%	2.6%	3.3%	+1.6%
Subdivision A	74.4%	9.2%	8.1%	8.3%	74.9%	8.9%	7.7%	8.4%	-0.5%
A	72.0%	8.1%	9.3%	10.6%	68.0%	10.2%	8.9%	12.9%	+4.0%
B	79.4%	9.5%	6.4%	4.7%	78.5%	9.6%	6.4%	5.5%	+0.9%
C	77.2%	11.1%	6.4%	5.4%	80.0%	9.9%	5.4%	4.7%	-2.8%
D	81.2%	10.2%	5.6%	3.0%	80.3%	9.4%	6.4%	3.9%	+0.9%
E	74.1%	10.5%	7.4%	8.0%	75.4%	9.8%	7.4%	7.4%	-1.3%
F	75.1%	9.4%	7.8%	7.7%	72.6%	9.0%	7.8%	10.6%	+2.5%
S Fkln	97.0%	1.5%	0.4%	1.0%	95.5%	1.9%	1.1%	1.5%	+1.5%
G	84.2%	9.6%	4.1%	2.1%	81.8%	10.2%	5.4%	2.6%	+2.4%
S Rock	93.0%	3.9%	2.0%	1.1%	91.5%	4.9%	1.8%	1.8%	+1.5%
JZ	79.8%	9.4%	6.9%	3.8%	79.8%	9.6%	5.7%	4.9%	+0.0%
L	78.7%	9.3%	6.4%	5.6%	81.3%	9.1%	5.9%	3.7%	-2.6%
M	79.6%	8.7%	6.4%	5.2%	77.9%	9.4%	7.3%	5.3%	+1.7%
N	80.2%	9.9%	6.3%	3.6%	78.8%	9.9%	6.0%	5.3%	+1.4%
Q	81.3%	10.2%	4.4%	4.2%	79.1%	9.6%	6.0%	5.2%	+2.2%
R	77.1%	9.8%	6.7%	6.5%	76.3%	9.3%	6.9%	7.4%	+0.8%
Subdivision B	80.7%	8.7%	5.8%	4.8%	79.8%	8.8%	5.9%	5.5%	+0.9%
Systemwide	78.5%	8.9%	6.6%	6.0%	78.1%	8.8%	6.5%	6.5%	+0.4%

**Headway
Definitions**

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

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)**

Aug '15 - Jul '16					Aug '14 - Jul '15				
Line	Headways				Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
1	88.2%	6.6%	3.4%	1.8%	87.4%	6.9%	3.7%	2.0%	+0.8%
2	75.7%	10.9%	8.6%	4.8%	79.4%	10.4%	6.5%	3.7%	-3.7%
3	85.5%	8.3%	4.1%	2.0%	86.2%	7.8%	3.7%	2.3%	-0.7%
4	74.5%	10.1%	8.3%	7.1%	76.0%	9.8%	7.8%	6.4%	-1.5%
5	78.9%	9.0%	6.6%	5.4%	84.4%	7.5%	4.8%	3.4%	-5.5%
6	80.6%	9.1%	6.2%	4.2%	78.8%	9.1%	6.9%	5.2%	+1.8%
7	78.4%	11.0%	4.6%	6.0%	82.2%	8.8%	4.6%	4.5%	-3.8%
S 42nd	98.1%	0.4%	0.3%	1.2%	98.7%	0.7%	0.3%	0.3%	-0.6%
Subdivision A	82.5%	8.2%	5.3%	4.1%	84.1%	7.6%	4.8%	3.5%	-1.6%
A	76.8%	10.9%	7.4%	4.9%	74.6%	9.6%	7.1%	8.7%	+2.2%
C	81.9%	9.6%	4.9%	3.5%	83.6%	8.6%	4.1%	3.8%	-1.7%
D	86.5%	7.4%	4.6%	1.6%	85.3%	6.8%	3.6%	4.3%	+1.2%
E	83.7%	10.4%	3.9%	2.1%	82.4%	8.0%	4.2%	5.4%	+1.3%
F	84.3%	7.1%	4.6%	3.9%	86.7%	7.1%	2.1%	4.1%	-2.4%
S Fkln	94.8%	2.6%	1.5%	1.2%	95.1%	3.0%	0.8%	1.1%	-0.3%
G	91.3%	6.5%	1.4%	0.8%	93.8%	3.9%	1.2%	1.2%	-2.5%
JZ	89.0%	5.6%	2.4%	2.9%	91.5%	6.1%	1.8%	0.7%	-2.5%
L	82.8%	6.3%	5.8%	5.2%	86.9%	6.8%	3.1%	3.1%	-4.1%
N	86.2%	8.8%	3.5%	1.6%	89.3%	5.4%	3.4%	1.8%	-3.1%
Q	87.0%	4.8%	3.8%	4.4%	85.8%	7.5%	3.9%	2.8%	+1.2%
R	87.1%	6.7%	3.8%	2.4%	85.9%	5.4%	4.4%	4.4%	+1.2%
Subdivision B	85.9%	7.2%	4.0%	2.9%	86.7%	6.5%	3.3%	3.5%	-0.8%
Systemwide	84.6%	7.6%	4.5%	3.4%	85.7%	7.0%	3.9%	3.5%	-1.1%

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

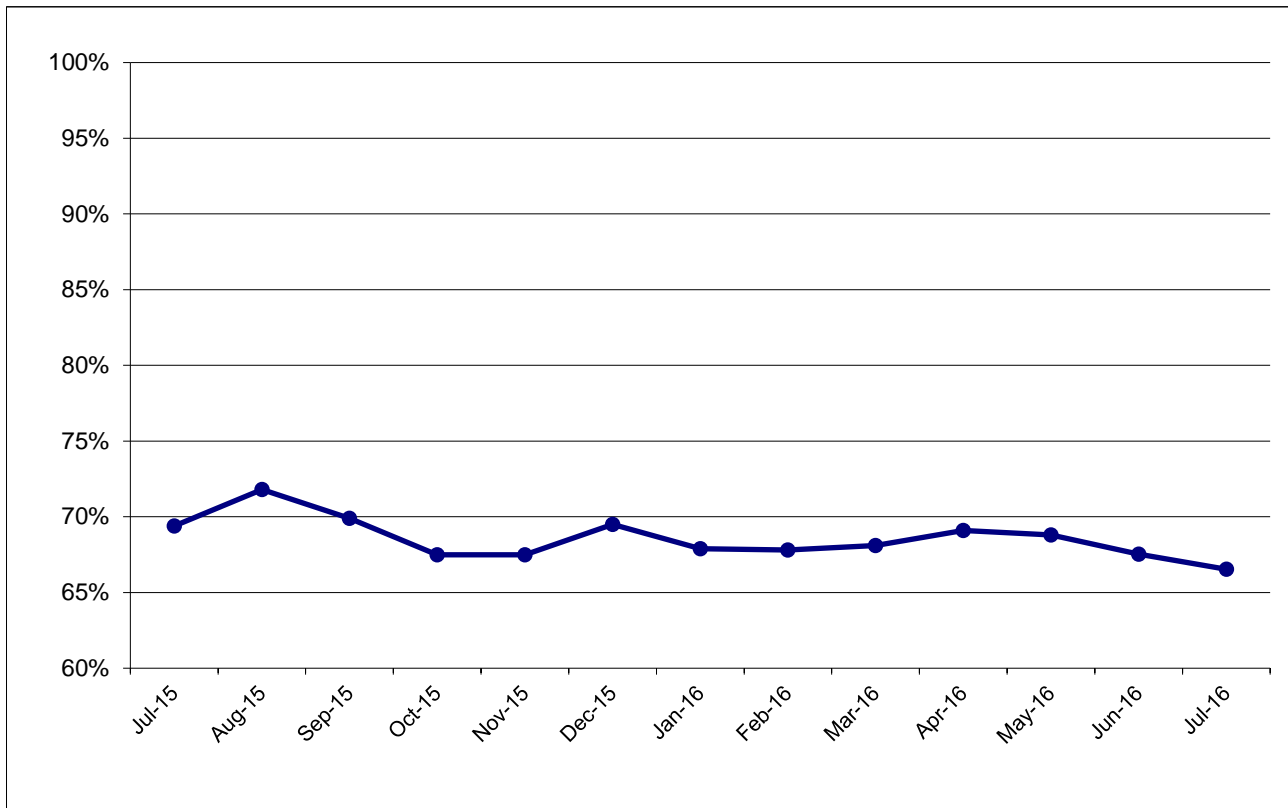
**Headway
Definitions**

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

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

Jul 2016: 66.5%

Jul 2015: 69.4%

Aug '15 - Jul '16

12-Mon Avg: 68.5%

Subdivision A

Monthly Results

Jul 2016: 62.2%

Jul 2015: 65.9%

Aug '15 - Jul '16

12-Mon Avg: 64.2%

Subdivision B

Monthly Results

Jul 2016: 70.2%

Jul 2015: 72.3%

Aug '15 - Jul '16

12-Mon Avg: 72.1%

Discussion of Results

In July 2016, Over Crowding (19,371 delays), ROW Delays (8,735 delays), and Track Gangs (7,243 delays) were the highest categories of delays, representing 68.89% of the total 51,309 delays.

Chart 4

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

<u>Line</u>	<u>Aug '15 - Jul '16</u>	<u>Aug '14 - Jul '15</u>	<u>% Difference</u>
1	75.0%	78.0%	-3.0%
2	39.3%	47.0%	-7.7%
3	62.2%	68.3%	-6.1%
4	40.7%	45.8%	-5.1%
5	37.5%	42.8%	-5.3%
6	47.8%	48.8%	-1.0%
7	79.5%	84.4%	-4.9%
S 42nd	99.1%	98.3%	+0.8%
Subdivision A	64.2%	67.7%	-3.5%
A	64.7%	68.2%	-3.5%
B	73.6%	75.9%	-2.3%
C	74.1%	81.7%	-7.6%
D	70.3%	74.7%	-4.4%
E	68.3%	71.9%	-3.6%
F	58.7%	58.7%	+0.0%
S Fkln	99.6%	99.5%	+0.1%
G	76.8%	70.6%	+6.2%
S Rock	95.6%	95.5%	+0.1%
JZ	67.1%	79.4%	-12.3%
L	91.1%	92.7%	-1.6%
M	69.7%	71.7%	-2.0%
N	63.8%	68.8%	-5.0%
Q	70.2%	72.3%	-2.1%
R	60.3%	65.9%	-5.6%
Subdivision B	72.1%	75.1%	-3.0%
Systemwide	68.5%	71.7%	-3.2%

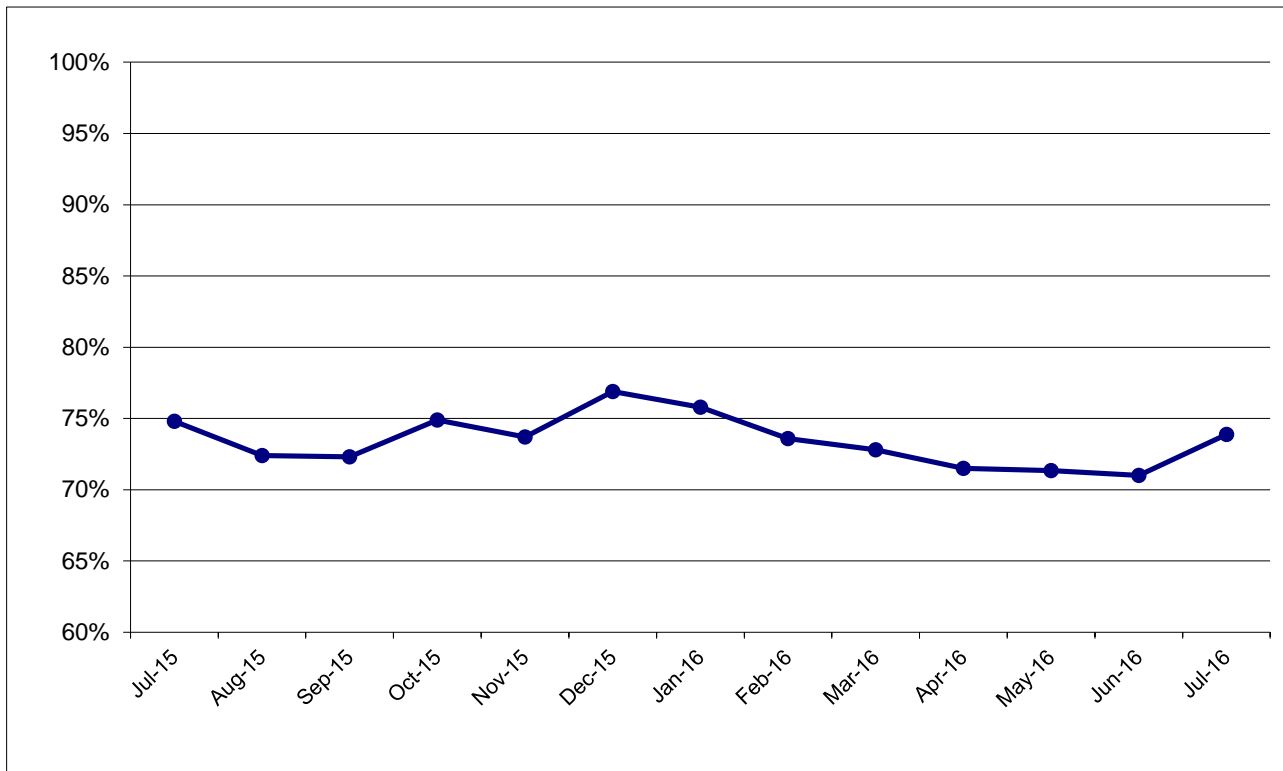
Chart 5

Subway Weekday Terminal Delays Monthly (24 hours)

<u>Categories</u>	<u>July 2016 Delays</u>
Over Crowding	19,371
ROW Delays	8,735
Track Gangs	7,243
Work Equipment/G. O.	3,468
Sick Customer	2,662
Car Equipment	2,427
Operational Diversions	1,612
Police	1,469
Unruly Customer	1,251
Employee	1,107
Fire	796
Infrastructure	573
Inclement Weather	468
External	128
Total Delays	51,309

* 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

Jul 2016: 73.9%

Jul 2015: 74.8%

Aug '15 - Jul '16

12-Mon Avg: 73.4%

Subdivision A

Monthly Results

Jul 2016: 71.1%

Jul 2015: 75.7%

Aug '15 - Jul '16

12-Mon Avg: 71.1%

Subdivision B

Monthly Results

Jul 2016: 75.9%

Jul 2015: 74.3%

Aug '15 - Jul '16

12-Mon Avg: 74.9%

Discussion of Results

In July 2016, Work Equipment/G. O. (4,609 delays), Over Crowding (3,100 delays), and Track Gangs (2,989 delays) were the highest categories of delays, representing 65.37% of the total 16,365 delays.

Chart 7

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

<u>Line</u>	<u>Aug '15 - Jul '16</u>	<u>Aug '14 - Jul '15</u>	<u>% Difference</u>
1	87.7%	87.1%	+0.6%
2	42.8%	41.4%	+1.4%
3	58.2%	67.9%	-9.7%
4	52.1%	52.7%	-0.6%
5	68.5%	73.7%	-5.2%
6	58.9%	63.0%	-4.1%
7	83.8%	90.0%	-6.2%
S 42nd	99.7%	99.7%	+0.0%
Subdivision A	71.1%	74.5%	-3.4%
A	60.8%	64.8%	-4.0%
C	48.5%	68.4%	-19.9%
D	68.0%	72.1%	-4.1%
E	64.3%	63.2%	+1.1%
F	36.8%	52.5%	-15.7%
S Fkln	99.4%	99.5%	-0.1%
G	88.2%	86.1%	+2.1%
S Rock	97.0%	97.6%	-0.6%
JZ	85.6%	92.4%	-6.8%
L	89.0%	93.1%	-4.1%
M	97.2%	96.5%	+0.7%
N	71.0%	71.4%	-0.4%
Q	81.5%	81.8%	-0.3%
R	72.2%	72.8%	-0.6%
Subdivision B	74.9%	78.6%	-3.7%
Systemwide	73.4%	77.0%	-3.6%

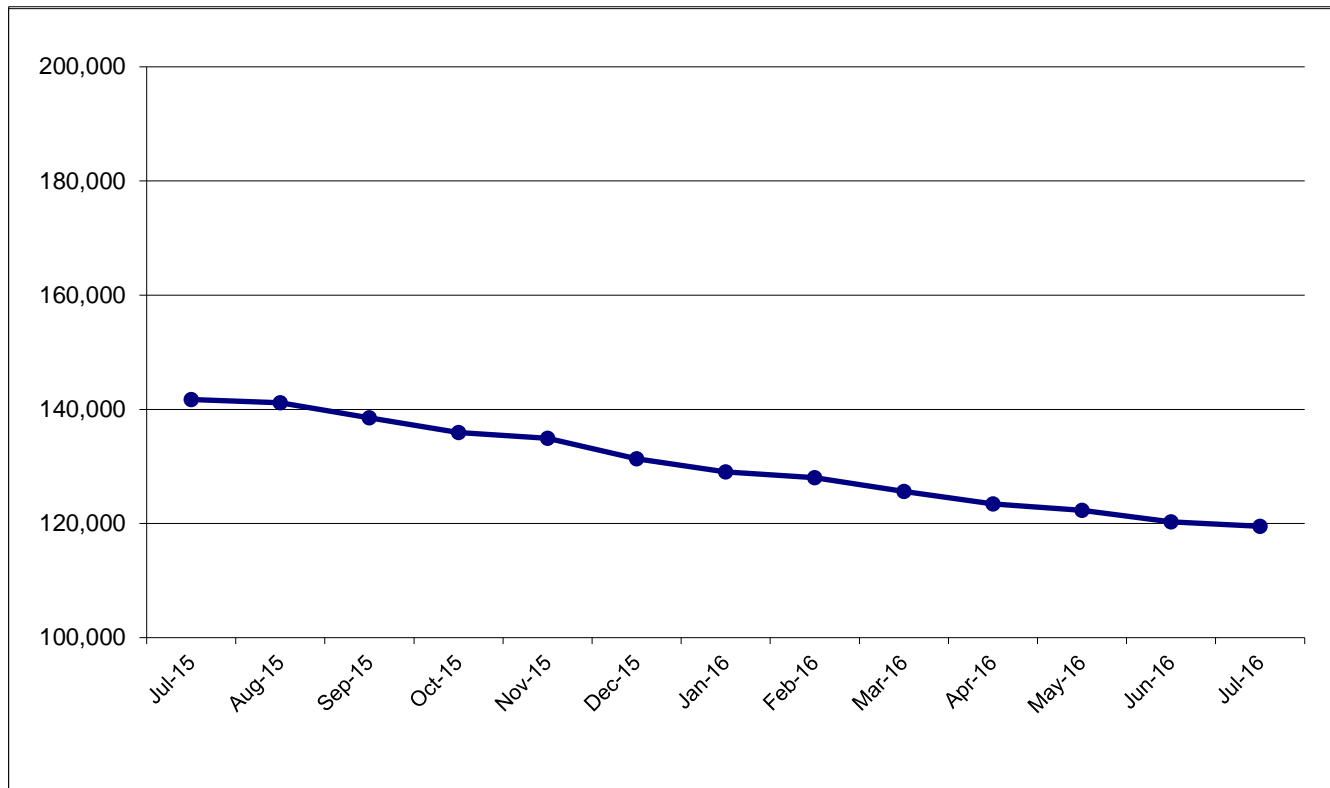
Chart 8

Subway Weekend Terminal Delays Monthly (24 hours)

<u>Categories</u>	<u>July 2016 Delays</u>
Work Equipment/G. O.	4,609
Over Crowding	3,100
Track Gangs	2,989
ROW Delays	2,284
Unruly Customer	625
Car Equipment	546
Police	491
Sick Customer	469
Operational Diversions	468
Employee	436
External	168
Fire	74
Inclement Weather	63
Infrastructure	43
Total Delays	16,365

* 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

Jul 2016: 106,253

Jul 2015: 114,591

12-Month Average

Aug '15 - Jul '16: 119,505

Aug '14 - Jul '15: 141,719

Annual Result

2016 TARGET: 150,000

2015 ACTUAL: 131,325

Discussion of Results

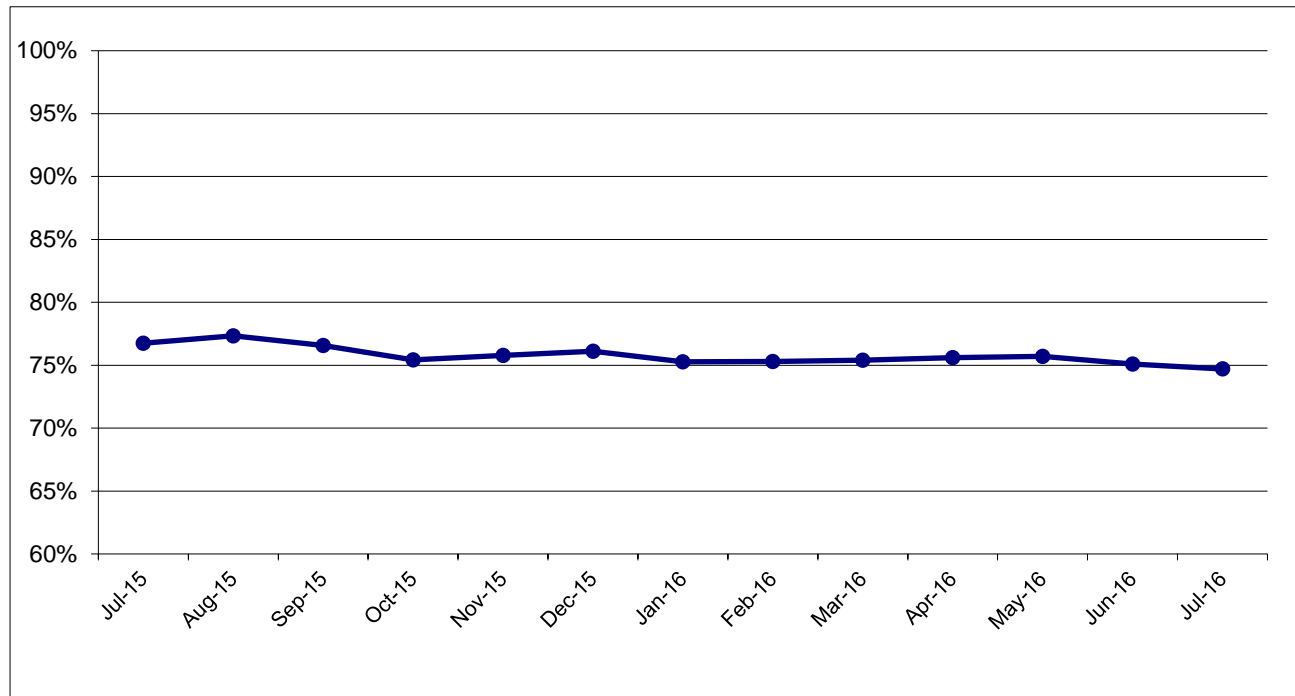
MDBF in July 2016 changed -7.28% from July 2015. Over the past year, the MDBF 12-month average changed -15.67%.

Subway Mean Distance Between Failure 12-Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>Aug '15 - Jul '16</u>	<u>Aug '14 - Jul '15</u>	<u>% Change</u>
R32	222	31,889	55,402	-42.4%
R42	50	32,007	54,684	-41.5%
R46	752	80,611	101,263	-20.4%
R62	315	181,356	202,707	-10.5%
R62A	824	89,411	112,581	-20.6%
R68	425	115,424	143,243	-19.4%
R68A	200	121,840	87,259	+39.6%
R142	1,030	149,963	157,685	-4.9%
R142A	220	54,139	76,481	-29.2%
R143	212	64,107	76,204	-15.9%
R160	1,662	306,076	381,838	-19.8%
R188 - New	126	573,821	264,778	+116.7%
R188 - Conversion	380	170,859	77,140	+121.5%
FLEET	6,418	119,505	141,719	-15.7%

Chart 11

Subway 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 and midnight and is defined as the percentage 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

Jul 2016: 74.7%

Jul 2015: 76.8%

Aug '15 - Jul '16

12 Mon Avg: 75.6%

Subdivision A

Monthly Results

Jul 2016: 70.2%

Jul 2015: 72.8%

Aug '15 - Jul '16

12 Mon Avg: 71.6%

Subdivision B

Monthly Results

Jul 2016: 77.6%

Jul 2015: 79.6%

Aug '15 - Jul '16

12 Mon Avg: 78.2%

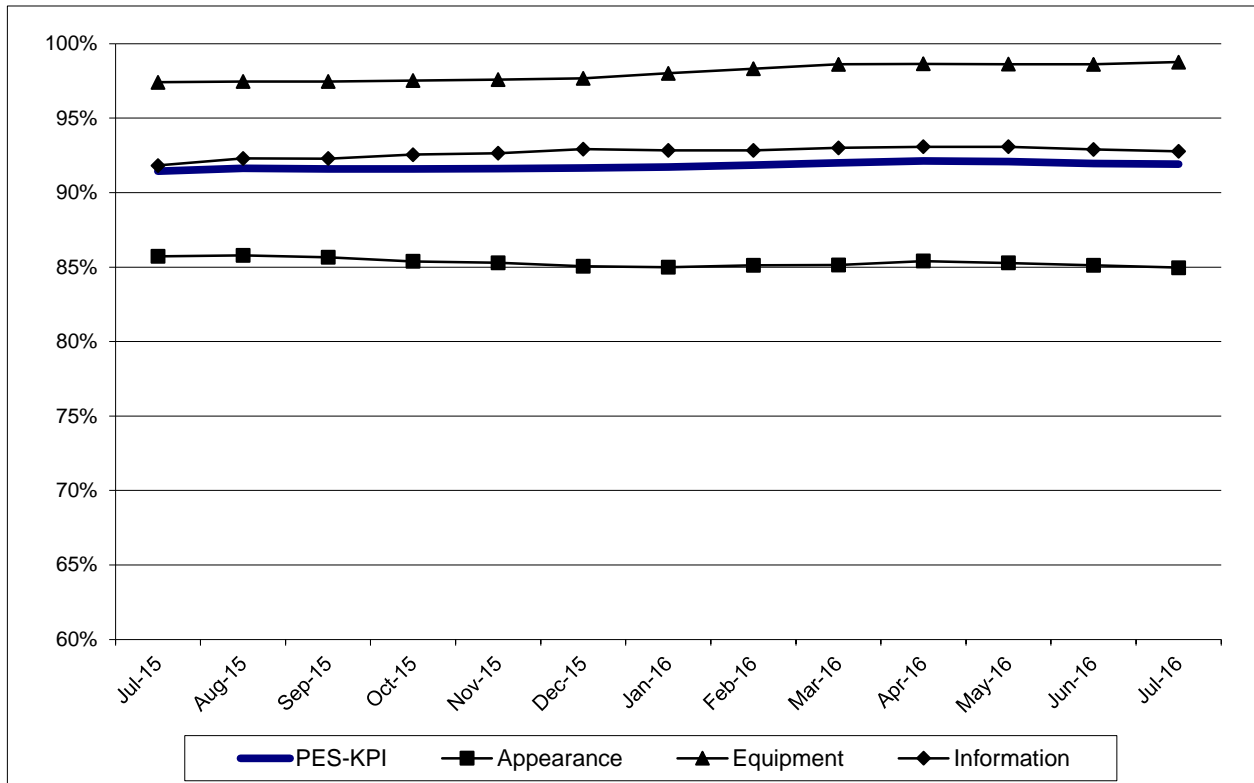
Chart 12

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

<u>Line</u>	<u>Aug '15 - Jul '16</u>	<u>Aug '14 - Jul '15</u>	<u>% Difference</u>
1	77.3%	78.6%	-1.3%
2	64.5%	67.6%	-3.1%
3	74.6%	77.4%	-2.8%
4	59.6%	63.4%	-3.8%
5	60.7%	62.8%	-2.1%
6	59.0%	59.3%	-0.3%
7	78.5%	79.7%	-1.2%
S 42nd	86.7%	87.2%	-0.5%
Subdivision A	71.6%	73.2%	-1.6%
A	68.0%	68.2%	-0.2%
B	77.6%	75.8%	+1.8%
C	71.9%	76.8%	-4.9%
D	79.8%	80.6%	-0.8%
E	75.0%	76.8%	-1.8%
F	72.7%	71.2%	+1.5%
S Fkln	90.0%	90.0%	+0.0%
G	77.3%	76.5%	+0.8%
S Rock	88.7%	88.6%	+0.1%
JZ	71.1%	79.5%	-8.4%
L	79.6%	82.2%	-2.6%
M	78.7%	78.2%	+0.5%
N	77.2%	77.9%	-0.7%
Q	79.8%	79.2%	+0.6%
R	70.1%	73.4%	-3.3%
Subdivision B	78.2%	80.4%	-2.2%
Systemwide	75.6%	77.4%	-1.8%

Chart 13

Subway 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>
Aug '15 - Jul '16	91.9%	85.0%	98.8%	92.8%
Aug '14 - Jul '15	91.4%	85.7%	97.4%	91.8%
% Difference:	+0.5%	-0.7%	+1.4%	+1.0%

Chart 14

Subway PES-KPI - Subway Car 12-Month Rolling Average

<u>Line</u>	<u>Aug '15 - Jul '16</u>				<u>Aug '14 - Jul '15</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>
1	94.6%	96.5%	98.6%	88.6%	93.9%	94.3%	94.6%	92.8%	+0.7%
2	96.3%	94.1%	97.2%	97.6%	94.6%	90.9%	97.3%	95.8%	+1.7%
3	94.5%	94.3%	99.7%	89.4%	95.7%	96.1%	97.3%	93.7%	-1.2%
4	96.0%	93.3%	98.7%	96.2%	95.9%	94.0%	95.4%	98.3%	+0.1%
5	96.8%	95.2%	98.5%	96.8%	95.4%	92.7%	97.3%	96.4%	+1.4%
6	95.0%	95.3%	98.0%	91.6%	95.6%	93.9%	96.3%	96.6%	-0.6%
7	97.9%	97.3%	99.7%	96.9%	97.0%	97.1%	98.6%	95.3%	+0.9%
S 42nd	93.2%	96.7%	94.3%	88.5%	95.1%	95.6%	94.8%	94.9%	-1.9%
Subdivision A	95.6%	95.2%	98.4%	93.3%	95.3%	94.1%	96.5%	95.5%	+0.3%
A	95.3%	92.9%	99.6%	93.4%	93.7%	92.7%	94.4%	94.1%	+1.6%
B	92.5%	90.4%	96.5%	90.6%	91.9%	91.3%	91.9%	92.6%	+0.6%
C	96.9%	96.3%	99.4%	95.1%	94.4%	93.5%	95.7%	94.0%	+2.5%
D	93.7%	92.3%	98.6%	90.4%	91.1%	90.0%	92.2%	91.1%	+2.6%
E	96.2%	93.0%	97.3%	98.4%	96.7%	93.9%	98.1%	98.1%	-0.5%
F	96.2%	94.6%	98.0%	96.1%	95.8%	91.9%	97.9%	97.8%	+0.4%
S Fkn	96.0%	93.0%	99.3%	95.7%	93.3%	93.9%	94.6%	91.2%	+2.7%
G	95.5%	96.7%	97.9%	91.8%	94.0%	93.4%	93.9%	94.5%	+1.5%
J/Z	94.2%	91.1%	99.0%	92.4%	97.5%	95.3%	98.9%	98.3%	-3.3%
L	97.0%	94.0%	99.3%	97.8%	94.9%	90.6%	95.4%	98.9%	+2.1%
M	97.0%	92.5%	99.4%	99.4%	95.0%	89.6%	96.2%	99.2%	+2.0%
N	96.8%	93.3%	99.4%	97.9%	96.0%	91.2%	97.3%	99.5%	+0.8%
Q	97.2%	92.8%	99.4%	99.6%	95.3%	89.9%	98.5%	97.6%	+1.9%
R	95.5%	96.4%	98.9%	91.2%	94.8%	91.7%	98.1%	94.6%	+0.7%
Subdivision B	95.8%	93.6%	98.7%	95.2%	94.6%	91.9%	96.0%	96.1%	+1.2%
Systemwide	95.7%	94.2%	98.6%	94.5%	94.9%	92.7%	96.2%	95.9%	+0.8%

Chart 15

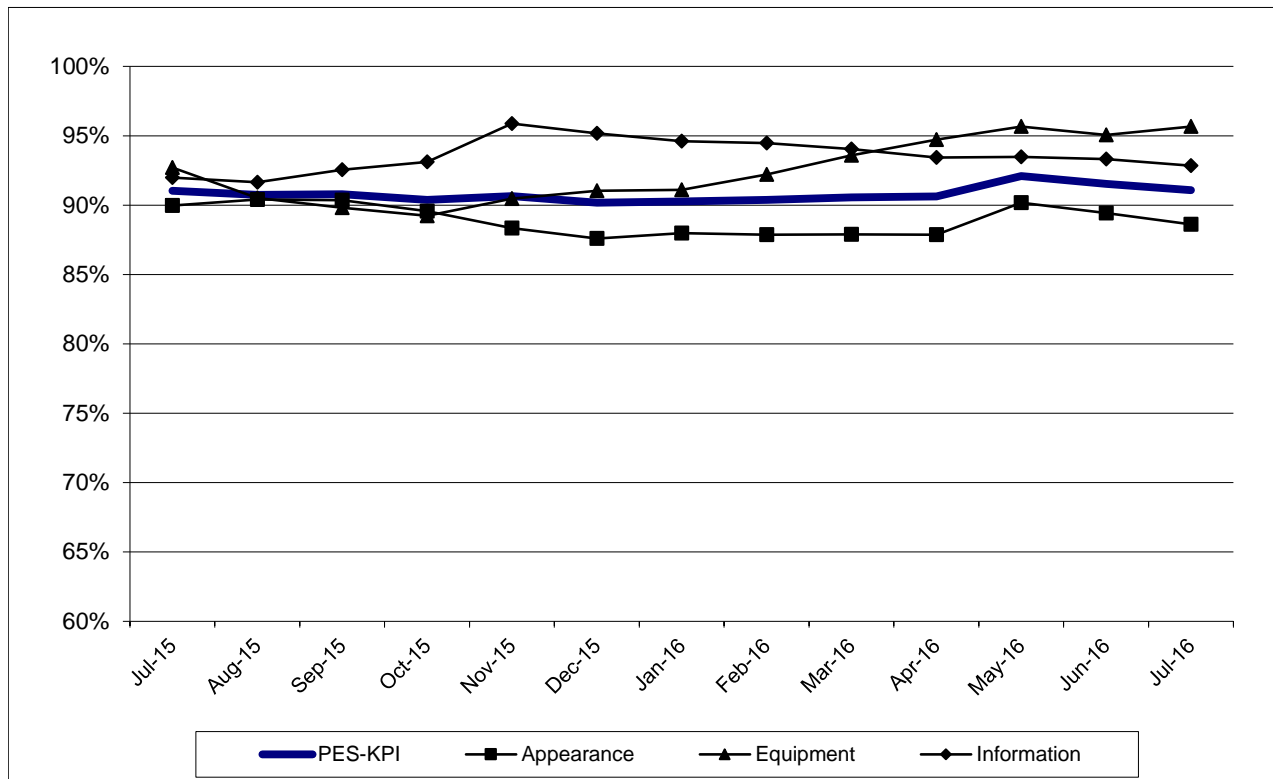
Subway PES-KPI - Stations

12-Month Rolling Average

<u>Borough</u>	<u>Aug '15 - Jul '16</u>				<u>Aug '14 - Jul '15</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	86.0%	71.0%	98.9%	90.8%	85.7%	75.1%	98.2%	86.0%	+0.3%
Manhattan	87.9%	76.6%	98.7%	90.5%	87.0%	77.2%	98.7%	87.0%	+0.9%
Brooklyn	88.6%	76.8%	99.3%	91.9%	88.8%	81.2%	98.2%	88.3%	-0.2%
Queens	89.4%	80.7%	99.3%	90.0%	89.8%	82.7%	99.5%	88.6%	-0.4%
Systemwide	88.1%	76.5%	99.0%	91.0%	88.0%	79.3%	98.7%	87.6%	+0.1%

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>
Aug '15 - Jul '16	91.1%	88.6%	95.7%	92.8%
Aug '14 - Jul '15	91.0%	90.0%	92.7%	92.0%
% Difference:	+0.1%	-1.4%	+3.0%	+0.8%

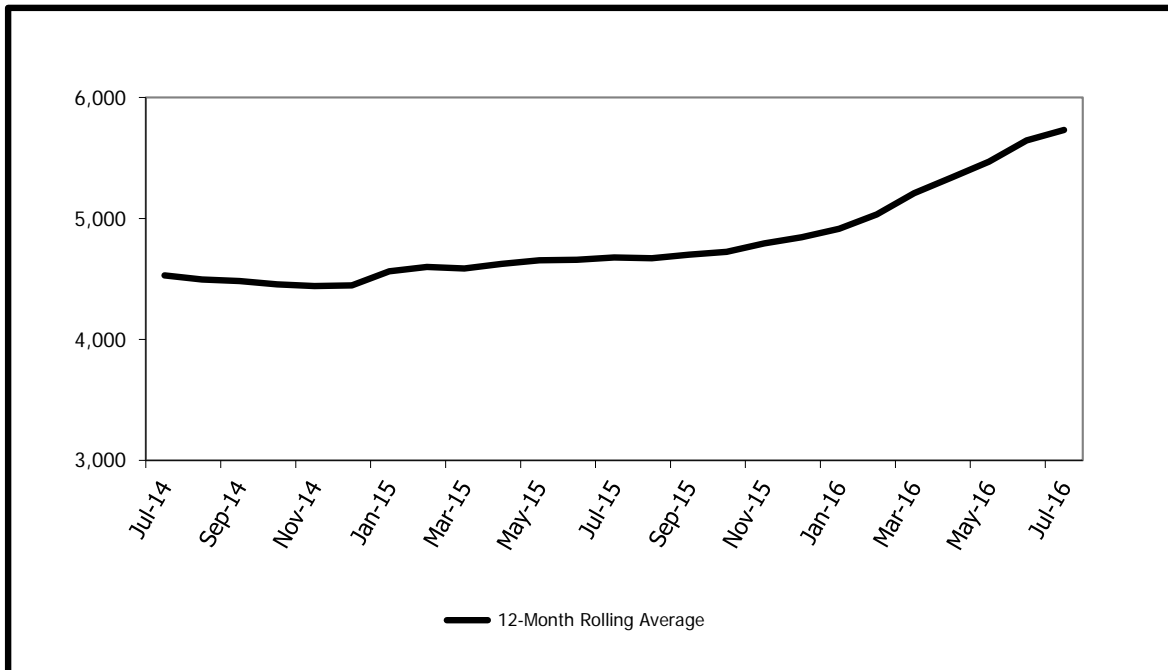
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: July 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	5,039	4,371	+15.3%	5,731	4,677	+22.5%
NYCT Bus	4,793	4,172	+14.9%	5,483	4,444	+23.4%
MTA Bus	5,995	5,118	+17.1%	6,696	5,619	+19.2%
System MDBSI (chart 2)	2,511	2,323	+8.1%	2,679	2,458	+9.0%
NYCT Bus	2,350	2,212	+6.2%	2,537	2,380	+6.6%
MTA Bus	3,193	2,745	+16.3%	3,265	2,748	+18.8%
System Trips Completed (chart 3)	99.35%	99.12%	+0.2%	99.12%	98.84%	+0.3%
NYCT Bus	99.30%	99.16%	+0.1%	99.11%	98.92%	+0.2%
MTA Bus	99.54%	98.99%	+0.6%	99.14%	98.50%	+0.6%
System AM Pull Out (chart 4)	99.97%	99.72%	+0.2%	99.85%	99.44%	+0.4%
NYCT Bus	99.96%	99.78%	+0.2%	99.87%	99.50%	+0.4%
MTA Bus	99.97%	99.53%	+0.4%	99.79%	99.24%	+0.5%
System PM Pull Out (chart 5)	99.97%	99.80%	+0.2%	99.92%	99.70%	+0.2%
NYCT Bus	99.97%	99.88%	+0.1%	99.95%	99.85%	+0.1%
MTA Bus	99.97%	99.57%	+0.4%	99.83%	99.17%	+0.7%
System Buses> = 12 years	18%	25%				
NYCT Bus	21%	29%				
MTA Bus	6%	13%				
System Fleet Age	7.31	8.67				
NYCT Bus	7.01	8.61				
MTA Bus	8.38	8.87				
Paratransit						
% of Trips Completed	94.95%	94.88%	+0.1%	94.80%	94.54%	+0.3%
Trips Requested	635,595	656,401	-3.2%	653,480	652,626	+0.1%
Trips Scheduled	545,975	569,319	-4.1%	563,604	564,634	-0.2%
Trips Completed	518,417	540,159	-4.0%	534,303	533,828	+0.1%
Early Cancellations as a Percentage of Trips Requested	13.19%	12.47%	+0.7%	12.94%	12.71%	+0.2%
Late Cancellations as a Percentage of Trips Scheduled	3.14%	2.71%	+0.4%	2.92%	3.09%	-0.2%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.41%	1.58%	-0.2%	1.52%	1.50%	+0.0%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.50%	0.83%	-0.3%	0.76%	0.87%	-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	0.91%	0.79%	+0.1%	0.81%	0.77%	+0.0%
New Applications Received	3,040	3,189	-4.7%	2,962	3,080	-3.8%

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

July 2016: 5,039
July 2015: 4,371

12-Month Average

August 15 - July 16: 5,731
August 14 - July 15: 4,677

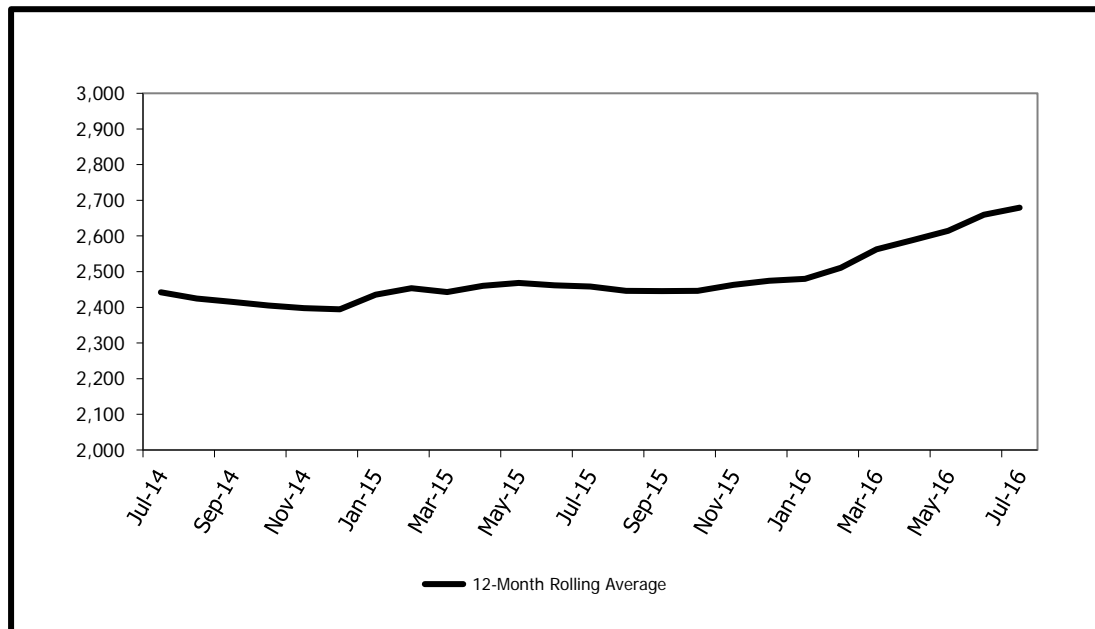
Annual Results

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

July 2016: 2,511
July 2015: 2,323

12-Month Average

August 15 - July 16: 2,679
August 14 - July 15: 2,458

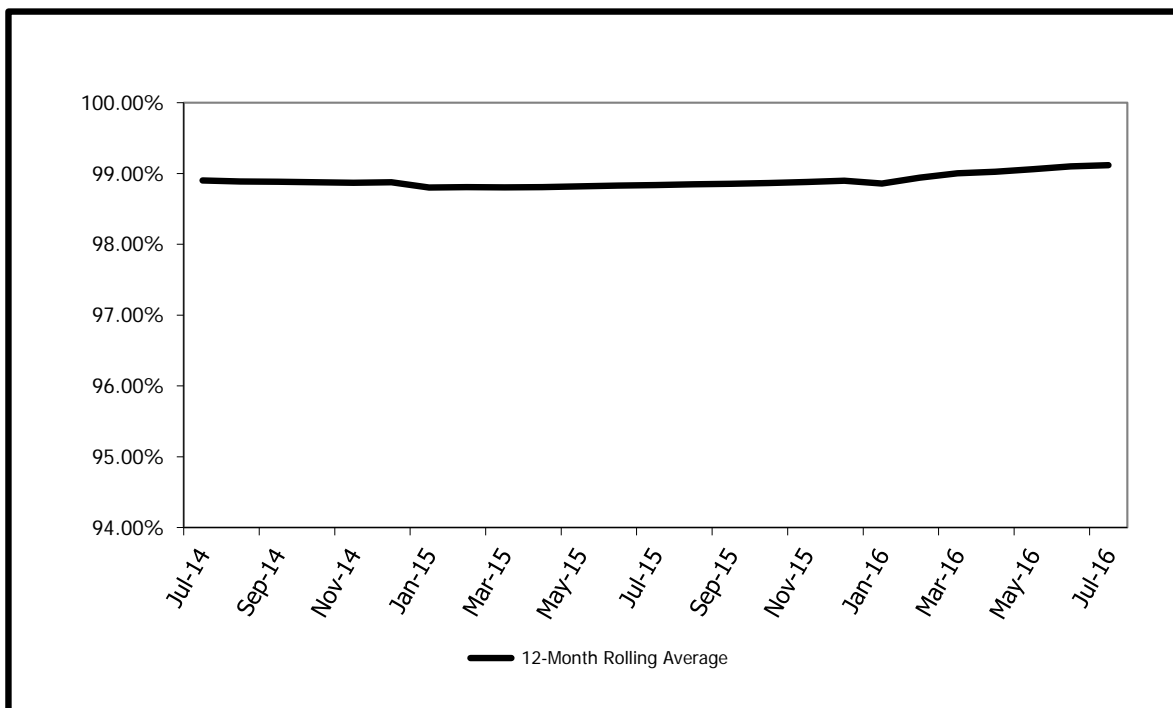
Annual Results

2016 YTD: 2,748
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

July 2016: 99.35%
July 2015: 99.12%

12-Month Average

August 15 - July 16: 99.12%
August 14 - July 15: 98.84%

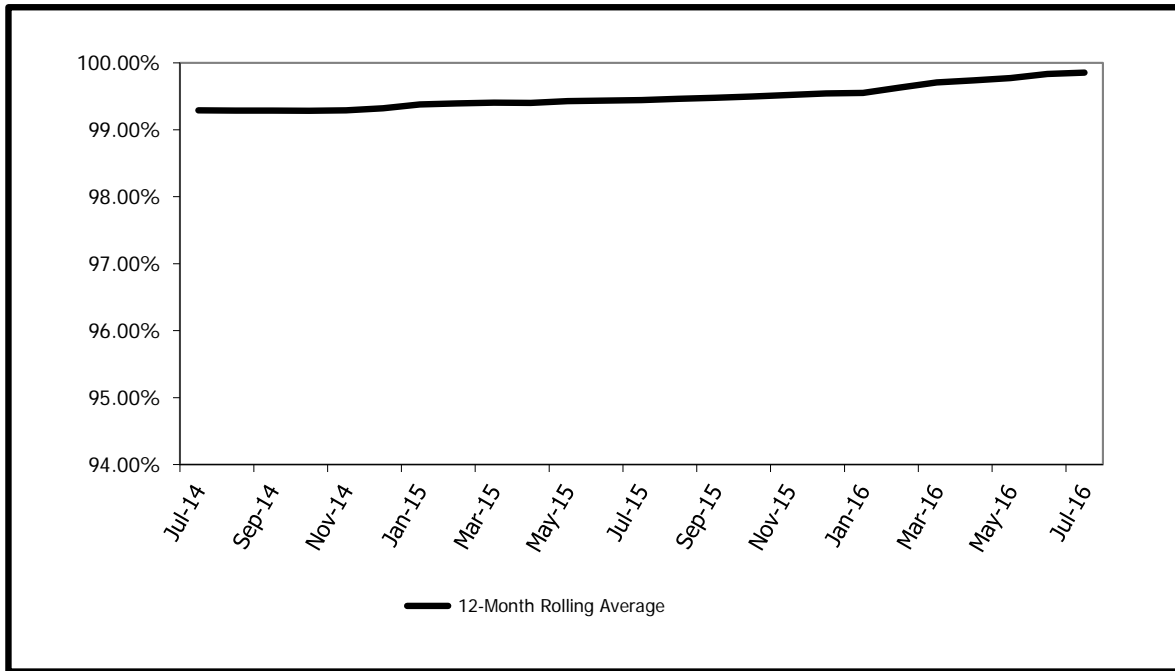
Annual Results

2016 YTD: 99.02%
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

July 2016: 99.97%
 July 2015: 99.72%

12-Month Average

August 15 - July 16: 99.85%
 August 14 - July 15: 99.44%

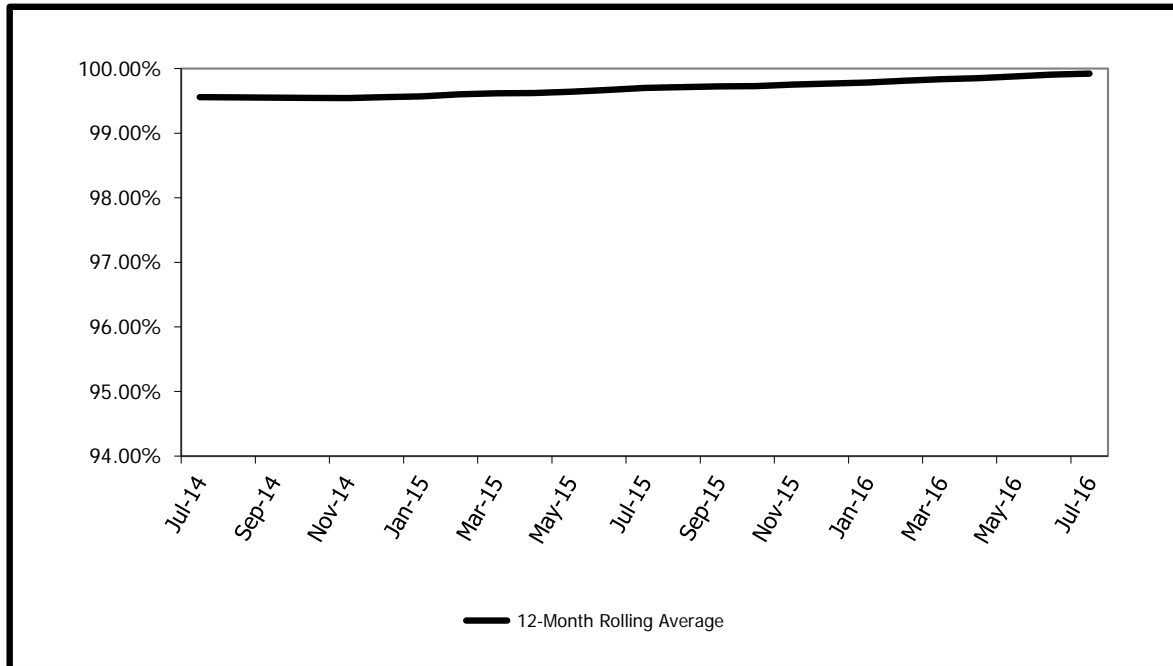
Annual Results

2016 YTD: 99.85%
 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

July 2016:	99.97%	August 15 - July 16	99.92%	2016 YTD:	99.93%
July 2015:	99.80%	August 14 - July 15	99.70%	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		
	Aug 2013 - Jul 2014	Aug 2014 - Jul 2015	Aug 2015 - Jul 2016
Subways			
Subway Customer Accidents per Million Customers ¹	2.60	2.64	2.50
Subway Collisions ^{2,3}	1	0	0
Subway Derailments ^{2,3}	2	1	2
Subway Fires ²	967	1,033	947
Buses			
Bus Collisions Per Million Miles Regional	49.29	51.33	55.49
Bus Collision Injuries Per Million Miles Regional	6.77	6.42	6.58
Bus Customer Accidents Per Million Customers Regional	1.05	1.10	1.21
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.63	3.72	3.98

¹ 12-Month Average data from July through June.

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

³ Data from September through August.

Leading Indicators				
Subways	August	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	30	253	336	75.3%
Joint Track Safety Audits -- Compliance Rate	99.0%	98.9%	100.0%	98.9%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	5,773	39,209	61,178	64.1%
Station -- Emergency Communication				
Help Point Installations	16	83	130	63.8%
Buses	August	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	512	3,950	6,000	65.8%

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 100% complete. Vendor negotiations complete. Installation scheduled to start 2nd week of Oct.

⁵ Requirements document and statement of work are 100% complete for rollout of the pilot. Responses from the Invitation For Bids have been received and are being evaluated. Particular attention is being given to the performance of the technology under low and dim lighting conditions and an evaluation is underway to determine the efficacy of the system under such conditions. The committee will be updated next cycle on the result of the evaluation. Our target is to install 20 buses by end of year.

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.



Police Department
City of New York

MTA Report

CRIME STATISTICS AUGUST

	2016	2015	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	0	1	-1	-100.0%
ROBBERY	35	41	-6	-14.6%
GL	154	142	12	8.5%
FELASSAULT	19	28	-9	-32.1%
BURGLARY	3	5	-2	-40.0%
<u>TOTAL MAJOR FELONIES</u>	<u>211</u>	<u>218</u>	<u>-7</u>	<u>-3.2%</u>

During August, the daily Robbery average decreased from 1.3 to 1.1

During August, the daily Major Felony average decreased from 6.8 to 6.6

CRIME STATISTICS JANUARY THRU AUGUST

	2016	2015	Diff	% Change
MURDER	1	1	0	0.0%
RAPE	0	1	-1	-100.0%
ROBBERY	340	330	10	3.0%
GL	998	1061	-63	-5.9%
FELASSAULT	197	168	29	17.3%
BURGLARY	14	12	2	16.7%
<u>TOTAL MAJOR FELONIES</u>	<u>1550</u>	<u>1573</u>	<u>-23</u>	<u>-1.5%</u>

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

Year to date the daily Major Felony average decreased from 6.4 to 6.4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

AUGUST ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	2820	4575	-1755	-38.4%
TOS Arrests	2102	2572	-470	-18.3%
Summons	7103	7857	-754	-9.6%

JANUARY THRU AUGUST ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	24680	32177	-7497	-23.3%
TOS Arrests	16650	17478	-828	-4.7%
Summons	55693	54485	1208	2.2%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-AUGUST																			
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
Murder	1	0	4	1	1	0	1	2	4	2	4	2	1	1	0	0	1	1	1	1
Rape	1	8	0	3	1	0	2	1	3	3	0	2	1	0	2	8	4	5	1	0
Robbery	1046	961	852	683	641	624	588	532	622	573	534	507	474	479	504	580	420	288	334	346
Assault	229	248	211	178	143	145	143	142	129	116	138	118	109	134	129	132	132	133	169	200
Burglary	20	10	2	4	16	6	3	5	1	1	2	5	1	2	6	18	25	11	13	14
GL	1629	1273	1152	1205	1080	1017	823	882	907	823	842	877	767	797	1029	1137	1093	1028	1073	1014
TOTAL MAJOR FELONIES	2926	2500	2221	2074	1882	1792	1560	1564	1666	1518	1520	1511	1353	1413	1670	1875	1675	1466	1591	1575
Major Fel Per Day	16.17	13.81	12.27	11.40	10.40	9.90	8.62	8.59	9.20	8.39	8.40	8.30	7.48	7.81	9.23	10.30	9.25	8.10	8.79	8.65



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

August 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	0	1	-1	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	2	-1	-50%

Year to Date 2016 vs. 2015

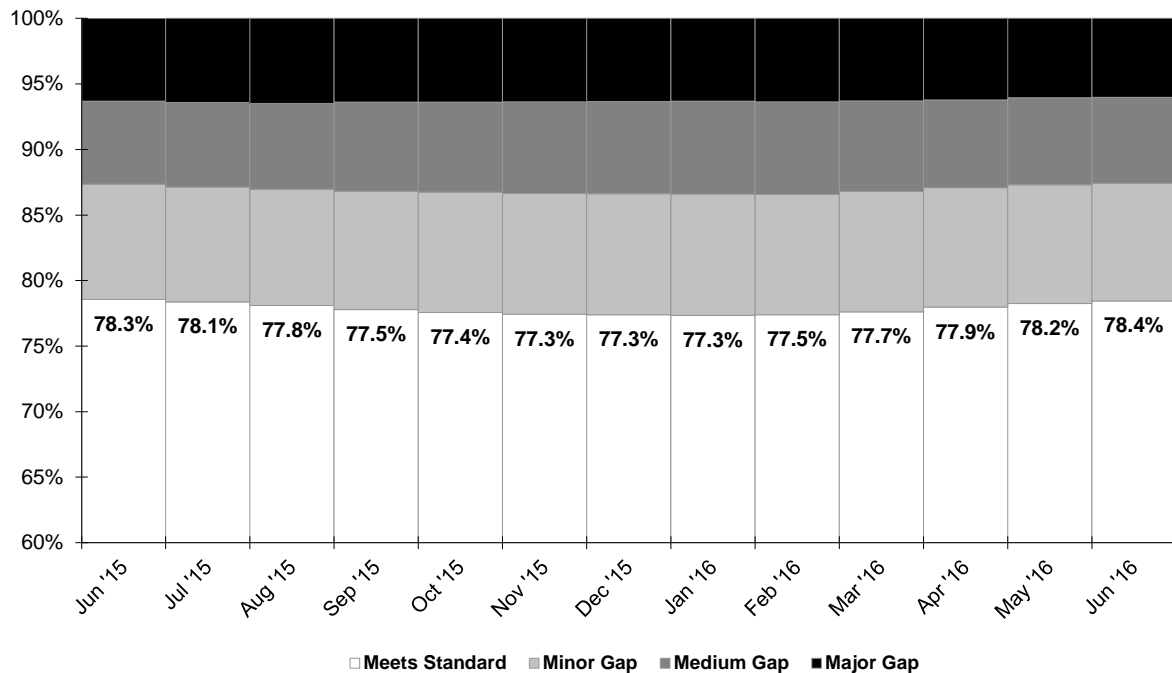
	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	7	-3	-43%
Felony Assault	1	2	-1	-50%
Burglary	0	0	0	0%
Grand Larceny	7	7	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	12	16	-4	-25%

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: June 2016			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				78.4%	78.3%	+0.1%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	70.1%	73.1%	-3.0%	71.7%	72.4%	-0.7%
A Division Weekday Wait Assessment - (All Lines)				74.6%	75.1%	-0.5%
B Division Weekday Wait Assessment	81.4%	77.8%	+3.6%	80.5%	80.1%	+0.4%
System Weekend Wait Assessment (Chart 3)				84.7%	85.5%	-0.8%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	77.7%	81.1%	-3.4%	80.9%	82.3%	-1.4%
A Division Weekend Wait Assessment - (All Lines)				83.0%	84.2%	-1.2%
B Division Weekend Wait Assessment	88.5%	87.8%	+0.7%	85.7%	86.4%	-0.7%
System Weekday Terminal On-Time Performance (Charts 4-5)	67.5%	69.9%	-2.4%	68.8%	72.4%	-3.6%
A Division Weekday Terminal On-Time Performance	63.5%	66.8%	-3.3%	64.5%	68.3%	-3.8%
B Division Weekday Terminal On-Time Performance	71.0%	72.5%	-1.5%	72.3%	75.7%	-3.4%
System Number of Terminal Delays (Chart 6)	55,391	51,428	+7.7%	51,543	45,543	+13.2%
System Weekend Terminal On-Time Performance (Charts 7-8)	71.0%	73.0%	-2.0%	73.4%	77.7%	-4.3%
A Division Weekend Terminal On-Time Performance	66.5%	72.9%	-6.4%	71.5%	74.9%	-3.4%
B Division Weekend Terminal On-Time Performance	74.1%	73.0%	+1.1%	74.7%	79.7%	-5.0%
System Number of Weekend Terminal Delays (Chart 9)	13,135	11,927	+10.1%	13,368	11,399	+17.3%
Mean Distance Between Failures (Charts 10-11)	114,987	141,061	-18.5%	120,313	143,983	-16.4%
A Division Mean Distance Between Failures	115,944	137,238	-15.5%	114,270	126,573	-9.7%
B Division Mean Distance Between Failures	114,281	144,019	-20.6%	125,224	160,160	-21.8%
System Weekday Service-KPI (Charts 12-13)	75.1%	77.1%	-2.0%	75.7%	77.8%	-2.1%
A Division Weekday Service-KPI	70.7%	73.3%	-2.6%	71.7%	73.5%	-1.8%
B Division Weekday Service-KPI	78.0%	79.8%	-1.8%	78.3%	80.8%	-2.5%
System Weekday PES-KPI (Charts 14-16)				92.0%	91.4%	+0.6%
Staten Island Railway						
24 Hour On-Time Performance	96.7%	96.7%	0.0%	96.0%	92.6%	+3.4%
AM Rush On-Time Performance	95.9%	96.5%	-0.6%	95.5%	93.2%	+2.3%
PM Rush On-Time Performance	99.3%	99.3%	0.0%	98.5%	94.7%	+3.8%
Percentage of Completed Trips	99.7%	99.9%	-0.2%	99.9%	99.7%	+0.2%
Mean Distance Between Failures	44,034	109,011	-59.6%	79,681	48,357	+64.8%
Staten Island Railway PES-KPI (Chart 17)				91.5%	90.9%	+0.6%

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 and midnight, is defined as the percentage 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 <u>12-Month Average</u>					Annual Results <u>(Meets Standard)</u>
	<u>Meets</u>	<u>GAP</u>			
	<u>Standard</u>	<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Jul '15 - Jun '16	78.4%	9.0%	6.5%	6.0%	2016 TARGET: 80.7%
Jul '14 - Jun '15	78.3%	8.8%	6.4%	6.5%	2015 ACTUAL: 77.3%

Chart 1

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

Jul '15 - Jun '16					Jul '14 - Jun '15						
Line	Meets	Headways			Standard	Meets	Headways			Standard	
	Standard	GAP				Standard	GAP				Difference
		Minor	Medium	Major			Minor	Medium	Major		
1	78.1%	9.4%	7.0%	5.6%	79.2%	8.9%	6.4%	5.5%	-1.1%		
2	71.4%	10.2%	9.7%	8.8%	72.5%	10.0%	9.0%	8.5%	-1.1%		
3	76.9%	10.0%	7.4%	5.7%	78.3%	9.4%	6.9%	5.5%	-1.4%		
4	70.1%	9.7%	9.0%	11.1%	71.3%	9.6%	8.6%	10.6%	-1.2%		
5	65.9%	10.2%	10.8%	13.1%	66.9%	9.9%	10.5%	12.7%	-1.0%		
6	67.5%	9.6%	10.4%	12.4%	66.2%	9.4%	10.4%	14.0%	+1.3%		
7	74.4%	10.3%	7.9%	7.4%	76.0%	10.0%	6.8%	7.2%	-1.6%		
S 42nd	92.2%	4.0%	2.0%	1.8%	90.3%	3.9%	2.6%	3.3%	+1.9%		
Subdivision A	74.6%	9.2%	8.0%	8.2%	75.1%	8.9%	7.6%	8.4%	-0.5%		
A	71.8%	8.6%	9.1%	10.5%	68.6%	10.0%	8.8%	12.6%	+3.2%		
B	79.0%	9.8%	6.5%	4.6%	78.8%	9.3%	6.2%	5.7%	+0.2%		
C	77.2%	11.1%	6.4%	5.3%	80.5%	9.5%	5.5%	4.5%	-3.3%		
D	80.4%	10.6%	5.8%	3.2%	81.0%	9.0%	6.2%	3.7%	-0.6%		
E	74.3%	10.2%	7.5%	8.0%	75.7%	9.7%	7.3%	7.3%	-1.4%		
F	74.8%	9.5%	7.8%	7.9%	72.6%	9.0%	7.9%	10.6%	+2.2%		
S Fkln	96.6%	1.6%	0.6%	1.3%	95.7%	1.9%	1.0%	1.4%	+0.9%		
G	83.7%	9.9%	4.2%	2.2%	82.0%	10.3%	5.2%	2.5%	+1.7%		
S Rock	92.5%	4.3%	1.9%	1.2%	91.6%	4.8%	1.8%	1.8%	+0.9%		
JZ	80.5%	9.2%	6.7%	3.7%	79.7%	9.7%	5.7%	4.9%	+0.8%		
L	79.0%	9.8%	6.2%	5.0%	81.6%	9.0%	5.8%	3.6%	-2.6%		
M	79.6%	8.5%	6.4%	5.5%	77.8%	9.6%	7.2%	5.4%	+1.8%		
N	80.1%	10.0%	6.3%	3.7%	79.1%	9.6%	5.8%	5.4%	+1.0%		
Q	80.9%	10.5%	4.5%	4.2%	79.8%	9.2%	6.0%	5.1%	+1.1%		
R	77.5%	9.4%	6.6%	6.4%	76.9%	9.6%	6.4%	7.1%	+0.6%		
Subdivision B	80.5%	8.9%	5.8%	4.8%	80.1%	8.7%	5.8%	5.4%	+0.4%		
Systemwide	78.4%	9.0%	6.5%	6.0%	78.3%	8.8%	6.4%	6.5%	+0.1%		

**Headway
Definitions**

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

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)**

Jul '15 - Jun '16					Jul '14 - Jun '15				
Line	Headways				Headways				Standard Difference
	Meets	GAP			Meets	GAP			
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
1	88.2%	6.6%	3.4%	1.8%	87.3%	6.9%	3.7%	2.1%	+0.9%
2	76.1%	10.7%	8.5%	4.7%	79.7%	10.3%	6.5%	3.5%	-3.6%
3	85.3%	8.3%	4.3%	2.2%	87.0%	7.6%	3.5%	1.9%	-1.7%
4	74.4%	10.1%	8.3%	7.2%	76.4%	9.7%	7.5%	6.3%	-2.0%
5	80.5%	8.3%	6.2%	5.0%	84.2%	7.5%	4.8%	3.5%	-3.7%
6	80.7%	9.0%	6.2%	4.1%	78.9%	9.1%	6.8%	5.2%	+1.8%
7	80.3%	10.9%	4.5%	4.3%	81.4%	9.1%	4.8%	4.8%	-1.1%
S 42nd	98.6%	0.4%	0.3%	0.7%	98.8%	0.7%	0.3%	0.2%	-0.2%
Subdivision A	83.0%	8.0%	5.2%	3.8%	84.2%	7.6%	4.7%	3.4%	-1.2%
A	77.4%	11.3%	6.9%	4.4%	74.4%	9.4%	7.2%	9.1%	+3.0%
C	81.8%	9.5%	4.9%	3.6%	83.8%	8.9%	3.4%	3.9%	-2.0%
D	86.3%	7.4%	4.7%	1.6%	85.1%	7.0%	3.1%	4.8%	+1.2%
E	83.9%	9.8%	4.0%	2.3%	82.0%	8.3%	4.1%	5.6%	+1.9%
F	83.2%	7.7%	4.8%	4.3%	85.2%	7.7%	2.1%	4.9%	-2.0%
S Fkln	94.2%	2.9%	1.8%	1.1%	94.8%	3.4%	0.7%	1.1%	-0.6%
G	91.3%	6.5%	1.4%	0.8%	93.7%	3.8%	1.1%	1.4%	-2.4%
JZ	88.9%	5.9%	2.2%	3.1%	91.5%	6.1%	1.8%	0.6%	-2.6%
L	83.1%	6.3%	5.6%	5.1%	86.6%	6.8%	3.3%	3.3%	-3.5%
N	86.2%	8.5%	3.5%	1.8%	89.4%	5.7%	3.5%	1.5%	-3.2%
Q	86.5%	4.7%	4.0%	4.7%	85.8%	7.5%	3.9%	2.8%	+0.7%
R	86.1%	6.9%	4.4%	2.6%	85.2%	6.7%	3.3%	4.8%	+0.9%
Subdivision B	85.7%	7.3%	4.0%	2.9%	86.4%	6.8%	3.1%	3.7%	-0.7%
Systemwide	84.7%	7.6%	4.5%	3.3%	85.5%	7.1%	3.8%	3.6%	-0.8%

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

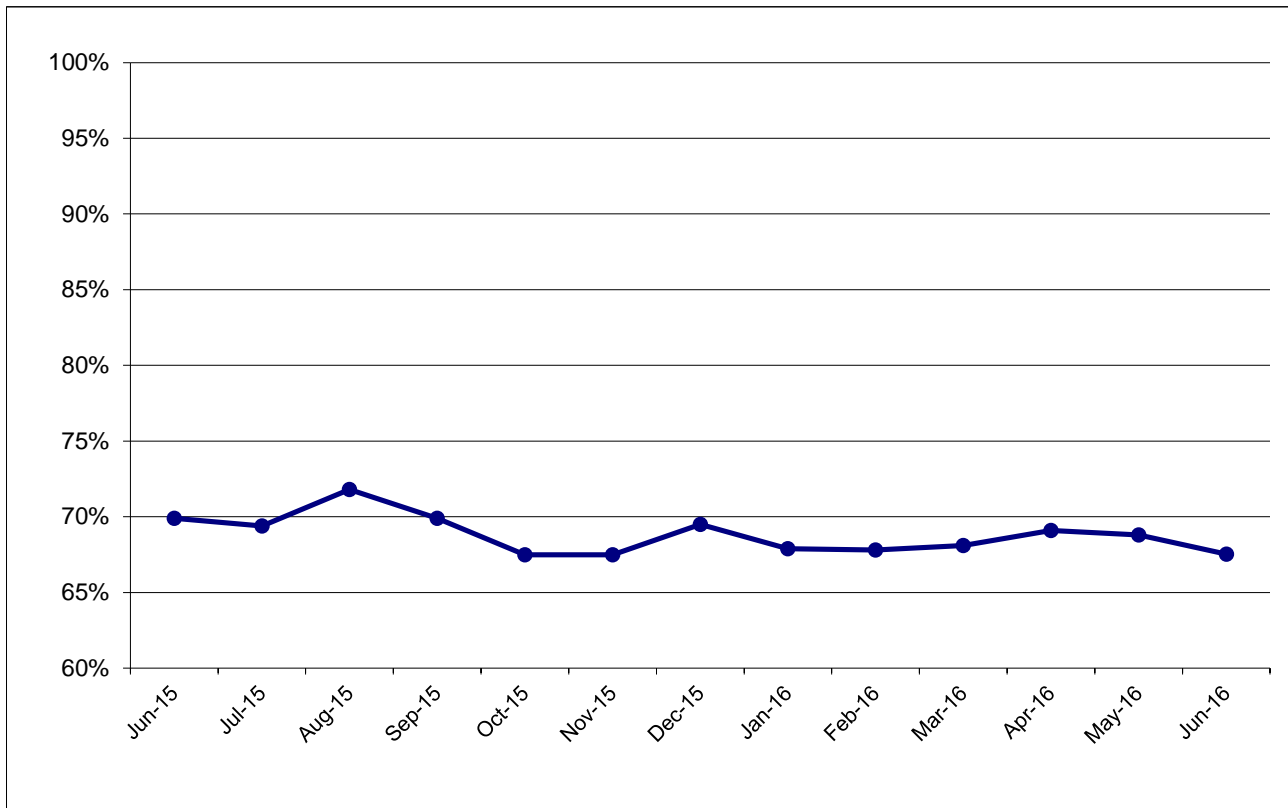
**Headway
Definitions**

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

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

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

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

Jun 2016: 67.5%

Jun 2015: 69.9%

Jul '15 - Jun '16

12-Mon Avg: 68.8%

Subdivision A

Monthly Results

Jun 2016: 63.5%

Jun 2015: 66.8%

Jul '15 - Jun '16

12-Mon Avg: 64.5%

Subdivision B

Monthly Results

Jun 2016: 71.0%

Jun 2015: 72.5%

Jul '15 - Jun '16

12-Mon Avg: 72.3%

Discussion of Results

In June 2016, Over Crowding (20,908 delays), ROW Delays (9,294 delays), and Track Gangs (8,041 delays) were the highest categories of delays, representing 69.04% of the total 55,391 delays.

Chart 4

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

<u>Line</u>	<u>Jul '15 - Jun '16</u>	<u>Jul '14 - Jun '15</u>	<u>% Difference</u>
1	74.8%	78.5%	-3.7%
2	40.3%	48.3%	-8.0%
3	63.0%	68.7%	-5.7%
4	41.3%	46.5%	-5.2%
5	37.5%	43.9%	-6.4%
6	48.0%	49.6%	-1.6%
7	79.9%	85.0%	-5.1%
S 42nd	99.2%	98.2%	+1.0%
Subdivision A	64.5%	68.3%	-3.8%
A	64.9%	69.1%	-4.2%
B	74.0%	76.0%	-2.0%
C	74.9%	82.2%	-7.3%
D	70.8%	74.8%	-4.0%
E	68.5%	72.4%	-3.9%
F	58.7%	58.5%	+0.2%
S Fkln	99.6%	99.5%	+0.1%
G	75.1%	71.9%	+3.2%
S Rock	95.6%	95.5%	+0.1%
JZ	67.9%	80.6%	-12.7%
L	91.4%	93.1%	-1.7%
M	69.8%	72.3%	-2.5%
N	64.3%	69.4%	-5.1%
Q	70.3%	73.3%	-3.0%
R	60.5%	69.0%	-8.5%
Subdivision B	72.3%	75.7%	-3.4%
Systemwide	68.8%	72.4%	-3.6%

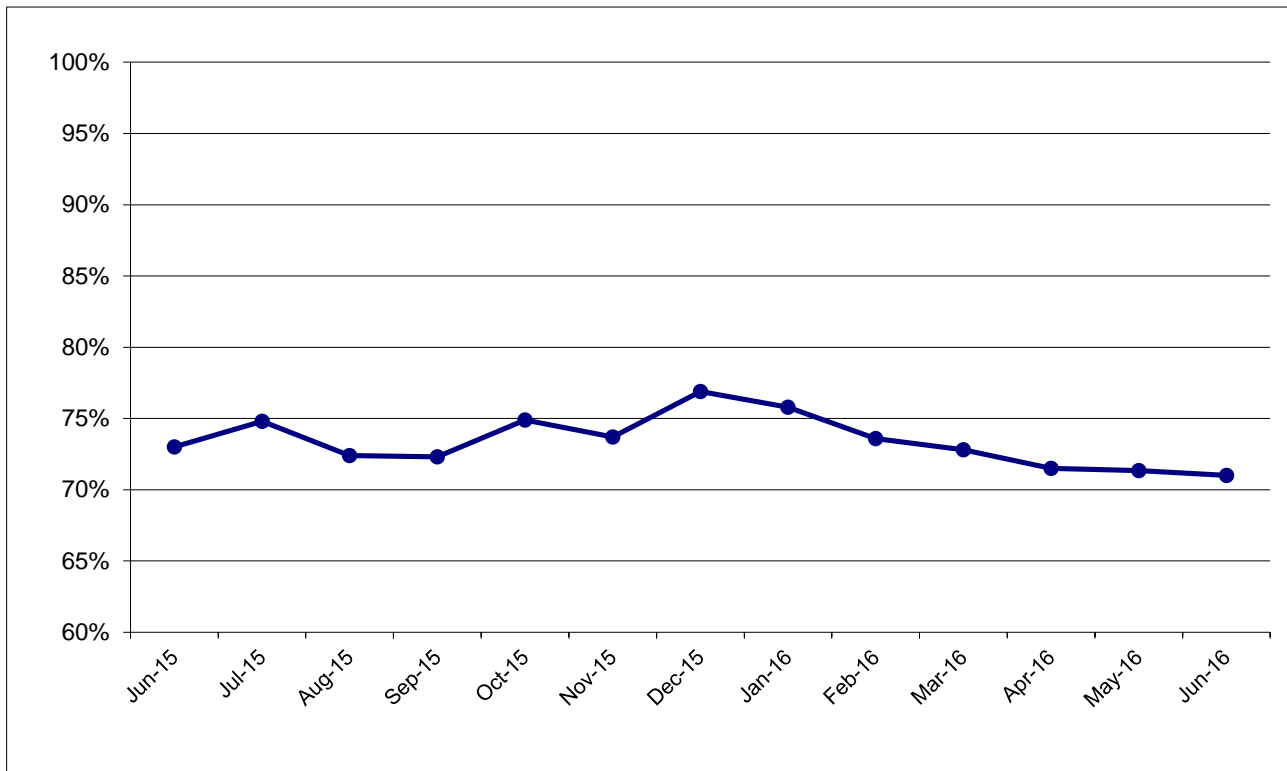
Chart 5

Subway Weekday Terminal Delays Monthly (24 hours)

<u>Categories</u>	<u>June 2016 Delays</u>
Over Crowding	20,908
ROW Delays	9,294
Track Gangs	8,041
Work Equipment/G. O.	3,736
Car Equipment	2,694
Sick Customer	2,479
Police	1,770
Operational Diversions	1,718
Unruly Customer	1,716
Employee	1,155
Fire	803
Infrastructure	422
Inclement Weather	334
External	320
Total Delays	55,391

* 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

Jun 2016: 71.0%

Jun 2015: 73.0%

Jul '15 - Jun '16

12-Mon Avg: 73.4%

Subdivision A

Monthly Results

Jun 2016: 66.5%

Jun 2015: 72.9%

Jul '15 - Jun '16

12-Mon Avg: 71.5%

Subdivision B

Monthly Results

Jun 2016: 74.1%

Jun 2015: 73.0%

Jul '15 - Jun '16

12-Mon Avg: 74.7%

Discussion of Results

In June 2016, Work Equipment/G. O. (3,204 delays), Over Crowding (2,871 delays), and Track Gangs (2,791 delays) were the highest categories of delays, representing 67.5% of the total 13,135 delays.

Chart 7

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

<u>Line</u>	<u>Jul '15 - Jun '16</u>	<u>Jul '14 - Jun '15</u>	<u>% Difference</u>
1	87.8%	86.9%	+0.9%
2	44.9%	39.2%	+5.7%
3	58.4%	69.8%	-11.4%
4	51.4%	53.9%	-2.5%
5	69.8%	74.3%	-4.5%
6	59.4%	63.8%	-4.4%
7	84.1%	90.4%	-6.3%
S 42nd	99.6%	99.7%	-0.1%
Subdivision A	71.5%	74.9%	-3.4%
A	60.8%	66.7%	-5.9%
C	47.9%	71.0%	-23.1%
D	69.2%	73.0%	-3.8%
E	63.1%	65.6%	-2.5%
F	36.6%	53.8%	-17.2%
S Fkln	99.4%	99.6%	-0.2%
G	87.3%	86.4%	+0.9%
S Rock	97.5%	97.7%	-0.2%
JZ	85.8%	93.0%	-7.2%
L	88.7%	93.7%	-5.0%
M	97.3%	96.6%	+0.7%
N	71.5%	73.1%	-1.6%
Q	81.4%	82.5%	-1.1%
R	70.9%	74.3%	-3.4%
Subdivision B	74.7%	79.7%	-5.0%
Systemwide	73.4%	77.7%	-4.3%

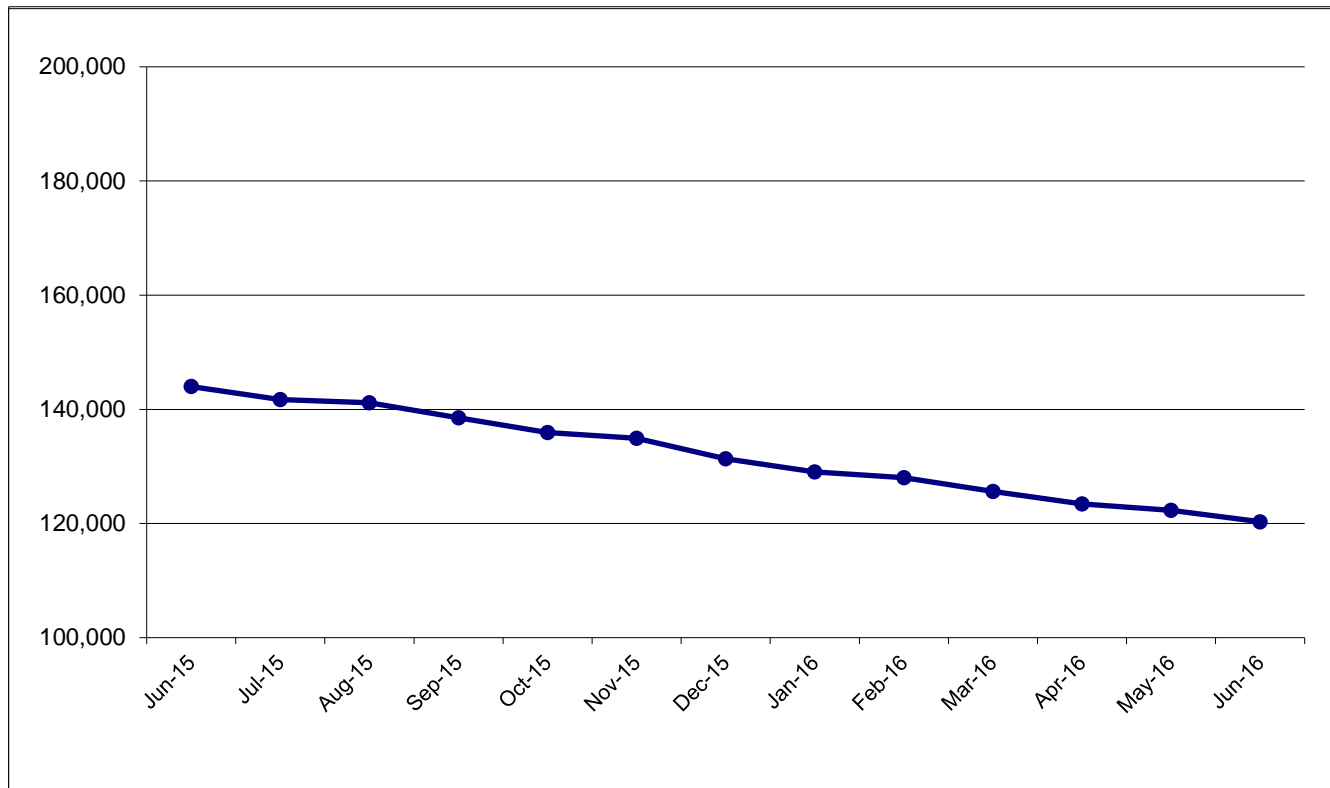
Chart 8

Subway Weekend Terminal Delays Monthly (24 hours)

<u>Categories</u>	<u>June 2016 Delays</u>
Work Equipment/G. O.	3,204
Over Crowding	2,871
Track Gangs	2,791
ROW Delays	1,324
Unruly Customer	526
Car Equipment	505
Sick Customer	500
Police	389
Employee	337
Operational Diversions	324
Fire	194
External	70
Inclement Weather	57
Infrastructure	43
Total Delays	13,135

* 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

Jun 2016: 114,987

Jun 2015: 141,061

12-Month Average

Jul '15 - Jun '16: 120,313

Jul '14 - Jun '15: 143,983

Annual Result

2016 TARGET: 150,000

2015 ACTUAL: 131,325

Discussion of Results

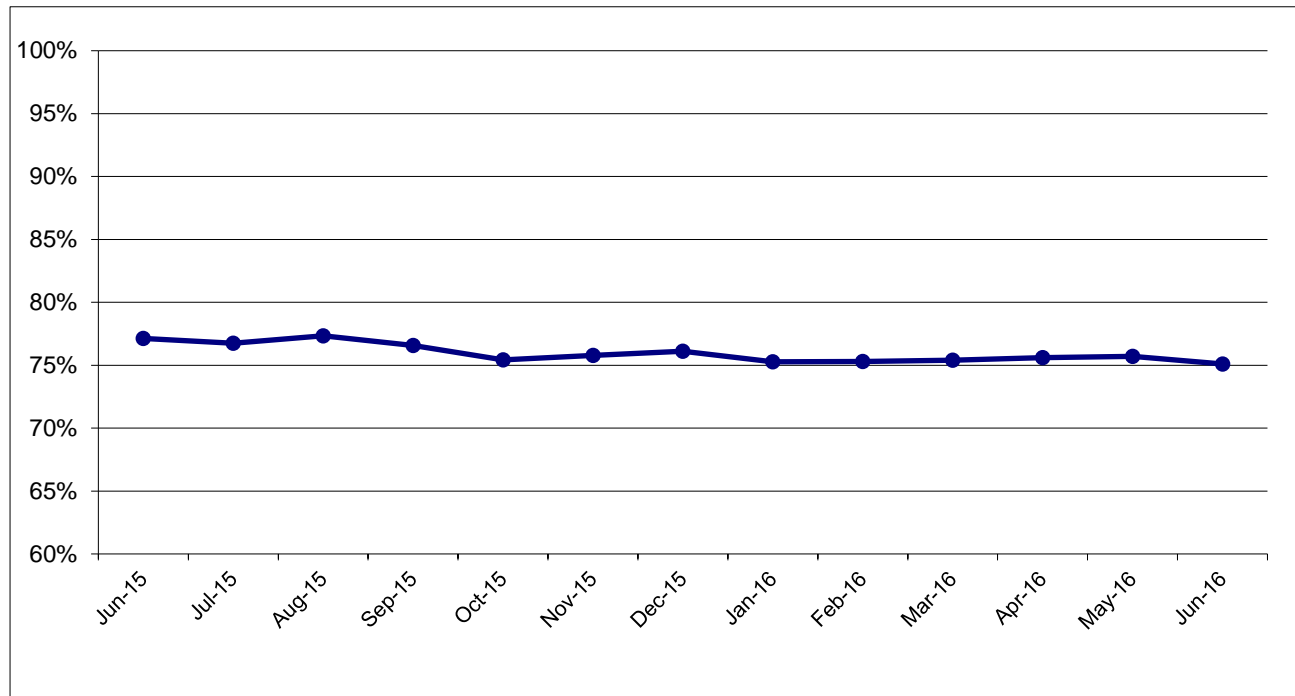
MDBF in June 2016 changed -18.48% from June 2015. Over the past year, the MDBF 12-month average changed -16.44%.

Subway Mean Distance Between Failure 12-Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>Jul '15 - Jun '16</u>	<u>Jul '14 - Jun '15</u>	<u>% Change</u>
R32	222	33,028	55,540	-40.5%
R42	50	34,399	55,699	-38.2%
R46	752	82,666	100,724	-17.9%
R62	315	187,661	200,700	-6.5%
R62A	824	88,834	118,541	-25.1%
R68	425	117,467	145,981	-19.5%
R68A	200	119,045	85,470	+39.3%
R142	1,030	154,127	152,238	+1.2%
R142A	220	52,171	80,985	-35.6%
R143	212	61,702	83,242	-25.9%
R160	1,662	317,875	389,131	-18.3%
R188 - New	126	472,024	271,262	+74.0%
R188 - Conversion	380	155,578	79,279	+96.2%
FLEET	6,418	120,313	143,983	-16.4%

Chart 11

Subway 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 and midnight and is defined as the percentage 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

Jun 2016: 75.1%

Jun 2015: 77.1%

Jul '15 - Jun '16

12 Mon Avg: 75.7%

Subdivision A

Monthly Results

Jun 2016: 70.7%

Jun 2015: 73.3%

Jul '15 - Jun '16

12 Mon Avg: 71.7%

Subdivision B

Monthly Results

Jun 2016: 78.0%

Jun 2015: 79.8%

Jul '15 - Jun '16

12 Mon Avg: 78.3%

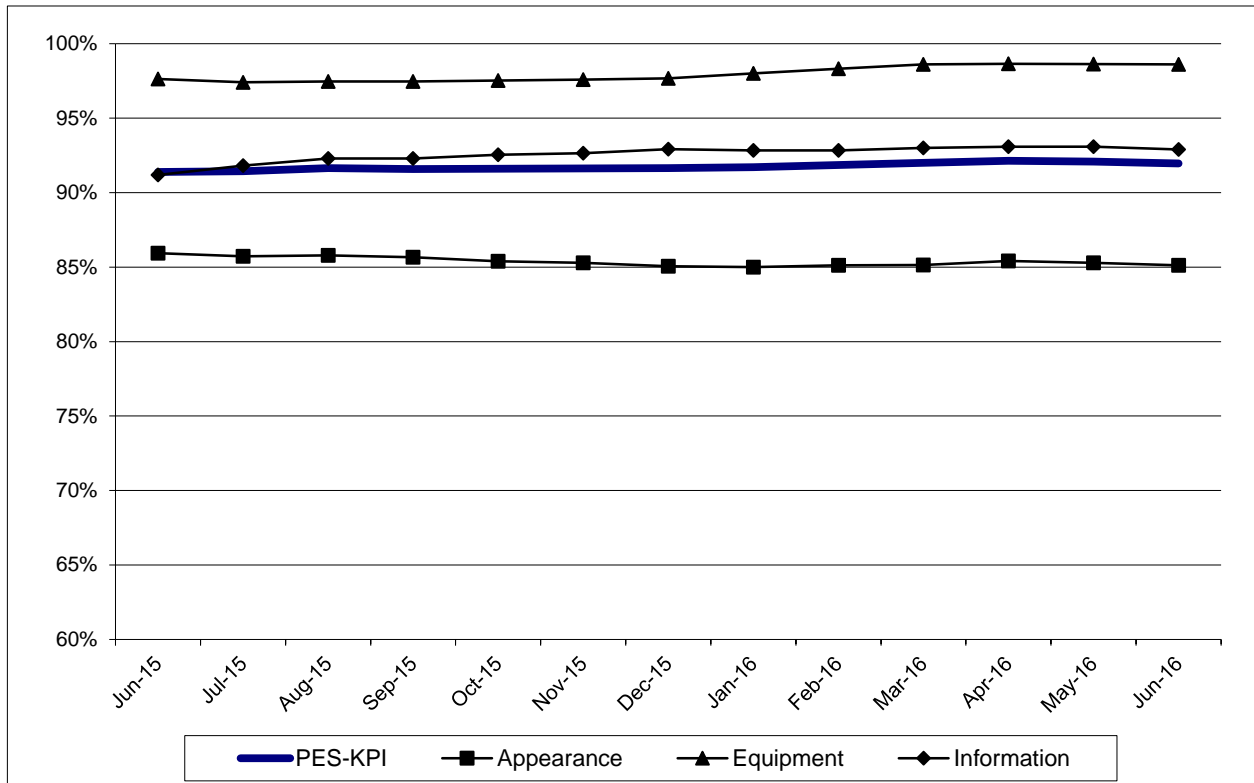
Chart 12

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

<u>Line</u>	<u>Jul '15 - Jun '16</u>	<u>Jul '14 - Jun '15</u>	<u>% Difference</u>
1	77.1%	79.3%	-2.2%
2	64.9%	67.4%	-2.5%
3	75.0%	77.6%	-2.6%
4	59.7%	64.1%	-4.4%
5	60.8%	62.7%	-1.9%
6	59.1%	59.7%	-0.6%
7	78.6%	80.5%	-1.9%
S 42nd	86.9%	86.6%	+0.3%
Subdivision A	71.7%	73.5%	-1.8%
A	67.9%	68.5%	-0.6%
B	77.8%	75.7%	+2.1%
C	72.4%	76.9%	-4.5%
D	79.5%	81.0%	-1.5%
E	75.1%	77.2%	-2.1%
F	72.5%	71.1%	+1.4%
S Fkln	90.4%	89.6%	+0.8%
G	76.6%	77.1%	-0.5%
S Rock	87.7%	88.7%	-1.0%
JZ	71.8%	80.4%	-8.6%
L	79.6%	82.8%	-3.2%
M	78.7%	78.4%	+0.3%
N	77.3%	78.3%	-1.0%
Q	79.6%	79.9%	-0.3%
R	70.7%	75.3%	-4.6%
Subdivision B	78.3%	80.8%	-2.5%
Systemwide	75.7%	77.8%	-2.1%

Chart 13

Subway 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>
Jul '15 - Jun '16	92.0%	85.1%	98.6%	92.9%
Jul '14 - Jun '15	91.4%	85.9%	97.6%	91.2%
% Difference:	+0.6%	-0.8%	+1.0%	+1.7%

Chart 14

Subway PES-KPI - Subway Car 12-Month Rolling Average

<u>Line</u>	<u>Jul '15 - Jun '16</u>				<u>Jul '14 - Jun '15</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>
1	94.7%	96.6%	98.6%	88.7%	93.3%	94.3%	93.6%	92.0%	+1.4%
2	97.2%	95.1%	99.0%	97.7%	95.0%	91.6%	97.2%	96.2%	+2.2%
3	94.2%	94.2%	99.6%	88.8%	95.8%	96.3%	97.4%	93.9%	-1.6%
4	95.6%	93.6%	98.2%	95.1%	96.3%	93.8%	95.8%	99.5%	-0.7%
5	96.1%	94.8%	97.4%	96.2%	95.9%	92.6%	98.0%	97.1%	+0.2%
6	95.2%	95.2%	98.0%	92.5%	95.4%	93.4%	96.4%	96.5%	-0.2%
7	98.3%	98.3%	99.9%	96.6%	96.9%	97.2%	98.5%	94.9%	+1.4%
S 42nd	93.2%	96.4%	93.7%	89.6%	95.9%	95.7%	97.3%	94.6%	-2.7%
Subdivision A	95.7%	95.4%	98.4%	93.2%	95.4%	94.0%	96.6%	95.6%	+0.3%
A	95.3%	92.9%	99.7%	93.5%	93.4%	92.6%	93.3%	94.4%	+1.9%
B	92.3%	90.2%	95.4%	91.5%	92.6%	92.2%	93.9%	91.6%	-0.3%
C	96.5%	95.4%	99.1%	95.1%	94.6%	94.1%	96.3%	93.3%	+1.9%
D	93.5%	91.8%	98.2%	90.5%	91.3%	90.3%	92.8%	91.1%	+2.2%
E	96.8%	94.2%	97.8%	98.4%	96.2%	93.7%	98.0%	97.1%	+0.6%
F	96.9%	95.7%	98.7%	96.2%	95.4%	91.9%	98.1%	96.3%	+1.5%
S Fkln	95.4%	91.9%	99.3%	95.1%	93.7%	94.8%	94.6%	91.8%	+1.7%
G	95.7%	96.7%	97.9%	92.5%	93.7%	93.4%	93.7%	94.0%	+2.0%
J/Z	94.5%	92.1%	98.7%	92.8%	97.7%	95.3%	99.5%	98.4%	-3.2%
L	97.0%	94.4%	98.6%	98.0%	94.6%	90.3%	96.3%	97.2%	+2.4%
M	96.5%	92.4%	98.1%	99.2%	95.5%	90.0%	97.5%	99.3%	+1.0%
N	97.1%	94.7%	98.8%	97.9%	96.0%	90.8%	97.9%	99.5%	+1.1%
Q	97.0%	92.2%	99.4%	99.6%	95.5%	90.5%	98.5%	97.7%	+1.5%
R	95.3%	96.2%	98.6%	91.2%	94.4%	91.2%	97.1%	95.0%	+0.9%
Subdivision B	95.8%	93.8%	98.4%	95.3%	94.7%	92.0%	96.4%	95.7%	+1.1%
Systemwide	95.8%	94.4%	98.4%	94.5%	94.9%	92.7%	96.5%	95.7%	+0.9%

Chart 15

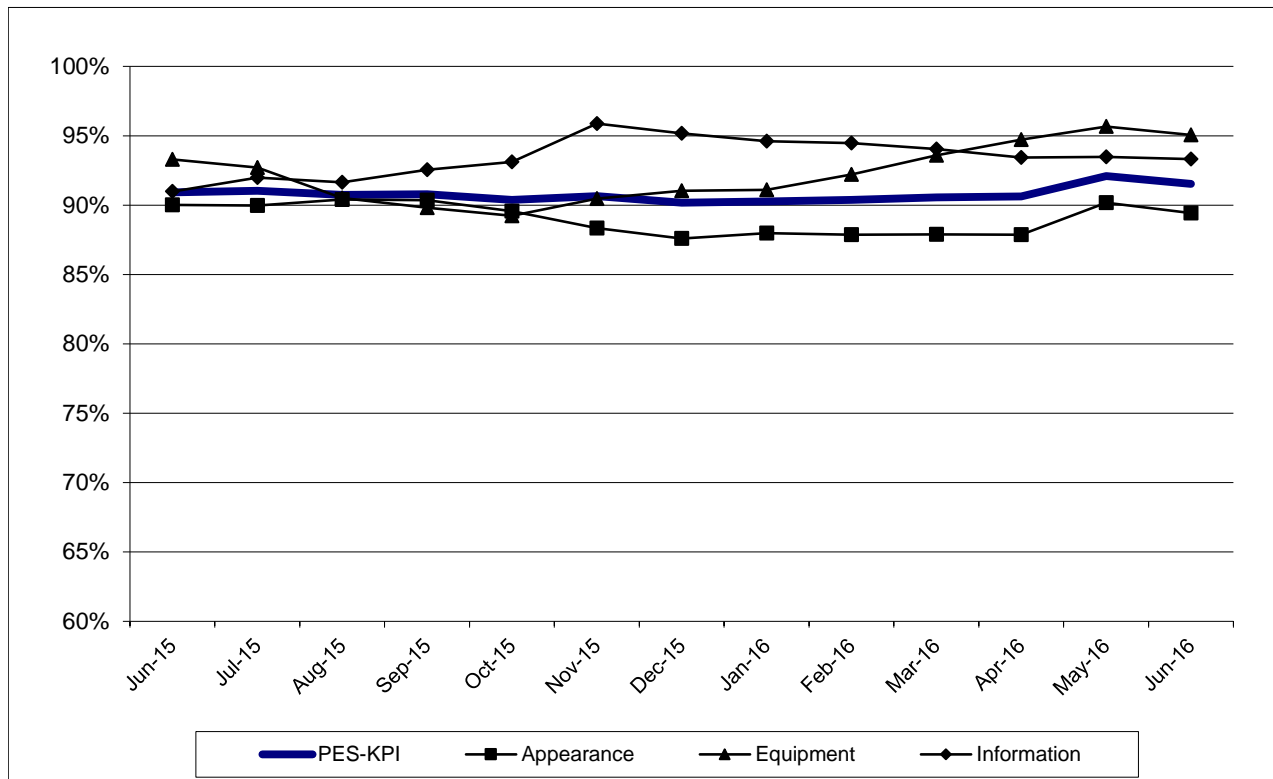
Subway PES-KPI - Stations

12-Month Rolling Average

<u>Borough</u>	<u>Jul '15 - Jun '16</u>				<u>Jul '14 - Jun '15</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	86.0%	70.9%	99.0%	90.9%	85.9%	76.3%	98.1%	85.1%	+0.1%
Manhattan	88.2%	77.6%	98.5%	90.6%	86.8%	77.4%	99.0%	85.9%	+1.4%
Brooklyn	88.8%	77.1%	99.3%	92.1%	88.1%	80.6%	98.3%	86.8%	+0.7%
Queens	88.8%	78.8%	99.2%	90.3%	90.5%	84.8%	99.6%	88.1%	-1.7%
Systemwide	88.2%	76.6%	98.8%	91.2%	87.8%	79.7%	98.9%	86.6%	+0.4%

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>
Jul '15 - Jun '16	91.5%	89.4%	95.1%	93.3%
Jul '14 - Jun '15	90.9%	90.0%	93.3%	91.0%
% Difference:	+0.6%	-0.6%	+1.8%	+2.3%

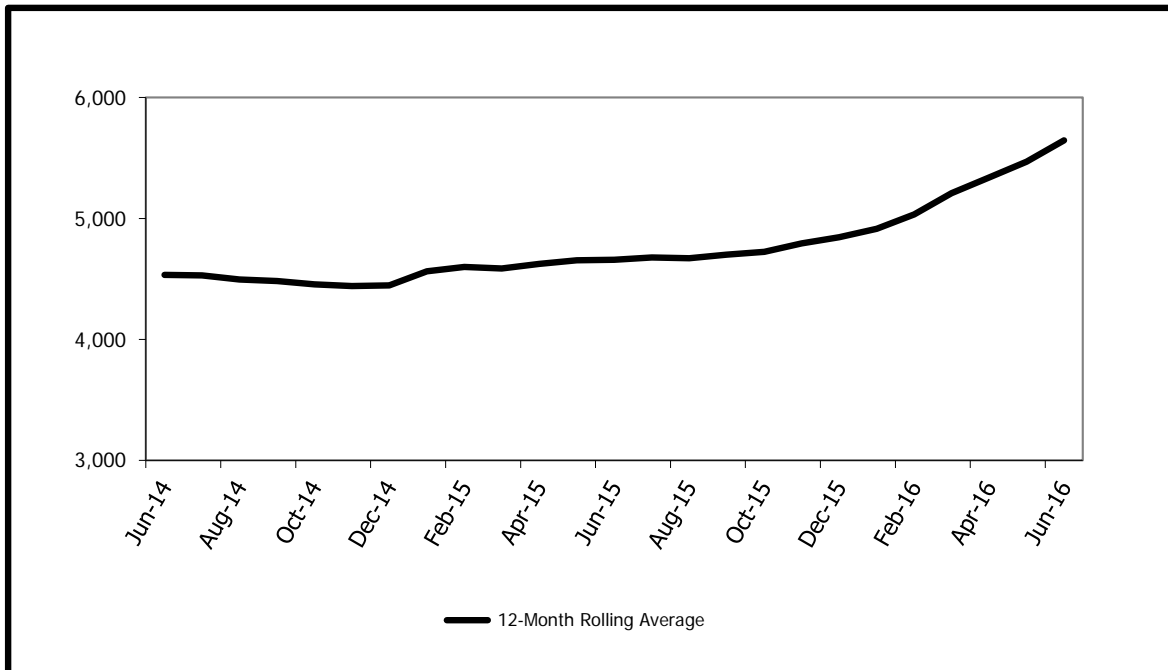
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: June 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	5,958	4,230	+40.9%	5,645	4,659	+21.2%
NYCT Bus	5,727	4,038	+41.8%	5,403	4,420	+22.2%
MTA Bus	6,821	4,978	+37.0%	6,583	5,631	+16.9%
System MDBSI (chart 2)	2,753	2,271	+21.2%	2,659	2,462	+8.0%
NYCT Bus	2,573	2,179	+18.1%	2,522	2,387	+5.6%
MTA Bus	3,534	2,623	+34.7%	3,218	2,735	+17.7%
System Trips Completed (chart 3)	99.25%	98.78%	+0.5%	99.10%	98.83%	+0.3%
NYCT Bus	99.22%	98.90%	+0.3%	99.10%	98.92%	+0.2%
MTA Bus	99.37%	98.29%	+1.1%	99.09%	98.44%	+0.7%
System AM Pull Out (chart 4)	99.82%	99.14%	+0.7%	99.83%	99.44%	+0.4%
NYCT Bus	99.80%	99.21%	+0.6%	99.86%	99.51%	+0.4%
MTA Bus	99.88%	98.87%	+1.0%	99.75%	99.19%	+0.6%
System PM Pull Out (chart 5)	99.95%	99.61%	+0.3%	99.91%	99.67%	+0.2%
NYCT Bus	99.95%	99.80%	+0.2%	99.94%	99.85%	+0.1%
MTA Bus	99.94%	98.95%	+1.0%	99.80%	99.04%	+0.8%
System Buses> = 12 years	18%	27%				
NYCT Bus	20%	31%				
MTA Bus	9%	13%				
System Fleet Age	7.44	8.98				
NYCT Bus	7.00	9.04				
MTA Bus	8.99	8.76				
Paratransit						
% of Trips Completed	94.72%	94.72%	+0.0%	94.80%	94.54%	+0.3%
Trips Requested	681,757	671,826	+1.5%	655,213	651,995	+0.5%
Trips Scheduled	590,655	582,352	+1.4%	565,549	564,993	+0.1%
Trips Completed	559,473	551,585	+1.4%	536,115	534,121	+0.4%
Early Cancellations as a Percentage of Trips Requested	12.48%	12.51%	-0.0%	12.89%	12.57%	+0.3%
Late Cancellations as a Percentage of Trips Scheduled	3.00%	2.79%	+0.2%	2.88%	3.14%	-0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.44%	1.47%	-0.0%	1.54%	1.48%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.83%	1.03%	-0.2%	0.79%	0.84%	-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	0.88%	0.81%	+0.1%	0.80%	0.78%	+0.0%
New Applications Received	3,279	3,464	-5.3%	2,974	3,084	-3.6%

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

June 2016: 5,958
June 2015: 4,230

12-Month Average

July 15 - June 16: 5,645
July 14 - June 15: 4,659

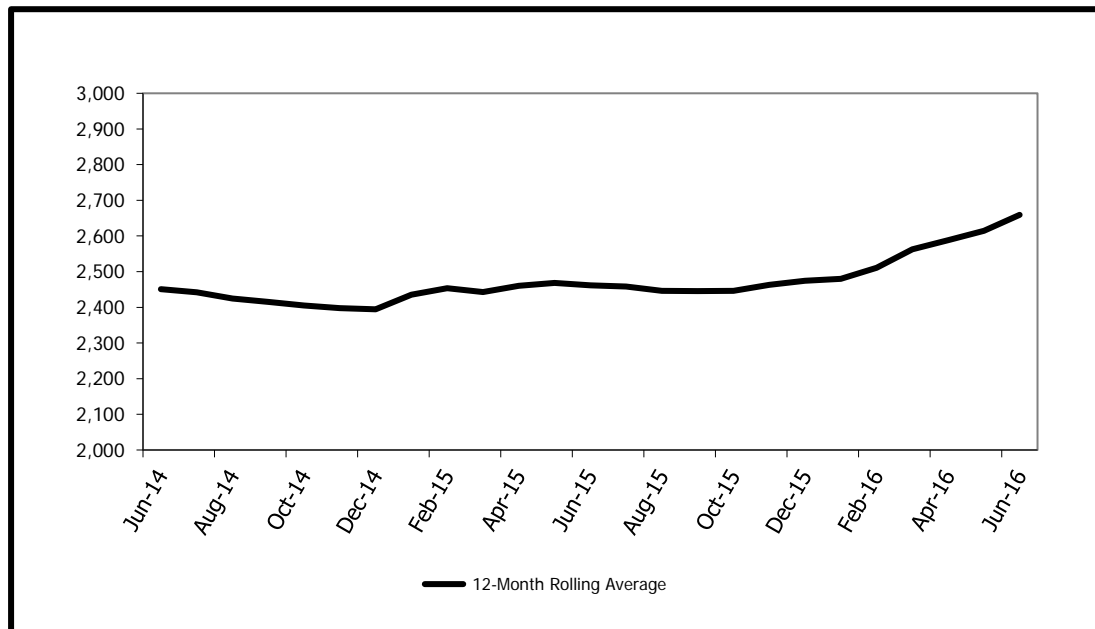
Annual Results

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

June 2016: 2,753
June 2015: 2,271

12-Month Average

July 15 - June 16: 2,659
July 14 - June 15: 2,462

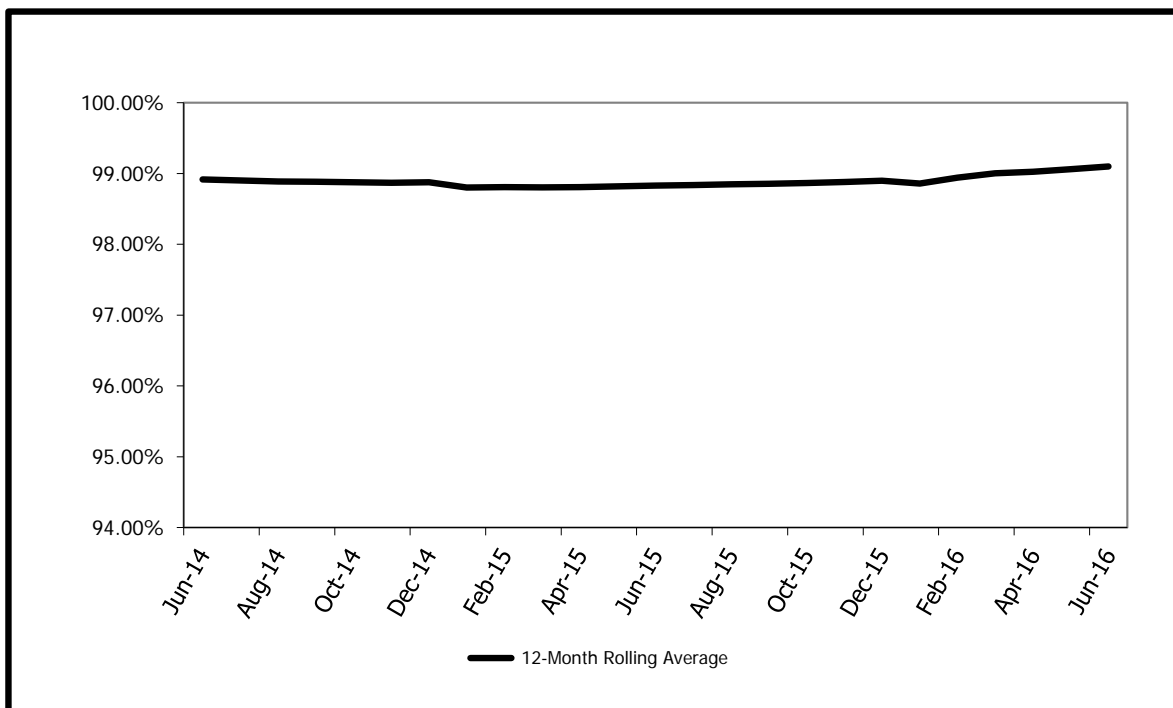
Annual Results

2016 YTD: 2,791
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

June 2016: 99.25%
June 2015: 98.78%

12-Month Average

July 15 - June 16: 99.10%
July 14 - June 15: 98.83%

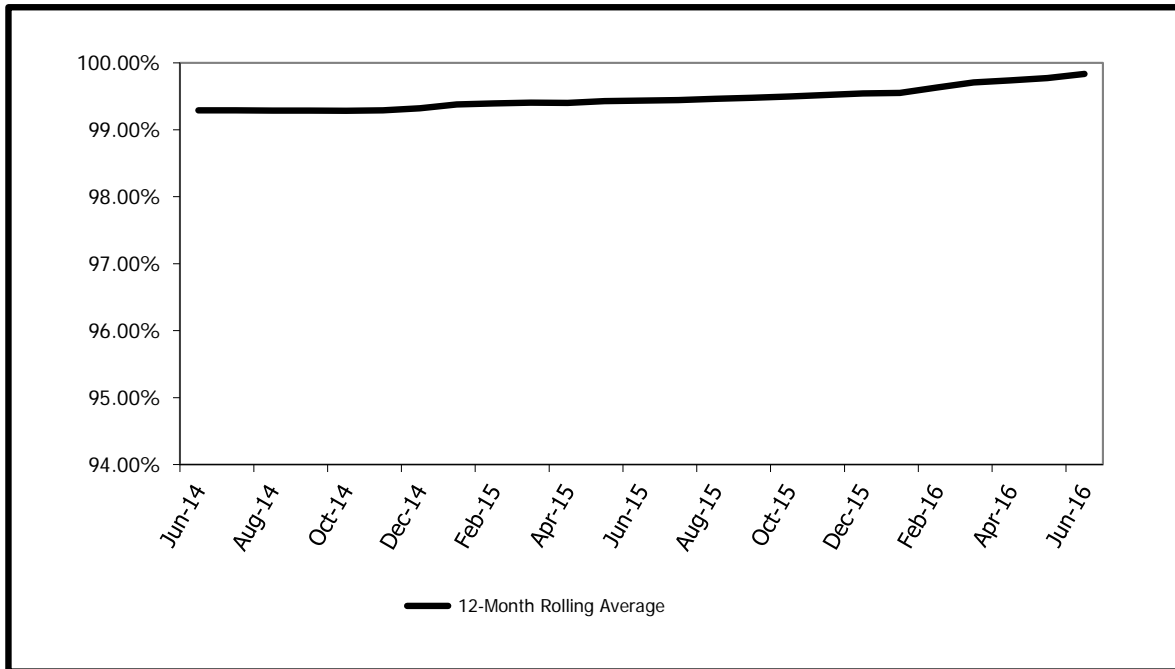
Annual Results

2016 YTD: 98.96%
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

June 2016: 99.82%
June 2015: 99.14%

12-Month Average

July 15 - June 16: 99.83%
July 14 - June 15: 99.44%

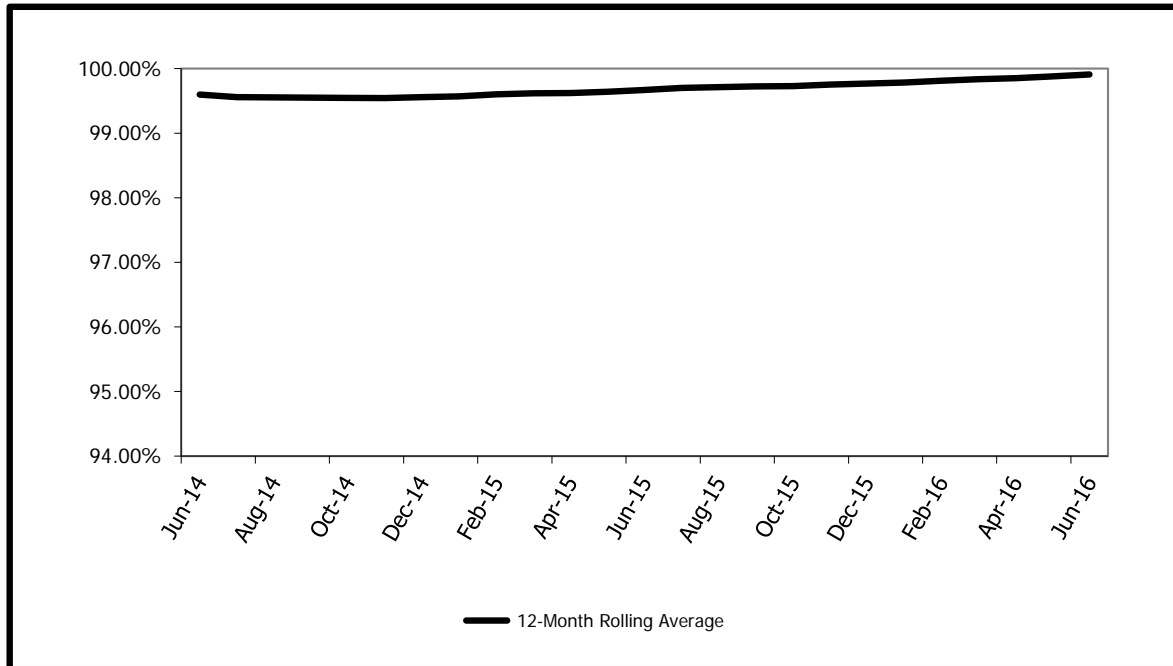
Annual Results

2016 YTD: 99.83%
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

June 2016:	99.95%	July 15 - June 16	99.91%	2016 YTD:	99.93%
June 2015:	99.61%	July 14 - June 15	99.67%	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		
	Jul 2013 - Jun 2014	Jul 2014 - Jun 2015	Jul 2015 - Jun 2016
Subways			
Subway Customer Accidents per Million Customers ¹	2.62	2.65	2.51
Subway Collisions ^{2,3}	1	0	0
Subway Derailments ^{2,3}	1	2	2
Subway Fires ²	984	1,018	941
Buses			
Bus Collisions Per Million Miles Regional	49.64	50.74	55.05
Bus Collision Injuries Per Million Miles Regional	7.10	6.47	6.37
Bus Customer Accidents Per Million Customers Regional	1.04	1.07	1.22
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.67	3.69	3.95

¹ 12-Month Average data from June through May.

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

³ Data from August through July.

Leading Indicators				
Subways	July	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	32	223	336	66.4%
Joint Track Safety Audits -- Compliance Rate	99.1%	98.9%	100.0%	98.9%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet) ⁴	2,491	33,436	61,178	54.7%
Station -- Emergency Communication				
Help Point Installations	12	67	130	51.5%
Buses	July	YTD	Goal	YTD as % of Goal
Collision Prevention				
Audible Pedestrian Warning System Pilot ⁵	N/A	N/A	40	N/A
Collision Avoidance System Pilot ⁶	N/A	N/A	20	N/A
Vision Zero Employee Training	603	3,544	6,000	59.1%

⁴ Data through July 25th.

⁵ 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 100% complete. Vendor negotiations complete. Installation scheduled to start 2nd week of Oct.

⁶ Requirements document and statement of work are 100% complete for rollout of the pilot. Responses from the Invitation For Bids have been received and are being evaluated. Particular attention is being given to the performance of the technology under low and dim lighting conditions and an evaluation is underway to determine the efficacy of the system under such conditions. The committee will be updated next cycle on the result of the evaluation. Our target is to install 20 buses by end of year.

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.



Police Department
City of New York

MTA Report

CRIME STATISTICS JULY

	2016	2015	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	49	45	4	8.9%
GL	114	164	-50	-30.5%
FELASSAULT	22	10	12	120.0%
BURGLARY	1	0	1	***. *%
<u>TOTAL MAJOR FELONIES</u>	<u>186</u>	<u>219</u>	<u>-33</u>	<u>-15.1%</u>

During July, the daily Robbery average increased from 1.4 to 1.5

During July, the daily Major Felony average decreased from 6.8 to 5.8

CRIME STATISTICS JANUARY THRU JULY

	2016	2015	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	0	0	0	0.0%
ROBBERY	305	289	16	5.5%
GL	843	919	-76	-8.3%
FELASSAULT	178	140	38	27.1%
BURGLARY	11	7	4	57.1%
<u>TOTAL MAJOR FELONIES</u>	<u>1338</u>	<u>1355</u>	<u>-17</u>	<u>-1.3%</u>

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

Year to date the daily Major Felony average decreased from 6.4 to 6.3

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

JULY ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	2006	4215	-2209	-52.4%
TOS Arrests	1459	2405	-946	-39.3%
Summons	4852	6802	-1950	-28.7%

JANUARY THRU JULY ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	21861	27602	-5741	-20.8%
TOS Arrests	14548	14906	-358	-2.4%
Summons	48584	46628	1956	4.2%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-JULY																			
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<i>Murder</i>	1	0	4	1	1	0	1	2	4	2	2	2	1	1	0	0	1	1	0	1
<i>Rape</i>	1	8	0	3	1	0	2	1	3	3	0	2	1	0	2	6	3	5	0	0
<i>Robbery</i>	1046	961	852	683	641	624	588	532	622	573	476	438	396	416	425	513	360	242	289	304
<i>Assault</i>	229	248	211	178	143	145	143	142	129	116	118	1405	94	120	121	118	111	114	140	177
<i>Burglary</i>	20	10	2	4	16	6	3	5	1	1	1	5	1	2	3	18	22	9	7	11
<i>GL</i>	1629	1273	1152	1205	1080	1017	823	882	907	823	726	759	656	668	852	954	936	893	919	841
<i>TOTAL MAJOR FELONIES</i>	2926	2500	2221	2074	1882	1792	1560	1564	1666	1518	1323	2611	1149	1207	1403	1609	1433	1264	1355	1334
<i>Major Fel Per Day</i>	16.17	13.81	12.27	11.40	10.40	9.90	8.62	8.59	9.20	8.39	7.31	14.35	6.35	6.67	7.75	8.84	7.92	6.98	7.49	7.33



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

July 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	0	1	100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	3	-1	-33%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	3	3	0	0%

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	3	7	-4	-57%
Felony Assault	1	1	0	0%
Burglary	0	0	0	0%
Grand Larceny	7	6	1	17%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	11	14	-3	-21%



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for July 2016 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	July Results		July Year-to-Date Results			
	Variance	Fav/(Unfav)	Forecast	Prel Actual	Variance	Fav/(Unfav)
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(3.1)	(0.9)	2,534.0	2,540.1	6.1	0.2
Nonreimb. Exp. before Dep./OPEB	(8.2)	(1.3)	4,152.0	4,214.1	(62.0)	(1.5)
Net Cash Deficit*	(19.7)	(9.2)	(1,732.8)	(1,653.3)	79.5	4.6
*Excludes Subsidies and Debt Service						

July 2016 **farebox revenue** was \$361.4 million, \$3.1 million (0.9 percent) below forecast. Subway revenue was \$3.0 million (1.1 percent) below forecast, bus revenue was \$0.1 million (0.1 percent) below forecast, and paratransit revenue was less than \$0.1 million (2.5 percent) below forecast. Accrued fare media liability was equal to forecast. Year-to-Date revenue of \$2,540.1 million was \$6.1 million (0.2 percent) above forecast. The July 2016 non-student **average fare** of \$1.878 decreased 0.4¢ from July 2015; the subway fare decreased 0.6¢, the local bus average fare increased 0.2¢, and the express bus fare decreased 4.5¢.

Total **ridership** in July 2016 of 190.9 million was 1.8 million trips (0.9 percent) below forecast. Average weekday ridership in July 2016 was 7.4 million, 1.9 percent lower than July 2015. Average weekday ridership for the twelve months ending July 2016 was 7.8 million, 0.1 percent lower than the twelve months ending July 2015.

Nonreimbursable expenses before depreciation, OPEB and GASB 68 Pension Adjustment in July were above forecast by a net \$8.2 million (1.3 percent). Labor expenses were higher than forecast by \$24.7 million (4.9 percent), due largely to the unfavorable timing of health & welfare/OPEB current expenses. Non-labor expenses were under forecast by \$16.5 million (11.2 percent), with favorable results reported in several accounts.

Year-to-date, nonreimbursable expenses overran forecast by \$62.0 million (1.5 percent). Labor expenses were above forecast by \$89.7 million (2.8 percent), due significantly to Workers' Compensation additional reserve requirements, based on a current actuarial update recorded in June. Non-labor expenses were under forecast by \$27.6 million (2.8 percent), with favorable timing results reported in several accounts.

The **net cash deficit** for July year-to-date was \$1,653.3 million, favorable to forecast by \$79.5 million (4.6 percent).

FINANCIAL RESULTS

Farebox Revenue

July 2016 Farebox Revenue - (\$ in millions)

	July				July Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	275.4	272.4	(3.0)	(1.1%)	1,926.7	1,929.8	3.1	0.2%
NYCT Bus	80.7	80.7	(0.1)	(0.1%)	557.6	560.7	3.0	0.5%
Paratransit	1.5	1.5	(0.0)	(2.5%)	10.7	10.7	(0.0)	(0.0%)
Subtotal	357.7	354.5	(3.1)	(0.9%)	2,495.0	2,501.2	6.1	0.2%
Fare Media Liability	6.9	6.9	0.0	0.0%	39.0	39.0	0.0	0.0%
Total - NYCT	364.6	361.4	(3.1)	(0.9%)	2,534.0	2,540.1	6.1	0.2%
MTA Bus Company	17.7	18.0	0.3	1.5%	122.0	123.1	1.1	0.9%
<i>Total - Regional Bus</i>	<i>98.4</i>	<i>98.6</i>	<i>0.2</i>	<i>0.2%</i>	<i>679.6</i>	<i>683.8</i>	<i>4.1</i>	<i>0.6%</i>

Note: Totals may not add due to rounding.

- Most of the July revenue variance is attributable to lower-than-forecasted ridership over the long holiday weekend from Friday, July 1 (when many customers got an early start on the holiday) through Tuesday, July 5 (when many customers apparently extended the long weekend). The long holiday weekend was cooler than normal and rain fell during three of the five days, including the evening of July 4, which likely disrupted holiday celebrations for many customers. Excluding July 1 through July 5, subway revenue was 0.3 percent lower than forecast and bus revenue was 0.5 percent above forecast.
- Year-to-date revenue includes an \$8.1 million positive adjustment made to April and May revenue based on 2nd quarter average pass fares which were updated after the forecast was developed.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2015	Prelim.	Change		2015	Prelim.	Change	
		2016	Amount	Percent		2016	Amount	Percent
Subway	1.972	1.967	(0.006)	(0.3%)				
Local Bus	1.567	1.569	0.002	0.1%	1.596	1.600	0.004	0.2%
Subway & Local Bus	1.867	1.863	(0.004)	(0.2%)	1.596	1.600	0.004	0.2%
Express Bus	5.131	5.086	(0.045)	(0.9%)	5.143	5.105	(0.037)	(0.7%)
Total	1.882	1.878	(0.004)	(0.2%)	1.845	1.830	(0.015)	(0.8%)

- July 2016 non-student subway average fares were lower than July 2015, mainly due to higher 7-day and 30-day pass market shares.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the preliminary July average fare of \$1.19 was 19¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of July, other operating revenue was slightly lower than forecast by a net \$0.1 million (0.2 percent), due to lower advertising and paratransit Urban Tax revenues, essentially offset by the favorable timing of fare reimbursement accrual results. Year-to-date, other operating revenue was lower than forecast by \$1.5 million (0.6 percent), again due to lower advertising and paratransit Urban Tax revenue, partly offset by the favorable timing of fare reimbursement accrual results.

Nonreimbursable Expenses

In the month of July, nonreimbursable expenses before depreciation, OPEB and GASB 68 Pension Adjustment, were above forecast by \$8.2 million (1.3 percent). Year-to-date, expenses exceeded forecast \$62.0 million (1.5 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of July were in excess of forecast by \$24.7 million (4.9 percent). Health & welfare/OPEB current expenses were unfavorable by \$23.2 million (22.3 percent), due mostly to the unfavorable timing of expenses. Overtime expenses exceeded forecast by \$2.9 million (8.1 percent), due to subway service delays and overcrowding, vacancy/absentee coverage requirements, and continued signals maintenance. Other fringe benefit expenses were over forecast by \$0.7 million (1.9 percent), due largely to higher FICA expenses. Partly offsetting these negative results were favorable reimbursable overhead credits of \$2.5 million (14.0 percent), driven by higher reimbursable overtime requirements. Payroll expenses were less by \$1.3 million (0.5 percent), due primarily to vacancy savings and the favorable timing of expenses. Year-to-date, expenses exceeded forecast by \$89.7 million (2.8 percent), including an increase in other fringe benefit expenses of \$84.3 million (33.7 percent), due primarily to additional Workers' Compensation reserve requirements, based on an actuarial update that reflects, among other things, higher statutory weekly payments, higher medical costs and an increase in the volume of claims. Health & welfare/OPEB current expenses were above forecast by of \$13.9 million (2.0 percent), due mostly to the unfavorable timing of expenses. Payroll expenses underran forecast by \$6.1 million (0.3 percent), mainly from vacancies and the favorable timing of expenses, and favorable reimbursable overhead credits of \$4.4 million (3.1 percent), were again due to additional reimbursable overtime requirements.

Non-labor expenses were less than forecast in July by \$16.5 million (11.2 percent). Professional service contract expenses were under forecast by \$5.8 million (39.5 percent), due primarily to the favorable timing of bond services, office and Information Technology-related expenses. Materials & supplies expenses were below forecast by \$4.3 million (16.8 percent), due principally to the favorable timing of vehicle maintenance requirements. Maintenance contract expenses were below forecast by \$3.4 million (17.3 percent), mainly from the favorable timing of subway car, building and painting-related expenses. Claims expenses were less by \$1.7 million (13.8 percent), caused by the timing of expenses. Paratransit expenses were under by \$1.1 million (3.3 percent), due mainly to lower completed trips. Year-to-date, non-labor expenses were favorable by \$27.6 million (2.8 percent), including the following:

- Preliminary claims expenses were below forecast by \$12.5 million (14.8 percent), due largely to a preliminary forecast of claims reserve requirements in anticipation of a June actuarial update, which has now been delayed.
- Paratransit expenses were lower than forecast by \$5.9 million (2.6 percent), due principally to the favorable timing of expenses.
- Materials and supplies expenses were under forecast by \$4.4 million (2.3 percent), due mostly to the favorable timing of vehicle maintenance requirements.
- Professional service contract expenses were favorable by \$3.9 million (5.6 percent), due primarily to the favorable timing of bond service and office-related expenses.
- Electric power expenses were positive by \$2.0 million (1.4 percent), principally from lower prices and consumption, partly offset by the unfavorable timing of expenses.
- Insurance expenses overran by \$1.0 million (2.4 percent), resulting from the unfavorable timing of interagency billing/payments.

Depreciation expenses were below forecast year-to-date by \$17.0 million (1.7 percent), due to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$612.4 million of accrued expenses year-to-date, \$51.3 million (7.7 percent) lower than forecast, based on current actuarial information.

GASB #68 Pension Adjustment was adopted by the MTA in 2015. Consistent with its requirements, MTA New York City Transit recorded \$272.0 million of accrued expenses year-to-date, \$68.7 million (20.2 percent) below forecast.

Net Cash Deficit

The net cash deficit for July year-to-date was \$1,653.3 million, favorable to forecast by \$79.5 million (4.6 percent).

Incumbents

There were 47,379 full-time paid incumbents at the end of July, an increase of 25 from the end of June and an increase of 228 from December 2015 (excluding 164 December temporary paid incumbents).

RIDERSHIP RESULTS

July 2016 Ridership vs. Forecast - (millions)

	July				July Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	141.3	139.8	(1.6)	(1.1%)	1,020.9	1,019.3	(1.6)	(0.2%)
NYCT Bus	50.7	50.5	(0.2)	(0.5%)	373.2	373.7	0.5	0.1%
Subtotal	192.0	190.2	(1.8)	(0.9%)	1,394.1	1,393.0	(1.0)	(0.1%)
Paratransit	0.7	0.7	0.0	0.9%	5.2	5.2	0.0	0.7%
Total - NYCT	192.7	190.9	(1.8)	(0.9%)	1,399.2	1,398.2	(1.0)	(0.1%)
MTA Bus Company	9.8	10.0	0.2	2.0%	72.3	72.9	0.6	0.8%
Total - Regional Bus	60.5	60.5	(0.0)	(0.1%)	445.5	446.6	1.1	0.2%

Notes: Totals may not add due to rounding.

- Most of the July ridership variance is attributable to lower-than-forecasted ridership over the long holiday weekend from Friday, July 1 through Tuesday, July 5. Excluding July 1 through July 5, non-student subway ridership was 0.1 percent lower than forecast and non-student bus ridership was 0.2 percent above forecast.

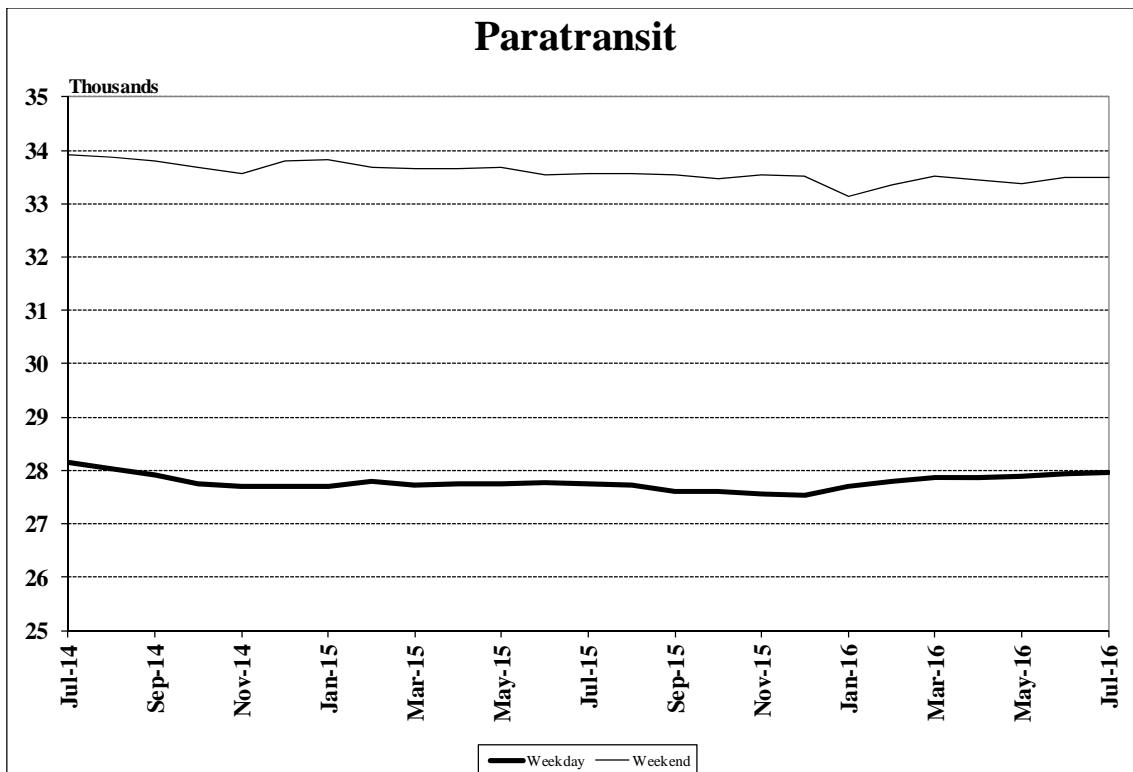
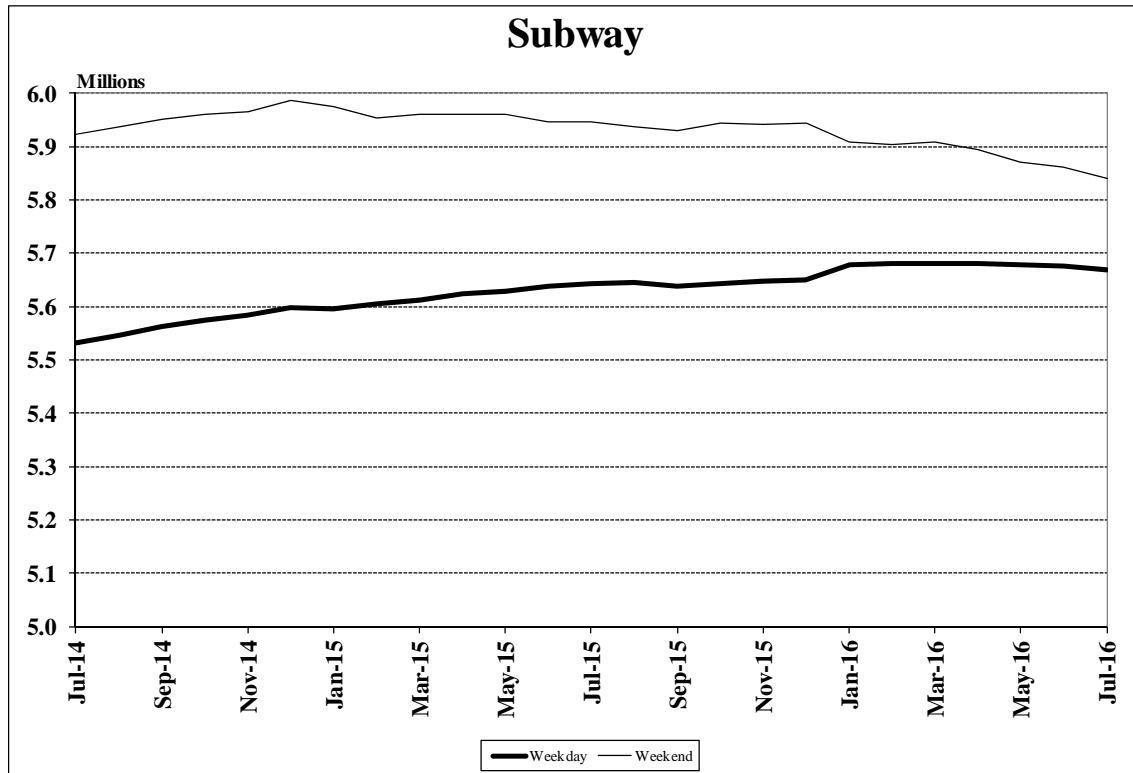
July Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2015	Preliminary	Change		2015	Preliminary	Change	
		2016	Amount	Percent		2016	Amount	Percent
Subway	5,537	5,438	-100	-1.8%	5,867	5,661	-206	-3.5%
NYCT Local Bus	1,914	1,869	-45	-2.3%	2,371	2,239	-132	-5.6%
NYCT Express Bus	39	39	-0	-0.3%	11	13	+1	+11.3%
Paratransit	28	28	+0	+0.7%	34	34	-0	-0.6%
TOTAL - NYCT	7,518	7,374	-144	-1.9%	8,283	7,946	-337	-4.1%
MTABC Local Bus	357	357	-1	-0.1%	422	409	-13	-3.1%
MTABC Express Bus	30	29	-1	-3.3%	13	11	-1	-10.8%
Total - MTA Bus	387	386	-1	-0.4%	435	420	-14	-3.3%
Total - Regional Bus	2,340	2,294	-46	-2.0%	2,817	2,672	-145	-5.1%
12-Month Rolling Average								
Subway	5,644	5,670	+26	+0.5%	5,946	5,841	-106	-1.8%
Local Bus	2,058	2,022	-36	-1.7%	2,274	2,214	-59	-2.6%
Express Bus	41	41	-1	-1.5%	12	12	+0	+2.1%
Paratransit	28	28	+0	+0.8%	34	33	-0	-0.2%
TOTAL - NYCT	7,771	7,760	-10	-0.1%	8,266	8,101	-165	-2.0%
MTABC Local Bus	378	378	+0	+0.0%	390	392	+2	+0.5%
MTABC Express Bus	31	30	-2	-4.9%	12	12	-0	-1.9%
Total - MTA Bus	409	408	-1	-0.3%	402	404	+2	+0.5%
Total - Regional Bus	2,509	2,471	-38	-1.5%	2,688	2,630	-57	-2.1%

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

- While 2016 weekday non-student ridership was lower than 2015 throughout the month, ridership was especially low on the two weekdays surrounding the July 4th long weekend in 2016. Additionally, weekday student ridership was down 25.7 percent on subways and 22.5 percent on buses due to the later start of Summer School in 2016 compared to 2015. Excluding the weekdays before and after the July 4th weekend from both years, 2016 non-student weekday subway ridership was down 1.0 percent and non-student weekday bus ridership was down 1.2 percent.
- The July average weekend subway and bus ridership decreases were due in part to nearly two inches of rain on weekends in 2016 compared to 0.3 inches in July 2015.

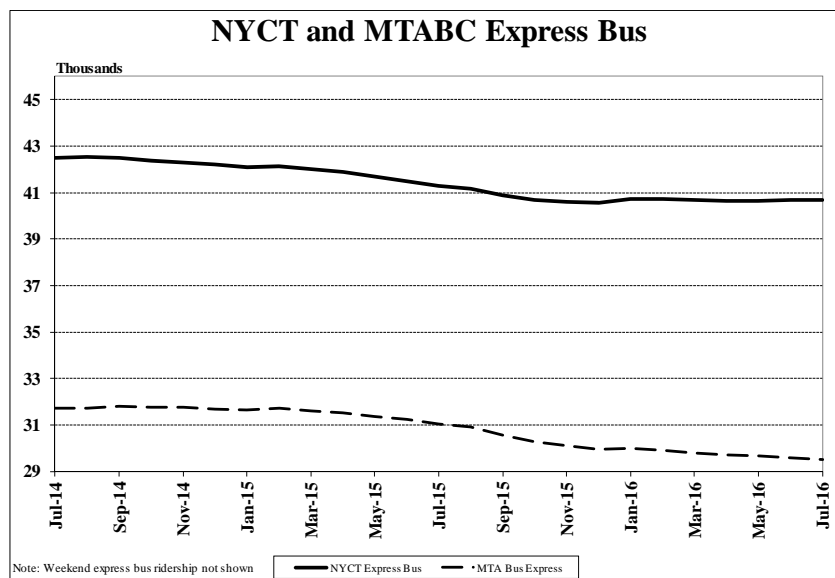
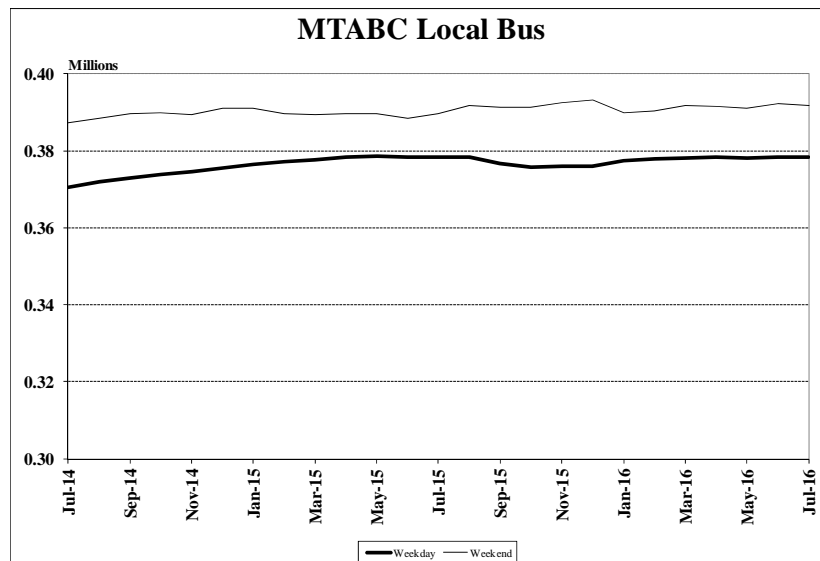
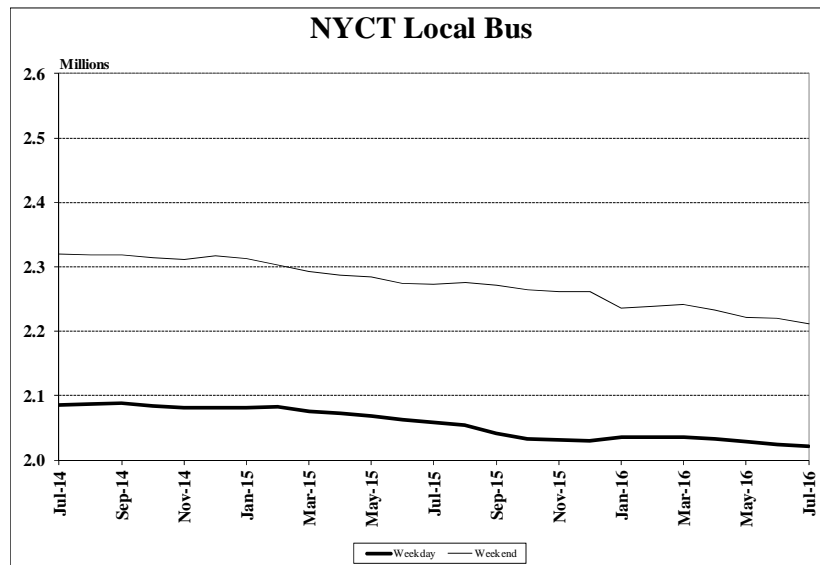
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From July 2015 to July 2016, average weekday ridership had mixed results on area services, including Metro North Rail Road posting a decline of 3.4 percent and Long Island Rail Road reporting a 4.4 percent increase. Weekend ridership also had mixed results, with MTA Express Bus experiencing nearly an 11 percent decline, while NYCT Express Bus posted an increase in excess of 11 percent compared to July 2015.

Bridges and Tunnels traffic increased on weekdays, but decreased on weekends. This is the first weekend decrease since January.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jul-15	Preliminary Jul-16	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,537	5,438	-1.8%	+0.5%
NYCT Local Bus	1,914	1,869	-2.3%	-1.7%
NYCT Express Bus	39	39	-0.3%	-1.5%
NYCT Paratransit	28	28	+0.7%	+0.8%
Staten Island Railway	14	14	-3.2%	+3.6%
MTA Local Bus	357	357	-0.1%	+0.0%
MTA Express Bus	30	29	-3.3%	-4.9%
Long Island Rail Road	312	326	+4.4%	+2.5%
Metro-North Railroad	291	281	-3.4%	-0.4%
PATH	262	272	+4.1%	+4.8%
<u>Average Weekend</u>				
NYCT Subway	5,867	5,661	-3.5%	-1.8%
NYCT Local Bus	2,371	2,239	-5.6%	-2.6%
NYCT Express Bus	11	13	+11.3%	+2.1%
NYCT Paratransit	34	34	-0.6%	-0.2%
Staten Island Railway	9	9	-3.0%	-4.7%
MTA Local Bus	422	409	-3.1%	+0.5%
MTA Express Bus	13	11	-10.8%	-1.9%
Long Island Rail Road	222	232	+4.7%	+2.1%
Metro-North Railroad	246	241	-1.9%	+1.2%
PATH	213	203	-4.8%	+5.7%

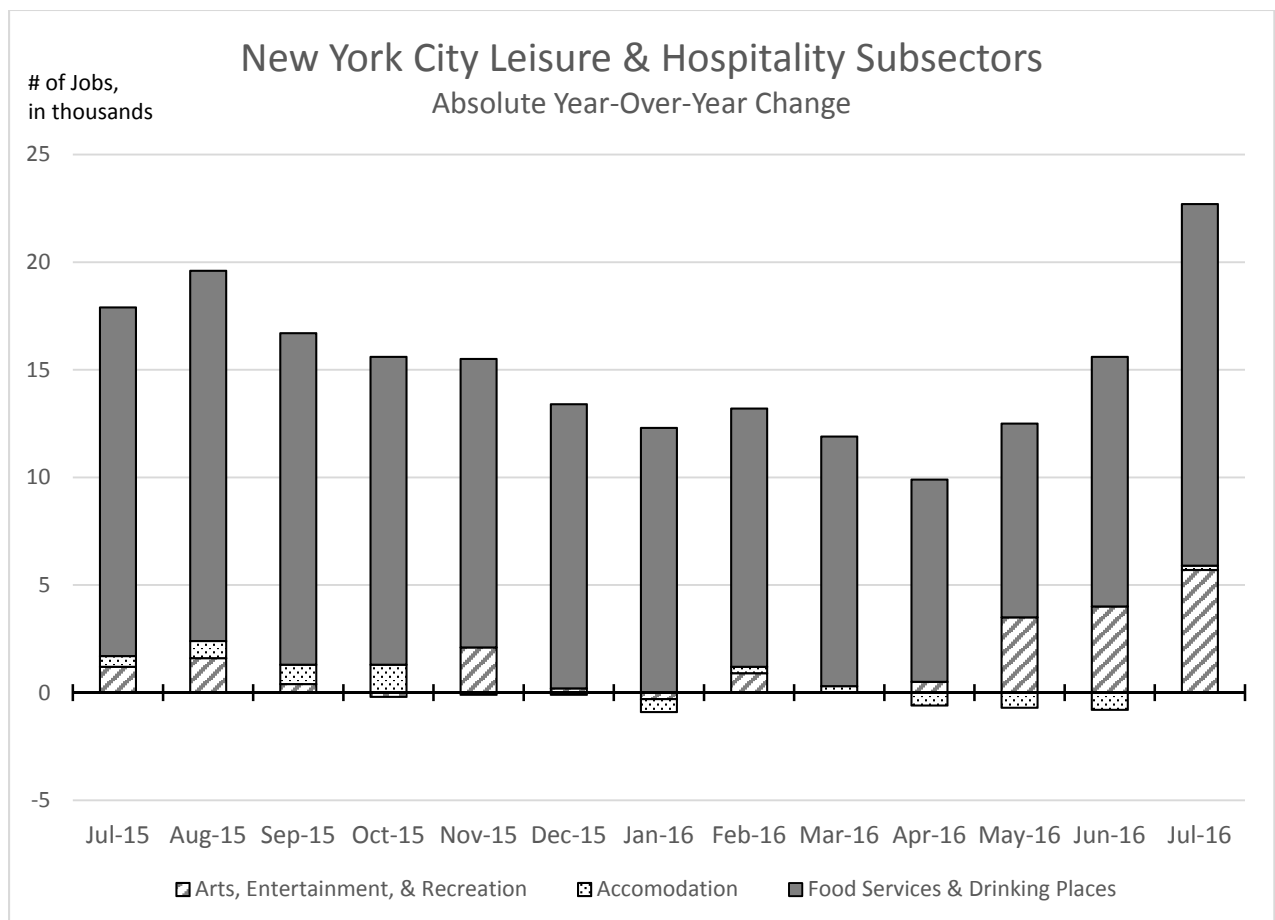
MTA Bridges and Tunnels (thousands)				
Average Weekday	887	907	+2.2%	+4.5%
Average Weekend	1,714	1,685	-1.7%	+4.2%

Note: Percentages are based on unrounded data.

Economy

From July 2015 to July 2016, New York City employment increased 2.3 percent (98,100 jobs). Private sector employment increased 2.6 percent (93,800 jobs) and government employment increased 0.8 percent (4,300 jobs). Nearly all of the private employment sub-sectors increased over the prior year, with the exception of the financial activities sub-sector (down 0.2 percent or 800 jobs). The sub-sector with the largest absolute increase was educational & health services (up 32,000 jobs or 3.8 percent). The sub-sector with the largest percent increase was leisure & hospitality (up 25,500 jobs or 5.9 percent).

As shown in the graph below, recent year-over-year absolute leisure & hospitality sector job growth is dominated by the food services & drinking places industry, never posting less than a 9,000 monthly job growth (April 2016). In the same time frame, the accommodation industry did not post higher than a 900 monthly job growth (August 2015), or 10 percent of the food services & drinking places industry. The arts, entertainment, & recreation industry posted a high of 5,800 monthly job growth in July 2016, which follows fairly flat growth through March 2016 and has been increasing since April 2016. In the time period shown, July 2015 to July 2016, food services & drinking places averaged 68.8 percent of the total subsector jobs, while arts, entertainment, & recreation averaged 19.4 percent, and accommodation 11.7 percent. During the same period, food services & drinking places accounted for 87.2 percent of the total sector growth, while arts, entertainment, & recreation accounts for 12.0 percent, and accommodation just 0.8 percent.



MTA NEW YORK CITY TRANSIT
Jul - 2016 Mid_Year
Accrual Statement of Operations By Category
Month - Jul 2016
(\$ in Millions)

8/18/2016 05:27 PM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$275.442	\$272.408	(3.034)	(1.1)	\$0.000	\$0.000	-	-	\$275.442	\$272.408	(3.034)	(1.1)
Bus	\$80.742	\$80.674	(0.068)	(0.1)	\$0.000	\$0.000	-	-	\$80.742	\$80.674	(0.068)	(0.1)
Paratransit	\$1.487	\$1.450	(0.037)	(2.5)	\$0.000	\$0.000	-	-	\$1.487	\$1.450	(0.037)	(2.5)
Fare Liability	\$6.905	\$6.905	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.905	\$6.905	\$0.000	0.0
Farebox Revenue	\$364.576	\$361.438	(3.139)	(0.9)	\$0.000	\$0.000	-	-	\$364.576	\$361.438	(3.139)	(0.9)
Fare Reimbursement	\$2.929	\$5.912	\$2.983	-	\$0.000	\$0.000	-	-	\$2.929	\$5.912	\$2.983	-
Paratransit Reimbursement	\$15.141	\$13.520	(1.621)	(10.7)	\$0.000	\$0.000	(-)	-	\$15.141	\$13.520	(1.621)	(10.7)
Other Operating Revenue	\$15.460	\$14.032	(1.428)	(9.2)	\$0.000	\$0.000	-	-	\$15.460	\$14.032	(1.428)	(9.2)
Other Revenue	\$33.530	\$33.464	(0.066)	(0.2)	\$0.000	\$0.000	-	-	\$33.530	\$33.464	(0.066)	(0.2)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$91.083	\$95.086	\$4.003	4.4	\$91.083	\$95.086	\$4.003	4.4
Total Revenue	\$398.106	\$394.901	(3.205)	(0.8)	\$91.083	\$95.086	\$4.003	4.4	\$489.189	\$489.987	\$0.798	0.2
Expenses												
Labor :												
Payroll	\$268.995	\$267.715	\$1.280	0.5	\$37.118	\$37.011	\$0.107	0.3	\$306.113	\$304.726	\$1.387	0.5
Overtime	\$35.196	\$38.065	(2.868)	(8.1)	\$7.579	\$11.670	(4.091)	(54.0)	\$42.775	\$49.735	(6.959)	(16.3)
Total Salaries & Wages	\$304.192	\$305.780	(1.588)	(0.5)	\$44.697	\$48.681	(3.984)	(8.9)	\$348.888	\$354.461	(5.573)	(1.6)
Health and Welfare	\$68.583	\$82.564	(13.982)	(20.4)	\$1.827	\$1.733	\$0.094	5.2	\$70.410	\$84.297	(13.887)	(19.7)
OPEB Current Payment	\$35.455	\$44.651	(9.195)	(25.9)	\$0.744	\$0.676	\$0.068	9.1	\$36.199	\$45.327	(9.127)	(25.2)
Pensions	\$77.231	\$78.924	(1.693)	(2.2)	\$2.772	\$2.835	(0.063)	(2.3)	\$80.003	\$81.759	(1.755)	(2.2)
Other Fringe Benefits	\$35.620	\$36.305	(0.685)	(1.9)	\$13.759	\$14.676	(0.918)	(6.7)	\$49.378	\$50.982	(1.603)	(3.2)
Total Fringe Benefits	\$216.889	\$242.444	(25.555)	(11.8)	\$19.102	\$19.920	(0.818)	(4.3)	\$235.991	\$262.364	(26.373)	(11.2)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(17.530)	(19.990)	\$2.460	14.0	\$17.530	\$19.990	(2.460)	(14.0)	\$0.000	\$0.000	\$0.000	-
Labor	\$503.550	\$528.234	(24.683)	(4.9)	\$81.329	\$88.591	(7.263)	(8.9)	\$584.879	\$616.825	(31.946)	(5.5)
Non-Labor :												
Electric Power	\$23.378	\$23.128	\$0.249	1.1	\$0.020	\$0.050	(0.030)	-	\$23.398	\$23.179	\$0.220	0.9
Fuel	\$6.681	\$6.772	(0.091)	(1.4)	\$0.000	\$0.003	(0.003)	-	\$6.681	\$6.774	(0.094)	(1.4)
Insurance	\$6.208	\$6.062	\$0.147	2.4	\$0.000	\$0.000	-	-	\$6.208	\$6.062	\$0.147	2.4
Claims	\$12.095	\$10.429	\$1.667	13.8	\$0.000	\$0.000	-	-	\$12.095	\$10.429	\$1.667	13.8
Paratransit Service Contracts	\$32.145	\$31.090	\$1.055	3.3	\$0.000	\$0.000	-	-	\$32.145	\$31.090	\$1.055	3.3
Maintenance and Other Operating Contracts	\$19.492	\$18.129	\$3.363	17.3	\$2.592	\$1.856	\$0.735	28.4	\$22.084	\$17.985	\$4.099	18.6
Professional Service Contracts	\$14.778	\$8.947	\$5.831	39.5	\$0.789	\$0.612	\$0.176	22.4	\$15.567	\$9.559	\$6.007	38.6
Materials & Supplies	\$25.739	\$21.426	\$4.312	16.8	\$6.195	\$3.580	\$2.615	42.2	\$31.934	\$25.006	\$6.927	21.7
Other Business Expenses	\$6.505	\$6.570	(0.065)	(1.0)	\$0.159	\$0.393	(0.234)	-	\$6.664	\$6.963	(0.299)	(4.5)
Non-Labor	\$147.021	\$130.553	\$16.468	11.2	\$9.755	\$6.495	\$3.260	33.4	\$156.776	\$137.048	\$19.728	12.6
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$650.571	\$658.787	(8.216)	(1.3)	\$91.083	\$95.086	(4.003)	(4.4)	\$741.655	\$753.873	(12.218)	(1.6)
Depreciation	\$145.125	\$136.666	\$8.459	5.8	\$0.000	\$0.000	-	-	\$145.125	\$136.666	\$8.459	5.8
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$795.696	\$795.453	\$0.244	0.0	\$91.083	\$95.086	(4.003)	(4.4)	\$886.780	\$890.539	(3.759)	(0.4)
OPERATING SURPLUS/DEFICIT	(397.590)	(400.551)	(2.961)	(0.7)	\$0.000	\$0.000	\$0.000	-	(397.590)	(400.551)	(2.961)	(0.7)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
Jul - 2016 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Jul 2016
(\$ in Millions)

8/18/2016 05:27 PM

	Nonreimbursable				Reimbursable				Total			
	Forecast		Favorable		Forecast		Favorable		Forecast		Favorable	
	Mid_Year	Actual	(Unfavorable)	Percent	Mid_Year	Actual	(Unfavorable)	Percent	Mid_Year	Actual	(Unfavorable)	Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Subway	\$1,926.709	\$1,929.814	\$3.105	0.2	\$0.000	\$0.000	-	-	\$1,926.709	\$1,929.814	\$3.105	0.2
Bus	\$557.650	\$560.658	\$3.009	0.5	\$0.000	\$0.000	-	-	\$557.650	\$560.658	\$3.009	0.5
Paratransit	\$10.686	\$10.682	(0.003)	0.0	\$0.000	\$0.000	-	-	\$10.686	\$10.682	(0.003)	0.0
Fare Liability	\$38.975	\$38.975	\$0.000	0.0	\$0.000	\$0.000	-	-	\$38.975	\$38.975	\$0.000	0.0
Farebox Revenue	\$2,534.019	\$2,640.130	\$6.111	0.2	\$0.000	\$0.000	-	-	\$2,534.019	\$2,640.130	\$6.111	0.2
Fare Reimbursement	\$50.559	\$53.541	\$2.983	5.9	\$0.000	\$0.000	-	-	\$50.559	\$53.541	\$2.983	5.9
Paratransit Reimbursement	\$109.104	\$108.524	(0.580)	(0.5)	\$0.000	\$0.000	-	-	\$109.104	\$108.524	(0.580)	(0.5)
Other Operating Revenue	\$91.626	\$87.702	(3.924)	(4.3)	\$0.000	\$0.000	-	-	\$91.626	\$87.702	(3.924)	(4.3)
Other Revenue	\$251.288	\$248.767	\$(1.521)	(0.6)	\$0.000	\$0.000	-	-	\$251.288	\$248.767	\$(1.521)	(0.6)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$665.584	\$675.314	\$9.730	1.5	\$665.584	\$675.314	\$9.730	1.5
Total Revenue	\$2,785.307	\$2,789.897	\$4.589	0.2	\$665.584	\$675.314	\$9.730	1.5	\$3,450.891	\$3,465.211	\$14.319	0.4
Expenses												
Labor:												
Payroll	\$1,845.445	\$1,839.328	\$6.117	0.3	\$256.278	\$251.999	\$4.279	1.7	\$2,101.724	\$2,091.327	\$10.397	0.5
Overtime	\$260.116	\$260.318	(0.202)	(0.1)	\$76.885	\$85.880	(8.994)	(11.7)	\$337.001	\$346.197	(9.196)	(2.7)
Total Salaries & Wages	\$2,105.561	\$2,099.646	\$5.915	0.3	\$333.164	\$337.879	\$(4.715)	(1.4)	\$2,438.724	\$2,437.524	\$1.200	0.0
Health and Welfare	\$458.354	\$471.233	\$(12.879)	(2.8)	\$12.478	\$13.175	(0.697)	(5.6)	\$470.832	\$484.408	\$(13.576)	(2.9)
OPEB Current Payment	\$241.764	\$242.822	(1.058)	(0.4)	\$5.207	\$4.678	\$0.529	10.2	\$246.971	\$247.500	(0.529)	(0.2)
Pensions	\$247.710	\$249.460	(1.750)	(0.7)	\$10.306	\$10.304	\$0.002	0.0	\$258.016	\$259.764	(1.748)	(0.7)
Other Fringe Benefits	\$250.394	\$334.699	\$(84.304)	(33.7)	\$101.296	\$101.778	(0.482)	(0.5)	\$351.691	\$436.477	\$(84.786)	(24.1)
Total Fringe Benefits	\$1,198.222	\$1,298.214	\$(99.992)	(8.3)	\$129.288	\$129.935	\$(0.647)	(0.5)	\$1,327.509	\$1,428.149	\$(100.639)	(7.6)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$(142.960)	\$(147.370)	\$4.410	3.1	\$142.960	\$147.370	\$(4.410)	(3.1)	\$0.000	\$0.000	\$0.000	(53.5)
Labor	\$3,160.823	\$3,250.489	\$(89.666)	(2.8)	\$605.411	\$615.184	\$(9.773)	(1.6)	\$3,766.234	\$3,865.673	\$(99.439)	(2.6)
Non-Labor:												
Electric Power	\$146.481	\$144.463	\$2.017	1.4	\$0.147	\$0.278	(0.131)	(88.7)	\$146.628	\$144.741	\$1.887	1.3
Fuel	\$48.593	\$48.446	\$0.147	0.3	\$0.000	\$0.012	(0.012)	-	\$48.593	\$48.459	\$0.135	0.3
Insurance	\$42.105	\$43.124	(1.018)	(2.4)	\$0.000	\$0.000	-	-	\$42.105	\$43.124	(1.018)	(2.4)
Claims	\$84.668	\$72.135	\$12.533	14.8	\$0.000	\$0.000	-	-	\$84.668	\$72.135	\$12.533	14.8
Paratransit Service Contracts	\$228.227	\$222.340	\$5.887	2.6	\$0.000	\$0.000	-	-	\$228.227	\$222.340	\$5.887	2.6
Maintenance and Other Operating Contracts	\$133.455	\$133.589	\$(0.134)	(0.1)	\$18.543	\$18.876	(0.333)	(1.8)	\$151.998	\$152.465	\$(0.467)	(0.3)
Professional Service Contracts	\$70.445	\$66.508	\$3.937	5.6	\$5.524	\$7.901	(2.377)	(43.0)	\$75.969	\$74.409	\$1.560	2.1
Materials & Supplies	\$190.809	\$186.405	\$4.404	2.3	\$36.822	\$33.179	\$3.643	9.9	\$227.631	\$219.584	\$8.047	3.5
Other Business Expenses	\$46.432	\$46.557	(0.125)	(0.3)	(0.863)	(0.117)	(0.747)	(86.5)	\$45.569	\$46.440	\$(0.872)	(1.9)
Non-Labor	\$991.216	\$963.567	\$27.649	2.8	\$60.172	\$60.130	\$0.042	0.1	\$1,051.388	\$1,023.697	\$27.691	2.6
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$4,152.039	\$4,214.056	\$(62.017)	(1.5)	\$665.583	\$675.314	\$(9.730)	(1.5)	\$4,817.622	\$4,889.370	\$(71.748)	(1.5)
Depreciation	\$984.948	\$967.929	\$17.019	1.7	\$0.000	\$0.000	-	-	\$984.948	\$967.929	\$17.019	1.7
OPEB Liability	\$663.726	\$612.429	\$51.298	7.7	\$0.000	\$0.000	-	-	\$663.726	\$612.429	\$51.298	7.7
GASB 68 Pension Adjustment	\$340.681	\$271.965	\$68.716	20.2	\$0.000	\$0.000	-	-	\$340.681	\$271.965	\$68.716	20.2
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$6,141.394	\$6,066.379	\$75.015	1.2	\$665.583	\$675.314	\$(9.730)	(1.5)	\$6,806.977	\$6,741.693	\$65.285	1.0
OPERATING SURPLUS/DEFICIT	(3,356.086)	(3,276.482)	\$79.604	2.4	\$0.000	\$0.000	\$0.000	-	(3,356.086)	(3,276.482)	\$79.604	2.4

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 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	(3.1)	(0.9)	Mostly due to lower subway ridership, primarily around the Fourth of July holiday weekend.	6.1	0.2	Principally favorable second quarter pass average fare adjustments not anticipated in the forecast, partly offset by lower subway ridership in July
Other Operating Revenue	NR	(0.1)	(0.2)	Due to lower advertising and paratransit Urban Tax revenues, essentially offset by the favorable timing of fare reimbursement accrual results	(1.5)	(0.6)	Largely lower advertising and paratransit Urban Tax revenues, partly offset by the favorable timing of fare reimbursement accrual results
Payroll	NR	1.3	0.5	Mainly vacancies and the favorable timing of expenses	6.1	0.3	Mainly vacancies and the favorable timing of expenses
Overtime	NR	(2.9)	(8.1)	Overrun due to subway service delays and overcrowding, vacancy/absentee coverage requirements, and continued signals maintenance			
Health & Welfare (including OPEB current payment)	NR	(23.2)	(22.3)	Mostly the unfavorable timing of expenses	(13.9)	(2.0)	Mostly the unfavorable timing of expenses
Other Fringe Benefits	NR	(0.7)	(1.9)	Largely higher FICA expenses	(84.3)	(33.7)	Due to additional Workers' Compensation reserve requirements, based on an actuarial update that reflects, among other things, higher statutory weekly payments, higher medical costs and an increase in the volume of claims
Reimbursable Overhead	NR	2.5	14.0	Due to higher reimbursable overtime requirements	4.4	3.1	Due to higher reimbursable overtime requirements
Electric Power	NR				2.0	1.4	Primarily lower prices and consumption, partly offset by the unfavorable timing of expenses
Insurance	NR				(1.0)	(2.4)	The unfavorable timing of interagency billing/payments
Claims	NR	1.7	13.8	Primarily the favorable timing of expenses	12.5	14.8	Resulting from a preliminary forecast of reserve requirements in anticipation of a June actuarial update, which has now been delayed
Paratransit Service Contracts	NR	1.1	3.3	Due principally to lower completed trips in July	5.9	2.6	Due principally to the favorable timing of expenses

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 2016
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	3.4	17.3	Mainly the favorable timing of subway car, building and painting-related expenses			
Professional Service Contracts	NR	5.8	39.5	Primarily the favorable timing of bond service, office, and Information Technology-related expenses	3.9	5.6	Primarily the favorable timing of bond service and office-related expenses
Materials & Supplies	NR	4.3	16.8	Principally the favorable timing of vehicle maintenance requirements	4.4	2.3	Principally the favorable timing of vehicle maintenance requirements
Capital and Other Reimbursements	R	4.0	4.4	Increased reimbursements consistent with an increase in reimbursable expenses	9.7	1.5	Increased reimbursements consistent with an increase in reimbursable expenses
Payroll	R				4.3	1.7	Mainly the favorable timing of non-capital transactions and capital construction project requirements
Overtime	R	(4.1)	(54.0)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other Capital Program support	(9.0)	(11.7)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other Capital Program support
Maintenance Contracts	R	0.7	28.4	Largely the favorable timing of operating contract-related expenses			
Professional Service Contracts	R	0.2	22.4	Primarily the favorable timing of various professional service contract requirements	(2.4)	(43.0)	Primarily the unfavorable timing of various professional service contract requirements
Materials & Supplies	R	2.6	42.2	Mainly the favorable timing of non-vehicle maintenance material requirements	3.6	9.9	Mainly the favorable timing of non-vehicle maintenance material requirements
Other Business Expenses	R				(0.7)	(86.5)	The unfavorable timing of reimbursable job closing adjustments

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2016 Mid_Year
Cash Receipts and Expenditures
Jul FY16
(\$ in Millions)

8/24/2016 04:39 PM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$363.177	\$359.316	(3.861)	(1.1)	\$2,531.717	\$2,558.011	\$26.294	1.0
Fare Reimbursement	\$13.766	\$13.800	\$0.034	0.2	\$65.080	\$65.113	\$0.033	0.1
Paratransit Reimbursement	\$4.748	\$6.231	\$1.483	31.2	\$99.425	\$137.070	\$37.645	37.9
Other Operating Revenue	\$3.614	\$3.568	(0.046)	(1.3)	\$24.794	\$24.775	(0.019)	(0.1)
Other Revenue	\$22.128	\$23.599	\$1.471	6.6	\$189.298	\$226.958	\$37.660	19.9
Capital and Other Reimbursements	\$81.083	\$68.813	(12.270)	(15.1)	\$583.995	\$605.103	\$21.108	3.6
Total Revenue	\$466.388	\$451.728	(14.660)	(3.1)	\$3,305.010	\$3,390.072	\$85.062	2.6
Expenditures								
Labor :								
Payroll	\$270.844	\$275.531	(4.687)	(1.7)	\$2,063.837	\$2,058.877	\$4.960	0.2
Overtime	\$42.775	\$49.735	(6.960)	(16.3)	\$337.001	\$346.198	(9.197)	(2.7)
Total Salaries & Wages	\$313.620	\$325.266	(11.646)	(3.7)	\$2,400.838	\$2,405.075	(4.237)	(0.2)
Health and Welfare	\$70.410	\$52.463	\$17.947	25.5	\$470.832	\$480.331	(9.499)	(2.0)
OPEB Current Payment	\$36.199	\$45.327	(9.127)	(25.2)	\$246.971	\$247.500	(0.529)	(0.2)
Pensions	\$80.003	\$81.752	(1.749)	(2.2)	\$598.698	\$600.338	(1.640)	(0.3)
Other Fringe Benefits	\$43.198	\$45.979	(2.781)	(6.4)	\$269.158	\$268.527	\$0.631	0.2
Total Fringe Benefits	\$229.811	\$225.521	\$4.290	1.9	\$1,585.658	\$1,596.696	(11.038)	(0.7)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$543.430	\$550.787	(7.357)	(1.4)	\$3,986.496	\$4,001.771	(15.275)	(0.4)
Non-Labor :								
Electric Power	\$23.398	\$20.925	\$2.473	10.6	\$146.628	\$142.688	\$3.940	2.7
Fuel	\$6.681	\$6.182	\$0.499	7.5	\$48.593	\$45.434	\$3.159	6.5
Insurance	\$9.965	\$0.000	\$9.965	-	\$51.065	\$44.608	\$6.457	12.6
Claims	\$9.207	\$9.971	(0.764)	(8.3)	\$64.448	\$70.214	(5.766)	(8.9)
Paratransit Service Contracts	\$32.145	\$33.297	(1.152)	(3.6)	\$226.227	\$216.831	\$9.396	4.2
Maintenance and Other Operating Contracts	\$22.084	\$21.201	\$0.883	4.0	\$155.298	\$147.425	\$7.873	5.1
Professional Service Contracts	\$2.067	\$8.158	(6.091)	-	\$88.089	\$100.330	(12.241)	(13.9)
Materials & Supplies	\$25.934	\$26.702	(0.768)	(3.0)	\$225.408	\$223.442	\$1.966	0.9
Other Business Expenses	\$6.664	\$9.426	(2.762)	(41.5)	\$45.569	\$50.641	(5.072)	(11.1)
Non-Labor	\$138.145	\$135.862	\$2.283	1.7	\$1,051.325	\$1,041.613	\$9.712	0.9
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$681.575	\$686.649	(5.074)	(0.7)	\$5,037.821	\$5,043.384	(5.563)	(0.1)
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$681.575	\$686.649	(5.074)	(0.7)	\$5,037.823	\$5,043.384	(5.561)	(0.1)
Net Surplus/(Deficit)	(215.187)	(234.921)	(19.734)	(9.2)	(1,732.814)	(1,653.312)	\$79.502	4.6

Note: Totals may not add due to rounding

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
July 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	(3.9)	(1.1)	Mostly due to lower subway ridership, primarily around the Fourth of July holiday weekend.	26.3	1.0	Primarily the favorable timing of receipts
Other Operating Receipts	1.5	6.6	Due principally to the favorable timing of paratransit Urban Tax receipts	37.7	19.9	Due principally to the favorable timing of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	(12.3)	(15.1)	Largely the unfavorable timing of capital reimbursements	21.1	3.6	Largely the favorable timing of capital reimbursements and increased reimbursements due to higher reimbursable expenses
Salaries & Wages	(11.6)	(3.7)	Due primarily to higher overtime expenses	(4.2)	(0.2)	Due primarily to the unfavorable timing of payments
Health & Welfare (including OPEB current payment)	8.8	8.3	Primarily the favorable timing of payments	(10.0)	(1.4)	Primarily the unfavorable timing of payments
Other Fringe Benefits	(2.8)	(6.4)	Largely the unfavorable timing of payments			
Electric Power	2.5	10.6	Primarily the favorable timing of payments	3.9	2.7	Primarily the favorable timing of payments and expenses
Fuel				3.2	6.5	Mainly the favorable timing of payments
Insurance	10.0	n/a	Largely the favorable timing of interagency payments	6.5	12.6	Largely the favorable timing of interagency payments
Claims				(5.8)	(8.9)	The unfavorable timing of payments, partly offset by the favorable timing of expenses
Paratransit Service Contracts	(1.2)	(3.6)	Due principally to the unfavorable timing of payments	9.4	4.2	Expense savings and the favorable timing of payments
Maintenance Contracts				7.9	5.1	Mainly the favorable timing of payments
Professional Service Contracts	(6.1)	over (100.0)	Primarily the unfavorable timing of payments, partly offset by expense savings	(12.2)	(13.9)	Primarily the unfavorable timing of payments
Materials & Supplies				2.0	0.9	Mostly favorable expense results, partly offset by the unfavorable timing of payments

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2016 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jul FY16
(\$ in Millions)

8/24/2016 04:42 PM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	(1.400)	(2.122)	(0.722)	(51.6)	(2.302)	\$17.881	\$20.184	-
Fare Reimbursement	\$10.837	\$7.888	(2.949)	(27.2)	\$14.521	\$11.572	(2.949)	(20.3)
Paratransit Reimbursement	(10.393)	(7.289)	\$3.104	29.9	(9.679)	\$28.546	\$38.225	-
Other Operating Revenue	(11.846)	(10.464)	\$1.382	11.7	(66.832)	(62.927)	\$3.905	5.8
Other Revenue	(11.402)	(9.865)	\$1.537	13.5	(61.990)	(22.809)	\$39.181	63.2
Capital and Other Reimbursements	(10.000)	(26.273)	(16.273)	-	(81.589)	(70.211)	\$11.378	13.9
Total Revenue	(22.802)	(38.259)	(15.458)	(67.8)	(145.881)	(75.139)	\$70.743	48.5
Expenses								
Labor :								
Payroll	\$35.269	\$29.195	(6.073)	(17.2)	\$37.887	\$32.450	(5.437)	(14.4)
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	(0.001)	(0.001)	-
Total Salaries & Wages	\$35.269	\$29.195	(6.074)	(17.2)	\$37.887	\$32.449	(5.438)	(14.4)
Health and Welfare	\$0.000	\$31.834	\$31.834	-	\$0.000	\$4.077	\$4.077	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.007	\$0.007	-	(340.682)	(340.574)	\$0.108	0.0
Other Fringe Benefits	\$6.180	\$5.003	(1.178)	(19.1)	\$82.533	\$167.950	\$85.417	-
Total Fringe Benefits	\$6.180	\$36.843	\$30.663	-	(258.149)	(168.547)	\$89.602	34.7
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$41.449	\$66.038	\$24.589	59.3	(220.262)	(136.098)	\$84.164	38.2
Non-Labor :								
Electric Power	\$0.000	\$2.254	\$2.254	-	\$0.000	\$2.053	\$2.053	-
Fuel	\$0.000	\$0.592	\$0.592	-	\$0.000	\$3.025	\$3.025	-
Insurance	(3.757)	\$6.062	\$9.819	-	(8.960)	(1.484)	\$7.476	83.4
Claims	\$2.888	\$0.458	(2.430)	(84.1)	\$20.220	\$1.921	(18.299)	(90.5)
Paratransit Service Contracts	\$0.000	(2.207)	(2.207)	-	\$2.000	\$5.509	\$3.509	-
Maintenance and Other Operating Contracts	\$0.000	(3.216)	(3.216)	-	(3.300)	\$5.040	\$8.340	-
Professional Service Contracts	\$13.500	\$1.401	(12.099)	(89.6)	(12.120)	(25.921)	(13.801)	-
Materials & Supplies	\$6.000	(1.696)	(7.696)	-	\$2.223	(3.858)	(6.081)	-
Other Business Expenses	\$0.000	(2.463)	(2.463)	-	\$0.000	(4.201)	(4.201)	-
Non-Labor	\$18.631	\$1.186	(17.445)	(93.6)	\$0.063	(17.916)	(17.979)	-
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$60.080	\$67.224	\$7.144	11.9	(220.199)	(154.014)	\$66.185	30.1
Depreciation	\$145.125	\$136.666	(8.459)	(5.8)	\$984.947	\$967.929	(17.018)	(1.7)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$663.726	\$612.429	(51.297)	(7.7)
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$340.680	\$271.965	(68.715)	(20.2)
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$205.205	\$203.890	(1.315)	(0.6)	\$1,769.154	\$1,698.309	(70.845)	(4.0)
Total Cash Conversion Adjustments	\$182.403	\$165.630	(16.773)	(9.2)	\$1,623.272	\$1,623.170	(0.103)	0.0

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
July 2016

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	64	55	9	
Law	320	293	27	
Office of the EVP	46	41	5	
Human Resources	232	234	(2)	
Office of Management and Budget	42	43	(1)	
Capital Planning & Budget	35	31	4	
Corporate Communications	265	253	12	
Non-Departmental	(33)	(2)	(31)	
Labor Relations	98	95	3	
Materiel	290	269	21	
Controller	128	124	4	
Total Administration	1,487	1,436	51	
Operations				
Subways Service Delivery	8,030	8,013	17	
Subways Operations Support/Admin	405	402	3	
Subways Stations	2,657	2,600	57	Mostly Supervisor/Station Agent shortage
Sub-total Subways	11,092	11,015	77	
Buses	10,976	10,872	104	Mostly Bus Operator Shortage
Paratransit	213	201	12	
Operations Planning	397	369	28	
Revenue Control	583	554	29	
Non-Departmental	51	0	51	
Total Operations	23,312	23,011	301	
Maintenance				
Subways Operations Support/Admin	161	156	5	
Subways Engineering	379	355	24	
Subways Car Equipment	4,469	4,370	99	Largely Car Inspector shortage
Subways Infrastructure	1,594	1,534	60	Mainly Structure Maintainer shortage
Subways Elevators & Escalators	455	412	43	
Subways Stations	3,719	3,648	71	Mostly Maintainer shortage
Subways Track	2,831	2,771	60	Mostly Track Worker Shortage
Subways Power	612	598	14	
Subways Signals	1,496	1,481	15	
Subways Electronic Maintenance	1,612	1,536	76	Primarily PTE/Maintainer shortage
Sub-total Subways	17,328	16,861	467	
Buses	3,682	3,640	42	
Supply Logistics	559	564	(5)	
System Safety	99	84	15	
Non-Departmental	(83)	0	(83)	
Total Maintenance	21,585	21,149	436	
Engineering/Capital				
Capital Program Management	1,358	1,372	(14)	
Total Engineering/Capital	1,358	1,372	(14)	
Public Safety				
Security	662	668	(6)	
Total Public Safety	662	668	(6)	
Total Positions	48,404	47,636	768	
Non-Reimbursable	43,209	42,733	476	
Reimbursable	5,195	4,903	292	
Total Full-Time	48,191	47,379	812	
Total Full-Time Equivalents	213	257	(44)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
July 2016

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	537	457	80	
Professional, Technical, Clerical	921	954	(33)	
Operational Hourlies	29	25	4	
Total Administration	1,487	1,436	51	
Operations				
Managers/Supervisors	2,768	2,680	88	
Professional, Technical, Clerical	504	484	20	
Operational Hourlies	20,040	19,847	193	
	23,312	23,011	301	
Maintenance				
Managers/Supervisors	3,893	3,862	31	
Professional, Technical, Clerical	1,111	1,032	79	
Operational Hourlies	16,581	16,255	326	
Total Maintenance	21,585	21,149	436	
Engineering/Capital				
Managers/Supervisors	339	342	(3)	
Professional, Technical, Clerical	1,017	1,028	(11)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,372	(14)	
Public Safety				
Managers/Supervisors	288	285	3	
Professional, Technical, Clerical	38	39	(1)	
Operational Hourlies	336	344	(8)	
Total Public Safety	662	668	(6)	
Total Positions				
Managers/Supervisors	7,825	7,626	199	
Professional, Technical, Clerical	3,591	3,537	54	
Operational Hourlies	36,988	36,473	515	
Total Positions	48,404	47,636	768	

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

	July						July Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	314,557	\$9.909	323,707	\$10.284	(9,150)	(\$0.375) (3.8%)	2,372,293	\$75.216	2,376,713	\$75.585	(4,420)	(\$0.369) (0.5%)
<u>Unscheduled Service</u>	302,744	\$9.691	332,012	\$10.791	(29,267)	(\$1.099) (11.3%)	2,085,706	\$67.293	2,135,766	\$69.071	(50,061)	(\$1.778) (2.6%)
<u>Programmatic/Routine Maintenance</u>	382,503	\$13.418	410,250	\$14.012	(27,747)	(\$0.594) (4.4%)	2,438,690	\$84.989	2,394,015	\$81.459	44,675	\$3.530 4.2%
<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>	41,093	\$1.223	56,965	\$1.879	(15,871)	(\$0.655) (53.6%)	291,454	\$9.349	335,385	\$11.061	(43,931)	(\$1.712) (18.3%)
<u>Weather Emergencies</u>	6,338	\$0.249	11,831	\$0.403	(5,493)	(\$0.154) (61.7%)	545,947	\$18.325	537,571	\$18.177	8,377	\$0.147 0.8%
<u>Safety/Security/Law Enforcement</u>	11,155	\$0.330	12,964	\$0.356	(1,809)	(\$0.026) (8.0%)	74,198	\$2.102	76,456	\$2.120	(2,258)	(\$0.017) (0.8%)
<u>Other</u>	14,148	\$0.375	9,840	\$0.340	4,308	\$0.035 9.3%	86,429	\$2.843	79,911	\$2.846	6,518	(\$0.003) (0.1%)
Subtotal	1,072,538	\$35.196	1,157,569	\$38.065	(85,030)	(\$2.869) (8.2%)	7,894,717	\$260.116	7,935,818	\$260.318	(41,100)	(\$0.202) (0.1%)
REIMBURSABLE OVERTIME	170,604	\$7.579	335,296	\$11.670	(164,692)	(\$4.091) (54.0%)	2,105,575	\$76.885	2,456,365	\$85.880	(350,790)	(\$8.995) (11.7%)
TOTAL OVERTIME	1,243,143	\$42.775	1,492,865	\$49.735	(249,723)	(\$6.959) (16.3%)	10,000,293	\$337.001	10,392,183	\$346.198	(391,890)	(\$9.197) (2.7%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	July			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(9,150)	(\$0.4) 13.1%		(4,420)	(\$0.4) *	
<u>Unscheduled Service</u>	(29,267)	(\$1.1) 38.3%	Unfavorable variance due to subway service delays and overcrowding.	(50,061)	(\$1.8) *	Unfavorable variance due to subway service delays and overcrowding.
<u>Programmatic/Routine Maintenance</u>	(27,747)	(\$0.6) 20.7%	Unfavorable variance mainly due to continued signals maintenance.	44,675	\$3.5 *	Favorable variance due to the timing of initiatives, including station track cleaning and mandated training (budgeted for maintainers).
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(15,871)	(\$0.7) 22.8%	Mainly due to vacancy/absentee coverage for Bus Operators and Bus Maintainers.	(43,931)	(\$1.7) *	Mainly due to vacancy/absentee coverage for Bus Operators and Bus Maintainers.
<u>Weather Emergencies</u>	(5,493)	(\$0.2) 5.4%		8,377	\$0.1 (72.8%)	
<u>Safety/Security/Law Enforcement</u>	(1,809)	(\$0.0) 0.9%		(2,258)	(\$0.0) 8.5%	
<u>Other</u>	4,308	\$0.0 (1.2%)		6,518	(\$0.0) 1.2%	
Subtotal	(85,030)	(\$2.9) 41.2%		(41,100)	(\$0.2) 2.2%	
REIMBURSABLE OVERTIME	(164,692)	(\$4.1) 58.8%	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	(350,790)	(\$9.0) 97.8%	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	(249,723)	(\$7.0)		(391,890)	(\$9.2)	

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.



Staten Island Railway

FINANCIAL AND RIDERSHIP REPORT

July 2016

(All data are preliminary and subject to audit)

In the month of July, **operating revenues** were \$0.6 million, \$0.1 million (14.5 percent) below the Mid-Year Forecast (forecast), due mainly to the unfavorable timing of student fare reimbursements and lower ridership. Year-to-date, operating revenues of \$5.2 million were below forecast by \$0.1 million (1.6 percent).

Total **ridership** in July 2016 was 327,502 riders, 3.3 percent (11,106 riders) below forecast, due in part to lower ridership on Fridays than expected. Year-to-date, ridership was 2,609,942 riders, 0.8 percent (21,887 riders) below forecast. July 2016 average weekday ridership was 13,992 riders, 3.2 percent (466 riders) lower than in July 2015, due in part to lower ridership on Fridays in 2016. Average weekday ridership for the twelve months ending July 2016 was 16,260 riders, 3.6 percent (563 riders) more than the previous twelve-month period, due to the residual impact of the shift from express buses to SIR and the SI Ferry after the March 22, 2015 fare increase.

Nonreimbursable expenses before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were below forecast in July by \$1.9 million (31.3 percent). Labor expenses underran by \$1.0 million (27.4 percent), including: lower payroll expenses of \$0.4 million (20.8 percent), driven by timing and vacancies; less overtime expenses of \$0.2 million (55.4 percent), involving the timing of project labor requirements; and favorable other fringe benefit expenses of \$0.2 million (42.7 percent), relating mostly to the timing of interagency billing and other expenses. Non-labor expenses were also under forecast by \$0.9 million (37.6 percent), mostly resulting from the timing of R44 car fleet maintenance expenses. Year-to-date, expenses were less than forecast by \$1.1 million (3.2 percent), resulting primarily from the same causal factors impacting the results in the month.

Depreciation expenses were \$4.6 million year-to-date, slightly below forecast.

GASB #45 Other Post-Employment Benefits accrued expenses of \$4.0 million were recorded year-to-date, \$0.5 million (13.0 percent) above forecast.

The **net cash deficit** (excluding subsidies) year-to-date was \$34.8 million, slightly favorable to forecast.

MTA STATEN ISLAND RAILWAY
Jul - 2016 Mid_Year
Accrual Statement of Operations By Category
Month - Jul 2016
(\$ in Millions)

9/01/2016 11:09 AM

	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$0.561	\$0.540	(0.021)	(3.7)	\$0.000	\$0.000	-	-	\$0.561	\$0.540	(0.021)	(3.7)
Other Revenue	\$0.185	\$0.098	(0.087)	(47.1)	\$0.000	\$0.000	-	-	\$0.185	\$0.098	(0.087)	(47.1)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.355	\$0.202	(0.153)	(43.1)	\$0.355	\$0.202	(0.153)	(43.1)
Total Revenue	\$0.746	\$0.638	(0.108)	(14.5)	\$0.355	\$0.202	(0.153)	(43.1)	\$1.101	\$0.840	(0.261)	(23.7)
Expenses												
Labor :												
Payroll	\$2.051	\$1.625	\$0.427	20.8	\$0.076	\$0.071	\$0.005	7.2	\$2.128	\$1.696	\$0.432	20.3
Overtime	\$0.404	\$0.180	\$0.224	55.4	\$0.143	\$0.031	\$0.112	78.3	\$0.547	\$0.211	\$0.336	61.4
Total Salaries & Wages	\$2.455	\$1.805	\$0.651	26.5	\$0.220	\$0.102	\$0.118	53.6	\$2.675	\$1.907	\$0.768	28.7
Health and Welfare	\$0.384	\$0.173	\$0.211	55.0	\$0.000	\$0.000	\$0.000	-	\$0.384	\$0.173	\$0.211	55.0
OPEB Current Payment	\$0.107	\$0.197	(0.090)	(83.8)	(0.001)	\$0.002	(0.003)	-	\$0.106	\$0.199	(0.093)	(87.7)
Pensions	\$0.506	\$0.470	\$0.036	7.1	\$0.000	\$0.000	\$0.000	-	\$0.506	\$0.470	\$0.036	7.1
Other Fringe Benefits	\$0.375	\$0.215	\$0.160	42.7	\$0.000	\$0.000	\$0.000	-	\$0.375	\$0.215	\$0.161	42.8
Total Fringe Benefits	\$1.371	\$1.054	\$0.317	23.1	(0.001)	\$0.002	(0.003)	-	\$1.370	\$1.056	\$0.314	22.9
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.010)	(0.088)	\$0.078	-	\$0.010	\$0.088	(0.078)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$3.817	\$2.771	\$1.046	27.4	\$0.228	\$0.192	\$0.036	15.9	\$4.045	\$2.963	\$1.083	26.8
Non-Labor :												
Electric Power	\$0.247	\$0.300	(0.053)	(21.3)	(0.001)	\$0.001	(0.002)	-	\$0.246	\$0.301	(0.054)	(22.1)
Fuel	\$0.029	\$0.005	\$0.025	84.5	\$0.000	\$0.000	\$0.000	-	\$0.029	\$0.005	\$0.025	84.5
Insurance	(0.003)	\$0.092	(0.095)	-	\$0.000	\$0.000	\$0.000	-	(0.003)	\$0.092	(0.095)	-
Claims	\$0.008	\$0.008	\$0.000	(1.8)	\$0.000	\$0.000	\$0.000	-	\$0.008	\$0.008	\$0.000	(1.8)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$1.736	\$0.955	\$0.781	45.0	\$0.000	\$0.000	\$0.000	-	\$1.736	\$0.955	\$0.781	45.0
Professional Service Contracts	\$0.076	\$0.000	\$0.076	-	(0.001)	\$0.001	(0.002)	-	\$0.075	\$0.001	\$0.073	98.5
Materials & Supplies	\$0.297	\$0.119	\$0.178	59.9	\$0.129	\$0.008	\$0.121	93.8	\$0.426	\$0.127	\$0.299	70.1
Other Business Expenses	(0.007)	\$0.008	(0.015)	-	\$0.000	\$0.000	\$0.000	-	(0.007)	\$0.008	(0.015)	-
Non-Labor	\$2.383	\$1.487	\$0.896	37.6	\$0.127	\$0.010	\$0.117	92.1	\$2.510	\$1.497	\$1.013	40.4
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$6.200	\$4.257	\$1.943	31.3	\$0.355	\$0.202	\$0.153	43.1	\$6.555	\$4.459	\$2.096	32.0
Depreciation	\$0.737	\$0.721	\$0.016	2.2	\$0.000	\$0.000	\$0.000	-	\$0.737	\$0.721	\$0.016	2.2
OPEB Liability	\$0.568	\$0.000	\$0.568	-	\$0.000	\$0.000	\$0.000	-	\$0.568	\$0.000	\$0.568	-
GASB 68 Pension Adjustment	(0.095)	\$0.000	(0.095)	-	\$0.000	\$0.000	\$0.000	-	(0.095)	\$0.000	(0.095)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$7.410	\$4.978	\$2.432	32.8	\$0.355	\$0.202	\$0.153	43.1	\$7.765	\$5.180	\$2.585	33.3
OPERATING SURPLUS/DEFICIT	(6.664)	(4.340)	\$2.324	34.9	\$0.000	\$0.000	\$0.000	-	(6.664)	(4.340)	\$2.324	34.9

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
 Jul - 2016 Mid_Year
 Accrual Statement of Operations By Category
 Year-To-Date - Jul 2016
 (\$ in Millions)

9/01/2016 11:09 AM

	Nonreimbursable		Var Percent		Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$3,769	\$3,740	(0.030)	(0.8)	\$0,000	\$0,000	-	-	\$3,769	\$3,740	(0.030)	(0.8)
Other Revenue	\$1,518	\$1,461	(0.057)	(3.8)	\$0,000	\$0,000	-	-	\$1,518	\$1,461	(0.057)	(3.8)
Capital and Other Reimbursements	\$0,000	\$0,000	-	-	\$3,172	\$2,860	(0.312)	(9.8)	\$3,172	\$2,860	(0.312)	(9.8)
Total Revenue	\$5,287	\$5,201	(0.087)	(1.6)	\$3,172	\$2,860	(0.312)	(9.8)	\$8,459	\$8,061	(0.399)	(4.7)
Expenses												
Labor :												
Payroll	\$13,185	\$12,862	\$0,323	2.4	\$0,897	\$0,902	(0.005)	(0.6)	\$14,081	\$13,764	\$0,317	2.3
Overtime	\$1,806	\$1,411	\$0,395	21.9	\$0,750	\$0,486	\$0,264	35.2	\$2,556	\$1,897	\$0,659	25.8
Total Salaries & Wages	\$14,990	\$14,273	\$0,718	4.8	\$1,647	\$1,388	\$0,259	15.7	\$16,637	\$15,661	\$0,976	5.9
Health and Welfare	\$2,364	\$2,543	(0.178)	(7.5)	\$0,000	\$0,000	\$0,000	-	\$2,364	\$2,543	(0.178)	(7.5)
OPEB Current Payment	\$0,867	\$0,930	(0.063)	(7.3)	\$0,006	\$0,010	(0.004)	(75.0)	\$0,873	\$0,940	(0.067)	(7.7)
Pensions	\$3,537	\$3,539	(0.002)	0.0	\$0,000	\$0,000	\$0,000	-	\$3,537	\$3,539	(0.002)	0.0
Other Fringe Benefits	\$2,252	\$2,298	(0.046)	(2.0)	\$0,001	\$0,000	\$0,001	-	\$2,253	\$2,298	(0.045)	(2.0)
Total Fringe Benefits	\$9,021	\$9,310	(0,289)	(3.2)	\$0,006	\$0,010	(0,004)	(59.1)	\$9,027	\$9,320	(0,293)	(3.2)
Contribution to GASB Fund	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Reimbursable Overhead	(1,150)	(1,334)	\$0,184	16.0	\$1,150	\$1,334	(0,184)	(16.0)	\$0,000	\$0,000	\$0,000	-
Labor	\$22,861	\$22,249	\$0,612	2.7	\$2,803	\$2,732	\$0,071	2.5	\$25,664	\$24,981	\$0,683	2.7
Non-Labor :												
Electric Power	\$1,981	\$1,979	\$0,002	0.1	\$0,004	\$0,008	(0.004)	-	\$1,985	\$1,987	(0.002)	(0.1)
Fuel	\$0,167	\$0,099	\$0,068	40.9	\$0,000	\$0,000	\$0,000	-	\$0,167	\$0,099	\$0,068	40.9
Insurance	\$0,583	\$0,736	(0,153)	(26.1)	\$0,000	\$0,000	\$0,000	-	\$0,583	\$0,736	(0,153)	(26.1)
Claims	\$0,056	\$0,085	(0,029)	(51.7)	\$0,000	\$0,000	\$0,000	-	\$0,056	\$0,085	(0,029)	(51.7)
Paratransit Service Contracts	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Maintenance and Other Operating Contracts	\$7,094	\$6,599	\$0,495	7.0	\$0,000	\$0,000	\$0,000	-	\$7,094	\$6,599	\$0,495	7.0
Professional Service Contracts	\$0,383	\$0,527	(0,145)	(37.8)	\$0,006	\$0,010	(0,004)	(75.0)	\$0,388	\$0,537	(0,149)	(38.3)
Materials & Supplies	\$1,348	\$1,066	\$0,282	20.9	\$0,359	\$0,110	\$0,249	69.4	\$1,707	\$1,176	\$0,531	31.1
Other Business Expenses	\$0,063	\$0,074	(0,012)	(18.9)	\$0,000	\$0,000	\$0,000	-	\$0,063	\$0,074	(0,012)	(18.9)
Non-Labor	\$11,674	\$11,165	\$0,509	4.4	\$0,369	\$0,128	\$0,241	65.3	\$12,042	\$11,293	\$0,750	6.2
Other Expense Adjustments:												
Other	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Other Expense Adjustments	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-	\$0,000	\$0,000	-	-
Total Expenses before Depreciation and OPEB	\$34,535	\$33,414	\$1,121	3.2	\$3,172	\$2,860	\$0,312	9.8	\$37,707	\$36,274	\$1,433	3.8
Depreciation	\$4,614	\$4,581	\$0,033	0.7	\$0,000	\$0,000	\$0,000	-	\$4,614	\$4,581	\$0,033	0.7
OPEB Liability	\$3,510	\$3,968	(0,458)	(13.0)	\$0,000	\$0,000	\$0,000	-	\$3,510	\$3,968	(0,458)	(13.0)
GASB 68 Pension Adjustment	(0,025)	\$0,096	(0,121)	-	\$0,000	\$0,000	\$0,000	-	(0,025)	\$0,096	(0,121)	-
Environmental Remediation	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-	\$0,000	\$0,000	\$0,000	-
Total Expenses	\$42,634	\$42,059	\$0,576	1.4	\$3,172	\$2,860	\$0,312	9.8	\$45,806	\$44,919	\$0,888	1.9
OPERATING SURPLUS/DEFICIT	(37,347)	(36,858)	\$0,489	1.3	\$0,000	\$0,000	\$0,000	-	(37,347)	(36,858)	\$0,489	1.3

Note: Totals may not add due to rounding

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

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORCAST AND ACTUAL ACCRUAL BASIS
July 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.	(0.021)	(3.7)	Mostly due to lower ridership	(0.030)	(0.8)	Mostly due to lower ridership
Other Operating Revenue	Non Reimb.	(0.087)	(47.1)	The unfavorable timing of student fare reimbursements	(0.057)	(3.8)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.427	20.8	Largely the favorable timing of expenses and vacancies	0.323	2.4	Largely the favorable timing of expenses and vacancies
Overtime	Non Reimb.	0.224	55.4	Largely the favorable timing of project labor requirements	0.395	21.9	Largely the favorable timing of project labor requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.121	24.6	The favorable timing of expenses	(0.241)	(7.5)	The unfavorable timing of expenses
Pension	Non Reimb.	0.036	7.1	The favorable timing of expenses			
Other Fringe Benefits	Non Reimb.	0.160	42.7	The favorable timing of interagency fringe benefit billing	(0.046)	(2.0)	The unfavorable timing of interagency fringe benefit billing and FICA expenses
Electric Power	Non Reimb.	(0.053)	(21.3)	Mostly the unfavorable timing of expenses			
Fuel	Non Reimb.	0.025	84.5	Largely the timing of expenses and lower prices	0.068	40.9	Largely the timing of expenses and lower prices
Insurance	Non Reimb.	(0.095)	(over 100.0)	The unfavorable timing of interagency billing	(0.153)	(26.1)	The unfavorable timing of interagency billing
Maintenance & Other Operating Contracts	Non Reimb.	0.781	45.0	Mainly the favorable timing of R44 car fleet maintenance interagency billing/payments	0.495	7.0	Mainly the favorable timing of R44 car fleet maintenance interagency billing/payments
Professional Service Contracts	Non Reimb.				(0.145)	(37.8)	The unfavorable timing of bridge inspection and several other professional service account expenses
Materials and Supplies	Non Reimb.	0.178	59.9	Primarily the favorable timing of maintenance material requirements	0.282	20.9	Primarily the favorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	(0.153)	(43.1)	Timing of contractor requirements	(0.312)	(9.8)	Timing of contractor requirements
Payroll	Reimb.	0.005	7.2	Timing of contractor requirements	(0.005)	(0.6)	Timing of contractor requirements
Overtime	Reimb.	0.112	78.3	Timing of contractor requirements	0.264	35.2	Timing of contractor requirements
Materials & Supplies	Reimb.	0.121	93.8	The favorable timing of project material requirements	0.249	69.4	The favorable timing of project material requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid_Year
Cash Receipts and Expenditures
Jul FY16
(\$ in Millions)

9/01/2016 11:16 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$0.505	\$0.592	\$0.087	17.3	\$3.675	\$3.764	\$0.089	2.4
Other Revenue	\$0.409	\$0.087	(0.322)	(78.8)	\$2.049	\$1.416	(0.633)	(30.9)
Capital and Other Reimbursements	\$0.567	\$0.776	\$0.209	36.8	\$2.894	\$2.667	(0.227)	(7.9)
Total Revenue	\$1.481	\$1.455	(0.026)	(1.8)	\$8.618	\$7.847	(0.771)	(8.9)
<u>Expenditures</u>								
<u>Labor :</u>								
Payroll	\$1.528	\$2.036	(0.508)	(33.3)	\$20.729	\$21.403	(0.674)	(3.3)
Overtime	\$0.547	\$0.197	\$0.350	64.0	\$2.553	\$1.837	\$0.716	28.0
Total Salaries & Wages	\$2.075	\$2.233	(0.158)	(7.6)	\$23.282	\$23.240	\$0.042	0.2
Health and Welfare	\$0.469	\$0.010	\$0.459	97.9	\$1.938	\$1.891	\$0.047	2.4
OPEB Current Payment	\$0.010	\$0.039	(0.029)	-	\$1.352	\$1.418	(0.066)	(4.9)
Pensions	\$0.506	\$0.470	\$0.036	7.1	\$3.537	\$3.539	(0.002)	0.0
Other Fringe Benefits	\$0.287	\$0.388	(0.101)	(35.1)	\$2.928	\$3.099	(0.171)	(5.9)
Total Fringe Benefits	\$1.272	\$0.907	\$0.365	28.7	\$9.755	\$9.947	(0.192)	(2.0)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$3.347	\$3.140	\$0.207	6.2	\$33.037	\$33.187	(0.150)	(0.5)
<u>Non-Labor :</u>								
Electric Power	\$0.199	\$0.249	(0.050)	(25.3)	\$2.222	\$2.332	(0.110)	(5.0)
Fuel	\$0.042	\$0.001	\$0.041	97.6	\$0.189	\$0.088	\$0.101	53.3
Insurance	\$0.026	\$0.000	\$0.026	-	\$0.435	\$0.468	(0.033)	(7.6)
Claims	\$0.014	\$0.000	\$0.014	-	\$0.027	\$0.029	(0.002)	(6.8)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.358	\$1.010	\$1.348	57.2	\$5.468	\$4.931	\$0.537	9.8
Professional Service Contracts	\$0.040	\$0.062	(0.022)	(55.6)	\$0.562	\$0.575	(0.013)	(2.4)
Materials & Supplies	\$0.468	\$0.030	\$0.438	93.6	\$1.497	\$0.913	\$0.584	39.0
Other Business Expenses	(0.006)	\$0.007	(0.013)	-	\$0.056	\$0.079	(0.023)	(41.9)
Non-Labor	\$3.141	\$1.359	\$1.782	56.7	\$10.454	\$9.415	\$1.039	9.9
<u>Other Expense Adjustments:</u>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$6.487	\$4.499	\$1.988	30.6	\$43.491	\$42.602	\$0.889	2.0
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$6.487	\$4.499	\$1.988	30.7	\$43.491	\$42.602	\$0.889	2.0
Net Surplus/(Deficit)	(5.006)	(3.044)	\$1.962	39.2	(34.874)	(34.755)	\$0.119	0.3

Note: Totals may not add due to rounding

Table 5

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
July 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	0.087	17.3%	Primarily the favorable timing of cash settlements with NYCT	0.089	2.4%	Primarily the favorable timing of cash settlements with NYCT
Other Operating Revenue	(0.322)	(78.8%)	Mostly the unfavorable timing of student fare reimbursements	(0.633)	(30.9%)	Mostly the unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	0.209	36.8%	The favorable timing of reimbursements	(0.227)	(7.9%)	Lower reimbursements, consistent with reimbursable expense underruns
Salaries & Wages	(0.158)	(7.6%)	Mainly the unfavorable timing of payments			
Health and Welfare (including OPEB current payment)	0.430	89.8%	Primarily the favorable timing of payments			
Other Fringe Benefits	(0.101)	(35.1%)	Principally the unfavorable timing of payments	(0.171)	(5.9%)	Principally the unfavorable timing of payments
Maintenance Contracts	1.348	57.2%	Mainly the favorable timing of R44 car fleet maintenance interagency billing/payments	0.537	9.8%	Mainly the favorable timing of R44 car fleet maintenance interagency billing/payments
Materials and Supplies	0.438	93.6%	Largely the favorable timing of maintenance material requirements	0.584	39.0%	Largely the favorable timing of maintenance material requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jul FY16
(\$ in Millions)

9/01/2016 11:22 AM

	Month				Year-To-Date			
	Forecast		Favorable		Forecast		Favorable	
	Mid_Year	Actual	(Unfavorable)	Percent	Mid_Year	Actual	(Unfavorable)	Percent
			Variance				Variance	
Revenue								
Farebox Revenue	(0.056)	\$0.052	\$0.108	-	(0.095)	\$0.024	\$0.119	-
Other Revenue	\$0.224	(0.011)	(0.235)	-	\$0.531	(0.045)	(0.576)	-
Capital and Other Reimbursements	\$0.212	\$0.574	\$0.362	-	(0.278)	(0.193)	\$0.085	30.5
Total Revenue	\$0.380	\$0.615	\$0.235	61.7	\$0.158	(0.214)	(0.372)	-
Expenses								
Labor :								
Payroll	\$0.600	(0.340)	(0.940)	-	(6.647)	(7.639)	(0.992)	(14.9)
Overtime	\$0.000	\$0.014	\$0.014	-	\$0.003	\$0.060	\$0.057	-
Total Salaries & Wages	\$0.600	(0.326)	(0.926)	-	(6.644)	(7.579)	(0.935)	(14.1)
Health and Welfare	(0.085)	\$0.163	\$0.248	-	\$0.426	\$0.652	\$0.226	53.0
OPEB Current Payment	\$0.096	\$0.160	\$0.064	66.6	(0.479)	(0.478)	\$0.001	0.3
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.088	(0.173)	(0.261)	-	(0.675)	(0.801)	(0.126)	(18.7)
Total Fringe Benefits	\$0.099	\$0.149	\$0.050	51.0	(0.728)	(0.627)	\$0.101	13.9
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$0.699	(0.177)	(0.876)	-	(7.372)	(8.206)	(0.833)	(11.3)
Non-Labor :								
Electric Power	\$0.047	\$0.052	\$0.004	8.7	(0.237)	(0.345)	(0.108)	(45.8)
Fuel	(0.013)	\$0.004	\$0.016	-	(0.022)	\$0.011	\$0.032	-
Insurance	(0.030)	\$0.092	\$0.121	-	\$0.149	\$0.268	\$0.119	80.4
Claims	(0.006)	\$0.008	\$0.014	-	\$0.029	\$0.056	\$0.027	94.2
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	(0.622)	(0.055)	\$0.567	91.2	\$1.626	\$1.868	\$0.042	2.6
Professional Service Contracts	\$0.035	(0.061)	(0.096)	-	(0.173)	(0.038)	\$0.136	78.2
Materials & Supplies	(0.042)	\$0.097	\$0.139	-	\$0.210	\$0.263	\$0.053	25.0
Other Business Expenses	(0.001)	\$0.001	\$0.003	-	\$0.007	(0.005)	(0.012)	-
Non-Labor	(0.631)	\$0.138	\$0.769	-	\$1.588	\$1.878	\$0.289	18.2
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$0.068	(0.040)	(0.107)	-	(5.784)	(6.328)	(0.544)	(9.4)
Depreciation	\$0.737	\$0.721	(0.016)	(2.2)	\$4.614	\$4.581	(0.032)	(0.7)
OPEB Liability	\$0.568	\$0.000	(0.568)	-	\$3.511	\$3.968	\$0.457	13.0
GASB 68 Pension Adjustment	(0.095)	\$0.000	\$0.095	-	(0.025)	\$0.096	\$0.121	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$1.278	\$0.681	(0.596)	(46.7)	\$2.315	\$2.317	\$0.002	0.1
Total Cash Conversion Adjustments	\$1.658	\$1.296	(0.362)	(21.8)	\$2.473	\$2.103	(0.371)	(15.0)

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
July 2016**

<u>Function/Departments</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	10	3
General Office	10	7	3
Purchasing/Stores	6	5	1
Total Administration	29	22	7
Operations			
Transportation	107	112	(5)
Total Operations	107	112	(5)
Maintenance			
Mechanical	52	45	7
Electronics/Electrical	15	13	2
Power/Signals	27	16	11
Maintenance of Way	48	46	2
Infrastructure	26	28	(2)
Total Maintenance	168	148	20
Engineering/Capital			
Reimbursable Program Support	15	13	2
Total Engineering Capital	15	13	2
Total Positions	319	295	24
Non-Reimbursable	304	282	22
Reimbursable	15	13	2
Total Full-Time	319	295	24
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
July 2016

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	15	2	
Professional, Technical, Clerical	12	7	5	
Operational Hourlies	0	0	0	
Total Administration	29	22	7	
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	13	11	2	
Professional, Technical, Clerical	6	4	2	
Operational Hourlies	149	133	16	
Total Maintenance	168	148	20	
Engineering/Capital (Reimb. Prog. Supprt)				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	10	8	2	
Total Engineering/Capital	15	13	2	
Total Positions				
Managers/Supervisors	38	32	6	
Professional, Technical, Clerical	23	15	8	
Operational Hourlies	258	248	10	
Total Positions	319	295	24	

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2016 MID-YEAR FORECAST VERSUS 2016 PRELIMINARY ACTUAL
(in millions)**

Month of July				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.339	0.328	(0.011)	(3.3%)	Due in part to lower ridership on Fridays than expected
Year-to-Date				
2.632	2.610	(0.022)	(0.8%)	

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 July				Explanation
	2015	2016	Variance		
			Amount	Percent	
Average Weekday	0.014	0.014	(0.000)	(3.2%)	Due in part to lower ridership on Fridays in 2016 compared to 2015
Average Weekend	0.009	0.009	(0.000)	(3.0%)	Due in part to high ridership on one Saturday in 2015
12-Month Rolling Average					
Average Weekday	0.016	0.016	0.001	3.6%	The residual impact of 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)	(4.7%)	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**July 2016**

(All data are preliminary and subject to audit)

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

Operating revenue was \$18.4 million in July, less than \$0.1 million (0.1 percent) above forecast. Year-to-date, operating revenue was \$135.1 million, in excess of forecast by \$0.7 million (0.5 percent), due primarily to increased farebox revenue of \$1.2 million (1.0 percent), caused by the higher ridership, partly offset by an underrun in other operating revenue of \$0.5 million (4.1 percent), due to lower advertising revenue.

Total MTA Bus **ridership** in July 2016 was 10.0 million, 2.0 percent (0.2 million riders) above forecast. Year-to-date, ridership was 72.9 million, 0.8 percent (0.6 million riders) above forecast. July 2016 average weekday ridership was 385,550, a decrease of 0.4 percent (1,490 riders) from July 2015. Average weekday ridership for the twelve months ending July 2016 was 407,978, a decrease of 0.3 percent (1,396 riders) from the twelve months ending July 2015.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$54.1 million in July, \$2.2 million (3.8 percent) under forecast. Labor expenses exceeded forecast by \$2.5 million (6.2 percent), including unfavorable payroll results of \$1.5 million (7.1 percent), due mostly to a rate variance and a delay in reimbursable projects. Other fringe benefits were higher by \$0.9 million (25.7 percent), due largely to higher Workers' Compensation reserve requirements, based on a current actuarial estimate. Non-labor expenses were favorable by \$4.6 million (28.1 percent), of which maintenance contract expenses were below forecast by \$2.4 million (56.3 percent), caused by the timing of project and inter-agency bus part charges. Materials & supplies expenses were under forecast by \$0.9 million (19.8 percent), due mainly to lower general maintenance material expenses. Professional service contract expenses were also less than forecast by \$0.9 million (32.9 percent), primarily from the timing of interagency billing. Year-to-date, expenses of \$385.1 million were above forecast by a net \$0.4 million (0.1 percent). Labor expenses overran forecast by \$6.6 million (2.2 percent), including unfavorable payroll results of \$3.5 million (2.3 percent), due mostly to a rate variance and a delay in reimbursable projects. Other fringe benefits were higher by \$2.4 million (7.5 percent), due largely to higher Workers' Compensation reserve requirements, based on a current actuarial estimate. Non-labor expenses were favorable by \$6.2 million (6.9 percent), including an underrun in maintenance contract expenses of \$3.7 million (19.5 percent), due to the timing of project and inter-agency bus part charges. Materials & supplies expenses were less by \$2.0 million (7.5 percent), due mainly to lower general maintenance material expenses.

Depreciation expenses year-to-date exceeded forecast by \$3.7 million (13.3 percent).

Other Post-Employment Benefit accrued expenses of \$54.1 million year-to-date were \$3.3 million (5.7 percent) below forecast. Regarding GASB #68 Pension Expense Adjustment, there were no accrued expenses or credits recorded year-to-date.

The **operating cash deficit** (excluding subsidies) was \$248.0 million year-to-date, \$11.8 million (4.6 percent) favorable to forecast.

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2016
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 17.702	\$ 17.975	\$ 0.273	1.5	\$ -	\$ -	\$ -	-	\$ 17.702	\$ 17.975	\$ 0.273	1.5
Other Operating Income	0.664	0.417	(0.247)	(37.2)	-	-	-	-	0.664	0.417	(0.247)	(37.2)
Capital and Other Reimbursements			-	-	0.636	0.291	(0.345)	(54.2)	0.636	0.291	(0.345)	(54.2)
Total Revenue	\$ 18.366	\$ 18.392	\$ 0.026	0.1	\$ 0.636	\$ 0.291	\$ (0.345)	(54.2)	\$ 19.002	\$ 18.683	\$ (0.319)	(1.7)
Labor:												
Payroll	\$ 21.155	\$ 22.653	\$ (1.498)	(7.1)	\$ 0.279	\$ 0.176	\$ 0.103	36.9	\$ 21.434	\$ 22.829	\$ (1.395)	(6.5)
Overtime	4.473	4.447	0.026	0.6	-	-	-	-	4.473	4.447	0.026	0.6
Health and Welfare	4.882	4.946	(0.064)	(1.3)	0.113	0.053	0.060	53.1	4.995	4.999	(0.004)	(0.1)
OPEB Current Payment	2.018	1.950	0.068	3.4	-	-	-	-	2.018	1.950	0.068	3.4
Pensions	3.587	3.661	(0.074)	(2.1)	0.051	0.026	0.025	49.0	3.638	3.687	(0.049)	(1.3)
Other Fringe Benefits	3.643	4.578	(0.935)	(25.7)	0.049	0.026	0.023	46.9	3.692	4.604	(0.912)	(24.7)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 39.758	\$ 42.235	\$ (2.477)	(6.2)	\$ 0.492	\$ 0.281	\$ 0.211	42.9	\$ 40.250	\$ 42.516	\$ (2.266)	(5.6)
Non-Labor:												
Electric Power	\$ 0.152	\$ 0.128	\$ 0.024	15.8	\$ -	\$ -	\$ -	-	\$ 0.152	\$ 0.128	\$ 0.024	15.8
Fuel	1.705	1.459	0.246	14.4	-	-	-	-	1.705	1.459	0.246	14.4
Insurance	0.582	0.289	0.293	50.3	-	-	-	-	0.582	0.289	0.293	50.3
Claims	2.424	2.400	0.024	1.0	-	-	-	-	2.424	2.400	0.024	1.0
Maintenance and Other Operating Contracts	4.241	1.854	2.387	56.3	0.032	-	0.032	100.0	4.273	1.854	2.419	56.6
Professional Service Contracts	2.598	1.744	0.854	32.9	-	-	-	-	2.598	1.744	0.854	32.9
Materials & Supplies	4.649	3.727	0.922	19.8	0.112	0.010	0.102	91.1	4.761	3.737	1.024	21.5
Other Business Expense	0.155	0.267	(0.112)	(72.3)	-	-	-	-	0.155	0.267	(0.112)	(72.3)
Total Non-Labor Expenses	\$ 16.506	\$ 11.868	\$ 4.638	28.1	\$ 0.144	\$ 0.010	\$ 0.134	93.1	\$ 16.650	\$ 11.878	\$ 4.772	28.7
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 56.264	\$ 54.103	\$ 2.161	3.8	\$ 0.636	\$ 0.291	\$ 0.345	54.2	\$ 56.900	\$ 54.394	\$ 2.506	4.4
Depreciation	2.886	4.755	(1.869)	(64.8)	-	-	-	-	2.886	4.755	(1.869)	(64.8)
OPEB Obligation	8.547	6.915	1.632	19.1	-	-	-	-	8.547	6.915	1.632	19.1
GASB 68 Pension Expense Adjustment	5.742	-	5.742	100.0	-	-	-	-	5.742	-	5.742	100.0
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 73.439	\$ 65.773	\$ 7.666	10.4	\$ 0.636	\$ 0.291	\$ 0.345	54.2	\$ 74.075	\$ 66.064	\$ 8.011	10.8
Net Surplus/(Deficit)	\$ (55.073)	\$ (47.381)	\$ 7.692	14.0	\$ -	\$ -	\$ -	-	\$ (55.073)	\$ (47.381)	\$ 7.692	14.0

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2016 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 121.976	\$ 123.146	\$ 1.170	1.0	\$ -	\$ -	\$ -	-	\$ 121.976	\$ 123.146	\$ 1.170	1.0
Other Operating Income	12.508	11.991	(0.517)	(4.1)	-	-	-	-	12.508	11.991	(0.517)	(4.1)
Capital and Other Reimbursements	-	-	-	-	2.797	1.989	(0.808)	(28.9)	2.797	1.989	(0.808)	(28.9)
Total Revenue	\$ 134.484	\$ 135.137	\$ 0.653	0.5	\$ 2.797	\$ 1.989	\$ (0.808)	(28.9)	\$ 137.281	\$ 137.126	\$ (0.155)	(0.1)
Expenses												
<i>Labor:</i>												
Payroll	\$ 155.345	\$ 158.861	\$ (3.516)	(2.3)	1.475	1.196	\$ 0.279	18.9	\$ 156.820	\$ 160.057	\$ (3.237)	(2.1)
Overtime	32.056	32.539	(0.483)	(1.5)	-	-	-	-	32.056	32.539	(0.483)	(1.5)
Health and Welfare	36.008	35.821	0.187	0.5	0.515	0.373	0.142	27.6	36.523	36.194	0.329	0.9
OPEB Current Payment	13.615	13.853	(0.238)	(1.7)	-	-	-	-	13.615	13.853	(0.238)	(1.7)
Pensions	25.947	26.060	(0.113)	(0.4)	0.235	0.175	0.060	25.5	26.182	26.235	(0.053)	(0.2)
Other Fringe Benefits	32.052	34.459	(2.407)	(7.5)	0.231	0.174	0.057	24.7	32.283	34.633	(2.350)	(7.3)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.516)	(0.516)	-	0.0	-	-	-	-	(0.516)	(0.516)	-	0.0
Total Labor Expenses	\$ 294.507	\$ 301.077	\$ (6.570)	(2.2)	\$ 2.456	\$ 1.918	\$ 0.538	21.9	\$ 296.963	\$ 302.995	\$ (6.032)	(2.0)
<i>Non-Labor:</i>												
Electric Power	\$ 0.951	\$ 0.884	\$ 0.067	7.1	\$ -	\$ -	\$ -	-	\$ 0.951	\$ 0.884	\$ 0.067	7.1
Fuel	8.782	8.455	0.327	3.7	-	-	-	-	8.782	8.455	0.327	3.7
Insurance	2.592	2.006	0.586	22.6	-	-	-	-	2.592	2.006	0.586	22.6
Claims	16.848	16.800	0.048	0.3	-	-	-	-	16.848	16.800	0.048	0.3
Maintenance and Other Operating Contracts	18.738	15.075	3.663	19.5	0.065	-	0.065	100.0	18.803	15.075	3.728	19.8
Professional Service Contracts	13.703	13.973	(0.270)	(2.0)	-	-	-	-	13.703	13.973	(0.270)	(2.0)
Materials & Supplies	26.828	24.815	2.013	7.5	0.276	0.071	0.205	74.3	27.104	24.886	2.218	8.2
Other Business Expense	1.813	2.047	(0.234)	(12.9)	-	-	-	-	1.813	2.047	(0.234)	(12.9)
Total Non-Labor Expenses	\$ 90.255	\$ 84.055	\$ 6.200	6.9	\$ 0.341	\$ 0.071	\$ 0.270	79.2	\$ 90.596	\$ 84.126	\$ 6.470	7.1
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 384.762	\$ 385.132	\$ (0.370)	(0.1)	\$ 2.797	\$ 1.989	\$ 0.808	28.9	\$ 387.559	\$ 387.121	\$ 0.438	0.1
Depreciation	27.803	31.504	(3.701)	(13.3)	-	-	-	-	27.803	31.504	(3.701)	(13.3)
OPEB Obligation	57.409	54.145	3.264	5.7	-	-	-	-	57.409	54.145	3.264	5.7
GASB 68 Pension Expense Adjustment	11.484	-	11.484	100.0	-	-	-	-	11.484	-	11.484	100.0
Environmental Remediation	-	0.026	(0.026)	-	-	-	-	-	-	0.026	(0.026)	-
Total Expenses	\$ 481.458	\$ 470.807	\$ 10.651	2.2	\$ 2.797	\$ 1.989	\$ 0.808	28.9	\$ 484.255	\$ 472.796	\$ 11.459	2.4
Net Surplus/(Deficit)	\$ (346.974)	\$ (335.670)	\$ 11.304	3.3	\$ -	\$ -	\$ -	-	\$ (346.974)	\$ (335.670)	\$ 11.304	3.3

°
NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July 2016			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.273	1.5	Higher than planned ridership	\$ 1.170	1.0	Higher than planned ridership
Other Operating Revenue	NR	\$ (0.247)	(37.2)	Lower advertising	\$ (0.517)	(4.1)	Lower advertising
Capital and Other Reimbursements	R	\$ (0.345)	(54.2)	Timing/delay in reimbursable projects	\$ (0.808)	(28.9)	Timing/delay in reimbursable projects
Total Revenue Variance		\$ (0.319)	(1.7)		\$ (0.155)	(0.1)	
Payroll	NR	\$ (1.498)	(7.1)	Mainly due to rate variance and delay in reimbursable projects	\$ (3.516)	(2.3)	Mainly due to rate variance and delay in reimbursable projects
Overtime	NR	\$ 0.026	0.6	(a)	\$ (0.483)	(1.5)	Mainly due to running time/traffic, vacancy and absentee coverage requirements
Health and Welfare (including OPEB Current)	NR	\$ 0.004	0.1	(a)	\$ (0.051)	(0.1)	(a)
Pension	NR	\$ (0.074)	(2.1)	(a)	\$ (0.113)	(0.4)	(a)
Other Fringe Benefits	NR	\$ (0.935)	(25.7)	Higher workers compensation accruals per updated actuarial estimate and timing of inter-agency billings	\$ (2.407)	(7.5)	Higher workers compensation accruals per updated actuarial estimate and timing of inter-agency billings
Reimbursable Overhead	NR	\$ -	-	(a)	\$ -	-	(a)
Electric Power	NR	\$ 0.024	15.8	(a)	\$ 0.067	7.1	(a)
Fuel	NR	\$ 0.246	14.4	Lower rates	\$ 0.327	3.7	Lower rates
Insurance	NR	\$ 0.293	50.3	Lower expenses	\$ 0.586	22.6	Lower expenses
Claims	NR	\$ 0.024	1.0	(a)	\$ 0.048	0.3	(a)
Maintenance and Other Operating Contracts	NR	\$ 2.387	56.3	Delay in projects and timing of inter-agency bus parts charges.	\$ 3.663	19.5	Delay in projects and timing of inter-agency bus parts charges.
Professional Service Contracts	NR	\$ 0.854	32.9	Mainly due to timing interagency billing	\$ (0.270)	(2.0)	Mainly due to timing interagency billing
Materials & Supplies	NR	\$ 0.922	19.8	Mainly due to lower general maintenance material expenses	\$ 2.013	7.5	Mainly due to lower general maintenance material expenses
Other Business Expense	NR	\$ (0.112)	(72.3)	Higher AFC collection fees	\$ (0.234)	(12.9)	Higher AFC collection fees and mobility tax
Depreciation	NR	\$ (1.869)	(64.8)	Non cash expense	\$ (3.701)	(13.3)	Non cash expense
Other Post Employment Benefits	NR	\$ 1.632	19.1	Non cash expense	\$ 3.264	5.7	Non cash expense
GASB 68 Pension Expense Adjustment		\$ 5.742	100.0	Non cash expense	\$ 11.484	100.0	Non cash expense
Environmental Remediation		\$ -	-		\$ (0.026)	-	
Payroll	R	\$ 0.103	36.9	Timing/delay in reimbursable projects	\$ 0.279	18.9	Timing/delay in reimbursable projects
Health and Welfare	R	\$ 0.060	53.1	(a)	\$ 0.142	27.6	Timing/delay in reimbursable projects
Pension	R	\$ 0.025	49.0		\$ 0.060	25.5	
Other Fringe Benefits	R	\$ 0.023	46.9		\$ 0.057	24.7	
Maintenance and Other Operating Contracts	R	\$ 0.032	*	Timing/delay in reimbursable projects	\$ 0.065	*	Timing/delay in reimbursable projects
Materials & Supplies	R	\$ 0.102	*	Timing/delay in reimbursable projects	\$ 0.205	*	Timing/delay in reimbursable projects
Total Expense Variance		\$ 8.011	10.8		\$ 11.459	2.4	
Net Variance		\$ 7.692	14.0		\$ 11.304	3.3	

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

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	July 2016				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ 17.434	\$ 16.954	\$ (0.480)	(2.8)	\$ 121.217	\$ 121.671	\$ 0.454	0.4
Other Operating Revenue	1.164	3.232	2.068	*	11.790	13.793	2.003	17.0
Capital and Other Reimbursements	0.500	0.471	(0.029)	(5.8)	2.908	2.838	(0.070)	(2.4)
Total Receipts	\$ 19.098	\$ 20.657	\$ 1.559	8.2	\$ 135.915	\$ 138.302	\$ 2.387	1.8
Expenditures								
<i>Labor:</i>								
Payroll	\$ 19.983	\$ 18.757	\$ 1.226	6.1	\$ 170.106	\$ 171.729	\$ (1.623)	(1.0)
Overtime	4.473	4.447	0.026	0.6	31.980	32.463	(0.483)	(1.5)
Health and Welfare	6.112	5.526	0.586	9.6	31.023	29.256	1.767	5.7
OPEB Current Payment	2.050	1.950	0.100	4.9	13.658	13.162	0.496	3.6
Pensions	3.690	3.661	0.029	0.8	26.117	26.058	0.059	0.2
Other Fringe Benefits	4.358	2.936	1.422	32.6	29.151	28.676	0.475	1.6
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 40.666	\$ 37.277	\$ 3.389	8.3	\$ 302.035	\$ 301.344	\$ 0.691	0.2
<i>Non-Labor:</i>								
Electric Power	\$ 0.153	\$ 0.128	\$ 0.025	16.3	\$ 0.957	\$ 0.884	\$ 0.073	7.6
Fuel	1.705	1.681	0.024	1.4	8.806	8.523	0.283	3.2
Insurance	1.124	-	1.124	100.0	3.043	0.819	2.224	73.1
Claims	2.426	5.624	(3.198)	*	12.870	17.550	(4.680)	(36.4)
Maintenance and Other Operating Contracts	3.884	2.269	1.615	41.6	20.792	17.960	2.832	13.6
Professional Service Contracts	3.804	0.804	3.000	78.9	18.652	14.076	4.576	24.5
Materials & Supplies	4.795	3.407	1.388	28.9	26.930	23.322	3.608	13.4
Other Business Expenses	0.189	0.308	(0.119)	(63.0)	1.638	1.805	(0.167)	(10.2)
Total Non-Labor Expenditures	\$ 18.080	\$ 14.221	\$ 3.859	21.3	\$ 93.688	\$ 84.939	\$ 8.749	9.3
Other Expenditure Adjustments :								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 58.746	\$ 51.498	\$ 7.248	12.3	\$ 395.723	\$ 386.283	\$ 9.440	2.4
Operating Cash Surplus/(Deficit)	\$ (39.648)	\$ (30.841)	\$ 8.807	22.2	\$ (259.808)	\$ (247.981)	\$ 11.827	4.6

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

Operating Receipts or Disbursements	July 2016				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
	\$	%		\$	%			
Farebox Revenue	\$	(0.480)	(2.8)	Timing of fare reimbursements	\$	0.454	0.4	Higher than planned ridership
Other Operating Revenue		2.068	*	Reimbursements from prior periods/student fares		2.003	17.0	Reimbursements from prior periods/student fares
Capital and Other Reimbursements		(0.029)	(5.8)	Timing/delay in reimbursable projects		(0.070)	(2.4)	Timing/delay in reimbursable projects
Total Receipts	\$	1.559	8.2		\$	2.387	1.8	
Payroll	\$	1.226	6.1	Delay in Interagency payments from prior periods	\$	(1.623)	(1.0)	Interagency payments from prior periods
Overtime		0.026	0.6	(a)		(0.483)	(1.5)	Mainly due to running/time, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)		0.686	8.4	Timing of payments		2.263	5.1	Timing of payments
Pension		0.029	0.8	(a)		0.059	0.2	(a)
Other Fringe Benefits		1.422	32.6	Delay in Interagency fringe benefit billings.		0.475	1.6	Delay in Interagency fringe benefit billings.
GASB		-	-			-	-	
Electric Power		0.025	16.3	(a)		0.073	7.6	Lower expenses
Fuel		0.024	1.4	(a)		0.283	3.2	Lower rates
Insurance		1.124	100.0	Timing of payments		2.224	73.1	Timing of payments
Claims		(3.198)	*	Payout of a large claim		(4.680)	(36.4)	Payout of a large claim
Maintenance and Other Operating Contracts		1.615	41.6	Delay in projects and timing of inter-agency bus parts charges.		2.832	13.6	Delay in projects and timing of inter-agency bus parts charges.
Professional Service Contracts		3.000	78.9	Lower expenses		4.576	24.5	Lower expenses
Materials & Supplies		1.388	28.9	Mainly due to lower general maintenance material expenses and timing		3.608	13.4	Mainly due to lower general maintenance material expenses and timing
Other Business Expenditure		(0.119)	(63.0)	Higher AFC collection fees		(0.167)	(10.2)	Higher AFC collection fees
Total Expenditures	\$	7.248	12.3		\$	9.440	2.4	
Net Cash Variance	\$	8.807	22.2		\$	11.827	4.6	

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

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	July 2016				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Mid Year Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$ (0.268)	\$ (1.021)	\$ (0.753)	*	\$ (0.759)	\$ (1.475)	\$ (0.716)	(94.3)
Other Operating Revenue	0.500	2.815	2.315	*	(0.718)	1.802	2.520	*
Capital and Other Reimbursements	(0.136)	0.180	0.316	*	0.111	0.849	0.738	*
Total Receipts	\$ 0.096	\$ 1.974	\$ 1.878	*	\$ (1.366)	\$ 1.176	\$ 2.542	*
Expenditures								
<i>Labor:</i>								
Payroll	\$ 1.452	\$ 4.072	\$ 2.620	*	\$ (13.286)	\$ (11.672)	\$ 1.614	12.1
Overtime	-	-	-	-	0.076	0.076	(0.000)	0.0
Health and Welfare	(1.117)	(0.527)	0.590	52.8	5.500	6.938	1.438	26.1
OPEB Current Payment	(0.032)	-	0.032	100.0	(0.043)	0.691	0.734	*
Pensions	(0.052)	0.026	0.078	*	0.065	0.177	0.112	*
Other Fringe Benefits	(0.666)	1.668	2.334	*	3.132	5.957	2.825	90.2
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	(0.516)	(0.516)	-	0.0
Total Labor Expenditures	\$ (0.416)	\$ 5.239	\$ 5.655	*	\$ (5.072)	\$ 1.651	\$ 6.723	*
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ (0.001)	\$ -	0.001	100.0	\$ (0.006)	\$ (0.000)	0.006	93.3
Fuel for Buses and Trains	-	(0.222)	(0.222)	-	(0.024)	(0.068)	(0.044)	*
Insurance	(0.542)	0.289	0.831	*	(0.451)	1.187	1.638	*
Claims	(0.002)	(3.224)	(3.222)	*	3.978	(0.750)	(4.728)	*
Maintenance and Other Operating Contracts	0.389	(0.415)	(0.804)	*	(1.989)	(2.885)	(0.896)	(45.0)
Professional Service Contracts	(1.206)	0.940	2.146	*	(4.949)	(0.103)	4.846	97.9
Materials & Supplies	(0.034)	0.330	0.364	*	0.174	1.564	1.390	*
Other Business Expenditures	(0.034)	(0.041)	(0.007)	(20.6)	0.175	0.242	0.067	38.2
Total Non-Labor Expenditures	\$ (1.430)	\$ (2.343)	\$ (0.913)	(63.8)	\$ (3.092)	\$ (0.814)	\$ 2.279	73.7
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures:								
*Additional Actions for Budget Balance: Expenditures Impact	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Expenses before Depreciation and OPEB	\$ (1.846)	\$ 2.896	\$ 4.742	*	\$ (8.164)	\$ 0.837	\$ 9.002	*
Depreciation Adjustment	2.886	4.755	1.869	64.8	27.803	31.504	3.701	13.3
Other Post Employment Benefits	8.547	6.915	(1.632)	(19.1)	57.409	54.145	(3.264)	(5.7)
GASB 68 Pension Expense Adjustment	5.742	-	(5.742)	(100.0)	11.484	-	(11.484)	(100.0)
Environmental Remediation	-	-	-	-	-	0.026	0.026	-
Total Expenses/Expenditures	\$ 15.329	\$ 14.566	\$ (0.763)	(5.0)	\$ 88.532	\$ 86.513	\$ (2.019)	(2.3)
Total Cash Conversion Adjustments	\$ 15.425	\$ 16.540	\$ 1.115	7.2	\$ 87.166	\$ 87.689	\$ 0.523	0.6

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
Utilization
(In millions)

	<u>July 2016</u>			<u>Year-to-date as of July 2016</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.702	\$ 17.975	\$ 0.273	\$ 121.976	\$ 123.146	\$ 1.170
Total Farebox Revenue	\$ 17.702	\$ 17.975	\$ 0.273	\$ 121.976	\$ 123.146	\$ 1.170
<u>Ridership</u>						
Fixed Route	9.809	10.002	0.193	72.322	72.879	0.557
Total Ridership	9.809	10.002	0.193	72.322	72.879	0.557

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2016 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
JULY 2016

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	19	14	5	
Office of Management and Budget	14	12	2	
Technology & Information Services	-	-	-	
Material	18	16	2	
Controller	17	20	(3)	
Office of the President	6	3	3	
System Safety Administration	5	1	4	
Law	21	23	(2)	
Corporate Communications	-	-	-	
Labor Relations	4	4	-	
Strategic Office	24	16	8	
Non-Departmental	23	-	23	
Total Administration	154	112	42	Vacancies to be filled
Operations				
Buses	2,247	2,299	(52)	
Office of the Executive VP	4	4	-	
Safety & Training	29	56	(27)	Students in Training
Road Operations	120	122	(2)	
Transportation Support	22	25	(3)	
Operations Planning	31	31	-	
Revenue Control	27	27	-	
Total Operations	2,480	2,564	(84)	
Maintenance				
Buses	757	742	15	
Maintenance Support/CMF	218	205	13	
Facilities	74	65	9	
Supply Logistics	95	92	3	
Total Maintenance	1,144	1,104	40	Vacancies to be filled
Capital Program Management	37	25	12	
Total Engineering/Capital	37	25	12	Vacancies to be filled
Security	18	18	-	
Total Public Safety	18	18	-	
Total Positions	3,833	3,823	10	
Non-Reimbursable	3,793	3,788	5	
Reimbursable	40	35	5	
Total Full-Time	3,818	3,809	9	
Total Full-Time Equivalents	15	14	1	

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2016 - MID YEAR FORECAST
TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
JULY 2016

JULY 2016

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	63	48	15	
Professional, Technical, Clerical	73	64	9	
Operational Hourlies	18	-	18	
Total Administration	154	112	42	Vacancies to be filled
Operations				
Managers/Supervisors	302	306	(4)	
Professional, Technical, Clerical	50	52	(2)	
Operational Hourlies	2,128	2,206	(78)	
Total Operations	2,480	2,564	(84)	
Maintenance				
Managers/Supervisors	225	218	7	
Professional, Technical, Clerical	23	22	1	
Operational Hourlies	896	864	32	
Total Maintenance	1,144	1,104	40	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	15	6	
Professional, Technical, Clerical	16	10	6	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	25	12	Vacancies to be filled
Public Safety				
Managers/Supervisors	14	14	-	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	-	-	-	
Total Public Safety	18	18	-	
Total Baseline Positions				
Managers/Supervisors	625	601	24	
Professional, Technical, Clerical	166	152	14	
Operational Hourlies	3,042	3,070	(28)	
Total Baseline Positions	3,833	3,823	10	

MTA Bus Company
July Financial Plan -2016 Mid-Year Forecast Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July						July Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	54,471	\$2.252	46,743	\$2.069	7,728 14.2%	\$0.183 8.1%	368,060	\$15.396	339,936	\$15.861	28,124 7.6%	(\$0.465) -3.0%
<u>Unscheduled Service</u>	11,322	\$0.486	10,113	\$0.444	1,209 10.7%	\$0.042 8.7%	78,055	\$3.404	70,354	\$3.029	7,701 9.9%	\$0.375 11.0%
<u>Programmatic/Routine Maintenance</u>	16,322	\$0.697	21,536	\$1.011	(5,213) -31.9%	(\$0.314) -45.0%	145,065	\$6.133	135,717	\$6.473	9,348 6.4%	(\$0.340) -5.6%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0 0.0%	- 0.0%	0	\$0.000	0	\$0.000	0 0.0%	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	18,154	\$0.892	18,932	\$0.890	(779) -4.3%	\$0.002 0.2%	112,820	\$5.694	130,465	\$6.045	(17,645) -15.6%	(\$0.351) -6.2%
<u>Weather Emergencies</u>	3,085	\$0.108	0	\$0.001	3,085 *	\$0.107 *	30,219	\$1.174	18,245	\$0.837	11,974 *	\$0.338 *
<u>Safety/Security/Law Enforcement</u>	232	\$0.011	88	\$0.006	143 61.8%	\$0.005 47.8%	1,497	\$0.072	700	\$0.039	797 53.2%	\$0.033 45.7%
<u>Other</u>	323	\$0.027	224	\$0.026	99 *	\$0.001 *	2,208	\$0.183	1,868	\$0.256	341 *	(\$0.073) *
Subtotal	103,908	\$4.473	97,637	\$4.447	6,272 6.0%	\$0.026 0.6%	737,924	\$32.056	697,285	\$32.539	40,639 5.5%	(\$0.483) -1.5%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	103,908	\$4.473	97,637	\$4.447	6,272 6.0%	\$0.026 0.6%	737,924	\$32.056	697,285	\$32.539	40,639 5.5%	(\$0.483) -1.5%

Totals may not add due to rounding.

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

* Exceeds 100%

MTA Bus Company
July Financial Plan - 2016 Mid-Year Forecast Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	7,728 14.2%	\$0.183 8.1%		28,124 7.6%	(\$0.465) -3.0%	Increased Running Time/Traffic
<u>Unscheduled Service</u>	1,209 10.7%	\$0.042 8.7%		7,701 9.9%	\$0.375 11.0%	
<u>Programmatic/Routine Maintenance</u>	(5,213) -31.9%	(\$0.314) -45.0%		9,348 6.4%	(\$0.340) -5.6%	
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(779) -4.3%	\$0.002 0.2%		(17,645) -15.6%	(\$0.351) -6.2%	Vacancy and Absentee Coverage
<u>Weather Emergencies</u>	3,085 *	\$0.107 *		11,974 *	\$0.338 *	
<u>Safety/Security/Law Enforcement</u>	143 61.8%	\$0.005 47.8%		797 53.2%	\$0.033 45.7%	
<u>Other</u>	99 *	\$0.001 *		341 *	(\$0.073) *	
Subtotal	6,272 6.0%	\$0.026 0.6%		40,639 5.5%	(\$0.483) -1.5%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	6,272	\$0.026		40,639	(\$0.483)	

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.



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for June 2016 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	June Results		June Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Total Farebox Revenue	9.2	2.5	2,169.4	2,178.7	9.2	0.4
Nonreimb. Exp. before Dep./OPEB	(53.7)	(7.6)	3,501.5	3,555.2	(53.7)	(1.5)
Net Cash Deficit*	99.2	25.1	(1,517.6)	(1,418.4)	99.2	6.5
*Excludes Subsidies and Debt Service						

June 2016 **farebox revenue** was \$384.6 million, \$9.2 million (2.5 percent) above forecast. Subway revenue was \$6.1 million (2.1 percent) above forecast, bus revenue was \$3.1 million (3.8 percent) above forecast, and paratransit revenue was less than \$0.1 million (2.2 percent) above forecast. Accrued fare media liability was equal to forecast. Since the forecast includes actual revenue results through May, year-to-date revenue variances are the same as for the month of June. The June 2016 non-student **average fare** of \$1.884 increased 1.5¢ from June 2015; the subway fare increased 1.4 ¢, the local bus fare increased 1.4¢, and the express bus fare increased 0.8¢.

Total **ridership** in June 2016 of 206.0 million was 0.8 million trips (0.4 percent) above forecast. Average weekday ridership in June 2016 was 7.8 million, 1.0 percent lower than June 2015. Average weekday ridership for the twelve months ending June 2016 was 7.8 million, less than 0.1 percent lower than the twelve months ending June 2015.

Nonreimbursable expenses before depreciation and OPEB in June were above forecast by \$53.7 million (7.6 percent):

- **Labor expenses** were higher by \$65.0 million (11.7 percent), due largely to Workers' Compensation additional reserve requirements, based on a current actuarial update. Favorable results were reported in health & welfare/OPEB current, payroll and overtime expenses.
- **Non-labor expenses** were less than forecast by \$11.3 million (7.2 percent), due largely to a preliminary forecast of claims reserve requirements in anticipation of a June actuarial update, which has now been delayed.

Since the forecast includes actual results through May, year-to-date dollar expense variances were the same as for the month of June.

The **net cash deficit** for June year-to-date was \$1,418.4 million, \$99.2 million (6.5 percent) favorable to forecast, due primarily to higher cash receipts than anticipated.

FINANCIAL RESULTS

Farebox Revenue

June 2016 Farebox Revenue - (\$ in millions)

	June				June Year-to-Date			
	Forecast	Preliminary	Favorable/(Unfavorable)		Forecast	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	286.5	292.6	6.1	2.1%	1,651.3	1,657.4	6.1	0.4%
NYCT Bus	80.4	83.5	3.1	3.8%	476.9	480.0	3.1	0.6%
Paratransit	1.5	1.6	0.0	2.2%	9.2	9.2	0.0	0.4%
Subtotal	368.5	377.7	9.2	2.5%	2,137.4	2,146.6	9.2	0.4%
Fare Media Liability	6.9	6.9	0.0	0.0%	32.1	32.1	0.0	0.0%
Total - NYCT	375.4	384.6	9.2	2.5%	2,169.4	2,178.7	9.2	0.4%
MTA Bus Company	17.8	18.6	0.9	4.9%	104.3	105.1	0.9	0.8%
<i>Total - Regional Bus</i>	<i>98.2</i>	<i>102.1</i>	<i>3.9</i>	<i>4.0%</i>	<i>581.2</i>	<i>585.1</i>	<i>3.9</i>	<i>0.7%</i>

Note: Totals may not add due to rounding.

- Since the forecast includes actual revenue results through May, year-to-date revenue variances are the same as for the month of June.
- The better revenue performance versus forecast was mainly due to higher-than-forecasted 2nd quarter unlimited ride pass average fares, and includes an \$8.1 million positive adjustment made to June revenue based on updated 2nd quarter average pass fares.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2015	Prelim.	Change		2015	Prelim.	Change	
		2016	Amount	Percent		2016	Amount	Percent
Subway	1.955	1.969	0.014	0.7%	1.576	1.594	0.019	1.2%
Local Bus	1.552	1.565	0.014	0.9%	1.576	1.594	0.019	1.2%
Subway & Local Bus	1.853	1.868	0.015	0.8%	1.576	1.594	0.019	1.2%
Express Bus	5.086	5.094	0.008	0.2%	5.121	5.114	(0.008)	(0.1%)
Total	1.869	1.884	0.015	0.8%	1.841	1.848	0.007	0.4%

- June 2016 non-student subway and bus average fares were higher than June 2015, due to higher pass average fares.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the preliminary June average fare of \$1.19 was 19¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of June, other operating revenue underran forecast by \$1.5 million (3.8 percent), due mostly to lower advertising revenue, partly offset by an increase in paratransit Urban Tax revenue.

Nonreimbursable Expenses

In June, nonreimbursable expenses before depreciation, OPEB and GASB 68 Pension Adjustment exceeded forecast by \$53.7 million (7.6 percent). Since the forecast includes actual results through May, June year-to-date dollar expense variances were the same as the month of June. The major causes of the unfavorable June variance from forecast are reviewed below:

Labor expenses in the month of June were above forecast by \$65.0 million (11.7 percent), including the following:

- Other fringe benefit expenses were significantly higher than forecast by \$83.6 million (98.7 percent), due to additional Workers' Compensation reserve requirements, based on an actuarial update that reflects, among other things, higher statutory weekly payments, higher medical costs and an increase in the volume of claims.
- Health & welfare/OPEB current expenses were less than forecast by \$9.2 million (9.0 percent), due mainly to lower rates and vacancies.
- Payroll expenses underran forecast by \$4.8 million (1.8 percent), resulting mostly from vacancies and the favorable timing of expenses.
- Overtime expenses were under forecast by \$2.7 million (6.8 percent), due mostly to the favorable timing of initiatives, including station track cleaning and mandated training.

Non-labor expenses were below forecast in June by \$11.3 million (7.2 percent), including the following:

- Preliminary claims expenses were favorable by \$10.9 million (51.0 percent), due largely to a preliminary forecast of claims reserve requirements in anticipation of a June actuarial update, which has now been delayed.
- Paratransit service contract expenses were lower than forecast by \$4.8 million (12.9 percent), due principally to the favorable timing of expenses.
- Electric power expenses were under forecast by \$1.8 million (8.8 percent), due largely to the favorable timing of expenses and lower prices.
- Maintenance contract expenses were in excess of forecast by \$3.5 million (21.2 percent), resulting largely from higher revenue vehicle maintenance & repair requirements, partly offset by lower maintenance vehicle purchases.

- Professional service contract expenses were more than forecast by \$1.9 million (15.3 percent), mainly from the unfavorable timing of interagency charges, partly offset by the favorable timing of Information Technology-related expenses.
- Insurance expenses were higher by \$1.2 million (23.8 percent), due to the unfavorable timing of property insurance payments.

Depreciation expenses year-to-date of \$831.3 million were below forecast by \$8.6 million (1.0 percent), due to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$612.5 million of accrued expenses year-to-date, \$51.3 million (7.7 percent) less than the forecast, based on current actuarial information.

GASB #68 Pension Adjustment expenses of \$272.0 million were recorded year-to-date, \$68.7 million (20.2 percent) below forecast.

Net Cash Deficit

The net cash deficit for June year-to-date was \$1,418.4 million, \$99.2 million (6.5 percent) favorable to forecast, due primarily to higher cash receipts than anticipated.

Incumbents

There were 47,354 full-time paid incumbents at the end of June, representing a decrease of 70 from the end of May (excluding 168 May temporary paid incumbents), and an increase of 203 from December 2015 (excluding 164 December temporary paid incumbents).

RIDERSHIP RESULTS

June 2016 Ridership vs. Forecast - (millions)

	June				June Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	151.0	151.0	0.0	0.0%	879.5	879.5	0.0	0.0%
NYCT Bus	53.5	54.2	0.7	1.4%	322.5	323.2	0.7	0.2%
Subtotal	204.5	205.2	0.8	0.4%	1,202.0	1,202.8	0.8	0.1%
Paratransit	0.8	0.8	0.0	3.6%	4.5	4.5	0.0	0.6%
Total - NYCT	205.2	206.0	0.8	0.4%	1,206.5	1,207.3	0.8	0.1%
MTA Bus Company	10.4	10.8	0.4	3.5%	62.5	62.9	0.4	0.6%
Total - Regional Bus	63.9	65.0	1.1	1.7%	385.0	386.1	1.1	0.3%

Notes: Totals may not add due to rounding.

June Average Weekday and Weekend Ridership vs. Prior Year

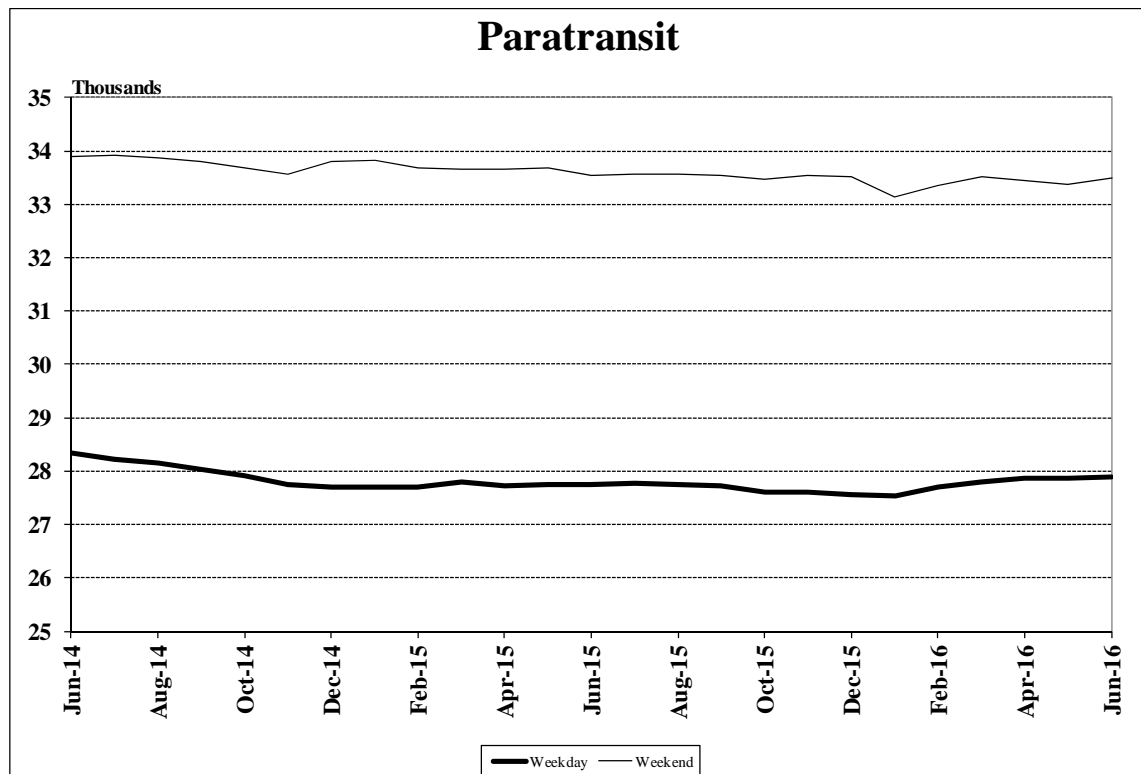
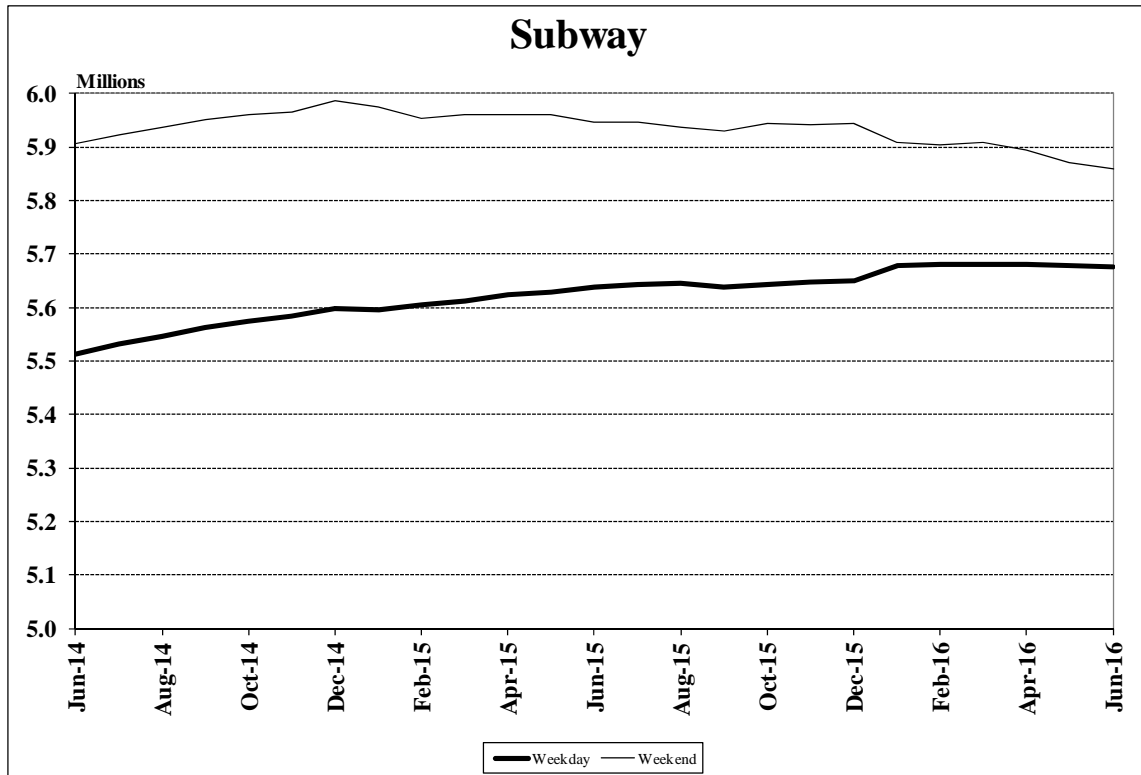
<u>Month</u>	Average Weekday (thousands)				Average Weekend (thousands)			
	2015	Preliminary	Change		2015	Preliminary	Change	
		2016	Amount	Percent		2016	Amount	Percent
Subway	5,790	5,761	-30	-0.5%	6,202	6,053	-149	-2.4%
NYCT Local Bus	2,051	2,001	-51	-2.5%	2,310	2,301	-8	-0.4%
NYCT Express Bus	41	42	+0	+0.7%	14	13	-1	-5.1%
Paratransit	29	29	+1	+2.5%	35	36	+1	+4.2%
TOTAL - NYCT	7,912	7,832	-79	-1.0%	8,560	8,404	-157	-1.8%
MTABC Local Bus	378	381	+3	+0.8%	404	420	+17	+4.1%
MTABC Express Bus	31	30	-1	-2.6%	12	12	+0	+3.9%
Total - MTA Bus	409	411	+2	+0.6%	416	433	+17	+4.1%
Total - Regional Bus	2,502	2,454	-48	-1.9%	2,739	2,747	8	+0.3%
12-Month								
Rolling Average								
Subway	5,638	5,675	+38	+0.7%	5,946	5,860	-86	-1.5%
Local Bus	2,063	2,024	-39	-1.9%	2,274	2,221	-53	-2.3%
Express Bus	42	41	-1	-2.0%	12	12	+0	+1.2%
Paratransit	28	28	+0	+0.6%	34	33	-0	-0.2%
TOTAL - NYCT	7,770	7,768	-2	-0.0%	8,266	8,126	-140	-1.7%
MTABC Local Bus	378	378	-0	-0.0%	389	392	+4	+1.0%
MTABC Express Bus	31	30	-2	-5.2%	12	12	-0	-1.1%
Total - MTA Bus	410	408	-2	-0.4%	401	404	+4	+0.9%
Total - Regional Bus	2,515	2,473	-42	-1.7%	2,687	2,637	-50	-1.8%

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

- Adjusted for weather, 2016 average weekday subway ridership has been lower than the prior year for five straight months. The June average weekday bus ridership decline was due in part to lower student ridership, which was 7.5 percent lower than June 2015.
- Sunday, June 26, the day of the Gay Pride Parade, had 2,937,389 subway riders, the fifth highest Sunday on record. However, June 2016 average Sunday subway ridership was 4.6 percent lower than June 2015, due mainly to heavy rain on the first Sunday of the month.

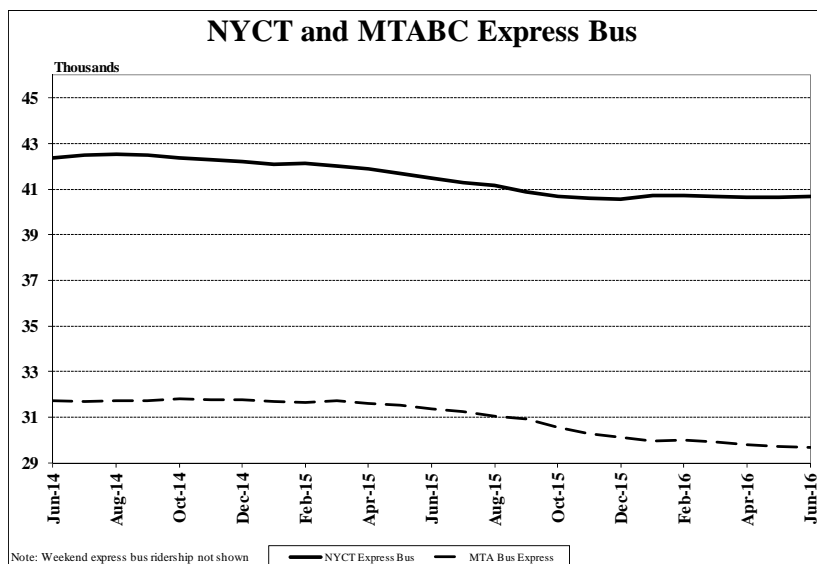
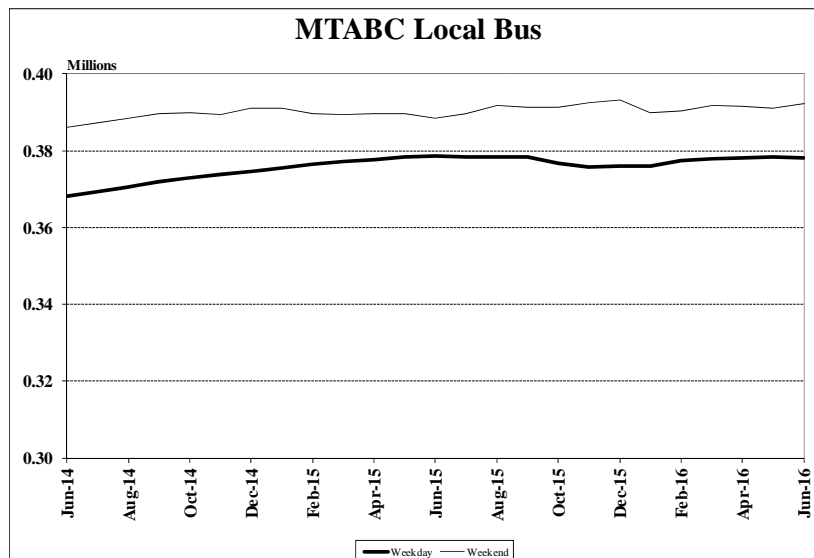
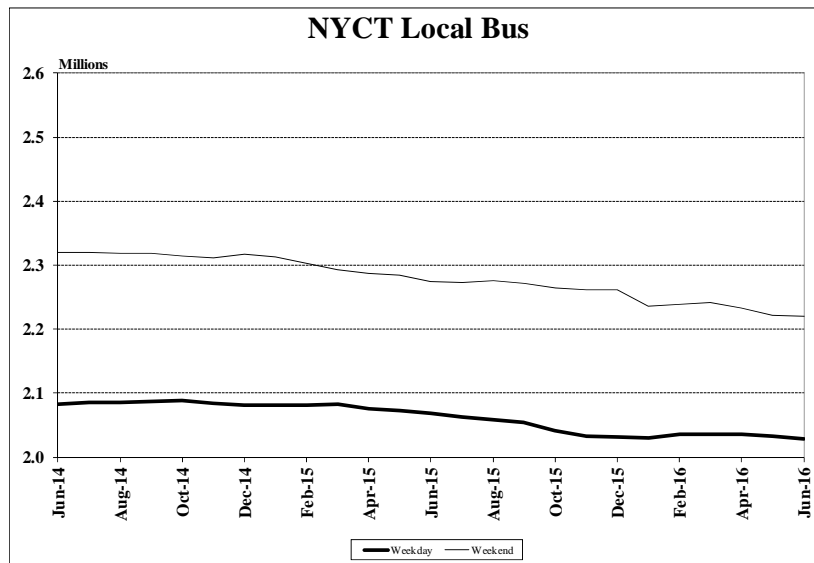
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From June 2015 to June 2016, weekday ridership had mixed results on area services, including NYCT Local Bus posting a decline of 2.5 percent. PATH continues to report strong growth with a 4.2 percent increase from June 2015 and a 4.6 percent increase in the 12-month rolling average. Weekend ridership also had mixed results, with NYCT Express Bus experiencing slightly over a 5 percent decline, while MTA Local Bus continued an erratic trend for the year reporting just over a 4 percent increase compared to June 2015.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jun-15	Preliminary Jun-16	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,790	5,761	-0.5%	+0.7%
NYCT Local Bus	2,051	2,001	-2.5%	-1.9%
NYCT Express Bus	41	42	+0.7%	-2.0%
NYCT Paratransit	29	29	+2.5%	+0.6%
Staten Island Railway	17	17	-1.6%	+4.1%
MTA Local Bus	378	381	+0.8%	-0.0%
MTA Express Bus	31	30	-2.6%	-5.2%
Long Island Rail Road	311	319	+2.8%	+2.5%
Metro-North Railroad	294	289	-1.8%	+0.0%
PATH	267	278	+4.2%	+4.6%
<u>Average Weekend</u>				
NYCT Subway	6,202	6,053	-2.4%	-1.5%
NYCT Local Bus	2,310	2,301	-0.4%	-2.3%
NYCT Express Bus	14	13	-5.1%	+1.2%
NYCT Paratransit	35	36	+4.2%	-0.2%
Staten Island Railway	9	9	+3.3%	-4.6%
MTA Local Bus	404	420	+4.1%	+1.0%
MTA Express Bus	12	12	+3.9%	-1.1%
Long Island Rail Road	210	211	+0.2%	+1.3%
Metro-North Railroad	244	244	-0.3%	+1.2%
PATH	214	215	+0.5%	+6.9%

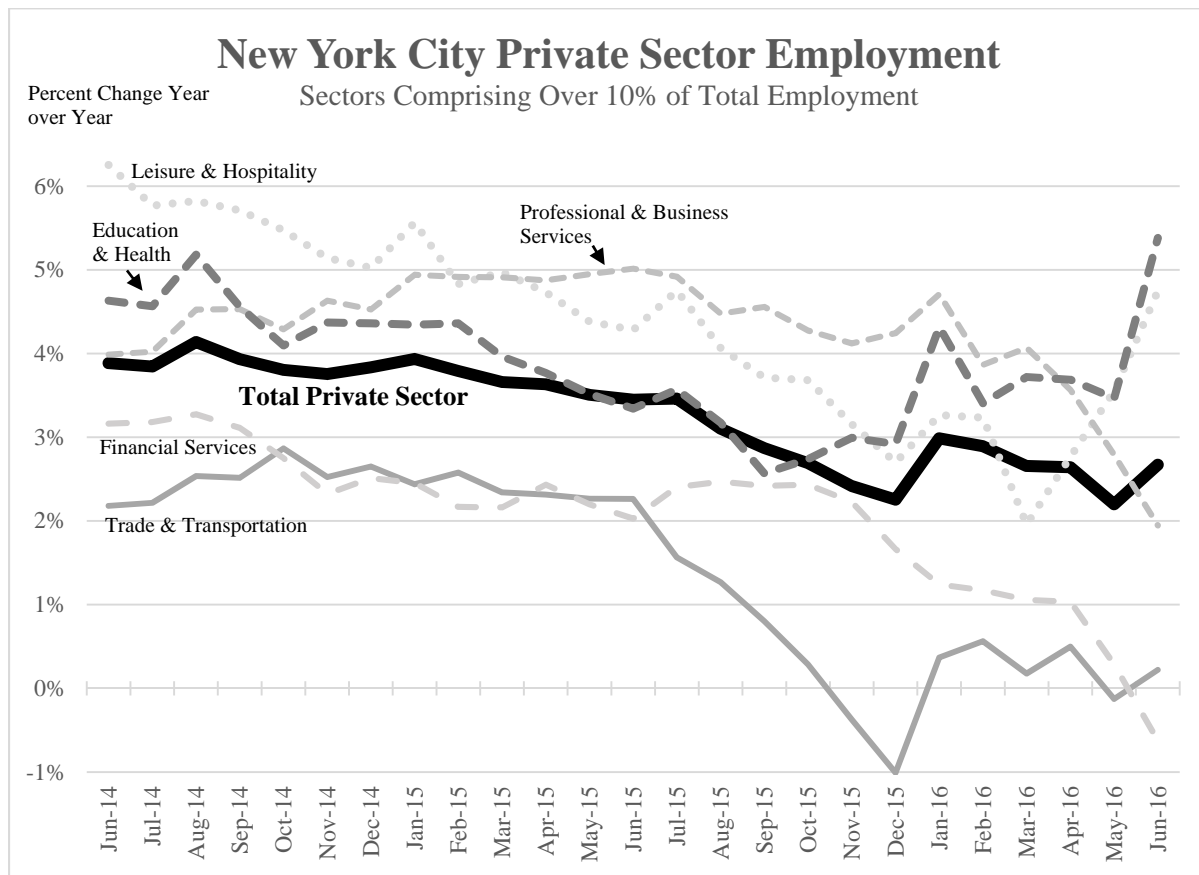
MTA Bridges and Tunnels (thousands)				
Average Weekday	884	921	+4.2%	+4.8%
Average Weekend	1,673	1,750	+4.6%	+4.8%

Note: Percentages are based on unrounded data.

Economy

From June 2015 to June 2016, New York City employment increased 2.4 percent (103,000 jobs). Private sector employment increased 2.7 percent (98,500 jobs) and government employment increased 0.8 percent (4,500 jobs). Nearly all of the private employment sub-sectors increased over the prior year, with the exception of the financial activities sub-sector (down 0.6 percent or 2,900 jobs). The sub-sector with the largest absolute and percentage increase was educational & health services (up 46,100 jobs or 5.4 percent).

As shown in the graph below, the year-over-year rate of private sector job growth has slowed down since early 2015. Of the sub-sectors that account for at least a 10 percent share of the total private sector jobs in New York City, leisure & hospitality, professional & business services, financial services, and the trade & transportation sub-sectors reflect the larger trend (including a decline of 1.0 percent in December of 2015 in the trade & transportation sub-sector). The education & health and leisure & hospitality sub-sectors are showing signs of stronger growth, with rising growth rates in the most recent two quarters.



MTA NEW YORK CITY TRANSIT
Jun - 2016 Mid_Year
Accrual Statement of Operations By Category
Month - Jun 2016
(\$ in Millions)

7/29/2016 03:12 PM

	Nonreimbursable				Reimbursable				Total			
	Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)	
	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$286.490	\$292.629	\$6.139	2.1	\$0.000	\$0.000	-	-	\$286.490	\$292.629	\$6.139	2.1
Bus	\$80.417	\$83.493	\$3.077	3.8	\$0.000	\$0.000	-	-	\$80.417	\$83.493	\$3.077	3.8
Paratransit	\$1.545	\$1.579	\$0.033	2.2	\$0.000	\$0.000	-	-	\$1.545	\$1.579	\$0.033	2.2
Fare Liability	\$6.905	\$6.905	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.905	\$6.905	\$0.000	0.0
Farebox Revenue	\$375.357	\$384.606	\$9.249	2.5	\$0.000	\$0.000	-	-	\$375.357	\$384.606	\$9.249	2.5
Fare Reimbursement	\$7.521	\$7.521	\$0.000	0.0	\$0.000	\$0.000	-	-	\$7.521	\$7.521	\$0.000	0.0
Paratransit Reimbursement	\$15.141	\$16.181	\$1.040	6.9	\$0.000	\$0.000	-	-	\$15.141	\$16.181	\$1.040	6.9
Other Operating Revenue	\$15.460	\$12.965	(2.495)	(16.1)	\$0.000	\$0.000	-	-	\$15.460	\$12.965	(2.495)	(16.1)
Other Revenue	\$38.122	\$36.667	(1.455)	(3.8)	\$0.000	\$0.000	-	-	\$38.122	\$36.667	(1.455)	(3.8)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$90.392	\$96.120	\$5.728	6.3	\$90.392	\$96.120	\$5.728	6.3
Total Revenue	\$413.479	\$421.273	\$7.794	1.9	\$90.392	\$96.120	\$5.728	6.3	\$503.871	\$517.393	\$13.522	2.7
Expenses												
Labor:												
Payroll	\$265.350	\$260.513	\$4.837	1.8	\$39.255	\$35.082	\$4.173	10.6	\$304.605	\$295.595	\$9.010	3.0
Overtime	\$39.100	\$36.434	\$2.666	6.8	\$7.489	\$12.392	(4.903)	(65.5)	\$46.589	\$48.826	(2.237)	(4.8)
Total Salaries & Wages	\$304.450	\$296.947	\$7.503	2.5	\$46.744	\$47.474	(0.730)	(1.6)	\$351.194	\$344.421	\$6.773	1.9
Health and Welfare	\$57.606	\$56.503	\$1.102	1.9	\$1.057	\$1.849	(0.792)	(74.9)	\$58.663	\$58.352	\$0.311	0.5
OPEB Current Payment	\$44.737	\$36.600	\$8.137	18.2	\$1.070	\$0.608	\$0.462	43.1	\$45.807	\$37.208	\$8.598	18.8
Pensions	\$80.859	\$80.917	(0.057)	(0.1)	\$4.366	\$4.301	\$0.065	1.5	\$85.225	\$85.218	\$0.007	0.0
Other Fringe Benefits	\$84.704	\$168.323	(83.619)	(98.7)	\$14.661	\$14.225	\$0.436	3.0	\$99.365	\$182.548	(83.183)	(83.7)
Total Fringe Benefits	\$267.906	\$342.343	(74.437)	(27.8)	\$21.154	\$20.983	\$0.171	0.8	\$289.060	\$363.326	(74.266)	(25.7)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(18.622)	(20.573)	\$1.951	10.5	\$18.622	\$20.573	(1.951)	(10.5)	\$0.000	\$0.000	\$0.000	(55.4)
Labor	\$553.734	\$618.717	(64.983)	(11.7)	\$86.620	\$89.030	(2.510)	(2.9)	\$640.254	\$707.747	(67.493)	(10.5)
Non-Labor:												
Electric Power	\$20.175	\$18.407	\$1.768	8.8	(0.061)	\$0.040	(0.101)	-	\$20.114	\$18.447	\$1.667	8.3
Fuel	\$7.552	\$7.314	\$0.238	3.2	(0.008)	\$0.002	(0.010)	-	\$7.544	\$7.316	\$0.228	3.0
Insurance	\$4.897	\$6.062	(1.165)	(23.8)	\$0.000	\$0.000	-	-	\$4.897	\$6.062	(1.165)	(23.8)
Claims	\$21.295	\$10.429	\$10.866	51.0	\$0.000	\$0.000	-	-	\$21.295	\$10.429	\$10.866	51.0
Paratransit Service Contracts	\$37.427	\$32.595	\$4.832	12.9	\$0.000	\$0.000	-	-	\$37.427	\$32.595	\$4.832	12.9
Maintenance and Other Operating Contracts	\$16.510	\$20.004	(3.494)	(21.2)	\$2.237	\$3.306	(1.069)	(47.8)	\$18.747	\$23.310	(4.563)	(24.3)
Professional Service Contracts	\$12.416	\$14.309	(1.893)	(15.3)	(0.762)	\$1.791	(2.553)	-	\$11.653	\$16.100	(4.447)	(38.2)
Materials & Supplies	\$26.518	\$26.426	\$0.092	0.3	\$5.566	\$4.538	\$1.028	18.5	\$32.084	\$30.964	\$1.120	3.5
Other Business Expenses	\$9.578	\$9.566	\$0.012	0.1	(3.100)	(2.587)	(0.513)	(16.5)	\$6.478	\$6.979	(0.500)	(7.7)
Non-Labor	\$156.368	\$145.112	\$11.256	7.2	\$3.872	\$7.090	(3.218)	(83.1)	\$160.240	\$152.201	\$8.039	5.0
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$710.102	\$763.829	(53.726)	(7.6)	\$90.392	\$96.120	(5.728)	(6.3)	\$800.494	\$859.948	(59.454)	(7.4)
Depreciation	\$143.346	\$134.786	\$8.560	6.0	\$0.000	\$0.000	-	-	\$143.346	\$134.786	\$8.560	6.0
OPEB Liability	\$391.563	\$340.265	\$51.298	13.1	\$0.000	\$0.000	-	-	\$391.563	\$340.265	\$51.298	13.1
GASB 68 Pension Adjustment	\$57.805	(10.910)	\$68.716	-	\$0.000	\$0.000	-	-	\$57.805	(10.910)	\$68.716	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$1,302.817	\$1,227.970	\$74.847	5.7	\$90.392	\$96.120	(5.728)	(6.3)	\$1,393.208	\$1,324.089	\$69.119	5.0
OPERATING SURPLUS/DEFICIT	(889.338)	(806.696)	\$82.641	9.3	\$0.000	\$0.000	\$0.000	-	(889.337)	(806.696)	\$82.641	9.3

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
Jun - 2016 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Jun 2016
(\$ in Millions)

7/29/2016 03:12 PM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent
			Variance				Variance					
Revenue												
Farebox Revenue:												
Subway	\$1,651.267	\$1,657.406	\$6.139	0.4	\$0.000	\$0.000	-	-	\$1,651.267	\$1,657.406	\$6.139	0.4
Bus	\$476.907	\$479.984	\$3.077	0.6	\$0.000	\$0.000	-	-	\$476.907	\$479.984	\$3.077	0.6
Paratransit	\$9.199	\$9.232	\$0.033	0.4	\$0.000	\$0.000	-	-	\$9.199	\$9.232	\$0.033	0.4
Fare Liability	\$32.070	\$32.070	\$0.000	0.0	\$0.000	\$0.000	-	-	\$32.070	\$32.070	\$0.000	0.0
Farebox Revenue	\$2,169.443	\$2,178.692	\$9.249	0.4	\$0.000	\$0.000	-	-	\$2,169.443	\$2,178.692	\$9.249	0.4
Fare Reimbursement	\$47.630	\$47.630	\$0.000	0.0	\$0.000	\$0.000	-	-	\$47.630	\$47.630	\$0.000	0.0
Paratransit Reimbursement	\$93.963	\$95.003	\$1.040	1.1	\$0.000	\$0.000	-	-	\$93.963	\$95.003	\$1.040	1.1
Other Operating Revenue	\$76.166	\$73.670	(2.495)	(3.3)	\$0.000	\$0.000	-	-	\$76.166	\$73.670	(2.495)	(3.3)
Other Revenue	\$217.758	\$216.303	(1.455)	(0.7)	\$0.000	\$0.000	-	-	\$217.758	\$216.303	(1.455)	(0.7)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$574.501	\$580.228	\$5.727	1.0	\$574.501	\$580.228	\$5.727	1.0
Total Revenue	\$2,387.201	\$2,394.995	\$7.794	0.3	\$574.501	\$580.228	\$5.727	1.0	\$2,961.702	\$2,975.223	\$13.522	0.5
Expenses												
Labor :												
Payroll	\$1,576.450	\$1,571.612	\$4.837	0.3	\$219.161	\$214.988	\$4.173	1.9	\$1,795.611	\$1,786.601	\$9.010	0.5
Overtime	\$224.919	\$222.253	\$2.666	1.2	\$69.306	\$74.210	(4.903)	(7.1)	\$294.226	\$296.463	(2.237)	(0.8)
Total Salaries & Wages	\$1,801.369	\$1,793.865	\$7.503	0.4	\$288.467	\$289.198	(0.730)	(0.3)	\$2,089.836	\$2,083.063	\$6.773	0.3
Health and Welfare	\$389.771	\$388.668	\$1.102	0.3	\$10.651	\$11.442	(0.792)	(7.4)	\$400.422	\$400.111	\$0.311	0.1
OPEB Current Payment	\$206.308	\$198.171	\$8.137	3.9	\$4.463	\$4.002	\$0.462	10.3	\$210.772	\$202.173	\$8.598	4.1
Pensions	\$170.479	\$170.536	(0.057)	0.0	\$7.534	\$7.469	\$0.065	0.9	\$178.013	\$178.005	\$0.007	0.0
Other Fringe Benefits	\$214.774	\$298.394	(83.619)	(38.9)	\$87.538	\$87.102	\$0.436	0.5	\$302.312	\$385.495	(83.183)	(27.5)
Total Fringe Benefits	\$981.333	\$1,055.770	(74.437)	(7.6)	\$110.186	\$110.015	\$0.171	0.2	\$1,091.518	\$1,165.784	(74.266)	(6.8)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(125.429)	(127.380)	\$1.951	1.6	\$125.429	\$127.380	(1.951)	(1.6)	\$0.000	\$0.000	\$0.000	(30.0)
Labor	\$2,667.272	\$2,722.255	(64.983)	(2.4)	\$524.082	\$526.592	(2.510)	(0.5)	\$3,181.355	\$3,248.848	(67.493)	(2.1)
Non-Labor :												
Electric Power	\$123.103	\$121.335	\$1.768	1.4	\$0.127	\$0.228	(0.101)	(79.4)	\$123.230	\$121.563	\$1.667	1.4
Fuel	\$41.913	\$41.675	\$0.238	0.6	\$0.000	\$0.010	(0.010)	-	\$41.913	\$41.684	\$0.228	0.5
Insurance	\$35.897	\$37.062	(1.165)	(3.2)	\$0.000	\$0.000	-	-	\$35.897	\$37.062	(1.165)	(3.2)
Claims	\$72.573	\$61.706	\$10.866	15.0	\$0.000	\$0.000	-	-	\$72.573	\$61.706	\$10.866	15.0
Paratransit Service Contracts	\$196.082	\$191.250	\$4.832	2.5	\$0.000	\$0.000	-	-	\$196.082	\$191.250	\$4.832	2.5
Maintenance and Other Operating Contracts	\$113.963	\$117.457	(3.494)	(3.1)	\$15.951	\$17.019	(1.069)	(6.7)	\$129.914	\$134.476	(4.563)	(3.5)
Professional Service Contracts	\$55.667	\$57.560	(1.893)	(3.4)	\$4.736	\$7.289	(2.553)	(53.9)	\$60.403	\$64.849	(4.447)	(7.4)
Materials & Supplies	\$165.070	\$164.979	\$0.092	0.1	\$30.627	\$29.599	\$1.028	3.4	\$195.697	\$194.578	\$1.120	0.6
Other Business Expenses	\$39.927	\$39.915	\$0.012	0.0	(1.022)	(0.510)	(0.512)	(50.2)	\$38.905	\$39.405	(0.500)	(1.3)
Non-Labor	\$844.195	\$832.939	\$11.256	1.3	\$50.418	\$53.635	(3.218)	(6.4)	\$894.613	\$886.574	\$8.039	0.9
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$3,501.467	\$3,555.194	(53.726)	(1.5)	\$574.500	\$580.228	(5.728)	(1.0)	\$4,075.967	\$4,135.422	(59.454)	(1.5)
Depreciation	\$839.823	\$831.263	\$8.560	1.0	\$0.000	\$0.000	-	-	\$839.823	\$831.263	\$8.560	1.0
OPEB Liability	\$663.726	\$612.429	\$51.298	7.7	\$0.000	\$0.000	-	-	\$663.726	\$612.429	\$51.298	7.7
GASB 68 Pension Adjustment	\$340.681	\$271.965	\$68.716	20.2	\$0.000	\$0.000	-	-	\$340.681	\$271.965	\$68.716	20.2
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$5,345.697	\$5,270.851	\$74.847	1.4	\$574.500	\$580.228	(5.728)	(1.0)	\$5,920.197	\$5,851.079	\$69.119	1.2
OPERATING SURPLUS/DEFICIT	(2,958.496)	(2,875.855)	\$82.641	2.8	\$0.001	\$0.000	(0.001)	-	(2,958.496)	(2,875.855)	\$82.640	2.8

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 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	9.2	2.5	Principally favorable second quarter pass average fare adjustments not anticipated in the forecast	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES		
Other Operating Revenue	NR	(1.5)	(3.8)	Largely lower advertising revenue, partly offset by an increase in paratransit Urban Tax revenue			
Payroll	NR	4.8	1.8	Mainly vacancies and the favorable timing of expenses			
Overtime	NR	2.7	6.8	Mostly the favorable timing of initiatives, including station track cleaning and mandated training			
Health & Welfare (including OPEB current payment)	NR	9.2	9.0	Mostly lower rates and vacancies			
Other Fringe Benefits	NR	(83.6)	(98.7)	Due to additional Workers' Compensation reserve requirements, based on an actuarial update that reflects, among other things, higher statutory weekly payments, higher medical costs and an increase in the volume of claims			
Electric Power	NR	1.8	8.8	Primarily the favorable timing of expenses and lower prices			
Insurance	NR	(1.2)	(23.8)	The unfavorable timing of property insurance payments			
Claims	NR	10.9	51.0	Resulting from a preliminary forecast of reserve requirements in anticipation of a June actuarial update, which has now been delayed			
Paratransit Service Contracts	NR	4.8	12.9	Due principally to the favorable timing of expenses			
Maintenance and Other Operating Contracts	NR	(3.5)	(21.2)	Mainly higher revenue vehicle maintenance & repair requirements, partly offset by lower maintenance vehicle purchases			

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
June 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	(1.9)	(15.3)	Mainly the unfavorable timing of interagency charges, partly offset by the favorable timing of Information Technology-related expenses			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Capital and Other Reimbursements	R	5.7	6.3	Increased reimbursements consistent with an increase in reimbursable expenses			
Payroll	R	4.2	10.6	Mainly the favorable timing of non-capital transactions, capital engineering work, and capital construction project requirements			
Overtime	R	(4.9)	(65.5)	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	0.4	3.0	Mostly favorable direct overhead expenses			
Maintenance Contracts	R	(1.1)	(47.8)	Largely the unfavorable timing of maintenance & repair and construction service expenses, and additional uniform purchases			
Professional Service Contracts	R	(2.6)	over (100.0)	Primarily the unfavorable timing of various professional service requirements			
Materials & Supplies	R	1.0	18.5	Mainly the favorable timing of maintenance material requirements			
Other Business Expenses	R	(0.5)	(16.5)	The unfavorable timing of reimbursable job closing adjustments			

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2016 Mid_Year
Cash Receipts and Expenditures
Jun FY16
(\$ in Millions)

7/29/2016 04:00 PM

	Month				Year-To-Date			
	Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)	
	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$374.692	\$404.847	\$30.155	8.0	\$2,168.540	\$2,198.695	\$30.155	1.4
Fare Reimbursement	\$45.000	\$45.000	\$0.000	0.0	\$51.314	\$51.313	(0.001)	0.0
Paratransit Reimbursement	\$4.748	\$40.911	\$36.163	-	\$94.677	\$130.839	\$36.162	38.2
Other Operating Revenue	\$3.614	\$3.641	\$0.027	0.7	\$21.180	\$21.207	\$0.027	0.1
Other Revenue	\$53.362	\$89.552	\$36.190	67.8	\$167.170	\$203.359	\$36.189	21.6
Capital and Other Reimbursements	\$80.392	\$113.770	\$33.378	41.5	\$502.912	\$536.290	\$33.378	6.6
Total Revenue	\$508.446	\$608.169	\$99.723	19.6	\$2,838.622	\$2,938.344	\$99.722	3.5
<u>Expenditures</u>								
<u>Labor :</u>								
Payroll	\$426.132	\$416.485	\$9.647	2.3	\$1,792.992	\$1,783.346	\$9.646	0.5
Overtime	\$46.589	\$48.826	(2.237)	(4.8)	\$294.226	\$296.463	(2.237)	(0.8)
Total Salaries & Wages	\$472.721	\$465.311	\$7.410	1.6	\$2,087.218	\$2,079.809	\$7.409	0.4
Health and Welfare	\$56.183	\$83.630	(27.447)	(48.9)	\$400.422	\$427.868	(27.446)	(6.9)
OPEB Current Payment	\$45.807	\$37.208	\$8.598	18.8	\$210.772	\$202.173	\$8.598	4.1
Pensions	\$142.099	\$141.991	\$0.108	0.1	\$518.695	\$518.586	\$0.109	0.0
Other Fringe Benefits	\$39.065	\$35.654	\$3.411	8.7	\$225.960	\$222.548	\$3.412	1.5
Total Fringe Benefits	\$283.154	\$298.483	(15.329)	(5.4)	\$1,355.848	\$1,371.175	(15.327)	(1.1)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$755.875	\$763.794	(7.919)	(1.0)	\$3,443.066	\$3,450.984	(7.918)	(0.2)
<u>Non-Labor :</u>								
Electric Power	\$18.935	\$17.468	\$1.467	7.7	\$123.230	\$121.763	\$1.467	1.2
Fuel	\$8.867	\$6.206	\$2.661	30.0	\$41.913	\$39.252	\$2.661	6.3
Insurance	(1.531)	\$1.978	(3.509)	-	\$41.100	\$44.608	(3.508)	(8.5)
Claims	\$4.058	\$9.062	(5.004)	-	\$55.241	\$60.243	(5.002)	(9.1)
Paratransit Service Contracts	\$43.302	\$32.755	\$10.547	24.4	\$194.082	\$183.534	\$10.548	5.4
Maintenance and Other Operating Contracts	\$23.295	\$16.305	\$6.990	30.0	\$133.214	\$126.224	\$6.990	5.2
Professional Service Contracts	\$11.653	\$17.803	(6.150)	(52.8)	\$86.023	\$92.172	(6.149)	(7.1)
Materials & Supplies	\$34.084	\$31.350	\$2.734	8.0	\$199.474	\$196.740	\$2.734	1.4
Other Business Expenses	\$4.657	\$6.967	(2.310)	(49.6)	\$38.905	\$41.215	(2.310)	(5.9)
Non-Labor	\$147.321	\$139.894	\$7.427	5.0	\$913.181	\$905.751	\$7.430	0.8
<u>Other Expense Adjustments:</u>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$903.196	\$903.688	(0.492)	(0.1)	\$4,356.246	\$4,356.735	(0.489)	0.0
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$903.196	\$903.688	(0.492)	(0.1)	\$4,356.248	\$4,356.735	(0.487)	0.0
Net Surplus/(Deficit)	(394.750)	(295.519)	\$99.231	25.1	(1,517.626)	(1,418.391)	\$99.235	6.5

Note: Totals may not add due to rounding

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
June 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	30.2	8.0	Primarily the favorable timing of receipts			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Other Operating Receipts	36.2	67.8	Due principally to the favorable timing of NYC partial reimbursement of paratransit expenses			
Capital and Other Reimbursements	33.4	41.5	Largely the favorable timing of capital reimbursements			
Salaries & Wages	7.4	1.6	Mostly vacancies and the favorable timing of expenses			
Health & Welfare (including OPEB current payment)	(18.8)	(18.2)	Principally the unfavorable timing of payments			
Other Fringe Benefits	3.4	8.7	Largely the favorable timing of payments			
Electric Power	1.5	7.7	Primarily the favorable timing of expenses and lower prices			
Fuel	2.7	30.0	Mainly the favorable timing of payments			
Insurance	(3.5)	n/a	Largely the unfavorable timing of interagency payments and expenses			
Claims	(5.0)	over (100.0)	The unfavorable timing of payments			
Paratransit Service Contracts	10.5	24.4	Due principally to the favorable timing of expenses and payments			
Maintenance Contracts	7.0	30.0	Mainly the favorable timing of payments, partly offset by higher expenses			
Professional Service Contracts	(6.2)	(52.8)	Primarily higher expenses and the unfavorable timing of payments			
Materials & Supplies	2.7	8.0	Mostly the favorable timing of payments			

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2016 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jun FY16
(\$ in Millions)

7/29/2016 04:08 PM

	Month				Year-To-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
	Mid_Year		Variance	Percent	Mid_Year		Variance	Percent
Revenue								
Farebox Revenue	(0.665)	\$20.241	\$20.905	-	(0.903)	\$20.003	\$20.906	-
Fare Reimbursement	\$37.479	\$37.479	\$0.000	0.0	\$3.684	\$3.683	(0.001)	0.0
Paratransit Reimbursement	(10.393)	\$24.730	\$35.123	-	\$0.714	\$35.836	\$35.122	-
Other Operating Revenue	(11.846)	(9.324)	\$2.522	21.3	(54.986)	(52.463)	\$2.523	4.6
Other Revenue	\$15.240	\$52.885	\$37.645	-	(50.588)	(12.944)	\$37.644	74.4
Capital and Other Reimbursements	(10.000)	\$17.650	\$27.650	-	(71.589)	(43.938)	\$27.651	38.6
Total Revenue	\$4.575	\$90.776	\$86.201	-	(123.080)	(36.879)	\$86.200	70.0
Expenses								
Labor :								
Payroll	(121.527)	(120.890)	\$0.637	0.5	\$2.618	\$3.255	\$0.636	24.3
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	(121.527)	(120.890)	\$0.637	0.5	\$2.618	\$3.254	\$0.636	24.3
Health and Welfare	\$2.480	(25.277)	(27.757)	-	\$0.000	(27.757)	(27.757)	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	(56.874)	(56.773)	\$0.101	0.2	(340.682)	(340.581)	\$0.101	0.0
Other Fringe Benefits	\$60.300	\$146.894	\$86.594	-	\$76.353	\$162.947	\$86.594	-
Total Fringe Benefits	\$5.906	\$64.843	\$58.937	-	(264.329)	(205.391)	\$58.939	22.3
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	(115.621)	(56.047)	\$59.574	51.5	(261.711)	(202.136)	\$59.575	22.8
Non-Labor :								
Electric Power	\$1.179	\$0.979	(0.200)	(16.9)	\$0.000	(0.200)	(0.200)	-
Fuel	(1.323)	\$1.110	\$2.433	-	\$0.000	\$2.432	\$2.432	-
Insurance	\$6.428	\$4.084	(2.344)	(36.5)	(5.203)	(7.546)	(2.343)	(45.0)
Claims	\$17.237	\$1.367	(15.870)	(92.1)	\$17.332	\$1.463	(15.869)	(91.6)
Paratransit Service Contracts	(5.875)	(0.160)	\$5.715	97.3	\$2.000	\$7.716	\$5.716	-
Maintenance and Other Operating Contracts	(4.548)	\$7.005	\$11.553	-	(3.300)	\$8.252	\$11.552	-
Professional Service Contracts	\$0.000	(1.703)	(1.703)	-	(25.620)	(27.323)	(1.703)	(6.6)
Materials & Supplies	(2.000)	(0.386)	\$1.614	80.7	(3.777)	(2.162)	\$1.615	42.7
Other Business Expenses	\$1.821	\$0.012	(1.809)	-	\$0.000	(1.810)	(1.810)	-
Non-Labor	\$12.919	\$12.307	(0.612)	(4.7)	(18.568)	(19.177)	(0.609)	(3.3)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	(102.702)	(43.740)	\$58.962	57.4	(280.279)	(221.313)	\$58.966	21.0
Depreciation	\$143.346	\$134.786	(8.560)	(6.0)	\$839.822	\$831.263	(8.559)	(1.0)
OPEB Liability	\$391.563	\$340.265	(51.298)	(13.1)	\$663.726	\$612.429	(51.297)	(7.7)
GASB 68 Pension Adjustment	\$57.805	(10.910)	(68.715)	-	\$340.680	\$271.965	(68.715)	(20.2)
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$490.012	\$420.401	(69.611)	(14.2)	\$1,563.949	\$1,494.344	(69.605)	(4.5)
Total Cash Conversion Adjustments	\$494.587	\$511.177	\$16.590	3.4	\$1,440.869	\$1,457.464	\$16.595	1.2

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
June 2016

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	64	53	11	
Law	312	292	20	
Office of the EVP	46	40	6	
Human Resources	232	230	2	
Office of Management and Budget	42	43	(1)	
Capital Planning & Budget	35	31	4	
Corporate Communications	265	255	10	
Non-Departmental	(34)	-	(34)	
Labor Relations	98	93	5	
Materiel	290	277	13	
Controller	131	126	5	
Total Administration	1,481	1,440	41	
Operations				
Subways Service Delivery	8,027	7,951	76	Mostly Conductor shortage
Subways Operations Support/Admin	405	398	7	
Subways Stations	2,657	2,604	53	Mostly Supervisor shortage
Sub-total Subways	11,089	10,953	136	
Buses	11,021	10,903	118	
Paratransit	213	203	10	
Operations Planning	397	380	17	
Revenue Control	579	558	21	
Non-Departmental	51	1	50	
Total Operations	23,350	22,998	352	
Maintenance				
Subways Operations Support/Admin	160	150	10	
Subways Engineering	377	347	30	
Subways Car Equipment	4,472	4,413	59	Largely Car Inspector shortage
Subways Infrastructure	1,598	1,545	53	Mainly Structure Maintainer shortage
Subways Elevators & Escalators	455	407	48	
Subways Stations	3,719	3,634	85	Mostly Cleaner shortage
Subways Track	2,807	2,793	14	
Subways Power	614	598	16	
Subways Signals	1,507	1,470	37	
Subways Electronic Maintenance	1,592	1,535	57	Primarily PTE/Maintainer shortage
Sub-total Subways	17,301	16,892	409	
Buses	3,679	3,620	59	Mainly Cleaner and Maintainer shortage
Supply Logistics	559	557	2	
System Safety	99	83	16	
Non-Departmental	(82)	(1)	(81)	
Total Maintenance	21,556	21,151	405	
Engineering/Capital				
Capital Program Management	1,358	1,374	(16)	
Total Engineering/Capital	1,358	1,374	(16)	
Public Safety				
Security	647	651	(4)	
Total Public Safety	647	651	(4)	
Total Positions	48,392	47,614	778	
Non-Reimbursable	43,176	42,975	201	
Reimbursable	5,216	4,639	577	
Total Full-Time	48,180	47,354	826	
Total Full-Time Equivalents	212	260	(48)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
June 2016

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	542	463	79	
Professional, Technical, Clerical	910	953	(43)	
Operational Hourlies	29	24	5	
Total Administration	1,481	1,440	41	
Operations				
Managers/Supervisors	2,760	2,702	58	
Professional, Technical, Clerical	503	488	15	
Operational Hourlies	20,087	19,808	279	
Total Operations	23,350	22,998	352	
Maintenance				
Managers/Supervisors	3,880	3,866	14	
Professional, Technical, Clerical	1,108	1,027	81	
Operational Hourlies	16,568	16,258	310	
Total Maintenance	21,556	21,151	405	
Engineering/Capital				
Managers/Supervisors	339	342	(3)	
Professional, Technical, Clerical	1,017	1,030	(13)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,374	(16)	
Public Safety				
Managers/Supervisors	274	262	12	
Professional, Technical, Clerical	38	37	1	
Operational Hourlies	335	352	(17)	
Total Public Safety	647	651	(4)	
Total Positions				
Managers/Supervisors	7,795	7,635	160	
Professional, Technical, Clerical	3,576	3,535	41	
Operational Hourlies	37,021	36,444	577	
Total Positions	48,392	47,614	778	

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

	June						June Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	351,502	\$11.052	346,772	\$11.046	4,730	\$0.006 0.1%	2,057,736	\$65.307	2,053,006	\$65.301	4,730	\$0.006 0.0%
<u>Unscheduled Service</u>	327,482	\$10.498	343,981	\$11.047	(16,499)	(\$0.549) (5.2%)	1,782,961	\$57.601	1,803,755	\$58.280	(20,793)	(\$0.679) (1.2%)
<u>Programmatic/Routine Maintenance</u>	406,345	\$15.365	327,901	\$11.227	78,444	\$4.138 26.9%	2,056,187	\$71.571	1,983,765	\$67.447	72,422	\$4.124 5.8%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000 0.0%	0	\$0.000	0	\$0.000	0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	41,093	\$1.223	69,152	\$2.281	(28,059)	(\$1.057) (86.4%)	250,361	\$8.125	278,420	\$9.182	(28,059)	(\$1.057) (13.0%)
<u>Weather Emergencies</u>	6,338	\$0.249	2,785	\$0.093	3,553	\$0.157 62.8%	539,609	\$18.075	525,740	\$17.774	13,869	\$0.301 1.7%
<u>Safety/Security/Law Enforcement</u>	11,150	\$0.330	11,600	\$0.321	(450)	\$0.009 2.8%	63,042	\$1.772	63,492	\$1.763	(450)	\$0.009 0.5%
<u>Other</u>	14,352	\$0.382	12,172	\$0.421	2,180	(\$0.039) (10.1%)	72,281	\$2.468	70,071	\$2.505	2,210	(\$0.038) (1.5%)
Subtotal	1,158,264	\$39.100	1,114,363	\$36.434	43,900	\$2.666 6.8%	6,822,179	\$224.919	6,778,249	\$222.253	43,930	\$2.666 1.2%
REIMBURSABLE OVERTIME	168,149	\$7.489	354,246	\$12.392	(186,098)	(\$4.903) (65.5%)	1,934,971	\$69.306	2,121,069	\$74.210	(186,098)	(\$4.904) (7.1%)
TOTAL OVERTIME	1,326,412	\$46.589	1,468,610	\$48.826	(142,197)	(\$2.237) (4.8%)	8,757,150	\$294.225	8,899,317	\$296.463	(142,167)	(\$2.238) (0.8%)

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

	June			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	4,730	\$0.0 0.2%		4,730	\$0.0 0.2%	
<u>Unscheduled Service</u>	(16,499)	(\$0.5) (20.6%)	Unfavorable variance due to subway service delays and overcrowding.	(20,793)	(\$0.7) (25.5%)	Unfavorable variance due to subway service delays and overcrowding.
<u>Programmatic/Routine Maintenance</u>	78,444	\$4.1 155.2%	Favorable variance due to timing of initiatives including station track cleaning and mandated training (budgeted for maintainers).	72,422	\$4.1 154.7%	Favorable variance due to timing of initiatives including station track cleaning and mandated training (budgeted for maintainers).
<u>Unscheduled Maintenance</u>	0	\$0.0 0.0%		0	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(28,059)	(\$1.1) (39.7%)	Mainly due to vacancy/absentee coverage for Bus Operators and Bus Maintainers.	(28,059)	(\$1.1) (39.6%)	Mainly due to vacancy/absentee coverage for Bus Operators and Bus Maintainers.
<u>Weather Emergencies</u>	3,553	\$0.2 5.9%		13,869	\$0.3 11.3%	
<u>Safety/Security/Law Enforcement</u>	(450)	\$0.0 0.3%		(450)	\$0.0 0.3%	
<u>Other</u>	2,180	(\$0.0) (1.4%)		2,210	(\$0.0) (1.4%)	
Subtotal	43,900	\$2.7 (119.2%)		43,930	\$2.7 (119.1%)	
REIMBURSABLE OVERTIME	(186,098)	(\$4.9) 219.2%		(186,098)	(\$4.9) 219.1%	
TOTAL OVERTIME	(142,197)	(\$2.2)		(142,167)	(\$2.2)	

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

June 2016

(All data are preliminary and subject to audit)

In the month of June, **operating revenues** were \$0.8 million, less than \$0.1 million (2.3 percent) above the Mid-Year Forecast (forecast). Inasmuch as the forecast includes actual results through May, the June year-to-date results represent the same dollar variances from forecast as the month.

Total **ridership** in June 2016 was 402,081 riders, 2.6 percent (10,780 riders) below forecast, due in part to lower ridership on Fridays than expected. June 2016 average weekday ridership was 16,611 riders, 1.6 percent (265 riders) lower than in June 2015, due in part to lower student ridership in 2016. Average weekday ridership for the twelve months ending June 2016 was 16,282 riders, 4.1 percent (638 riders) more than the previous twelve-month period, due to the residual impact of the shift from express buses to SIR and the SI Ferry after the March 22, 2015 fare increase.

Nonreimbursable expenses before depreciation, Other Post-Employment Benefits and GASB 68 Pension Adjustment, were higher than forecast in June by \$0.8 million (16.4 percent):

- Labor expenses overran by a net \$0.4 million (11.8 percent), mainly from the unfavorable timing of health & welfare/OPEB current expenses of \$0.4 million (73.9 percent) and other fringe benefit expenses of \$0.2 million (56.8 percent). These overruns were partly offset by \$0.2 million (51.7 percent) of the favorable timing of operating project overtime requirements.
- Non-labor expenses were above forecast by \$0.4 million (29.2 percent), including the unfavorable timing of \$0.3 million (38.9 percent) of maintenance contract expenses, primarily R44 fleet expenses, and higher professional service contract expenses of \$0.2 million (over 100.0 percent), resulting from prior year adjustments, partly offset by lower energy costs of \$0.1 million (41.5 percent) and the favorable timing of maintenance material requirements of \$0.1 million (37.4 percent).

Depreciation expenses were \$3.9 million year-to-date, slightly below forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$4.0 million of accrued expenses year-to-date, \$1.0 million (34.8 percent) above forecast.

The **net cash deficit** (excluding subsidies) year-to-date was \$31.7 million, \$1.8 million (6.2 percent) unfavorable to forecast.

MTA STATEN ISLAND RAILWAY
Jun - 2016 Mid_Year
Accrual Statement of Operations By Category
Month - Jun 2016
(\$ in Millions)

9/01/2016 10:35 AM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent
			Variance				Variance					
Revenue												
Farebox Revenue	\$0.598	\$0.589	(0.009)	(1.5)	\$0.000	\$0.000	-	-	\$0.598	\$0.589	(0.009)	(1.5)
Other Revenue	\$0.185	\$0.212	\$0.027	14.7	\$0.000	\$0.000	-	-	\$0.185	\$0.212	\$0.027	14.7
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.432	\$0.273	(0.159)	(36.8)	\$0.432	\$0.273	(0.159)	(36.8)
Total Revenue	\$0.783	\$0.801	\$0.018	2.3	\$0.432	\$0.273	(0.159)	(36.8)	\$1.215	\$1.074	(0.141)	(11.6)
Expenses												
Labor :												
Payroll	\$2.023	\$2.127	(0.104)	(5.1)	\$0.090	\$0.101	(0.011)	(12.0)	\$2.113	\$2.228	(0.115)	(5.4)
Overtime	\$0.331	\$0.160	\$0.171	51.7	\$0.195	\$0.043	\$0.152	77.9	\$0.526	\$0.203	\$0.323	61.4
Total Salaries & Wages	\$2.354	\$2.287	\$0.067	2.8	\$0.285	\$0.144	\$0.141	49.5	\$2.639	\$2.431	\$0.208	7.9
Health and Welfare	\$0.384	\$0.773	(0.389)	-	\$0.000	\$0.000	\$0.000	-	\$0.384	\$0.773	(0.389)	-
OPEB Current Payment	\$0.107	\$0.081	\$0.026	24.7	(0.001)	\$0.000	(0.001)	-	\$0.106	\$0.081	\$0.025	23.9
Pensions	\$0.506	\$0.543	(0.037)	(7.4)	\$0.000	\$0.000	\$0.000	-	\$0.506	\$0.543	(0.037)	(7.4)
Other Fringe Benefits	\$0.363	\$0.569	(0.206)	(56.8)	\$0.000	\$0.000	\$0.000	-	\$0.363	\$0.569	(0.206)	(56.7)
Total Fringe Benefits	\$1.359	\$1.966	(0.606)	(44.6)	(0.001)	-	(0.001)	-	\$1.358	\$1.966	(0.607)	(44.7)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.021)	(0.126)	\$0.105	-	\$0.021	\$0.126	(0.105)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$3.692	\$4.126	(0.434)	(11.8)	\$0.305	\$0.270	\$0.035	11.4	\$3.997	\$4.396	(0.399)	(10.0)
Non-Labor :												
Electric Power	\$0.187	\$0.132	\$0.055	29.4	(0.001)	\$0.002	(0.003)	-	\$0.186	\$0.134	\$0.052	28.1
Fuel	\$0.049	\$0.006	\$0.043	88.3	\$0.000	\$0.000	\$0.000	-	\$0.049	\$0.006	\$0.043	88.3
Insurance	(0.003)	\$0.054	(0.058)	-	\$0.000	\$0.000	\$0.000	-	(0.003)	\$0.054	(0.058)	-
Claims	\$0.008	\$0.037	(0.029)	-	\$0.000	\$0.000	\$0.000	-	\$0.008	\$0.037	(0.029)	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.736	\$1.023	(0.286)	(38.9)	\$0.000	\$0.000	\$0.000	-	\$0.736	\$1.023	(0.286)	(38.9)
Professional Service Contracts	\$0.076	\$0.296	(0.220)	-	(0.001)	\$0.001	(0.002)	-	\$0.075	\$0.297	(0.222)	-
Materials & Supplies	\$0.277	\$0.173	\$0.104	37.4	\$0.129	\$0.000	\$0.129	-	\$0.406	\$0.173	\$0.232	57.3
Other Business Expenses	(0.006)	(0.010)	\$0.004	59.0	\$0.000	\$0.000	\$0.000	-	(0.006)	(0.010)	\$0.004	59.0
Non-Labor	\$1.324	\$1.711	(0.387)	(29.2)	\$0.127	\$0.003	\$0.124	97.6	\$1.451	\$1.714	(0.263)	(18.1)
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$5.016	\$5.837	(0.821)	(16.4)	\$0.432	\$0.273	\$0.159	36.8	\$5.447	\$6.110	(0.663)	(12.2)
Depreciation	\$0.737	\$0.721	\$0.017	2.2	\$0.000	\$0.000	\$0.000	-	\$0.737	\$0.721	\$0.017	2.2
OPEB Liability	\$1.143	\$2.168	(1.025)	(89.7)	\$0.000	\$0.168	\$0.000	-	\$1.143	\$2.168	(1.025)	(89.7)
GASB 68 Pension Adjustment	(0.095)	(0.069)	(0.026)	(27.2)	\$0.000	\$0.000	\$0.000	-	(0.095)	(0.069)	(0.026)	(27.2)
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$6.801	\$8.657	(1.856)	(27.3)	\$0.432	\$0.273	\$0.159	36.8	\$7.233	\$8.930	(1.697)	(23.5)
OPERATING SURPLUS/DEFICIT	(6.018)	(7.855)	(1.838)	(30.5)	\$0.000	\$0.000	\$0.000	-	(6.017)	(7.855)	(1.838)	(30.5)

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
Jun - 2016 Mid_Year
Accrual Statement of Operations By Category
Year-To-Date - Jun 2016
(\$ in Millions)

9/01/2016 10:35 AM

	Nonreimbursable				Reimbursable				Total			
			Var Percent									
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$3.208	\$3.199	(0.009)	(0.3)	\$0.000	\$0.000	-	-	\$3.208	\$3.199	(0.009)	(0.3)
Other Revenue	\$1.333	\$1.363	\$0.030	2.3	\$0.000	\$0.000	-	-	\$1.333	\$1.363	\$0.030	2.3
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$2.817	\$2.658	(0.159)	(5.6)	\$2.817	\$2.658	(0.159)	(5.6)
Total Revenue	\$4.541	\$4.562	\$0.021	0.5	\$2.817	\$2.658	(0.159)	(5.6)	\$7.358	\$7.220	(0.138)	(1.9)
Expenses												
Labor :												
Payroll	\$11.133	\$11.237	(0.104)	(0.9)	\$0.820	\$0.831	(0.011)	(1.3)	\$11.954	\$12.068	(0.115)	(1.0)
Overtime	\$1.402	\$1.231	\$0.171	12.2	\$0.607	\$0.455	\$0.152	25.0	\$2.009	\$1.686	\$0.323	16.1
Total Salaries & Wages	\$12.535	\$12.468	\$0.067	0.5	\$1.427	\$1.286	\$0.141	9.9	\$13.962	\$13.754	\$0.208	1.5
Health and Welfare	\$1.981	\$2.370	(0.389)	(19.7)	\$0.000	\$0.000	\$0.000	-	\$1.981	\$2.370	(0.389)	(19.7)
OPEB Current Payment	\$0.760	\$0.734	\$0.026	3.5	\$0.007	\$0.008	(0.001)	(16.7)	\$0.767	\$0.742	\$0.025	3.3
Pensions	\$3.032	\$3.069	(0.037)	(1.2)	\$0.000	\$0.000	\$0.000	-	\$3.032	\$3.069	(0.037)	(1.2)
Other Fringe Benefits	\$1.877	\$2.083	(0.206)	(11.0)	\$0.000	\$0.000	\$0.000	-	\$1.878	\$2.083	(0.206)	(11.0)
Total Fringe Benefits	\$7.650	\$8.256	(0.606)	(7.9)	\$0.007	\$0.008	(0.001)	(12.0)	\$7.657	\$8.264	(0.607)	(7.9)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(1.141)	(1.246)	\$0.105	9.2	\$1.141	\$1.246	(0.105)	(9.2)	\$0.000	\$0.000	\$0.000	-
Labor	\$19.044	\$19.479	(0.434)	(2.3)	\$2.575	\$2.540	\$0.035	1.4	\$21.619	\$22.019	(0.399)	(1.8)
Non-Labor :												
Electric Power	\$1.734	\$1.679	\$0.055	3.2	\$0.004	\$0.007	(0.003)	(63.3)	\$1.739	\$1.686	\$0.052	3.0
Fuel	\$0.138	\$0.094	\$0.043	31.6	\$0.000	\$0.000	\$0.000	-	\$0.138	\$0.094	\$0.043	31.6
Insurance	\$0.587	\$0.644	(0.058)	(9.8)	\$0.000	\$0.000	\$0.000	-	\$0.587	\$0.644	(0.058)	(9.8)
Claims	\$0.048	\$0.077	(0.029)	(59.9)	\$0.000	\$0.000	\$0.000	-	\$0.048	\$0.077	(0.029)	(59.9)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$5.357	\$5.644	(0.286)	(5.3)	\$0.000	\$0.000	\$0.000	-	\$5.357	\$5.644	(0.286)	(5.3)
Professional Service Contracts	\$0.307	\$0.527	(0.220)	(71.7)	\$0.007	\$0.009	(0.002)	(31.3)	\$0.314	\$0.536	(0.222)	(70.8)
Materials & Supplies	\$1.050	\$0.947	\$0.104	9.9	\$0.231	\$0.102	\$0.129	55.8	\$1.281	\$1.049	\$0.232	18.1
Other Business Expenses	\$0.070	\$0.066	\$0.004	5.2	\$0.000	\$0.000	\$0.000	-	\$0.070	\$0.066	\$0.004	5.2
Non-Labor	\$9.291	\$9.678	(0.387)	(4.2)	\$0.242	\$0.118	\$0.124	51.2	\$9.533	\$9.796	(0.263)	(2.8)
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$28.335	\$29.157	(0.821)	(2.9)	\$2.817	\$2.658	\$0.159	5.6	\$31.152	\$31.815	(0.663)	(2.1)
Depreciation	\$3.877	\$3.860	\$0.017	0.4	\$0.000	\$0.000	\$0.000	-	\$3.877	\$3.860	\$0.017	0.4
OPEB Liability	\$2.943	\$3.968	(1.025)	(34.8)	\$0.000	\$0.000	\$0.000	-	\$2.943	\$3.968	(1.025)	(34.8)
GASB 68 Pension Adjustment	\$0.070	\$0.096	(0.026)	(36.9)	\$0.000	\$0.000	\$0.000	-	\$0.070	\$0.096	(0.026)	(36.9)
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$35.225	\$37.081	(1.856)	(5.3)	\$2.817	\$2.658	\$0.159	5.6	\$38.041	\$39.739	(1.697)	(4.5)
OPERATING SURPLUS/DEFICIT	(30.683)	(32.518)	(1.835)	(6.0)	\$0.000	\$0.000	\$0.000	-	(30.683)	(32.518)	(1.835)	(6.0)

Note: Totals may not add due to rounding

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

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
JUNE 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.	(0.009)	(1.5)	Mostly due to lower ridership	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES		
Other Operating Revenue	Non Reimb.	0.027	14.7	The favorable timing of student fare reimbursements			
Payroll	Non Reimb.	(0.104)	(5.1)	Largely the unfavorable timing of expenses, partly offset by vacancies			
Overtime	Non Reimb.	0.171	51.7	Largely the favorable timing of project labor requirements			
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.363)	(73.9)	The unfavorable timing of expenses			
Pension	Non Reimb.	(0.037)	(7.4)	The unfavorable timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.206)	(56.8)	The unfavorable timing of interagency fringe benefit billing and FICA expenses			
Electric Power	Non Reimb.	0.055	29.4	Mostly the timing of expenses and lower prices			
Fuel	Non Reimb.	0.043	88.3	Largely the timing of expenses and lower prices			
Insurance	Non Reimb.	(0.058)	(over 100.0)	The unfavorable timing of interagency billing			
Maintenance & Other Operating Contracts	Non Reimb.	(0.286)	(38.9)	Mainly the unfavorable timing of R44 car fleet maintenance interagency billing/payments			
Professional Service Contracts	Non Reimb.	(0.220)	(over 100.0)	Primarily prior year adjustments			
Materials and Supplies	Non Reimb.	0.104	37.4	Primarily the favorable timing of maintenance material requirements			
Capital and Other Reimbursements	Reimb.	(0.159)	(36.8)	Timing of contractor requirements			
Payroll	Reimb.	(0.011)	(12.0)	Timing of contractor requirements			
Overtime	Reimb.	0.152	77.9	Timing of contractor requirements			
Materials & Supplies	Reimb.	0.129	n/a	The favorable timing of project materiel requirements			

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid_Year
Cash Receipts and Expenditures
Jun FY16
(\$ in Millions)

9/01/2016 10:43 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.542	\$0.544	\$0.002	0.4	\$3.170	\$3.172	\$0.002	0.1
Other Revenue	\$0.409	\$0.096	(0.313)	(76.6)	\$1.640	\$1.329	(0.311)	(18.9)
Capital and Other Reimbursements	\$0.644	\$0.208	(0.436)	(67.7)	\$2.327	\$1.891	(0.436)	(18.7)
Total Revenue	\$1.595	\$0.848	(0.747)	(46.8)	\$7.136	\$6.392	(0.744)	(10.4)
Expenditures								
Labor :								
Payroll	\$2.413	\$2.579	(0.166)	(6.9)	\$19.201	\$19.367	(0.166)	(0.9)
Overtime	\$0.526	\$0.160	\$0.366	69.6	\$2.006	\$1.640	\$0.366	18.2
Total Salaries & Wages	\$2.939	\$2.739	\$0.200	6.8	\$21.207	\$21.007	\$0.200	0.9
Health and Welfare	\$0.469	\$0.880	(0.411)	(87.8)	\$1.470	\$1.881	(0.411)	(28.0)
OPEB Current Payment	\$0.010	\$0.047	(0.037)	-	\$1.342	\$1.379	(0.037)	(2.8)
Pensions	\$0.506	\$0.543	(0.037)	(7.4)	\$3.032	\$3.069	(0.037)	(1.2)
Other Fringe Benefits	\$0.343	\$0.414	(0.071)	(20.6)	\$2.640	\$2.711	(0.071)	(2.7)
Total Fringe Benefits	\$1.328	\$1.884	(0.556)	(41.9)	\$8.484	\$9.040	(0.556)	(6.6)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$4.266	\$4.623	(0.357)	(8.4)	\$29.690	\$30.047	(0.357)	(1.2)
Non-Labor :								
Electric Power	\$0.139	\$0.199	(0.060)	(43.4)	\$2.023	\$2.083	(0.060)	(3.0)
Fuel	\$0.062	\$0.002	\$0.060	96.8	\$0.147	\$0.087	\$0.060	40.7
Insurance	\$0.026	\$0.086	(0.060)	-	\$0.408	\$0.468	(0.060)	(14.6)
Claims	\$0.014	\$0.029	(0.015)	-	\$0.014	\$0.029	(0.015)	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$1.358	\$2.169	(0.811)	(59.7)	\$3.110	\$3.921	(0.811)	(26.1)
Professional Service Contracts	\$0.040	\$0.031	\$0.009	22.2	\$0.522	\$0.513	\$0.009	1.7
Materials & Supplies	\$0.448	\$0.302	\$0.146	32.6	\$1.029	\$0.883	\$0.146	14.2
Other Business Expenses	(0.005)	\$0.006	(0.011)	-	\$0.061	\$0.072	(0.011)	(17.4)
Non-Labor	\$2.082	\$2.824	(0.742)	(35.7)	\$7.314	\$8.056	(0.742)	(10.2)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$6.348	\$7.447	(1.099)	(17.3)	\$37.004	\$38.103	(1.099)	(3.0)
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$6.348	\$7.447	(1.099)	(17.3)	\$37.004	\$38.103	(1.099)	(3.0)
Net Surplus/(Deficit)	(4.753)	(6.599)	(1.846)	(38.8)	(29.868)	(31.711)	(1.843)	(6.2)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL CASH BASIS
JUNE 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	0.002	0.4%	Primarily the favorable timing of cash settlements with NYCT	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES		
Other Operating Revenue	(0.313)	(76.6%)	Mostly the unfavorable timing of student fare reimbursements			
Capital and Other Reimbursements	(0.436)	(67.7%)	The unfavorable timing of reimbursements			
Salaries & Wages	0.200	6.8%	Mainly lower expenses, partly offset by the unfavorable timing of payments			
Health and Welfare (including OPEB current payment)	(0.448)	(93.5%)	Primarily the unfavorable timing of expenses			
Other Fringe Benefits	(0.071)	(20.6%)	The unfavorable timing of interagency fringe benefit billing and FICA expenses, partly offset by the favorable timing of payments			
Maintenance Contracts	(0.811)	(59.7%)	Principally the unfavorable timing of expenses and payments			
Materials and Supplies	0.146	32.6%	Largely the favorable timing of maintenance material requirements, partly offset by the unfavorable timing of payments			

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid_Year
Cash Conversion (Cash Flow Adjustments)
 Jun FY16
 (\$ in Millions)

9/01/2016 11:01 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	(0.056)	(0.045)	\$0.011	19.9	(0.039)	(0.027)	\$0.011	29.1
Other Revenue	\$0.224	(0.116)	(0.341)	-	\$0.307	(0.034)	(0.341)	-
Capital and Other Reimbursements	\$0.212	(0.065)	(0.277)	-	(0.490)	(0.767)	(0.277)	(56.6)
Total Revenue	\$0.380	(0.226)	(0.607)	-	(0.222)	(0.828)	(0.607)	-
Expenses								
Labor :								
Payroll	(0.300)	(0.351)	(0.051)	(17.0)	(7.247)	(7.299)	(0.051)	(0.7)
Overtime	\$0.000	\$0.043	\$0.043	-	\$0.003	\$0.046	\$0.043	-
Total Salaries & Wages	(0.300)	(0.308)	(0.008)	(2.8)	(7.244)	(7.253)	(0.008)	(0.1)
Health and Welfare	(0.085)	(0.107)	(0.022)	(25.7)	\$0.511	\$0.489	(0.022)	(4.3)
OPEB Current Payment	\$0.096	\$0.034	(0.062)	(65.0)	(0.575)	(0.637)	(0.062)	(10.8)
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.020	\$0.155	\$0.135	-	(0.763)	(0.628)	\$0.135	17.7
Total Fringe Benefits	\$0.031	\$0.082	\$0.051	-	(0.827)	(0.776)	\$0.051	6.2
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	0.0	\$0.000	\$0.000	\$0.000	0.0
Labor	(0.269)	(0.227)	\$0.043	15.8	(8.071)	(8.028)	\$0.043	0.5
Non-Labor :								
Electric Power	\$0.047	(0.065)	(0.112)	-	(0.284)	(0.397)	(0.112)	(39.6)
Fuel	(0.013)	\$0.004	\$0.016	-	(0.009)	\$0.007	\$0.016	-
Insurance	(0.030)	(0.032)	(0.002)	(6.5)	\$0.178	\$0.176	(0.002)	(1.1)
Claims	(0.006)	\$0.008	\$0.013	-	\$0.034	\$0.048	\$0.013	38.5
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	(0.622)	(1.146)	(0.525)	(84.4)	\$2.247	\$1.723	(0.525)	(23.3)
Professional Service Contracts	\$0.035	\$0.266	\$0.231	-	(0.208)	\$0.023	\$0.231	-
Materials & Supplies	(0.042)	(0.129)	(0.087)	-	\$0.252	\$0.166	(0.087)	(34.3)
Other Business Expenses	(0.001)	(0.016)	(0.014)	-	\$0.008	(0.006)	(0.014)	-
Non-Labor	(0.631)	(1.110)	(0.479)	(75.9)	\$2.219	\$1.740	(0.479)	(21.6)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	(0.900)	(1.337)	(0.437)	(48.5)	(5.852)	(6.288)	(0.437)	(7.5)
Depreciation	\$0.737	\$0.721	(0.016)	(2.2)	\$3.877	\$3.860	(0.016)	(0.4)
OPEB Liability	\$1.143	\$2.168	\$1.025	89.7	\$2.943	\$3.968	\$1.025	34.8
GASB 68 Pension Adjustment	(0.095)	(0.069)	\$0.026	27.2	\$0.070	\$0.096	\$0.026	36.9
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$0.885	\$1.483	\$0.598	67.6	\$1.037	\$1.636	\$0.598	57.6
Total Cash Conversion Adjustments	\$1.265	\$1.256	(0.009)	(0.7)	\$0.816	\$0.807	(0.009)	(1.1)

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
June 2016

<u>Function/Departments</u>	<u>Mid-Year Forecast</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	45	7
Electronics/Electrical	15	13	2
Power/Signals	27	16	11
Maintenance of Way	48	47	1
Infrastructure	26	28	(2)
Total Maintenance	168	149	19
Engineering/Capital			
Reimbursable Program Support	15	13	2
Total Engineering Capital	15	13	2
Total Positions	319	299	20
Non-Reimbursable	304	286	18
Reimbursable	15	13	2
Total Full-Time	319	299	20
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
June 2016

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	18	(1)	
Professional, Technical, Clerical	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	13	11	2	
Professional, Technical, Clerical	6	4	2	
Operational Hourlies	149	134	15	
Total Maintenance	168	149	19	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	10	8	2	
Total Engineering/Capital	15	13	2	
Total Positions				
Managers/Supervisors	38	35	3	
Professional, Technical, Clerical	23	15	8	
Operational Hourlies	258	249	9	
Total Positions	319	299	20	

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2016 MID-YEAR FORECAST VERSUS 2016 PRELIMINARY ACTUAL
(in millions)**

Month of June				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.413	0.402	(0.011)	(2.6%)	Due in part to lower ridership on Fridays than expected
Year-to-Date				
2.293	2.282	(0.011)	(0.5%)	

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 June				<u>Explanation</u>
	<u>2015</u>	<u>2016</u>	Variance		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.017	0.017	(0.000)	(1.6%)	Due in part to lower student ridership in 2016 than in 2015
Average Weekend	0.009	0.009	0.000	3.3%	High ridership on 6/18, opening day for the SI Yankees which included post game fireworks
12-Month Rolling Average					
Average Weekday	0.016	0.016	0.001	4.1%	The residual impact of 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)	(4.6%)	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**June 2016**

(All data are preliminary and subject to audit)

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

Operating revenue was \$20.4 million in June, \$0.6 million (3.2 percent) above forecast, due primarily to higher farebox revenue, caused by increased ridership. Since the forecast includes the first five months of actual results, year-to-date June dollar variances are therefore the same as the June month dollar variances.

Total MTA Bus **ridership** in June 2016 was 10.8 million, 3.5 percent (0.4 million riders) above forecast. Year-to-date, ridership was 62.9 million, 0.6 percent (0.4 million riders) above forecast. June 2016 average weekday ridership was 411,220, an increase of 0.6 percent (2,263 riders) from June 2015. Average weekday ridership for the twelve months ending June 2016 was 407,931, a decrease of 0.4 percent (1,686 riders) from the twelve months ending June 2015.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$57.1 million in June, \$0.5 million (0.8 percent) above forecast. Labor expenses exceeded forecast by \$4.0 million (10.1 percent), including higher payroll expenses of \$2.0 million ((9.4 percent), due mostly to a rate variance delay in reimbursable projects and a hiring excess of bus operator trainees. Other fringe benefit expenses overran by \$1.5 million (40.0 percent), due largely to higher Workers' Compensation reserve requirements, based on a current actuarial estimate. Overtime expenses were in excess of forecast by \$0.5 million (11.9 percent), resulting principally from running time/traffic and absentee coverage requirements. Non-labor expenses were below forecast by \$3.5 million (21.3 percent), due primarily to an underrun in maintenance contract expenses of \$1.6 million (36.5 percent), caused mostly by project delays and the timing of inter-agency bus part charges. Materials & supplies expenses were lower by \$1.1 million (23.2 percent), mainly due to an underrun in general maintenance material expenses. Professional service contract expenses were also below forecast by \$0.6 million (22.0 percent), caused by the favorable timing of interagency billing. Again, since the forecast includes the first five months of actual results, the year-to-date June dollar variances are therefore the same as the June month dollar variances.

Depreciation expenses year-to-date exceeded forecast by \$1.8 million (7.4 percent).

Other Post-Employment Benefit accrued expenses of \$47.2 million year-to-date were under forecast by \$1.6 million (3.3 percent).

Regarding GASB #68 Pension Expense Adjustment, there were no accrued expenses or credits recorded year-to-date.

The **operating cash deficit** (excluding subsidies) was \$217.2 million year-to-date, \$3.0 million (1.4 percent) favorable to forecast.

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2016
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 17.765	\$ 18.662	\$ 0.897	5.0	\$ -	\$ -	\$ -	-	\$ 17.765	\$ 18.662	\$ 0.897	5.0
Other Operating Income	2.018	1.748	(0.270)	(13.4)	-	-	-	-	2.018	1.748	(0.270)	(13.4)
Capital and Other Reimbursements			-	-	0.642	0.179	(0.463)	(72.1)	0.642	0.179	(0.463)	(72.1)
Total Revenue	\$ 19.783	\$ 20.410	\$ 0.627	3.2	\$ 0.642	\$ 0.179	\$ (0.463)	(72.1)	\$ 20.425	\$ 20.589	\$ 0.164	0.8
Labor:												
Payroll	\$ 21.369	\$ 23.383	\$ (2.014)	(9.4)	\$ 0.281	\$ 0.105	\$ 0.176	62.6	\$ 21.650	\$ 23.488	\$ (1.838)	(8.5)
Overtime	4.294	4.803	(0.509)	(11.9)	-	-	-	-	4.294	4.803	(0.509)	(11.9)
Health and Welfare	4.931	5.312	(0.381)	(7.7)	0.114	0.032	0.082	71.9	5.045	5.344	(0.299)	(5.9)
OPEB Current Payment	2.039	1.654	0.385	18.9	-	-	-	-	2.039	1.654	0.385	18.9
Pensions	3.623	3.660	(0.037)	(1.0)	0.051	0.016	0.035	68.6	3.674	3.676	(0.002)	(0.1)
Other Fringe Benefits	3.679	5.151	(1.472)	(40.0)	0.050	0.016	0.034	68.0	3.729	5.167	(1.438)	(38.6)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 39.935	\$ 43.963	\$ (4.028)	(10.1)	\$ 0.496	\$ 0.169	\$ 0.327	65.9	\$ 40.431	\$ 44.132	\$ (3.701)	(9.2)
Non-Labor:												
Electric Power	\$ 0.153	\$ 0.110	\$ 0.043	28.4	\$ -	\$ -	\$ -	-	\$ 0.153	\$ 0.110	\$ 0.043	28.4
Fuel	1.733	1.652	0.081	4.7	-	-	-	-	1.733	1.652	0.081	4.7
Insurance	0.582	0.289	0.293	50.3	-	-	-	-	0.582	0.289	0.293	50.3
Claims	2.424	2.400	0.024	1.0	-	-	-	-	2.424	2.400	0.024	1.0
Maintenance and Other Operating Contracts	4.284	2.721	1.563	36.5	0.033	-	0.033	100.0	4.317	2.721	1.596	37.0
Professional Service Contracts	2.624	2.047	0.577	22.0	-	-	-	-	2.624	2.047	0.577	22.0
Materials & Supplies	4.696	3.605	1.091	23.2	0.113	0.010	0.103	91.2	4.809	3.615	1.194	24.8
Other Business Expense	0.156	0.280	(0.124)	(79.5)	-	-	-	-	0.156	0.280	(0.124)	(79.5)
Total Non-Labor Expenses	\$ 16.652	\$ 13.104	\$ 3.548	21.3	\$ 0.146	\$ 0.010	\$ 0.136	93.2	\$ 16.798	\$ 13.114	\$ 3.684	21.9
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 56.587	\$ 57.067	\$ (0.480)	(0.8)	\$ 0.642	\$ 0.179	\$ 0.463	72.1	\$ 57.229	\$ 57.246	\$ (0.017)	(0.0)
Depreciation	2.886	4.721	(1.835)	(63.6)	-	-	-	-	2.886	4.721	(1.835)	(63.6)
OPEB Obligation	8.547	6.915	1.632	19.1	-	-	-	-	8.547	6.915	1.632	19.1
GASB 68 Pension Expense Adjustment	5.742	-	5.742	100.0	-	-	-	-	5.742	-	5.742	100.0
Environmental Remediation	-	0.026	(0.026)	-	-	-	-	-	-	0.026	(0.026)	-
Total Expenses	\$ 73.762	\$ 68.729	\$ 5.033	6.8	\$ 0.642	\$ 0.179	\$ 0.463	72.1	\$ 74.404	\$ 68.908	\$ 5.496	7.4
Net Surplus/(Deficit)	\$ (53.979)	\$ (48.319)	\$ 5.660	10.5	\$ -	\$ -	\$ -	-	\$ (53.979)	\$ (48.319)	\$ 5.660	10.5

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2016 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 104.274	\$ 105.171	\$ 0.897	0.9	\$ -	\$ -	\$ -	-	\$ 104.274	\$ 105.171	\$ 0.897	0.9
Other Operating Income	11.844	11.574	(0.270)	(2.3)	-	-	-	-	11.844	11.574	(0.270)	(2.3)
Capital and Other Reimbursements	-	-	-	-	2.161	1.698	(0.463)	(21.4)	2.161	1.698	(0.463)	(21.4)
Total Revenue	\$ 116.118	\$ 116.745	\$ 0.627	0.5	\$ 2.161	\$ 1.698	\$ (0.463)	(21.4)	\$ 118.279	\$ 118.443	\$ 0.164	0.1
Expenses												
<i>Labor:</i>												
Payroll	\$ 134.190	\$ 136.204	\$ (2.014)	(1.5)	1.196	1.020	\$ 0.176	14.7	\$ 135.386	\$ 137.224	\$ (1.838)	(1.4)
Overtime	27.583	28.092	(0.509)	(1.8)	-	-	-	-	27.583	28.092	(0.509)	(1.8)
Health and Welfare	31.126	31.507	(0.381)	(1.2)	0.402	0.320	0.082	20.4	31.528	31.827	(0.299)	(0.9)
OPEB Current Payment	11.597	11.212	0.385	3.3	-	-	-	-	11.597	11.212	0.385	3.3
Pensions	22.360	22.397	(0.037)	(0.2)	0.184	0.149	0.035	19.0	22.544	22.546	(0.002)	(0.0)
Other Fringe Benefits	28.409	29.881	(1.472)	(5.2)	0.182	0.148	0.034	18.7	28.591	30.029	(1.438)	(5.0)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.516)	(0.516)	-	0.0	-	-	-	-	(0.516)	(0.516)	-	0.0
Total Labor Expenses	\$ 254.749	\$ 258.777	\$ (4.028)	(1.6)	\$ 1.964	\$ 1.637	\$ 0.327	16.6	\$ 256.713	\$ 260.414	\$ (3.701)	(1.4)
<i>Non-Labor:</i>												
Electric Power	\$ 0.799	\$ 0.756	\$ 0.043	5.4	\$ -	\$ -	\$ -	-	\$ 0.799	\$ 0.756	\$ 0.043	5.4
Fuel	7.077	6.996	0.081	1.1	-	-	-	-	7.077	6.996	0.081	1.1
Insurance	2.010	1.717	0.293	14.6	-	-	-	-	2.010	1.717	0.293	14.6
Claims	14.424	14.400	0.024	0.2	-	-	-	-	14.424	14.400	0.024	0.2
Maintenance and Other Operating Contracts	14.497	12.934	1.563	10.8	0.033	-	0.033	100.0	14.530	12.934	1.596	11.0
Professional Service Contracts	11.105	10.528	0.577	5.2	-	-	-	-	11.105	10.528	0.577	5.2
Materials & Supplies	22.179	21.088	1.091	4.9	0.164	0.061	0.103	62.8	22.343	21.149	1.194	5.3
Other Business Expense	1.658	1.782	(0.124)	(7.5)	-	-	-	-	1.658	1.782	(0.124)	(7.5)
Total Non-Labor Expenses	\$ 73.749	\$ 70.201	\$ 3.548	4.8	\$ 0.197	\$ 0.061	\$ 0.136	69.0	\$ 73.946	\$ 70.262	\$ 3.684	5.0
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 328.498	\$ 328.978	\$ (0.480)	(0.1)	\$ 2.161	\$ 1.698	\$ 0.463	21.4	\$ 330.659	\$ 330.676	\$ (0.017)	(0.0)
Depreciation	24.917	26.752	(1.835)	(7.4)	-	-	-	-	24.917	26.752	(1.835)	(7.4)
OPEB Obligation	48.862	47.230	1.632	3.3	-	-	-	-	48.862	47.230	1.632	3.3
GASB 68 Pension Expense Adjustment	5.742	-	5.742	100.0	-	-	-	-	5.742	-	5.742	100.0
Environmental Remediation	-	0.026	(0.026)	-	-	-	-	-	-	0.026	(0.026)	-
Total Expenses	\$ 408.019	\$ 402.986	\$ 5.033	1.2	\$ 2.161	\$ 1.698	\$ 0.463	21.4	\$ 410.180	\$ 404.684	\$ 5.496	1.3
Net Surplus/(Deficit)	\$ (291.901)	\$ (286.241)	\$ 5.660	1.9	\$ -	\$ -	\$ -	-	\$ (291.901)	\$ (286.241)	\$ 5.660	1.9

°
NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	June 2016			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ 0.897	5.0	Higher than planned ridership	\$ 0.897	0.9	Higher than planned ridership
Other Operating Revenue	NR	\$ (0.270)	(13.4)	Lower student fares reimbursement	\$ (0.270)	(2.3)	Lower student fares reimbursement
Capital and Other Reimbursements	R	\$ (0.463)	(72.1)	Timing/delay in reimbursable projects	\$ (0.463)	(21.4)	Timing/delay in reimbursable projects
Total Revenue Variance		\$ 0.164	0.8		\$ 0.164	0.1	
Payroll	NR	\$ (2.014)	(9.4)	Mainly due to rate variance delay in reimbursable projects and excess bus operator in training hiring.	\$ (2.014)	(1.5)	Mainly due to rate variance delay in reimbursable projects and excess bus operator in training hiring.
Overtime	NR	\$ (0.509)	(11.9)	Mainly due to running time/traffic and absentee coverage requirements	\$ (0.509)	(1.8)	Mainly due to running time/traffic and absentee coverage requirements
Health and Welfare (including OPEB Current)	NR	\$ 0.004	0.1	(a)	\$ 0.004	0.0	(a)
Pension	NR	\$ (0.037)	(1.0)	(a)	\$ (0.037)	(0.2)	(a)
Other Fringe Benefits	NR	\$ (1.472)	(40.0)	Higher workers compensation accruals per updated actuarial estimate and timing of inter-agency billings	\$ (1.472)	(5.2)	Higher workers compensation accruals per updated actuarial estimate and timing of inter-agency billings
Reimbursable Overhead	NR	\$ -	-	(a)	\$ -	-	(a)
Electric Power	NR	\$ 0.043	28.4	(a)	\$ 0.043	5.4	Lower rates
Fuel	NR	\$ 0.081	4.7	Lower rates	\$ 0.081	1.1	Lower rates
Insurance	NR	\$ 0.293	50.3	Lower expenses	\$ 0.293	14.6	Lower expenses
Claims	NR	\$ 0.024	1.0	(a)	\$ 0.024	0.2	(a)
Maintenance and Other Operating Contracts	NR	\$ 1.563	36.5	Delay in projects and timing of inter-agency bus parts charges.	\$ 1.563	10.8	Delay in projects and timing of inter-agency bus parts charges.
Professional Service Contracts	NR	\$ 0.577	22.0	Mainly due to timing interagency billing	\$ 0.577	5.2	Mainly due to timing interagency billing
Materials & Supplies	NR	\$ 1.091	23.2	Mainly due to lower general maintenance material expenses	\$ 1.091	4.9	Mainly due to lower general maintenance material expenses
Other Business Expense	NR	\$ (0.124)	(79.5)	Higher AFC collection fees and mobility tax	\$ (0.124)	(7.5)	Higher AFC collection fees and mobility tax
Depreciation	NR	\$ (1.835)	(63.6)	Non cash expense	\$ (1.835)	(7.4)	Non cash expense
Other Post Employment Benefits	NR	\$ 1.632	19.1	Non cash expense	\$ 1.632	3.3	Non cash expense
GASB 68 Pension Expense Adjustment		\$ 5.742	100.0	Non cash expense	\$ 5.742	100.0	Non cash expense
Environmental Remediation		\$ (0.026)	-		\$ (0.026)	-	
Payroll	R	\$ 0.176	62.6	Timing/delay in reimbursable projects	\$ 0.176	14.7	Timing/delay in reimbursable projects
Health and Welfare	R	\$ 0.082	71.9	(a)	\$ 0.082	20.4	Timing/delay in reimbursable projects
Pension	R	\$ 0.035	68.6		\$ 0.035	19.0	
Other Fringe Benefits	R	\$ 0.034	68.0		\$ 0.034	18.7	
Maintenance and Other Operating Contracts	R	\$ 0.033	*	Timing/delay in reimbursable projects	\$ 0.033	*	Timing/delay in reimbursable projects
Materials & Supplies	R	\$ 0.103	*	Timing/delay in reimbursable projects	\$ 0.103	*	Timing/delay in reimbursable projects
Total Expense Variance		\$ 5.496	7.4		\$ 5.496	1.3	
Net Variance		\$ 5.660	10.5		\$ 5.660	1.9	

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

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	June 2016					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ 19.609	\$ 20.543	\$ 0.934	4.8		\$ 103.783	\$ 104.717	\$ 0.934	0.9	
Other Operating Revenue	2.018	1.953	(0.065)	(3.2)		10.626	10.561	(0.065)	(0.6)	
Capital and Other Reimbursements	0.500	0.459	(0.041)	(8.2)		2.408	2.367	(0.041)	(1.7)	
Total Receipts	\$ 22.127	\$ 22.955	\$ 0.828	3.7		\$ 116.817	\$ 117.645	\$ 0.828	0.7	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 19.983	\$ 22.832	\$ (2.849)	(14.3)		\$ 150.123	\$ 152.972	\$ (2.849)	(1.9)	
Overtime	4.294	4.803	(0.509)	(11.9)		27.507	28.016	(0.509)	(1.9)	
Health and Welfare	6.112	4.931	1.181	19.3		24.911	23.730	1.181	4.7	
OPEB Current Payment	2.050	1.654	0.396	19.3		11.608	11.212	0.396	3.4	
Pensions	3.690	3.660	0.030	0.8		22.427	22.397	0.030	0.1	
Other Fringe Benefits	4.358	5.305	(0.947)	(21.7)		24.793	25.740	(0.947)	(3.8)	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
Total Labor Expenditures	\$ 40.487	\$ 43.185	\$ (2.698)	(6.7)		\$ 261.369	\$ 264.067	\$ (2.698)	(1.0)	
<i>Non-Labor:</i>										
Electric Power	\$ 0.153	\$ 0.109	\$ 0.044	28.8		\$ 0.803	\$ 0.759	\$ 0.044	5.5	
Fuel	1.733	1.474	0.259	14.9		7.101	6.842	0.259	3.6	
Insurance	1.150	0.071	1.079	93.8		1.919	0.840	1.079	56.2	
Claims	2.426	3.908	(1.482)	(61.1)		10.444	11.926	(1.482)	(14.2)	
Maintenance and Other Operating Contracts	3.923	2.706	1.217	31.0		16.908	15.691	1.217	7.2	
Professional Service Contracts	3.842	2.266	1.576	41.0		14.848	13.272	1.576	10.6	
Materials & Supplies	4.843	2.623	2.220	45.8		22.135	19.915	2.220	10.0	
Other Business Expenses	0.191	0.239	(0.048)	(25.1)		1.449	1.497	(0.048)	(3.3)	
Total Non-Labor Expenditures	\$ 18.261	\$ 13.396	\$ 4.865	26.6		\$ 75.607	\$ 70.742	\$ 4.865	6.4	
<i>Other Expenditure Adjustments :</i>										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 58.748	\$ 56.581	\$ 2.167	3.7		\$ 336.976	\$ 334.809	\$ 2.167	0.6	
Operating Cash Surplus/(Deficit)	\$ (36.621)	\$ (33.626)	\$ 2.995	8.2		\$ (220.159)	\$ (217.164)	\$ 2.995	1.4	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

Operating Receipts or Disbursements	June 2016			Year-To-Date				
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
	\$	%		\$	%			
Farebox Revenue	\$	0.934	4.8	Higher than planned ridership	\$	0.934	0.9	Higher than planned ridership
Other Operating Revenue		(0.065)	(3.2)	(a)		(0.065)	(0.6)	(a)
Capital and Other Reimbursements		(0.041)	(8.2)	Timing/delay in reimbursable projects		(0.041)	(1.7)	Timing/delay in reimbursable projects
Total Receipts	\$	0.828	3.7		\$	0.828	0.7	
Payroll	\$	(2.849)	(14.3)	Interagency payments from prior periods	\$	(2.849)	(1.9)	Interagency payments from prior periods
Overtime		(0.509)	(11.9)	Mainly due to running time/traffic and absentee coverage requirements		(0.509)	(1.9)	Mainly due to running/time, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)		1.577	19.3	Timing of payments		1.577	4.3	Timing of payments
Pension		0.030	0.8	(a)		0.030	0.1	(a)
Other Fringe Benefits		(0.947)	(21.7)	Interagency fringe benefit billings from prior periods.		(0.947)	(3.8)	Interagency fringe benefit billings from prior periods.
GASB		-	-			-	-	
Electric Power		0.044	28.8	(a)		0.044	5.5	Lower expenses
Fuel		0.259	14.9	Lower rates		0.259	3.6	Lower rates
Insurance		1.079	93.8	Timing		1.079	56.2	Timing
Claims		(1.482)	(61.1)	Higher Claim expenses		(1.482)	(14.2)	Higher Claim expenses
Maintenance and Other Operating Contracts		1.217	31.0	Delay in projects and timing of inter-agency bus parts charges.		1.217	7.2	Delay in projects and timing of inter-agency bus parts charges.
Professional Service Contracts		1.576	41.0	Lower expenses		1.576	10.6	Lower expenses
Materials & Supplies		2.220	45.8	Mainly due to lower general maintenance material expenses and timing		2.220	10.0	Mainly due to lower general maintenance material expenses and timing
Other Business Expenditure		(0.048)	(25.1)	(a)		(0.048)	(3.3)	(a)
Total Expenditures	\$	2.167	3.7		\$	2.167	0.6	
Net Cash Variance	\$	2.995	8.2		\$	2.995	1.4	

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

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	June 2016				Year-To-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ 1.844	\$ 1.881	\$ 0.037	2.0	\$ (0.491)	\$ (0.454)	\$ 0.037	7.5
Other Operating Revenue	-	0.205	0.205	-	(1.218)	(1.013)	0.205	16.8
Capital and Other Reimbursements	(0.142)	0.280	0.422	*	0.247	0.669	0.422	*
Total Receipts	\$ 1.702	\$ 2.366	\$ 0.664	39.0	\$ (1.462)	\$ (0.798)	\$ 0.664	45.4
Expenditures								
<i>Labor:</i>								
Payroll	\$ 1.668	\$ 0.656	\$ (1.012)	(60.7)	\$ (14.737)	\$ (15.748)	\$ (1.011)	(6.9)
Overtime	-	-	-	-	0.076	0.076	-	0.0
Health and Welfare	(1.067)	0.413	1.480	*	6.617	8.097	1.480	22.4
OPEB Current Payment	(0.011)	-	0.011	100.0	(0.011)	-	0.011	100.0
Pensions	(0.016)	0.016	0.032	*	0.117	0.149	0.032	27.4
Other Fringe Benefits	(0.629)	(0.138)	0.491	78.1	3.798	4.289	0.491	12.9
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	(0.516)	(0.516)	-	0.0
Total Labor Expenditures	\$ (0.056)	\$ 0.947	\$ 1.003	*	\$ (4.656)	\$ (3.653)	\$ 1.003	21.5
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ -	\$ 0.001	0.001	-	\$ (0.004)	\$ (0.003)	0.001	15.0
Fuel for Buses and Trains	-	0.178	0.178	-	(0.024)	0.154	0.178	*
Insurance	(0.568)	0.218	0.786	*	0.091	0.877	0.786	*
Claims	(0.002)	(1.508)	(1.506)	*	3.980	2.474	(1.506)	(37.8)
Maintenance and Other Operating Contracts	0.394	0.015	(0.379)	(96.2)	(2.378)	(2.757)	(0.379)	(15.9)
Professional Service Contracts	(1.218)	(0.219)	0.999	82.0	(3.743)	(2.744)	0.999	26.7
Materials & Supplies	(0.034)	0.992	1.026	*	0.208	1.234	1.026	*
Other Business Expenditures	(0.035)	0.041	0.076	*	0.209	0.285	0.076	36.3
Total Non-Labor Expenditures	\$ (1.463)	\$ (0.282)	\$ 1.181	80.7	\$ (1.661)	\$ (0.481)	\$ 1.181	71.1
Other Expenditure Adjustments :								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures :								
'Additional Actions for Budget Balance: Expenditures Impact	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Expenses before Depreciation and OPEB	\$ (1.519)	\$ 0.665	\$ 2.184	*	\$ (6.317)	\$ (4.133)	\$ 2.184	34.6
Depreciation Adjustment	2.886	4.721	1.835	63.6	24.917	26.752	1.835	7.4
Other Post Employment Benefits	8.547	6.915	(1.632)	(19.1)	48.862	47.230	(1.632)	(3.3)
GASB 68 Pension Expense Adjustment	5.742	-	(5.742)	(100.0)	5.742	-	(5.742)	(100.0)
Environmental Remediation	-	0.026	0.026	-	-	0.026	0.026	-
Total Expenses/Expenditures	\$ 15.656	\$ 12.327	\$ (3.329)	(21.3)	\$ 73.204	\$ 69.875	\$ (3.329)	(4.5)
Total Cash Conversion Adjustments	\$ 17.358	\$ 14.693	\$ (2.665)	(15.4)	\$ 71.742	\$ 69.077	\$ (2.665)	(3.7)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
Utilization
(In millions)

	<u>June 2016</u>			<u>Year-to-date as of June 2016</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.765	\$ 18.662	\$ 0.897	\$ 104.274	\$ 105.171	\$ 0.897
Total Farebox Revenue	\$ 17.765	\$ 18.662	\$ 0.897	\$ 104.274	\$ 105.171	\$ 0.897
<u>Ridership</u>						
Fixed Route	10.415	10.778	0.363	62.513	62.876	0.363
Total Ridership	10.415	10.778	0.363	62.513	62.876	0.363

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2016 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
JUNE 2016

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	19	15	4	
Office of Management and Budget	14	12	2	
Technology & Information Services	-	-	-	
Material	18	15	3	
Controller	17	21	(4)	
Office of the President	6	3	3	
System Safety Administration	5	1	4	
Law	21	22	(1)	
Corporate Communications	-	-	-	
Labor Relations	4	4	-	
Strategic Office	23	15	8	
Non-Departmental	23	-	23	
Total Administration	153	111	42	Vacancies to be filled
Operations				
Buses	2,247	2,288	(41)	
Office of the Executive VP	4	4	-	
Safety & Training	29	80	(51)	Students in Training
Road Operations	120	119	1	
Transportation Support	22	25	(3)	
Operations Planning	31	31	-	
Revenue Control	27	27	-	
Total Operations	2,480	2,574	(94)	
Maintenance				
Buses	757	755	2	
Maintenance Support/CMF	209	205	4	
Facilities	74	65	9	
Supply Logistics	95	92	3	
Total Maintenance	1,135	1,117	18	Vacancies to be filled
Capital Program Management	37	24	13	
Total Engineering/Capital	37	24	13	Vacancies to be filled
Security	18	18	-	
Total Public Safety	18	18	-	
Total Positions	3,823	3,844	(21)	
Non-Reimbursable	3,783	3,810	(27)	
Reimbursable	40	34	6	
Total Full-Time	3,808	3,830	(22)	
Total Full-Time Equivalents	15	14	1	

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2016 MID - YEAR FORECAST
TOTAL FULL-TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
JUNE 2016

JULY 2016

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	63	47	16	
Professional, Technical, Clerical	72	64	8	
Operational Hourlies	18	-	18	
Total Administration	153	111	42	Vacancies to be filled
Operations				
Managers/Supervisors	302	304	(2)	
Professional, Technical, Clerical	50	51	(1)	
Operational Hourlies	2,128	2,219	(91)	
Total Operations	2,480	2,574	(94)	
Maintenance				
Managers/Supervisors	218	219	(1)	
Professional, Technical, Clerical	21	22	(1)	
Operational Hourlies	896	876	20	
Total Maintenance	1,135	1,117	18	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	15	6	
Professional, Technical, Clerical	16	9	7	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	24	13	Vacancies to be filled
Public Safety				
Managers/Supervisors	14	14	-	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	-	-	-	
Total Public Safety	18	18	-	
Total Baseline Positions				
Managers/Supervisors	618	599	19	
Professional, Technical, Clerical	163	150	13	
Operational Hourlies	3,042	3,095	(53)	
Total Baseline Positions	3,823	3,844	(21)	

MTA Bus Company
July Financial Plan 2016 Mid-Year Forecast Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June						June Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	51,249	\$2.132	50,189	\$2.268	1,060 2.1%	(\$0.136) -6.4%	313,589	\$13.144	312,529	\$13.280	1,060 0.3%	(\$0.136) -1.0%
<u>Unscheduled Service</u>	10,859	\$0.467	13,002	\$0.574	(2,143) -19.7%	(\$0.107) -22.9%	66,733	\$2.918	68,876	\$3.025	(2,143) -3.2%	(\$0.107) -3.7%
<u>Programmatic/Routine Maintenance</u>	16,262	\$0.706	20,820	\$0.988	(4,558) -28.0%	(\$0.282) -40.0%	128,742	\$5.435	133,300	\$5.717	(4,558) -3.5%	(\$0.282) -5.2%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0 0.0%	- 0.0%	0	\$0.000	0	\$0.000	0 0.0%	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	17,122	\$0.850	19,987	\$0.940	(2,865) -16.7%	(\$0.090) -10.5%	94,667	\$4.802	97,532	\$4.892	(2,865) -3.0%	(\$0.090) -1.9%
<u>Weather Emergencies</u>	2,925	\$0.102	0	\$0.001	2,925 *	\$0.101 *	27,134	\$1.066	24,209	\$0.965	2,925 *	\$0.101 *
<u>Safety/Security/Law Enforcement</u>	224	\$0.011	88	\$0.006	136 60.6%	\$0.005 47.2%	1,265	\$0.061	1,130	\$0.056	136 10.7%	\$0.005 7.9%
<u>Other</u>	312	\$0.026	224	\$0.026	88 *	(\$0.001) *	1,885	\$0.156	1,797	\$0.157	88 *	(\$0.001) *
Subtotal	98,955	\$4.294	104,311	\$4.803	(5,357) -5.4%	(\$0.509) -11.8%	634,016	\$27.583	639,373	\$28.092	(5,357) -0.8%	(\$0.509) -1.8%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	98,955	\$4.294	104,311	\$4.803	(5,357) -5.4%	(\$0.509) -11.8%	634,016	\$27.583	639,373	\$28.092	(5,357) -0.8%	(\$0.509) -1.8%

Totals may not add due to rounding.

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

* Exceeds 100%

MTA Bus Company
July Financial Plan - 2016 Mid-Year Forecast Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	1,060 2.1%	(\$0.136) -6.4%		1,060 0.3%	(\$0.136) -1.0%	Increased Running Time/Traffic
<u>Unscheduled Service</u>	(2,143) -19.7%	(\$0.107) -22.9%		(2,143) -3.2%	(\$0.107) -3.7%	
<u>Programmatic/Routine Maintenance</u>	(4,558) -28.0%	(\$0.282) -40.0%		(4,558) -3.5%	(\$0.282) -5.2%	
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(2,865) -16.7%	(\$0.090) -10.5%		(2,865) -3.0%	(\$0.090) -1.9%	Vacancy and Absence Coverage
<u>Weather Emergencies</u>	2,925 *	\$0.101 *		2,925 *	\$0.101 *	
<u>Safety/Security/Law Enforcement</u>	136 60.6%	\$0.005 47.2%		136 10.7%	\$0.005 7.9%	
<u>Other</u>	88 *	(\$0.001) *		88 *	(\$0.001) *	
Subtotal	(5,357) -5.4%	(\$0.509) -11.8%		(5,357) -0.8%	(\$0.509) -1.8%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(5,357)	(\$0.509)		(5,357)	(\$0.509)	

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 July 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	\$129.4	\$92.3	71
Design Completions	\$181.8	\$146.3	80
Construction Awards	\$2,337.2	\$1,247.6	53
Substantial Completions	\$1,670.8	\$1,299.6	78
Closeouts	\$4,800.8	\$263.0	5

During July, NYCT awarded projects totaling \$127.1 million, including:

- Sandy Mitigation: Street Level Openings and Internal Station Hardening at 8 Stations;
- Phase 4 of Signals Key-By Circuit Modification; and
- Station Component Replacement and Painting on the Jamaica Line (June Award).

During the same period, NYCT substantially completed projects totaling \$96.3 million, including:

- 2016 Mainline Track Replacement on the 63rd Street Line;
- Station Component Replacement at Four Locations on the Lexington Line; and
- Communication Based Train Control Retrofit of 370 R142A Cars and Acceptance of Final Two R188 Cars.

Also during July, NYCT started twelve design projects for \$11.4 million, completed nine design projects for \$11.6 million, and closed out four projects for \$43.9 million.

Capital Program Status
September 2016
(July 2016)

During July, NYCT awarded \$127.1 million in projects, including \$47.1 million for Sandy Mitigation: Street Level Openings and Internal Station Hardening at 8 Stations. As part of resiliency initiatives system-wide, this contract will institute flood protection measures along street level openings and critical station facilities at vulnerable stations in Manhattan. The project scope will involve application of both permanent and deployable protection solutions, which may include, but are not limited to: tensioned fabric covers, marine doors, flood doors, check valves, manhole inserts, conduit and wall penetration sealants, mechanical closure devices, and deployable covers.

NYCT also awarded \$18.4 million for Phase 4 of Signal Key-By Circuit Modification. This contract will continue installation of key-by timers into existing circuits of automatic and approach signals at various locations system-wide to protect both entrances to station platforms and blocks where visibility is limited by rail configuration. Installation of key-by timers improves customer safety by preventing a slow moving train from inadvertently passing a stop signal.

In addition, during June, NYCT awarded \$81.4 million for Station Component Replacement and Component Painting on the Jamaica Line. This contract will involve repair of deficient components at four stations, including Myrtle Avenue, 104th Street, 111th Street, and 121 Street Stations, and painting of components at three stations, including 104th Street, 111th Street, and 121 Street Stations. Components to be addressed will include platform floors, platform columns, platform edges and platform stairs.

During July, NYCT substantially completed projects totaling \$96.3 million, including \$29.5 million for Mainline Track Replacement on the 63rd Street Line. This contract included replacement of mainline track components and rehabilitation of third rail along a right-of-way in Manhattan between Lexington/63rd Street Station (F) and 7th Avenue Station (Q), in preparation for subway service along Phase 1 of Second Avenue Subway. Phase 1 of Second Avenue Subway will operate as an extension of the Q, connecting existing stations at 57th Street-7th Avenue along the Broadway Line and Lexington Avenue-63rd Street along the 63rd Street Line with new stations at 72nd Street, 86th Street and 96th Street.

NYCT also completed a \$23.0 million project for Station Component Replacement at four locations on the Lexington Avenue Line in Manhattan. This project involved repair of platform components at Astor Place, 51st Street, 59th Street, and 103rd Street Stations. Work included replacement of platform components, such as platform edges, floor, wall, columns and stairs; leak remediation at two locations; installation of ADA boarding area and new warning strip at Astor Place; and component painting at 103rd Street Station.

Additionally, NYCT completed projects for \$222.3 million for Communication Based Train Control (CBTC) retrofit of 370 R142A railcars in June and \$5.3 million for acceptance of the two final R188 cars between June and July. In December 2011, this option was exercised for procurement of 103 R188 CBTC-ready cars and for retrofit of 370 R142A cars with CBTC compatible equipment. As of July 31, 2016, all R188 cars were accepted and all R142A cars were retrofitted. Both CBTC-ready and retrofitted cars will run on the Flushing Line.

Also during July, NYCT started twelve design projects for \$11.4 million, completed nine design projects for \$11.6 million, and closed out four projects for \$43.9 million.

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

Projects Closed During July 2016
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
HVAC Upgrades - Yukon Depot	\$16.71	\$17.80	3/2016	4
East 180 St Maintenance Shop: Facility Waterproofing [SBMP]	\$5.29	\$5.62	7/2016	0
3 Bus Washers at MJQ: 1 New and 2 Rehab	\$5.37	\$5.72	8/2016	(1)
Sandy Repairs: Power Cable Replacement - Rockaway Park	\$14.32	\$14.75	9/2016	(2)

The closeout of HVAC Upgrades at Yukon Depot was delayed by 4 months due to a delay in the submittal and acceptance of final closeout deliverables.

CAPITAL PROJECT MILESTONE SUMMARY 2016

(THROUGH JULY 31, 2016)

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

July

Design Starts	\$29.9	28	\$11.4	12	38.1	42.9
Design Completions	13.9	15	11.6	9	83.4	60.0
Construction Awards	469.4	30	127.1	11	27.1	36.7
Substantial Completions	821.8	31	96.3	13	11.7	41.9
Closeouts	80.4	9	43.9	4	54.6	44.4

2016 Year-To-Date

Design Starts	\$129.4	102	\$92.3	76	71.3	74.5
Design Completions	181.8	92	146.3	58	80.5	63.0
Construction Awards	2,337.2	110	1,247.6	67	53.4	60.9
Substantial Completions	1,670.8	104	1,299.6	66	77.8	63.5
Closeouts	4,800.8	126	263.0	56	5.5	44.4

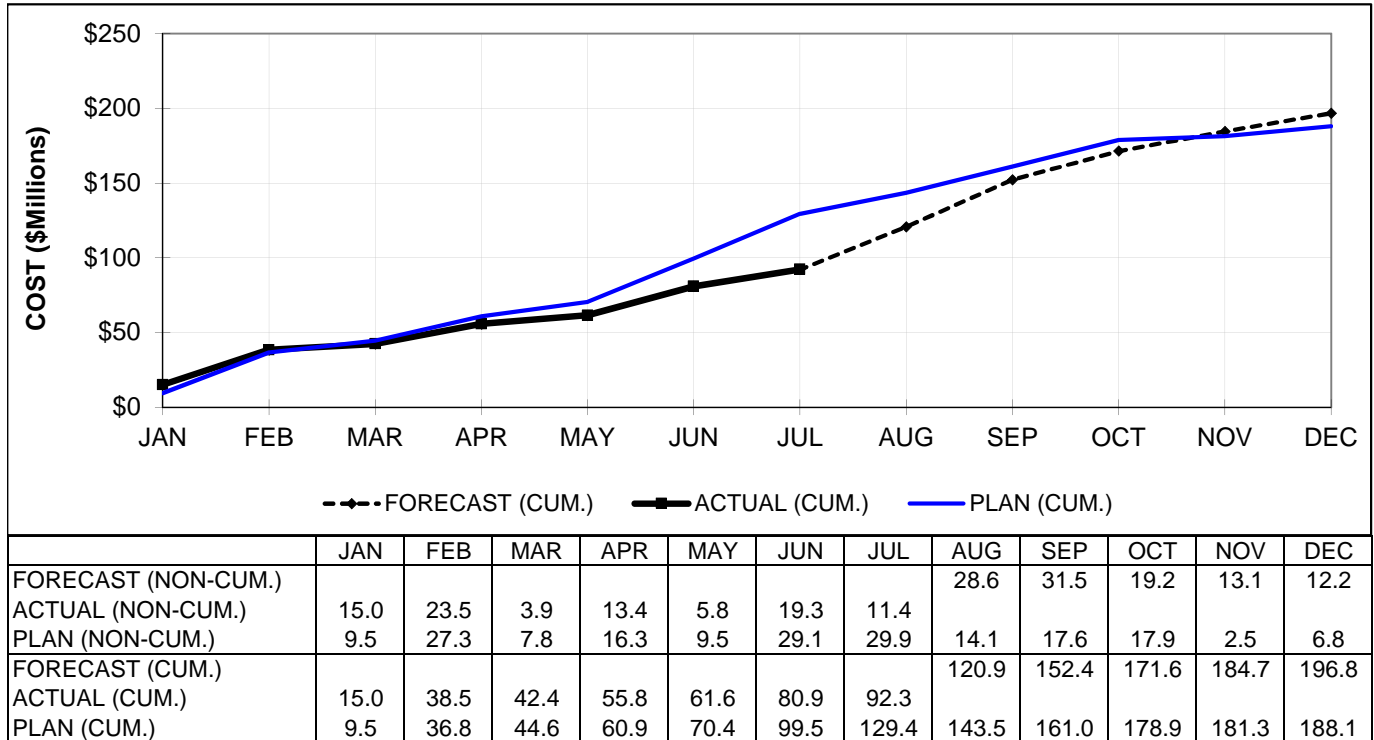
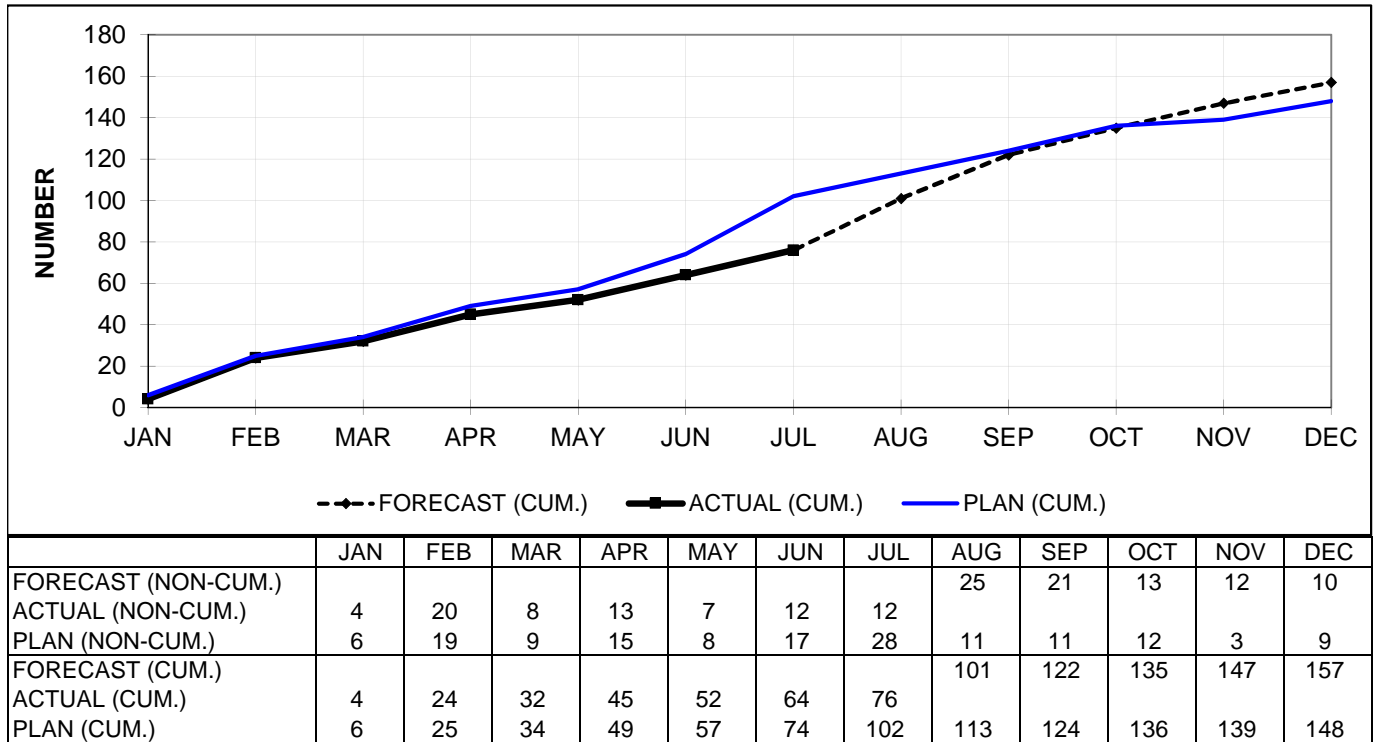
2016 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$188.1	148	\$196.8	157	104.6	106.1
Design Completions	249.7	152	261.4	134	104.7	88.2
Construction Awards	4,429.4	171	4,479.7	184	101.1	107.6
Substantial Completions	2,513.4	166	2,518.5	159	100.2	95.8
Closeouts	6,039.3	206	1,970.2	185	32.6	89.8

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

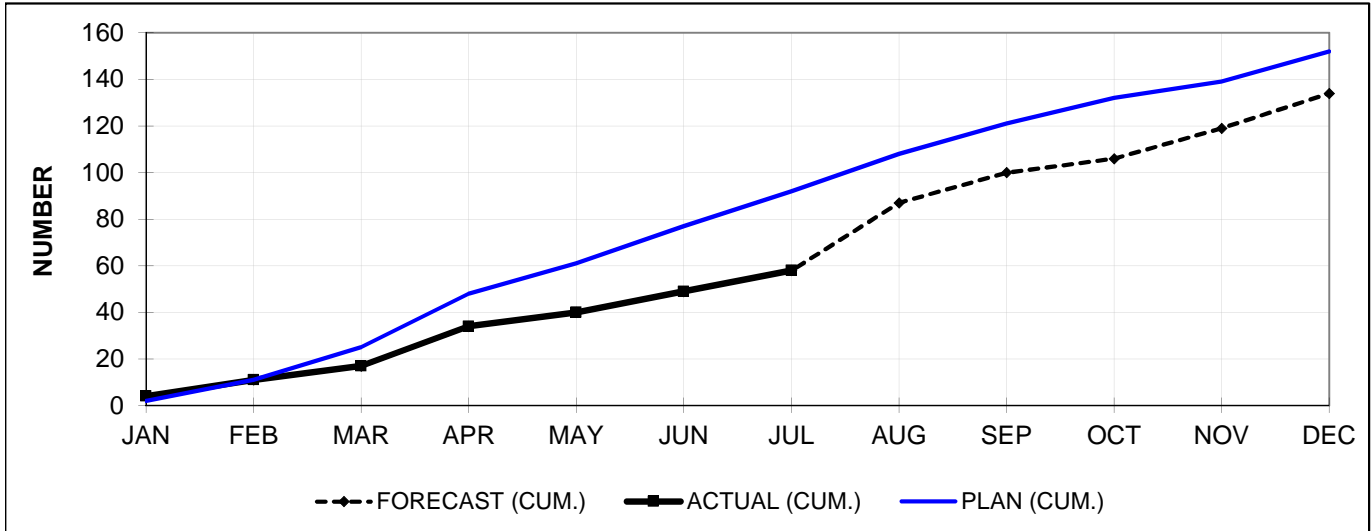
2016 Design Starts Charts

As of July 2016

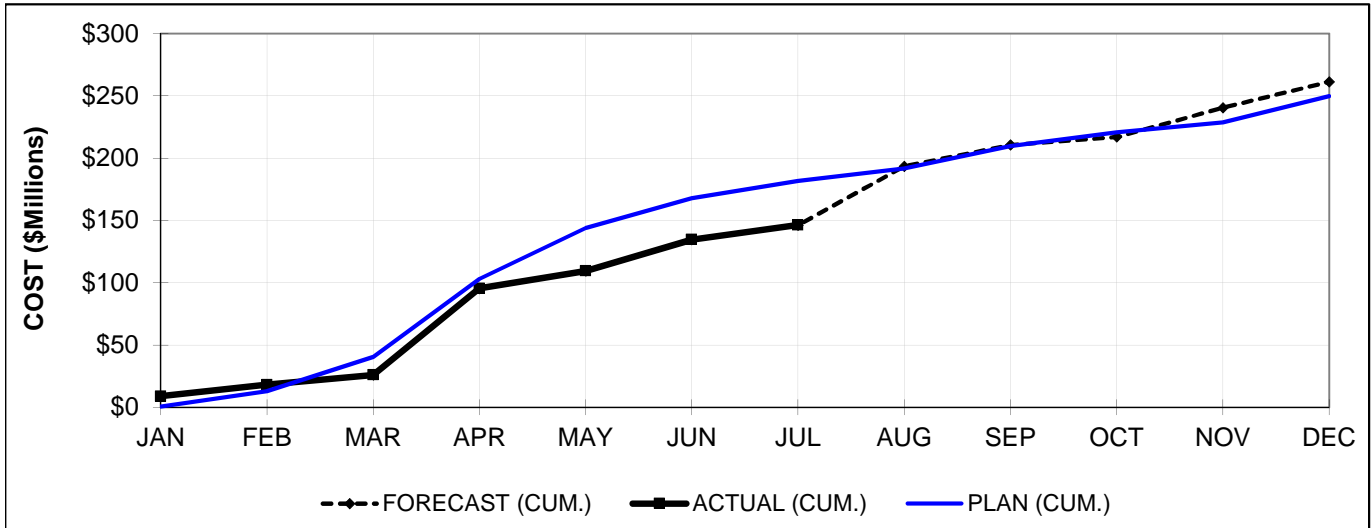


2016 Design Completions Charts

As of July 2016



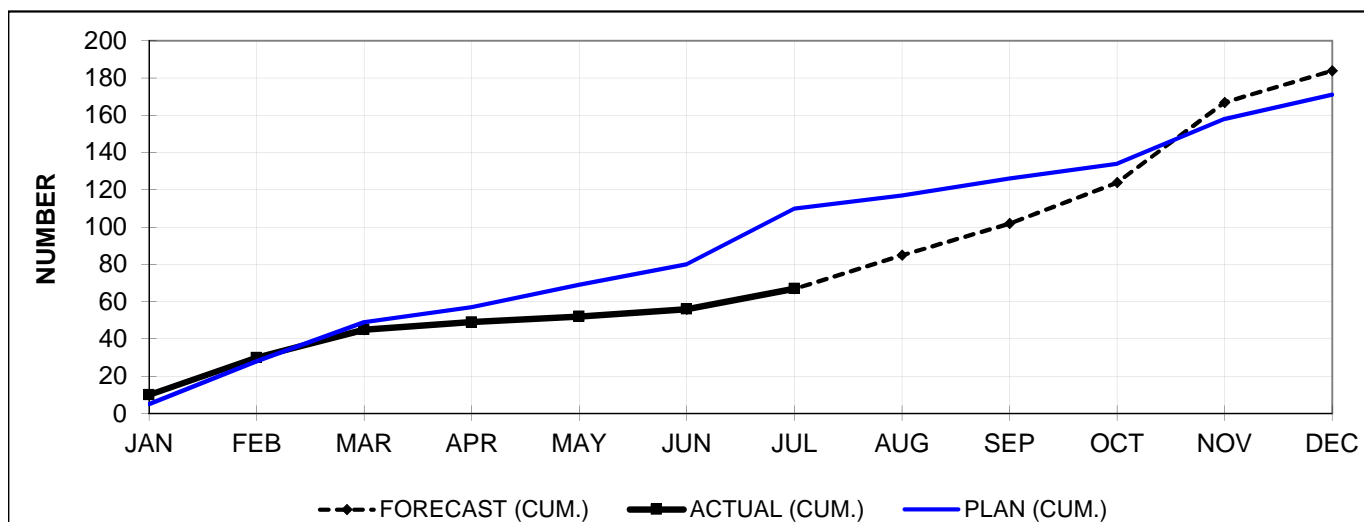
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								29	13	6	13	15
ACTUAL (NON-CUM.)	4	7	6	17	6	9	9	16	13	11	7	13
PLAN (NON-CUM.)	2	9	14	23	13	16	15	16	13	11	7	13
FORECAST (CUM.)								87	100	106	119	134
ACTUAL (CUM.)	4	11	17	34	40	49	58	108	121	132	139	152
PLAN (CUM.)	2	11	25	48	61	77	92	108	121	132	139	152



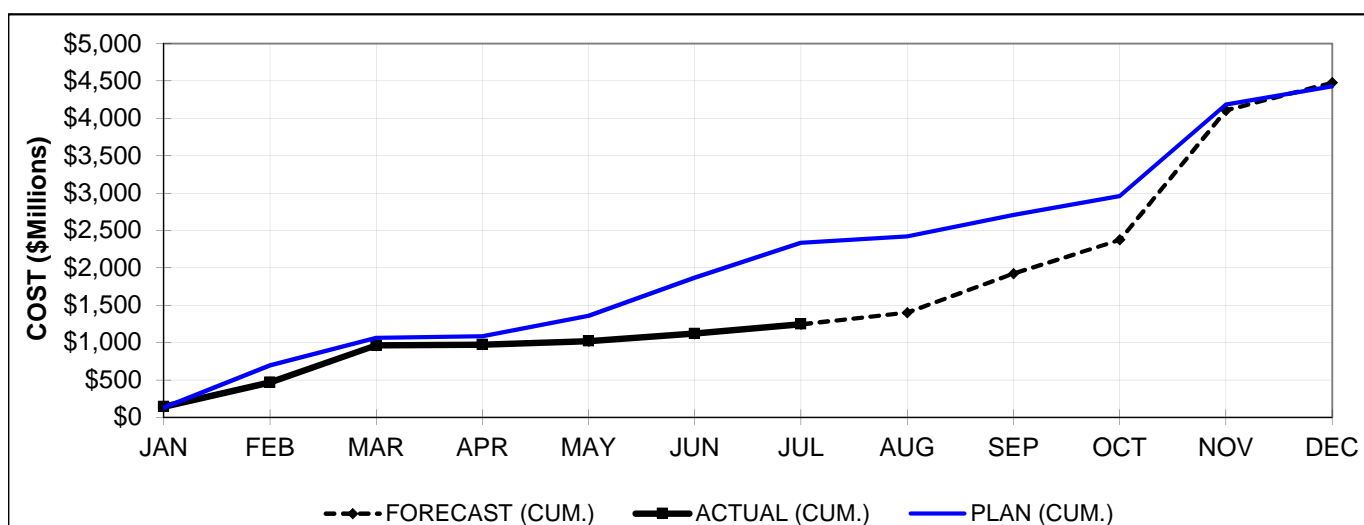
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								47.4	17.1	6.4	23.5	20.8
ACTUAL (NON-CUM.)	8.9	9.3	7.8	69.4	14.1	25.2	11.6	10.1	18.0	11.0	7.8	21.1
PLAN (NON-CUM.)	0.6	12.3	27.5	62.7	41.0	23.9	13.9	10.1	18.0	11.0	7.8	21.1
FORECAST (CUM.)								193.7	210.8	217.2	240.7	261.5
ACTUAL (CUM.)	8.9	18.2	26.0	95.5	109.5	134.7	146.3	193.7	210.8	217.2	240.7	261.5
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

2016 Awards Charts

As of July 2016



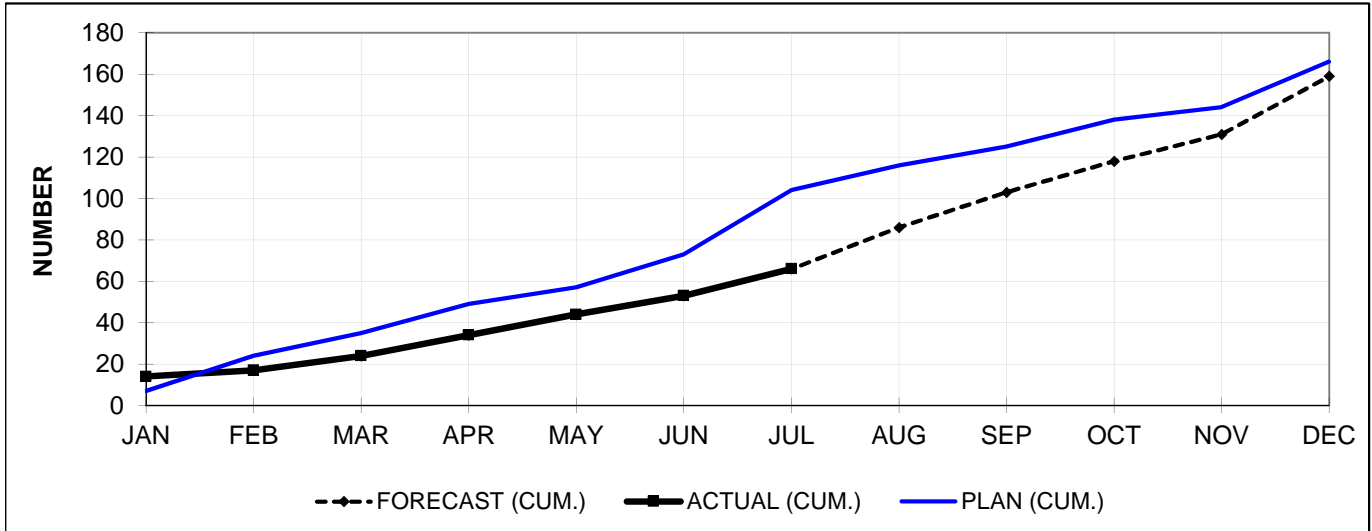
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								18	17	22	43	17
ACTUAL (NON-CUM.)	10	20	15	4	3	4	11	7	9	8	24	13
PLAN (NON-CUM.)	5	23	21	8	12	11	30	7	9	8	24	13
FORECAST (CUM.)								85	102	124	167	184
ACTUAL (CUM.)	10	30	45	49	52	56	67	117	126	134	158	171
PLAN (CUM.)	5	28	49	57	69	80	110	117	126	134	158	171



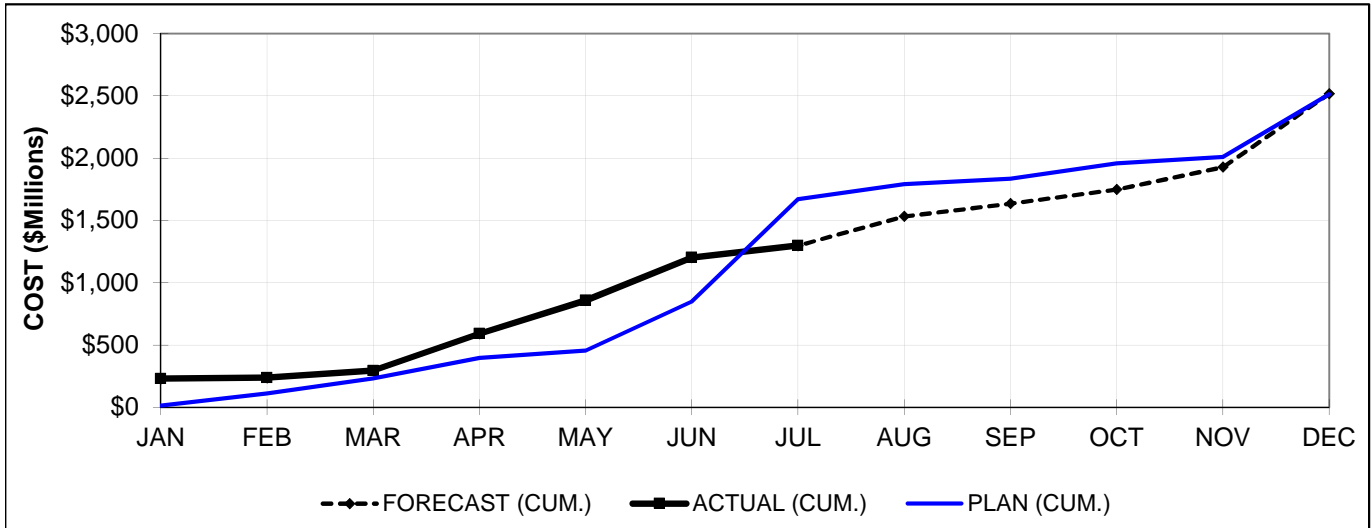
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								155.9	522.9	449.9	1732.8	370.7
ACTUAL (NON-CUM.)	141.3	326.8	493.9	9.8	48.7	100.1	127.1	85.7	283.8	253.4	1225.3	243.9
PLAN (NON-CUM.)	128.6	565.3	370.6	19.5	274.1	509.7	469.4	85.7	283.8	253.4	1225.3	243.9
FORECAST (CUM.)								1,403.5	1,926.4	2,376.2	4,109.0	4,479.7
ACTUAL (CUM.)	141.3	468.1	962.0	971.8	1,020.5	1,120.5	1,247.6	2,422.9	2,706.7	2,960.1	4,185.5	4,429.4
PLAN (CUM.)	128.6	694.0	1,064.5	1,084.0	1,358.1	1,867.8	2,337.2	2,422.9	2,706.7	2,960.1	4,185.5	4,429.4

2016 Substantial Completions Charts

As of July 2016



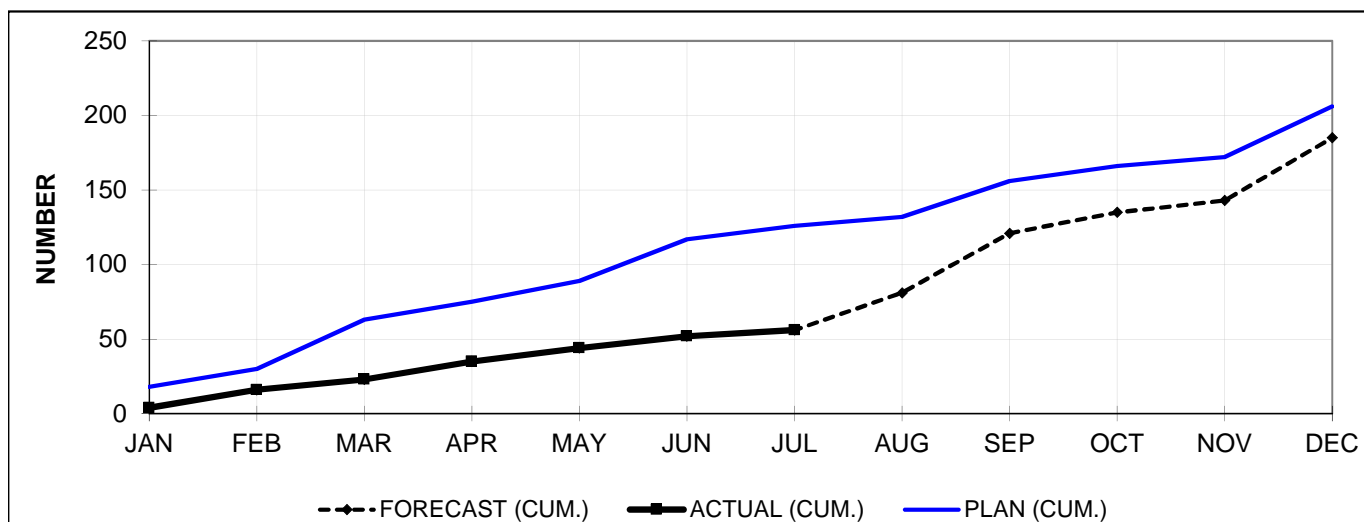
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								20	17	15	13	28
ACTUAL (NON-CUM.)	14	3	7	10	10	9	13	12	9	13	6	22
PLAN (NON-CUM.)	7	17	11	14	8	16	31	12	9	13	6	22
FORECAST (CUM.)								86	103	118	131	159
ACTUAL (CUM.)	14	17	24	34	44	53	66	116	125	138	144	166
PLAN (CUM.)	7	24	35	49	57	73	104	116	125	138	144	166



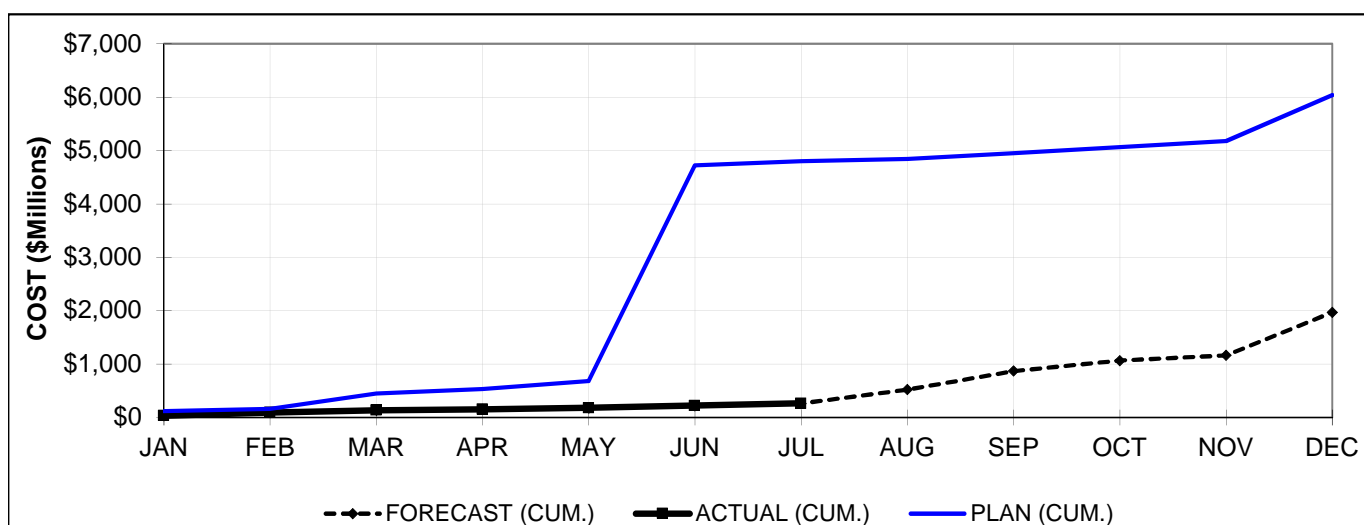
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								234.6	102.9	113.2	179.2	589.0
ACTUAL (NON-CUM.)	230.9	7.4	56.2	297.1	266.4	345.4	96.3	120.8	44.0	123.6	52.1	502.1
PLAN (NON-CUM.)	15.0	96.9	119.4	166.3	57.6	393.8	821.8	120.8	44.0	123.6	52.1	502.1
FORECAST (CUM.)								1,534.3	1,637.2	1,750.4	1,929.6	2,518.5
ACTUAL (CUM.)	230.9	238.2	294.4	591.6	857.9	1,203.3	1,299.6	1,791.6	1,835.5	1,959.1	2,011.3	2,513.4
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

2016 Closeouts Charts

As of July 2016




	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								25	40	14	8	42
ACTUAL (NON-CUM.)	4	12	7	12	9	8	4					
PLAN (NON-CUM.)	18	12	33	12	14	28	9	6	24	10	6	34
FORECAST (CUM.)								81	121	135	143	185
ACTUAL (CUM.)	4	16	23	35	44	52	56					
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.)								260.2	347.4	192.9	100.8	806.0
ACTUAL (NON-CUM.)	33.4	56.9	43.8	17.8	24.9	42.3	43.9					
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.)								523.2	870.6	1,063.5	1,164.3	1,970.3
ACTUAL (CUM.)	33.4	90.3	134.1	151.9	176.8	219.1	263.0					
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 8 actions for a proposed expenditure of \$47.9M.

Subject	Request for Authorization to Award Various Procurements				
Department	Materiel – 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	9/26/16			
2	Board	9/28/16			

September 20, 2016			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Internal Approvals			
	Approval		Approval
 9/21/16	President NYCT		President MTACC
 9/20/16	Executive VP (acron)		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 Noncompetitive procurements in the following categories:

Schedules Requiring Majority Vote:

		<u># of Actions</u>	<u>\$ Amount</u>
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$ 2.8 M
	• Avaya, Inc.	\$ 2.8 M	

SUBTOTAL 1 \$ 2.8 M

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

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

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

Schedule F:	Personal Service Contracts	5	\$	42.4 M
Schedule J:	Modifications to Miscellaneous Procurement Contracts	1		1.8 M
		SUBTOTAL		6 \$ 44.2 M

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

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

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

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

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

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	1	\$.9 M
		SUBTOTAL		1 \$.9 M
		TOTAL		8 \$ 47.9 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 noncompetitive 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 noncompetitive 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.

SEPTEMBER 2016

LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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. Avaya, Inc.
Contract# 1802.5 | \$2,766,212 (Est.) | <u>Staff Summary Attached</u> |
| Modification to the all-agency contract for maintenance of local and wide area multi-protocol router communication network (LAN/WAN) equipment, in order to extend the contract term. | | |

Item Number: 1

Vendor Name (Location) Avaya, Inc. (Basking Ridge, New Jersey)
Description Maintenance of the local and wide area multi-protocol router communication networks
Contract Term (including Options, if any) October 1, 2011–September 30, 2016
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive
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: MTA-IT, Sidney Gellineau

Contract Number	ASWO/Mod.#:
1802	5
Original Amount:	\$ 9,092,452
Option Amount:	\$ 2,652,354
Total Amount:	\$ 11,744,806
Prior Modifications:	\$ 1,429,601
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 13,174,407
This request:	\$ 2,766,212 (Est.)
% of This Request to Current Amount:	21.0%
% of Modifications (including This Request) to Total Amount:	35.7%

Discussion:

This modification will extend this multi-agency miscellaneous service contract for an additional three years, from October 1, 2016–September 30, 2019, for continued maintenance of the local and wide area network (“LAN/WAN”) equipment originally manufactured by Nortel Networks, Inc. (“Nortel”).

Equipment covered under this service contract consists of routers, switches, and related communications equipment. It supports all data traffic for all MTA agencies except Bridges and Tunnels. This includes email, server traffic (including server backups), traffic to and from the various MTA data centers, and users accessing enterprise applications. It also supports some, but not all, voice communications (telephone communications).

In January 2009, Nortel filed for voluntary bankruptcy protection. Subsequently, Avaya acquired portions of Nortel, including the portion that previously manufactured and maintained this equipment. As the successor to Nortel, Avaya is uniquely qualified to provide maintenance for this critical equipment. The operating system software embedded in the equipment is proprietary to Avaya and can only be maintained by Avaya. Any other firm providing hardware maintenance must obtain original equipment manufacturing parts and repair service from Avaya. Due to the dependence of MTA on its network and the critical need to maintain network communications, until the replacement of the aged equipment originally manufactured by Nortel is completed, it is necessary to obtain maintenance services directly from Avaya. Approximately 90% of the equipment covered under this contract will be replaced during the term of this extension via the Network Infrastructure Upgrade contract.

In December 2011, the Board approved the retroactive award of the base contract for a two-year term, with a one-year option. The contract has been extended several times, including exercise of the option.

The work under this contract includes maintenance of LAN/WAN equipment with the following service level categories: (1) Full Service, where the contractor performs all required work on site twenty-four hours a day, seven days a week, (2) Next Day Service, which provides 24-hour replacement of failed parts as identified by the agency and installed by agency personnel, (3) Depot Service, under which agency personnel install replacement parts drawn from a spare parts inventory, while the contractor provides replacements for such failed parts within 10 days.

Unit prices for this extension reflect a 15% discount from list pricing, which is significantly higher than the 6% discount provided in the New York State Office of General Services contract. The price has been found to be fair and reasonable.

New York City Transit

SEPTEMBER 2016

Procurements Requiring Majority Vote:

F. Personal Service Contracts

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


- | | | |
|--|--|---|
| <p>1. Jacobs Civil Consultants, Inc.
 Five Proposals – 13-month contract, with one option
 Contract# CM-1301</p> | <p>\$2,439,184</p> | <p><u><i>Staff Summary Attached</i></u></p> |
| <p>Design Consultant Services for radio replacement projects and Design Support During Construction for the Staten Island Railway and NYC Transit’s Department of Subways.</p> | | |
| <p>2. The KOHL Group, Inc.</p> | <p>\$40,000,000 (Aggregate)</p> | <p><u><i>Staff Summary Attached</i></u></p> |
| <p>3. The Spear Group</p> | | <p>↓</p> |
| <p>4. Management Concepts Systems & Services</p> | | <p>↓</p> |
| <p>5. ELLANA, Inc.
 Seven Proposals – Sixty-month contract
 Contract# CM-1536/1537/1538/1540</p> | | <p>↓</p> |
| <p>Indefinite Quantity contracts for staffing services to provide cost estimating and cost control support personnel.</p> | | |

J. Modification to Miscellaneous Procurement 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.)

- | | | |
|---|---------------------------|---|
| <p>6. Autodesk, Inc.
 Contract# 05I9268.12</p> | <p>\$1,763,449</p> | <p><u><i>Staff Summary Attached</i></u></p> |
| <p>Modification to the contract for the Constructware Web-based Project Management System, in order to extend the contract term and provide additional consulting, support and training services.</p> | | |

Staff Summary

Item Number 1			
Department, Department Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1 WD	Materiel	6 X	Subways
2 X	Law	7	EVP (Acting) MPC 9/21/16
3 X	Budget	8	President UA 9.22.16
4 X	DDCR		
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name Jacobs Civil Consultants, Inc.	Contract No. CM-1301
Description Design Consultant for Radio Replacement Projects and Design Support During Construction for the Staten Island Railway and NYC Transit's Department of Subways	
Total Amount \$2,439,184 NTE (Base \$1,784,815, Option \$654,369)	
Contract Term (including Options, if any) Base Contract for 13 months with an option for 30 months for Staten Island Railway and 36 months for NYC Transit's Department of Subways	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval of the Board to award a competitively solicited Design Consultant contract to Jacobs Civil Consultants Inc. ("Jacobs") for the design of new radio systems for Staten Island Railway ("SIR") and NYC Transit's Department of Subways', Maintenance of Way Division ("DOS") in the not-to-exceed amount of \$2,439,184 for the design services including an option for Design Support During Construction ("DSDC"). The base design amount is \$1,784,815 with a duration of 13 months. The DSDC option amount is \$654,369 with a duration of 30 months for SIR and 36 months for DOS. The option, if exercised, will be authorized by the Assistant Chief Procurement Officer ("ACPO").

DISCUSSION:

In order to comply with FCC changes, SIR and DOS will transition from UHF radio channels to replacement radio systems that will operate on 800 MHz channels. Under this contract, Jacobs will produce two separate designs for new radio systems for train traffic control on SIR and for maintenance groups in DOS. These design packages will be the basis for the two construction contracts for these radio systems to be solicited via an Invitation for Bid ("IFB"). Jacobs will develop all necessary design parameters, specifications, and drawings and compile all documentation required for the development of the IFB packages. New base station equipment shall be provided and installed by the contractor selected for each project. SIR equipment will be installed along the right-of-way and DOS equipment will be installed above ground at approximately six locations for both projects.

A two-step solicitation was advertised in various publications, and direct notices were sent to potential providers. The following 11 firms submitted Step One Qualification Packages: AECOM Technical Services, Inc. ("AECOM"); Ove Arup & Partners, PC; Federal Engineering, Inc. ("Federal"); Jacobs Civil Consultants Inc. ("Jacobs"); LTK Engineering Services of New York, LLP; Macro, a Division of Ross & Baruzzini, Inc. ("Macro"); Parsons Transportation Group of New York, Inc. ("PTG"); PierCon Solutions, LLC; SYSTRA Engineering, Inc.; Tectonic Engineering & Surveying Consultants PC; and TRC Companies, Inc. ("TRC"). The Selection Committee ("SC") reviewed the submittals and, based on the firms' relevant knowledge and experience, recommended the following six firms to advance to step two of the solicitation process and receive the Request for Proposal ("RFP"): AECOM, Federal, Jacobs, Macro, PTG, and TRC. The five remaining firms were not recommended because they lacked sufficient qualifications and experience in this field as presented in the qualification packages.

An RFP was issued to the shortlisted firms and proposals were subsequently received from five out of the six firms. Federal declined to propose due to its inability to perform the majority of the services as a prime consultant, as stipulated in the RFP document. The SC reviewed the written technical proposals in accordance with the established evaluation criteria, which included their plan of approach, relevant experience, current workload of key personnel, and past performance on similar projects. Oral presentations were also conducted with the respondents to the RFP. Jacobs, Macro, and PTG were determined by the SC to be the three most technically preferred firms based on their extensive relevant experience and successful performance on similar projects, as presented in the technical proposals and during oral presentations, and were recommended for negotiations. The two firms not recommended for negotiations did not demonstrate as much relevant experience.

After being selected and approved for negotiations, the cost proposals from Jacobs, Macro, and PTG were opened and evaluated. The initial cost proposals from the three selected firms including the DSDC option, were as follows: Jacobs – \$3,448,774 (\$2,770,374 base/\$678,401 option), Macro – \$2,010,028 (\$1,773,991 base/\$236,037 option), and PTG – \$2,735,396 (\$1,364,202 base/\$1,371,194 option). The initial in-house estimate was \$4,063,668 (\$3,295,510 base/\$768,158 option).

Several negotiation sessions were held with the three firms which focused on the estimated direct labor rates, proposed hours, overhead, and fixed fee. Revised interim proposals were received following the negotiations. The in-house estimate was also revised to \$2,540,727 (\$1,723,423 base/\$817,304 option). Subsequently, Best and Final Offers (“BAFOs”) were requested and received as follows: Jacobs – \$2,439,184 (\$1,784,815 base/\$654,369 option), Macro – \$2,602,674 (\$1,543,346 base/\$1,059,329 option), and PTG – \$2,190,615 (\$1,257,177 base/\$933,438 option).

The SC unanimously voted to recommend award of the contract to Jacobs due to it being the most technically preferred firm. Jacobs proposed the most design hours and had the lowest fully loaded weighted average hourly rates. Although PTG’s BAFO was lower than Jacobs’, the SC’s decision was based on the fact that of the two firms, Jacobs’ technical expertise was preferable as the firm had proposed the best technical solution. Jacobs proposed a design team that included two subconsultants with extensive experience on transit communication projects, and their proposal evinced extensive research in their approach that would assure successful projects. Therefore, the difference in price between PTG and Jacobs did not justify awarding PTG the contract. Jacobs’ BAFO was determined to be fair and reasonable based on the competitive RFP process.

In connection with a previous contract awarded to Jacobs, Jacobs was found to be responsible notwithstanding significant adverse information (“SAI”) pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman in consultation with the MTA General Counsel. No new SAI has been found relating to Jacobs and Jacobs has been found to be responsible.

M/W/DBE INFORMATION:

The Department of Diversity and Civil Rights (“DDCR”) has established MBE/WBE goals of 6% MBE and 6% WBE for this contract. DDCR has approved Jacobs’ MBE/WBE Utilization Plan that forecasts participation of 6% MBE and 20.4% WBE. Jacobs has achieved its M/W/DBE goals on previous MTA contracts.

IMPACT ON FUNDING:

This contract will be funded with 100% MTA funds. Award of this contract is subject to receipt of an approved WAR certificate.

ALTERNATIVES:

None. Currently, CPM lacks available in-house technical personnel to perform the specific tasks required under the scope of work for this contract.

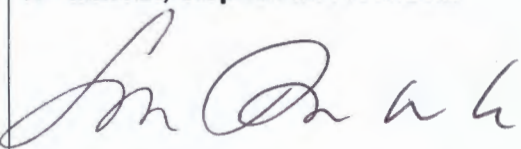
CAPITAL PROGRAM REPORTING:

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

RECOMMENDATION:

That the Board approve the award of a competitively solicited Design Consultant contract to Jacobs Civil Consultants Inc. to design new radio systems for SIR and DOS in the not-to-exceed amount of \$2,439,184 for the design services including an option for DSDC. The base design amount is \$1,784,815 with a duration of 13 months. The DSDC option amount is \$654,369 with a duration of 30 months for SIR and 36 months for DOS. The option, if exercised, will be authorized by the ACPO.

Staff Summary

Item Number 2-5			
Department, Department Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel	6	EVP (ACTING) MPC 9/19/16
2 X	Law	7	President MPC 9/21/16
3 X	Budget		
4 X	DDCR		
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name	Contract No.
Various (listed below)	CM-1536/ 37/38/40
Description	
IQ Contracts to Provide Cost Estimating and Cost Control Support Personnel	
Total Amount	
\$40 million (Est. Aggregate)	
Contract Term (including Options, if any)	
60 months	
Option(s) included in Total Amount?	<input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Renewal?	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval of the Board to award the following four Indefinite Quantity ("IQ") contracts on a competitive basis for staffing services to support NYC Transit cost estimating and cost control projects: CM-1536 to The KOHL Group, Inc. ("KOHL"); CM-1537 to The Spear Group ("Spear"); CM-1538 to Management Concepts Systems & Services ("MCSS"), a certified M/W/DBE; and CM-1540 to ELLANA, Inc., ("ELLANA"), a certified M/W/DBE for a period of 60 months. The aggregate pool for all four contracts is an estimated amount of \$40 million, comprised of federal and MTA funding. These will be zero dollar-based contracts with no minimum guarantee of any assignments.

DISCUSSION:

Due to the critical nature of the estimating function and the shortage of NYC Transit cost estimating and cost control personnel to support Capital Program Management ("CPM") and the many initiatives identified in the 2015-2019 Capital Program, NYC Transit is seeking to procure the services of staffing firms to provide professional and technical staff on an as-needed basis. Unlike a contract awarded to an engineering consultant firm, where the firm would have responsibility for executing an entire project or assigned portion thereof, this contract will enable NYC Transit to meet the need for staff to perform various estimating tasks for capital projects. These contracts will replace one expired contract and one existing contract that expires in December 2016.

Work orders for new staffing requirements will be competitively solicited from all four firms. Based on the résumés submitted for the proposed candidates, a clearly outlined process will then follow to select the most qualified personnel to support NYC Transit requirements. The contract award does not represent a specific monetary commitment on the part of NYC Transit, however each awardee has the opportunity to compete for available personnel assignments. The staffing firms will pre-qualify all candidates prior to referral. The staffing firms will be paid the negotiated salary of the person whose services are provided to the agency, plus a markup.

The Request for Proposal ("RFP") was conducted via a two-step process. Outreach efforts to get prospective staffing firms to propose on this solicitation were performed. Respondents to the RFP are comprised of architectural and engineering consulting firms along with staffing firms. In Step 1, fifteen firms submitted qualification packages: Absolute Consulting, Inc.; AECOM USA, Inc. ("AECOM"); ARCADIS; AZH Construction & Consulting; Currie & Brown, Inc.; ELLANA; Faithful Gould, Inc.; Hill International, Inc. ("Hill"); V. J. Associates, Inc. ("VJA"); MCSS; KOHL; Promatech, Inc.; Spear; The LiRo Group Ltd. ("LiRo"); and PMA Consultants LLC ("PMA"). The packages were reviewed by the Selection Committee ("SC") to determine the firms most qualified and experienced in providing the required personnel. Only firms selected during Step 1 received the RFP.

Staff Summary

Subsequent to the SC's review of the Qualification submittals, and, as a result of the majority of submittals being from engineering consultants and not staffing firms, a notification was sent to the proposers clarifying the requirements of the RFP relative to the solicitation being first and foremost a request for staffing and that their proposed overhead rates were expected to be consistent with those proposed by staffing firms. After receiving this clarification, LiRo and PMA withdrew their Qualification Packages.

The SC voted to recommend eight proposers to receive the RFP for Step 2 of this solicitation process: KOHL, AECOM, MCSS, ELLANA, Hill, Spear, VJA, and Promatech. Seven firms submitted proposals. Promatech decided not to propose, citing that they were not confident that they could provide adequate staff to perform the work. The SC reviewed the written technical proposals in accordance with the established evaluation criteria. This criteria includes (1) experience and ability to provide professional and technical personnel, (2) capability to recruit, screen, and refer cost estimating/control personnel for various architectural and engineering disciplines, (3) recruitment and screening methods, (4) existing database of qualified cost estimating and cost control personnel, and (5) policies in place to retain personnel. Oral presentations were conducted with all seven firms. KOHL, ELLANA, MCSS, AECOM, and Spear were found to be the most technically qualified and were subsequently recommended for negotiations.

Price negotiations were held with the five selected firms with discussions mainly focusing on the proposed markup to be paid for candidates selected by NYC Transit. The markup percentage is paid to the consultant, based on the candidate's direct salary, and represents overhead and profit. The markup compensates the consultants for their efforts in recruiting, screening, referring, payroll-related expenses, and managing compensation for selected candidates. A renewal fee will be applied in lieu of the initial markup in the event that staff are renewed for an additional time period beyond 2,080 hours. The contract also includes a finder's fee, to be paid by NYC Transit, for staff who are subsequently hired as full-time employees by NYC Transit or another MTA agency after a designated period. After several negotiation sessions with all five firms, Best and Final Offers (BAFOs) were received as follows:

	<u>Markup</u>	<u>Renewal Fee (>2080 hrs)</u>	<u>Finder's Fee (<2080 hrs)</u>	<u>Finder's Fee (>2080 hrs)</u>	<u>≥4160 hrs NO FEE</u>
AECOM	108.00%	108.00%	15.00%	10.00%	00.00%
ELLANA	74.00%	71.00%	20.00%	18.00%	00.00%
MCSS	68.50%	68.50%	10.00%	05.00%	00.00%
KOHL	44.00%	43.00%	15.00%	08.00%	00.00%
Spear	39.00%	37.00%	19.00%	14.00%	00.00%

After review of BAFOs, the SC reconvened and selected KOHL, ELLANA, MCSS, and Spear for award. AECOM was not selected by the SC as its BAFO markup far exceeded the competitive range of comparable markups of the other firms. Procurement and CPM consider the BAFOs received from the four selected firms to be fair and reasonable. The four selected firms represent a well-rounded group. Spear is strong in engineering services and staffing, MCSS and ELLANA are two solid consultant and staffing firms with a depth of relevant engineering expertise, and KOHL is a strong technical and staffing firm that has previously staffed these types of positions.

Background investigations and materials submitted by these firms disclosed no significant adverse information within the meaning of the All-Agency Responsibility Guidelines. All firms were found responsible for award.

M/W/DBE INFORMATION:

The Department of Diversity and Civil Rights assigned a 0% M/W/DBE goal for these contracts based on the Scope of Work and lack of subcontracting opportunities. KOHL, MCSS, ELLANA, and Spear have not completed any MTA contracts within the last three years; therefore, no assessment of the firms' M/W/DBE performance can be determined at this time.

IMPACT ON FUNDING:

These contracts will be funded with federal and MTA funds provided on a work order basis. Task orders will not be issued until an approved War Certificate is received.

ALTERNATIVES:

Perform the work using in-house personnel. Currently, NYC Transit lacks available in-house technical personnel to perform the specific tasks required under the scope of work for this contract.

CAPITAL PROGRAM REPORTING:

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

RECOMMENDATION:

That the Board approve the award of four competitively solicited IQ contracts for staffing services to support NYC Transit cost estimating and cost control projects: CM-1536 to KOHL, CM-1537 to Spear, CM-1538 to MCSS, and CM-1540 to ELLANA for a period of 60 months. The aggregate pool for all four contracts is for an estimated amount of \$40 million.

Schedule J: Modifications to Miscellaneous Procurement Contracts

Item Number: 6

Vendor Name (Location) Autodesk, Inc. (San Rafael, California)	Contract Number 0519268	ASWO/Mod.#: 12
Description Constructware Web-based Project Management System	Original Amount:	\$ 4,000,000
Contract Term (including Options, if any) October 17, 2005–September 30, 2016	Option Amount:	\$ 1,843,621
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	Total Amount:	\$ 5,843,621
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	Prior Modifications:	\$ 1,225,111
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	Prior Budgetary Increases:	\$ 0
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	Current Amount:	\$ 7,068,732
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O'Grady	This request:	\$ 1,763,449
	% of This Request to Current Amount:	24.9%
	% of Modifications (including This Request) to Total Amount:	51.2%

Discussion:

This modification will extend the contract term for an additional three years, from October 1, 2016 to September 30, 2019, for continued use of the Constructware Web-based Project Management System (“WPMS”).

This contract is for the license to use the Constructware WPMS as well as consulting and training services. This is a subscription license and all software runs on Autodesk’s servers. Constructware provides a centralized database that is used to help manage capital design and construction projects. The database holds all contractor submissions. Constructware assists in the automation of project management work processes, tracking of assignments, managing correspondence, and review and approval of submissions. This was initially awarded as a multi-agency contract, but Constructware is primarily used by NYC Transit’s Capital Program Management Department (Metro-North Railroad utilizes Constructware, via this contract, to manage ten capital projects).

In February 2005, MTA Headquarters (“MTA-HQ”) received approval from the Board to award a five-year competitive contract with a three-year option to Emerging Solutions, Inc., d/b/a Constructware Corp., for a WPMS. Since award, modifications have been issued for additional on-site consulting and training; assignment of the contract to Autodesk, Inc. (“Autodesk”); assignment of the contract from MTA-HQ to NYC Transit; and various extensions including the exercise of the three-year option (July 1, 2010–June 30, 2013).

Autodesk initially proposed \$2,822,596 for the three-year extension. Through negotiations, the price was reduced to \$1,763,449. The license price per user is 4.0% per year higher than the license price per user for the previous extension. The relevant regional Bureau of Labor Statistics Occupational Employment Statistics for software developers indicates a 4.4% annual rate of increase in the hourly mean wage in recent years. The price has been found to be fair and reasonable. The consulting, support, and training fees are incurred on an as-needed basis.

The requested extension will allow sufficient time to conduct a competitive Request for Proposal for a successor contract and, if necessary, to migrate legacy contracts from Constructware to a new WPMS. Configuring a new system and migrating the legacy data to it is anticipated to be a lengthy and complex process due in part to the large number of documents residing in Constructware.

A background check and review of documents submitted by Autodesk revealed significant adverse information within the meaning of the All-Agency Responsibility Guidelines. NYC Transit received approval from the MTA Chairman/CEO in consultation with the MTA General Counsel to award this modification notwithstanding the existence of significant adverse information.

SEPTEMBER 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. E.E. Cruz/Tully Construction JV \$920,000 Staff Summary Attached
Contract# C-26010.229

Modification to the contract for the Second Avenue Subway Route 132A – 96th Street Station Finishes, in order to address additional flood protection along Second Avenue.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (Location) E.E. Cruz/Tully Construction Co., JV, LLC (New York, NY)
Description Second Avenue Subway Route 132A – 96th Street Station Finishes
Contract Term (including Options, if any) June 22, 2012–October 5, 2016
Option(s) included in Total Amt? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number	AWO/Mod. #
C-26010	229
Original Amount:	\$ 324,600,000
Prior Modifications:	\$ 50,966,750
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 375,566,750
This Request:	\$ 920,000
% of This Request to Current Amt:	0.3%
% of Modifications (including This Request) to Original Amt:	16.0%

Discussion:

This retroactive modification addresses the installation of additional flood protection north of the 96th Street station along the Second Avenue Subway (“SAS”) line.

This contract is for 96th Street Station Finishes for the SAS Project, and requires (1) rehabilitation and retrofit of the existing 99th–105th Street Tunnel, (2) construction of invert slab and benches in the newly constructed 87th–92nd Street Tunnel and in the northern section of the 97th–99th Street Tunnel, (3) installation of mechanical systems including HVAC, electrical medium voltage and 120V systems, (4) plumbing, (5) supply and installation of elevators and escalators in the station and entrances, (6) construction of the station platform, mezzanine levels, ancillaries, and entrances, (7) construction of interior walls and rooms, (8) installation of architectural finishes, (9) removal of temporary road decking installed in previous contracts, restoration of the surface of Second Avenue and adjacent streets, and (10) maintenance of the station until contract completion.

The scope of work for this retroactive modification includes (1) replacement of three existing emergency egress hatches with watertight hatches, (2) installation of heavy-duty mechanical closure devices in existing vents at six locations, (3) installation of stainless-steel watertight inserts at 13 manhole locations along Second Avenue between 99th and 105th streets, and (4) a credit for not furnishing and installing the grating at two locations.

A Technical Advisory Committee (“TAC”) paper addressing flood protection was updated and approved to reflect NYC Transit Design Guidelines’ new criteria regarding potential river and seawater surges resulting from hurricanes. In conformance with these flood protection updates, a review of the SAS design at 96th Street performed by MTA Capital Construction (“MTACC”), NYC Transit’s Capital Program Management, and the design consultant team indicated that the street-level openings along Second Avenue between 99th and 105th streets were below the new design flood elevation standards. This Modification No. 229 was issued based on the foregoing TAC paper to address corrective measures in the tunnel section. Mod No. 192 was previously issued for \$465,000 to install flood-protection measures at the 96th Street station entrance and ancillary buildings.

Retroactive approval was obtained from MTACC’s president on March 29, 2016. The contractor, E. E. Cruz/Tully Construction Company, JV, LLC, (“CTJV”) was directed to proceed on March 29, 2016.

CTJV submitted its proposal in the amount of \$1,051,760. MTACC’s in-house estimate was \$1,204,673, including a credit of (\$28,896). Negotiations resulted in a net lump-sum price of \$920,000. Savings of \$131,760 were achieved.

Based upon the review and analysis of both CTJV’s proposal and the MTACC in-house estimate, the final price was found to be fair and reasonable.

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>July 2015</u>	<u>July 2016*</u>	<u>Difference</u>
Cash	2.5%	2.4%	(0.2%)
Single-Ride Ticket	0.8%	0.9%	0.0%
Bonus Pay-Per-Ride	39.4%	39.2%	(0.2%)
Non-Bonus Pay-Per-Ride	6.3%	6.0%	(0.3%)
7-Day Farecard	22.6%	22.9%	0.3%
30-Day Farecard	<u>28.4%</u>	<u>28.7%</u>	0.3%
Total	100.0%	100.0%	

* Preliminary

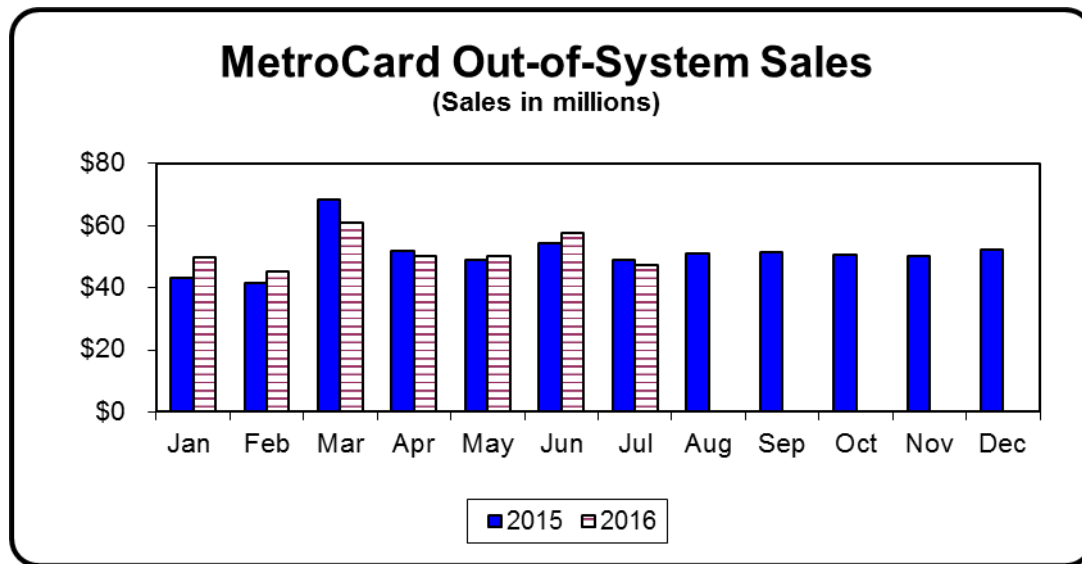
Note: Percentages may not add due to rounding.

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 July 2016 was 4,182, a 7.84 percent decrease from the same period last year. The average value of a credit issued was \$70.47.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$47.2 million in July 2016, a 3.9 percent decrease compared to July of 2015. Year to dates sales totaled \$362.1 million, a 1.4 percent increase compared to the same period last year.



Retail Sales

There were 4,448 active out-of-system sales and distribution locations for MetroCards, generating \$23.1 million in sales revenue during July 2016.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 121,480 MetroCards valued at approximately \$10.8 million were made in July 2016 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$88.64. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 101,407 for July 2016, generating an additional \$11.8 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$177.9 million, a 4.0 percent increase when compared to last year.

Mobile Sales Program

In July 2016, the Mobile Sales unit completed 179 site visits, of which 120 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$101,000 in revenue was generated. In July 2016, the Mobile Sales unit assisted and enabled 1,811 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events including the 4th of July events at Coney Island (Brooklyn, NY).

Reduced-Fare Program

During July 2016 enrollment in the Reduced-Fare Program increased by 6,064 new customers, while 2,859 customers left the program. The total number of customers in the program is 1,028,067. Seniors account for 846,849 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 181,218 customers. Of those, a total of 38,575 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 \$7.6 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In July 2016, the EasyPay Reduced Fare program enrollment totaled 160,399 accounts. During the month, active EasyPay customers accounted for approximately 2.0 million subway and bus rides with \$1.9 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In July 2016, the EasyPay Xpress PPR program enrollment totaled 93,286 accounts. During this month, active Xpress PPR customers accounted for approximately 1.4 million subway, express bus and local bus rides with \$3.8 million charged to their accounts. Each active account averaged 21 trips per month, with an average monthly bill of \$55.

EasyPay Xpress Unlimited Program

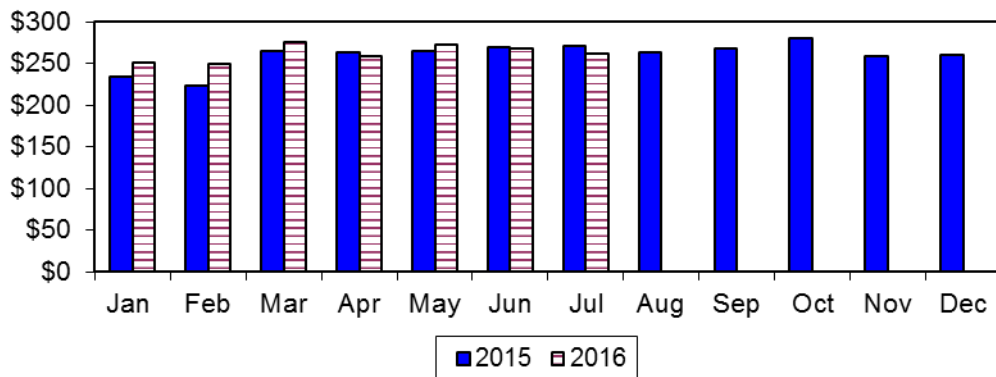
In July 2016, the EasyPay Xpress Unlimited program enrollment totaled 19,638 accounts. During this month, active Xpress Unlimited customers accounted for approximately 852,000 subway and local bus rides with \$1.9 million charged to their accounts. Each active account averaged 48 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during July 2016 totaled \$262.2 million, on a base of 15.1 million customer transactions. This represents 2.2 percent decrease in vending machine transactions compared to the same period last year. During July 2016, MEMs accounted for 2,159,512 transactions resulting in \$54,884,404 in sales. Debit/credit card purchases accounted for 78.1 percent of total vending machine revenue, while cash purchases accounted for 21.9 percent. Debit/credit card transactions account for 54.8 percent of total vending machine transactions, while cash transactions account for 45.2 percent. The average credit sale was \$28.05, more than three times the average cash sale of \$8.38. The average debit sale was \$19.83.

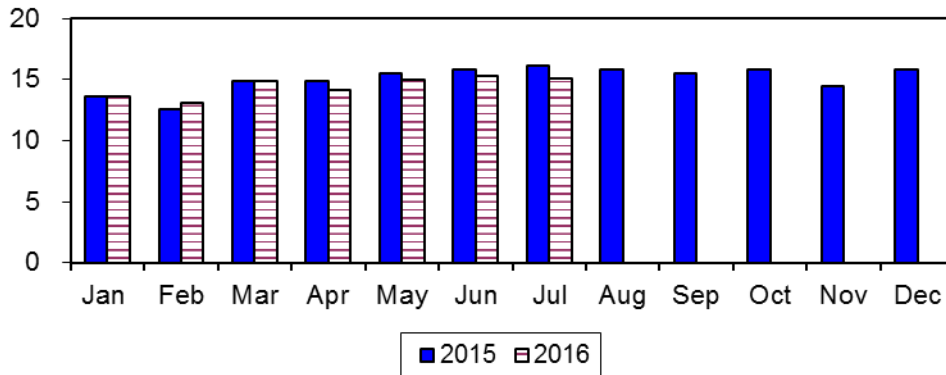
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>June 2015</u>	<u>June 2016*</u>	<u>Difference</u>
Cash	2.5%	2.3%	(0.2%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	39.2%	39.2%	0.0%
Non-Bonus Pay-Per-Ride	6.2%	5.8%	(0.3%)
7-Day Farecard	22.3%	22.4%	0.1%
30-Day Farecard	<u>29.0%</u>	<u>29.5%</u>	0.4%
Total	100.0%	100.0%	

* Preliminary

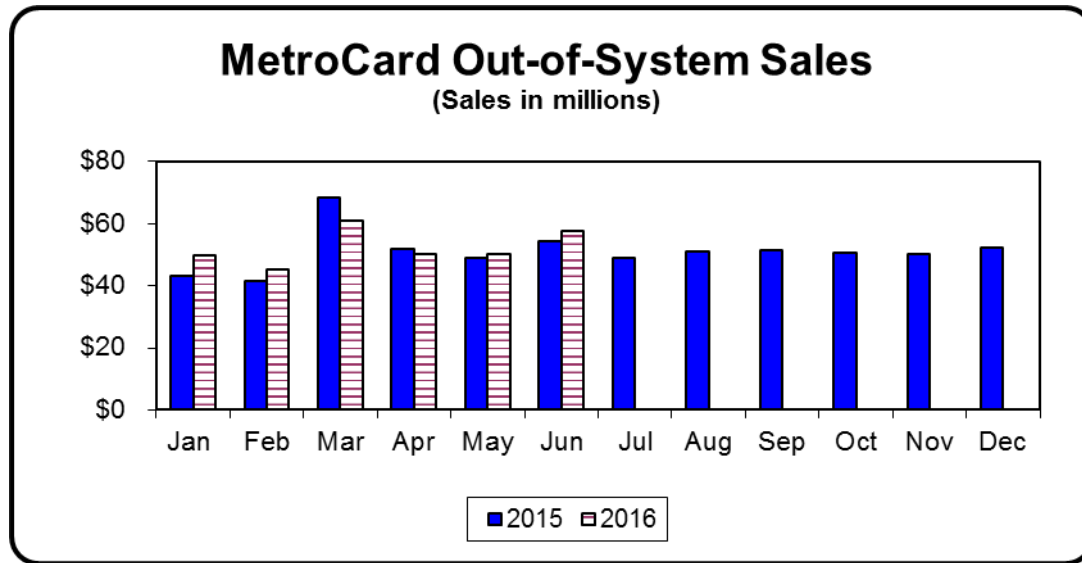
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in June 2016 was 4,585, a 4.40 percent decrease from the same period last year. The average value of a credit issued was \$71.44.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$57.8 million in June 2016, a 6.4 percent increase compared to June of 2015. Year to dates sales totaled \$314.9 million, a 2.2 percent increase compared to the same period last year.



Retail Sales

There were 4,417 active out-of-system sales and distribution locations for MetroCards, generating \$28.1 million in sales revenue during June 2016.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 182,460 MetroCards valued at approximately \$16.4 million were made in June 2016 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$89.92. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 101,349 for June 2016, generating an additional \$11.8 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$155.2 million, a 3.0 percent increase when compared to last year.

Mobile Sales Program

In June 2016, the Mobile Sales unit completed 176 site visits, of which 118 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$106,000 in revenue was generated. In June 2016, the Mobile Sales unit assisted and enabled 1,660 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events including the Puerto Rican Day Parade (Manhattan).

Reduced-Fare Program

During June 2016 enrollment in the Reduced-Fare Program increased by 7,010 new customers, while 1,683 customers left the program. The total number of customers in the program is 1,024,862. Seniors account for 843,725 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 181,137 customers. Of those, a total of 38,595 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 \$8.4 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In June 2016, the EasyPay Reduced Fare program enrollment totaled 159,926 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with \$2.3 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In June 2016, the EasyPay Xpress PPR program enrollment totaled 91,337 accounts. During this month, active Xpress PPR customers accounted for approximately 1.6 million subway, express bus and local bus rides with \$4.2 million charged to their accounts. Each active account averaged 23 trips per month, with an average monthly bill of \$60.

EasyPay Xpress Unlimited Program

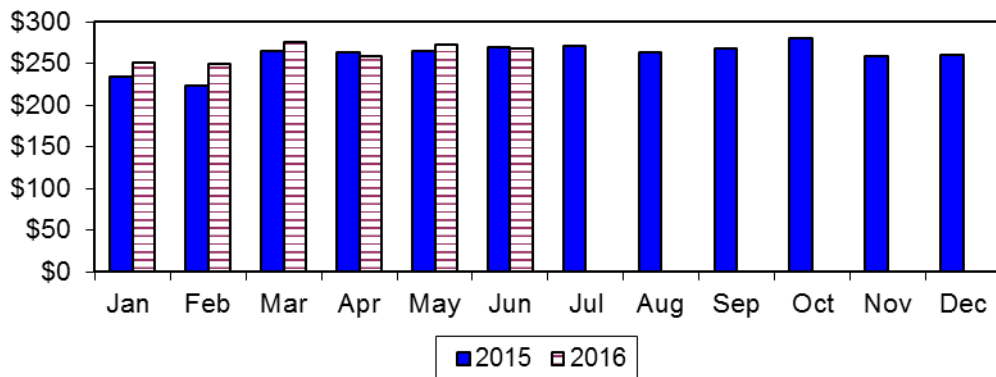
In June 2016, the EasyPay Xpress Unlimited program enrollment totaled 19,422 accounts. During this month, active Xpress Unlimited customers accounted for approximately 916,000 subway and local bus rides with \$1.8 million charged to their accounts. Each active account averaged 50 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during June 2016 totaled \$268.4 million, on a base of 15.3 million customer transactions. This represents 1.5 percent decrease in vending machine transactions compared to the same period last year. During June 2016, MEMs accounted for 2,162,631 transactions resulting in \$55,473,760 in sales. Debit/credit card purchases accounted for 78.6 percent of total vending machine revenue, while cash purchases accounted for 21.4 percent. Debit/credit card transactions account for 55.5 percent of total vending machine transactions, while cash transactions account for 44.5 percent. The average credit sale was \$28.23, more than three times the average cash sale of \$8.46. The average debit sale was \$20.04.

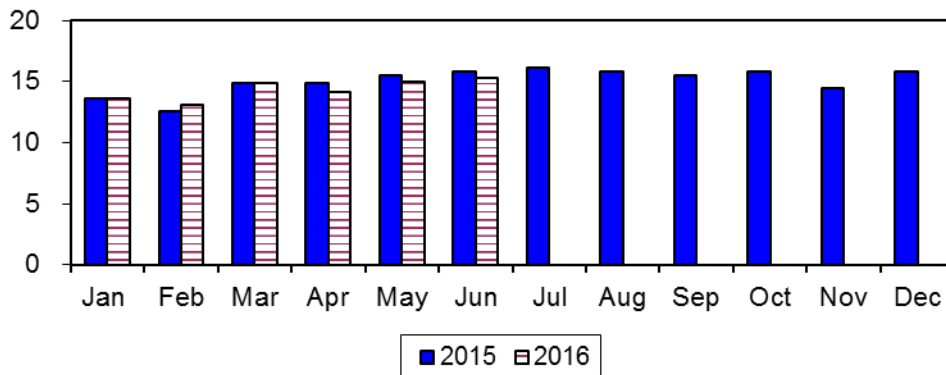
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)





SPECIAL REPORTS AND PRESENTATIONS: NYC TRANSIT 2016 MID-YEAR FORECAST MONTHLY ALLOCATION

Monthly allocation of MTA New York City Transit's 2016 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2016 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

NON-REIMBURSABLE

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
<u>Farebox Revenue:</u>													
Subway	\$256.118	\$256.614	\$298.064	\$273.263	\$280.718	\$286.490	\$275.442	\$283.256	\$284.023	\$285.276	\$278.194	\$292.214	\$3,349.672
Bus	72.237	74.953	88.000	79.563	81.738	80.417	80.742	82.621	82.796	81.672	76.237	77.967	958.942
Paratransit	1.395	1.493	1.615	1.534	1.617	1.545	1.487	1.544	1.522	1.609	1.482	1.504	18.347
Fare Media Liability	5.033	5.033	5.033	5.033	5.033	6.905	6.905	6.905	6.905	6.905	6.905	6.905	73.500
Farebox Revenue	\$334.782	\$338.093	\$392.712	\$359.393	\$369.106	\$375.357	\$364.576	\$374.326	\$375.246	\$375.462	\$362.818	\$378.590	\$4,400.461
Vehicle Toll Revenue													
<u>Other Operating Revenue:</u>													
Fare Reimbursement	7.162	6.314	9.687	7.989	8.956	7.521	2.929	1.788	6.477	9.447	7.980	7.765	84.016
Paratransit Reimbursement	14.376	16.866	15.772	15.230	16.577	15.141	15.141	15.141	15.141	15.141	15.141	15.141	184.809
Other	11.172	11.316	12.820	12.886	12.512	15.460	15.460	15.460	15.460	15.460	15.460	15.459	168.925
Other Operating Revenue	32.711	34.497	38.279	36.105	38.045	38.122	33.530	32.389	37.078	40.048	38.581	38.366	437.750
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$367.493	\$372.590	\$430.991	\$395.498	\$407.151	\$413.479	\$398.106	\$406.715	\$412.324	\$415.510	\$401.399	\$416.956	\$4,838.211
Operating Expenses													
<u>Labor:</u>													
Payroll	\$268.051	\$257.885	\$270.971	\$243.984	\$270.208	\$265.350	\$268.995	\$270.250	\$263.681	\$254.031	\$272.595	\$283.638	\$3,189.639
Overtime	40.874	41.542	37.645	29.026	36.733	39.100	35.196	35.458	35.367	32.204	36.257	44.162	443.563
Total Salaries & Wages	308.925	299.427	308.616	273.011	306.940	304.450	304.192	305.707	299.048	286.234	308.852	327.800	3,633.202
Health and Welfare	65.156	61.337	66.017	62.145	77.510	57.606	68.583	69.089	68.739	68.923	69.118	79.450	813.672
OPEB Current Payment	34.382	36.213	32.577	25.734	32.665	44.737	35.455	35.455	35.455	35.455	35.455	25.316	408.901
Pensions	18.020	17.901	17.900	17.902	17.898	80.859	77.231	77.231	77.231	77.231	77.231	78.973	635.607
Other Fringe Benefits	28.599	26.938	29.444	18.897	26.192	84.704	35.620	35.002	37.593	27.395	34.426	38.711	423.521
Total Fringe Benefits	146.157	142.389	145.938	124.678	154.265	267.906	216.889	216.778	219.018	209.004	216.230	222.449	2,281.701
Reimbursable Overhead	(15.660)	(17.713)	(21.051)	(30.210)	(22.173)	(18.622)	(17.530)	(18.853)	(18.435)	(29.950)	(16.215)	(15.693)	(242.105)
Total Labor Expenses	\$439.421	\$424.102	\$433.503	\$367.479	\$439.032	\$553.734	\$503.550	\$503.632	\$499.632	\$465.289	\$508.867	\$534.556	\$5,672.799
<u>Non-Labor:</u>													
Electric Power	\$22.888	\$25.003	\$18.532	\$18.406	\$18.098	\$20.175	\$23.378	\$21.932	\$22.120	\$22.241	\$21.390	\$24.546	\$258.710
Fuel	6.090	6.513	6.936	7.652	7.170	7.552	6.681	5.920	5.659	1.736	6.144	7.366	75.419
Insurance	6.061	6.012	6.012	6.052	6.862	4.897	6.208	6.208	6.208	6.208	6.325	6.325	73.381
Claims	9.562	9.562	9.562	13.028	9.562	21.295	12.095	12.095	12.095	12.095	12.095	12.095	145.145
Paratransit Service Contracts	30.318	31.586	33.097	30.896	32.757	37.427	32.145	32.316	32.053	33.974	31.963	32.148	390.682
Maintenance and Other Operating Contracts	19.367	15.614	18.693	22.691	21.087	16.510	19.492	19.572	20.490	20.441	20.420	16.887	231.265
Professional Service Contracts	1.834	11.367	14.132	4.442	11.475	12.416	14.778	10.934	11.486	14.662	11.538	12.711	131.775
Materials & Supplies	23.726	24.138	31.963	30.060	28.666	26.518	25.739	25.555	25.821	25.898	25.768	18.978	312.829
Other Business Expenses	6.993	4.973	7.410	5.300	5.674	9.578	6.505	6.494	6.763	6.345	6.386	6.529	78.949
Total Non-Labor Expenses	\$126.841	\$134.770	\$146.339	\$138.526	\$141.351	\$156.368	\$147.021	\$141.027	\$142.696	\$143.601	\$142.030	\$137.586	\$1,698.156
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses before Non-Cash Liability Adjs.	\$566.262	\$558.872	\$579.842	\$506.005	\$580.383	\$710.102	\$650.571	\$644.659	\$642.329	\$608.889	\$650.897	\$672.142	\$7,370.954
Depreciation	\$170.733	\$170.733	\$54.537	\$165.574	\$134.899	\$143.346	\$145.125	\$146.218	\$147.311	\$148.404	\$149.498	\$151.683	\$1,728.062
OPEB Liability	0.000	0.000	272.163	0.000	0.000	391.563	0.000	0.000	389.817	0.000	0.000	389.817	1,443.361
GASB 68 Pension Adjustment	0.000	0.000	169.315	56.780	56.780	57.805	0.000	0.000	0.000	0.000	0.000	(349.754)	(9.073)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$736.996	\$729.605	\$1,075.858	\$728.360	\$772.063	\$1,302.817	\$795.696	\$790.877	\$1,179.457	\$757.294	\$800.395	\$863.888	\$10,533.304
Net Surplus/(Deficit)	(\$369.503)	(\$357.015)	(\$644.867)	(\$332.862)	(\$364.912)	(\$889.338)	(\$397.590)	(\$384.162)	(\$767.134)	(\$341.784)	(\$398.996)	(\$446.932)	(\$5,695.094)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2016 Mid_Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

REIMBURSABLE

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue													
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	77.672	84.293	95.403	125.814	100.927	90.392	91.083	95.244	93.528	133.619	92.296	89.629	1,169.899
Total Revenue	\$77.672	\$84.293	\$95.403	\$125.814	\$100.927	\$90.392	\$91.083	\$95.244	\$93.528	\$133.619	\$92.296	\$89.629	\$1,169.899
Expenses													
Labor:													
Payroll	\$31.390	\$31.948	\$35.649	\$44.826	\$36.094	\$39.255	\$37.118	\$39.385	\$38.885	\$61.195	\$45.509	\$46.466	\$487.717
Overtime	8.130	9.874	12.488	17.951	13.374	7.489	7.579	7.884	7.481	5.651	0.811	0.339	99.051
Total Salaries & Wages	39.520	41.822	48.137	62.777	49.468	46.744	44.697	47.269	46.366	66.846	46.320	46.804	586.769
Health and Welfare	2.682	2.321	1.431	1.775	1.385	1.057	1.827	1.827	1.827	1.827	1.827	1.919	21.706
OPEB Current Payment	0.723	0.664	0.656	0.689	0.661	1.070	0.744	0.744	0.744	0.744	0.744	0.744	8.926
Pensions	0.537	0.658	0.658	0.658	0.658	4.366	2.772	2.772	2.772	2.772	2.772	1.534	22.928
Other Fringe Benefits	11.790	12.577	14.014	20.232	14.264	14.661	13.759	14.685	14.475	22.168	15.296	15.428	183.348
Total Fringe Benefits	15.732	16.220	16.758	23.354	16.968	21.154	19.102	20.028	19.819	27.511	20.639	19.624	236.909
Reimbursable Overhead	15.660	17.713	21.051	30.210	22.173	18.622	17.530	18.853	18.435	29.950	16.215	15.693	242.105
Total Labor Expenses	\$70.912	\$75.755	\$85.946	\$116.341	\$88.609	\$86.520	\$81.329	\$86.150	\$84.619	\$124.306	\$83.174	\$82.121	\$1,065.782
Non-Labor:													
Electric Power	\$0.026	\$0.034	\$0.024	\$0.067	\$0.037	(\$0.061)	\$0.020	\$0.021	\$0.020	\$0.021	\$0.020	\$0.021	\$0.252
Fuel	0.002	0.002	0.002	0.002	0.002	(0.008)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.327	2.631	3.524	2.364	2.868	2.237	2.592	2.723	2.613	2.592	2.739	2.633	31.843
Professional Service Contracts	0.302	0.483	0.878	2.688	1.147	(0.762)	0.789	0.814	0.850	0.814	0.789	1.344	10.134
Materials & Supplies	3.646	4.932	4.605	3.974	7.904	5.566	6.195	5.377	5.254	5.727	5.414	3.336	61.930
Other Business Expenses	0.457	0.456	0.424	0.380	0.359	(3.100)	0.159	0.159	0.171	0.159	0.159	0.173	(0.042)
Total Non-Labor Expenses	\$6.761	\$8.538	\$9.457	\$9.474	\$12.317	\$3.872	\$9.755	\$9.094	\$8.909	\$9.313	\$9.122	\$7.508	\$104.117
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses before Non-Cash Liability Adjs.	\$77.672	\$84.293	\$95.403	\$125.815	\$100.926	\$90.392	\$91.083	\$95.244	\$93.528	\$133.619	\$92.296	\$89.629	\$1,169.899
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Liability	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$77.672	\$84.293	\$95.403	\$125.815	\$100.926	\$90.392	\$91.083	\$95.244	\$93.528	\$133.619	\$92.296	\$89.629	\$1,169.899
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.001	(\$0.001)	\$0.001	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2016 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

NON-REIMBURSABLE/REIMBURSABLE

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
<u>Farebox Revenue:</u>													
Subway	\$256.118	\$256.614	\$298.064	\$273.263	\$280.718	\$286.490	\$275.442	\$283.256	\$284.023	\$285.276	\$278.194	\$292.214	\$3,349.672
Bus	72.237	74.953	88.000	79.563	81.738	80.417	80.742	82.621	82.796	81.672	76.237	77.967	958.942
Paratransit	1.395	1.493	1.615	1.534	1.617	1.545	1.487	1.544	1.522	1.609	1.482	1.504	18.347
Fare Media Liability	5.033	5.033	5.033	5.033	5.033	6.905	6.905	6.905	6.905	6.905	6.905	6.905	73.500
Farebox Revenue	\$334.782	\$338.093	\$392.712	\$359.393	\$369.106	\$375.357	\$364.576	\$374.326	\$375.246	\$375.462	\$362.818	\$378.590	\$4,400.461
Vehicle Toll Revenue													
<u>Other Operating Revenue:</u>													
Fare Reimbursement	7.162	6.314	9.687	7.989	8.956	7.521	2.929	1.788	6.477	9.447	7.980	7.765	84.016
Paratransit Reimbursement	14.376	16.866	15.772	15.230	16.577	15.141	15.141	15.141	15.141	15.141	15.141	15.141	184.809
Other	11.172	11.316	12.820	12.886	12.512	15.460	15.460	15.460	15.460	15.460	15.460	15.459	168.925
Other Operating Revenue	32.711	34.497	38.279	36.105	38.045	38.122	33.530	32.389	37.078	40.048	38.581	38.366	437.750
Capital and Other Reimbursements	77.672	84.293	95.403	125.814	100.927	90.392	91.083	95.244	93.528	133.619	92.296	89.629	1,169.899
Total Revenue	\$445.165	\$456.883	\$526.394	\$521.312	\$508.078	\$503.871	\$489.189	\$501.960	\$505.851	\$549.128	\$493.695	\$506.584	\$6,008.109
Expenses													
<u>Labor:</u>													
Payroll	\$299.441	\$289.833	\$306.620	\$288.810	\$306.302	\$304.605	\$306.113	\$309.635	\$302.566	\$315.225	\$318.104	\$330.103	\$3,677.357
Overtime	49.004	51.415	50.133	46.978	50.107	46.589	42.775	43.342	42.848	37.855	37.068	44.501	542.614
Total Salaries & Wages	348.445	341.248	356.753	335.788	356.409	351.194	348.888	352.977	345.414	353.080	355.171	374.604	4,219.971
Health and Welfare	67.838	63.657	67.448	63.920	78.894	58.663	70.410	70.916	70.566	70.750	70.945	81.369	835.378
OPEB Current Payment	35.105	36.878	33.233	26.423	33.326	45.807	36.199	36.199	36.199	36.199	36.199	26.060	417.828
Pensions	18.557	18.558	18.557	18.559	18.556	85.225	80.003	80.003	80.003	80.003	80.003	80.506	658.535
Other Fringe Benefits	40.388	39.515	43.458	39.130	40.456	99.365	49.378	49.687	52.069	49.562	49.722	54.139	606.869
Total Fringe Benefits	161.889	158.609	162.696	148.032	171.232	289.060	235.991	236.806	238.837	236.515	236.870	242.074	2,518.610
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$510.333	\$499.857	\$519.449	\$483.820	\$527.641	\$640.254	\$584.879	\$589.782	\$584.251	\$589.595	\$592.041	\$616.677	\$6,738.581
<u>Non-Labor:</u>													
Electric Power	\$22.914	\$25.037	\$18.557	\$18.473	\$18.135	\$20.114	\$23.398	\$21.954	\$22.140	\$22.263	\$21.410	\$24.568	\$258.962
Fuel	6.092	6.515	6.938	7.653	7.171	7.544	6.681	5.920	5.659	1.736	6.144	7.366	75.419
Insurance	6.061	6.012	6.012	6.052	6.862	4.897	6.208	6.208	6.208	6.208	6.325	6.325	73.381
Claims	9.562	9.562	9.562	13.028	9.562	21.295	12.095	12.095	12.095	12.095	12.095	12.095	145.145
Paratransit Service Contracts	30.318	31.586	33.097	30.896	32.757	37.427	32.145	32.316	32.053	33.974	31.963	32.148	390.682
Maintenance and Other Operating Contracts	21.695	18.246	22.217	25.055	23.954	18.747	22.084	22.295	23.103	23.033	23.159	19.520	263.108
Professional Service Contracts	2.137	11.850	15.010	7.130	12.622	11.653	15.567	11.747	12.335	15.475	12.326	14.055	141.909
Materials & Supplies	27.372	29.069	36.569	34.033	36.570	32.084	31.934	30.932	31.075	31.624	31.182	22.314	374.759
Other Business Expenses	7.450	5.430	7.834	5.680	6.033	6.478	6.664	6.653	6.935	6.504	6.546	6.702	78.908
Total Non-Labor Expenses	\$133.601	\$143.307	\$155.796	\$148.000	\$153.668	\$160.240	\$156.776	\$150.121	\$151.605	\$152.913	\$151.152	\$145.094	\$1,802.273
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$643.935	\$643.164	\$675.245	\$631.820	\$681.309	\$800.494	\$741.655	\$739.903	\$735.856	\$742.508	\$743.193	\$761.771	\$8,540.854
Depreciation	170.733	170.733	54.537	165.574	134.899	143.346	145.125	146.218	147.311	148.404	149.498	151.683	1,728.062
OPEB Liability	0.000	0.000	272.163	0.000	0.000	391.563	0.000	0.000	389.817	0.000	0.000	389.817	1,443.361
GASB 68 Pension Adjustment	0.000	0.000	169.315	56.780	56.780	57.805	0.000	0.000	0.000	0.000	0.000	(349.754)	(9.073)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$814.668	\$813.898	\$1,171.260	\$854.174	\$872.988	\$1,393.208	\$886.780	\$886.122	\$1,272.985	\$890.913	\$892.690	\$953.517	\$11,703.204
Net Surplus/(Deficit)	(\$369.504)	(\$357.015)	(\$644.867)	(\$332.863)	(\$364.911)	(\$889.337)	(\$397.590)	(\$384.162)	(\$767.134)	(\$341.784)	(\$398.996)	(\$446.933)	(\$5,695.094)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2016 Mid_Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in Millions)

CASH FLOW ADJUSTMENTS

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	(\$4.236)	\$10.408	\$1.547	\$5.838	(\$13.795)	(\$0.665)	(\$1.400)	\$3.378	(\$2.348)	\$3.708	\$0.693	(\$2.930)	\$0.200
Vehicle Toll Revenue													
<u>Other Operating Revenue</u>													
Fare Reimbursement	(7.162)	(6.314)	(9.687)	(7.989)	(2.643)	37.479	10.837	4.525	(6.477)	(3.134)	(7.980)	13.545	15.000
Paratransit Reimbursement	(5.789)	(13.883)	54.389	(10.851)	(12.759)	(10.393)	(10.393)	(10.393)	20.591	(10.393)	(10.393)	20.589	0.322
Other	(8.050)	(8.060)	(9.101)	(9.757)	(8.172)	(11.846)	(11.846)	(11.846)	(11.846)	(11.846)	(11.846)	(2.840)	(117.056)
Other Operating Revenue	(21.001)	(28.257)	35.601	(28.597)	(23.574)	15.240	(11.402)	(17.714)	2.268	(25.373)	(30.219)	31.294	(101.734)
Capital and Other Reimbursements	(3.055)	(10.708)	(20.168)	2.388	(30.046)	(10.000)	(10.000)	(10.000)	(10.000)	30.000	50.000	98.374	76.785
Total Receipt Adjustments	(\$28.292)	(\$28.557)	\$16.980	(\$20.371)	(\$67.415)	\$4.575	(\$22.802)	(\$24.336)	(\$10.080)	\$8.335	\$20.474	\$126.738	(\$24.749)
Expenditures													
<u>Labor:</u>													
Payroll	\$30.191	\$7.283	\$29.712	\$20.828	\$36.131	(\$121.527)	\$35.269	\$34.857	\$11.701	\$35.253	\$23.017	(\$108.030)	\$34.684
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Salaries & Wages	30.191	7.283	29.712	20.828	36.131	(121.527)	35.269	34.857	11.701	35.253	23.017	(108.030)	34.684
Health and Welfare	(13.042)	12.943	(24.822)	8.819	13.622	2.480	0.000	0.000	0.000	0.000	0.000	6.886	6.886
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	(56.714)	(56.774)	(56.775)	(56.772)	(56.773)	(56.874)	0.000	0.000	0.000	0.000	0.000	0.000	(340.682)
Other Fringe Benefits	(2.698)	2.285	7.666	3.813	4.987	60.300	6.180	13.171	13.301	15.079	13.577	3.107	140.767
Total Fringe Benefits	(72.454)	(41.546)	(73.931)	(44.140)	(38.164)	5.906	6.180	13.171	13.301	15.079	13.577	9.993	(193.028)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$42.263)	(\$34.263)	(\$44.219)	(\$23.312)	(\$2.033)	(\$115.621)	\$41.449	\$48.027	\$25.002	\$50.332	\$36.594	(\$98.037)	(\$158.345)
<u>Non-Labor:</u>													
Electric Power	\$1.647	\$2.965	(\$2.386)	(\$3.156)	(\$0.249)	\$1.179	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.595	0.579	0.196	0.249	(0.296)	(1.323)	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(12.892)	6.012	(1.201)	(1.332)	(2.218)	6.428	(3.757)	5.332	(1.853)	(3.757)	6.692	3.471	0.925
Claims	6.154	5.589	(8.656)	5.743	(8.735)	17.237	2.888	2.888	2.888	2.888	2.888	2.888	34.660
Paratransit Service Contracts	4.731	(1.851)	3.732	(0.528)	1.791	(5.875)	0.000	0.000	0.000	0.000	0.000	0.000	2.000
Maintenance and Other Operating Contracts	(3.371)	(3.106)	4.046	3.902	(0.223)	(4.548)	0.000	0.000	0.000	0.000	0.000	(10.700)	(14.000)
Professional Service Contracts	(5.651)	(3.001)	1.563	(5.096)	(13.435)	0.000	13.500	3.000	0.000	0.000	3.000	7.094	0.974
Materials & Supplies	0.307	(4.673)	(2.663)	0.405	4.847	(2.000)	6.000	6.000	8.000	8.000	8.000	(15.862)	16.361
Other Business Expenditures	1.733	(1.345)	(0.472)	(2.046)	0.309	1.821	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	(\$6.747)	\$1.169	(\$5.841)	(\$1.859)	(\$18.209)	\$12.919	\$18.631	\$17.220	\$9.035	\$7.131	\$20.580	(\$13.109)	\$40.920
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adj. before Non-Cash Liability Adjs.	(\$49.010)	(\$33.094)	(\$50.060)	(\$25.171)	(\$20.242)	(\$102.702)	\$60.080	\$65.247	\$34.037	\$57.463	\$57.174	(\$111.146)	(\$117.425)
Depreciation	170.733	170.733	54.537	165.574	134.899	143.346	145.125	146.218	147.311	148.404	149.498	151.684	1,728.062
OPEB Liability	0.000	0.000	272.163	0.000	0.000	391.563	0.000	0.000	389.817	0.000	0.000	389.818	1,443.361
GASB 68 Pension Adjustment	0.000	0.000	169.315	56.780	56.780	57.805	0.000	0.000	0.000	0.000	0.000	(349.752)	(9.072)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$93.431	\$109.082	\$462.935	\$176.812	\$104.022	\$494.587	\$182.403	\$187.130	\$561.085	\$214.202	\$227.146	\$207.342	\$3,020.177

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2016 Mid_Year Forecast
Cash Receipts and Expenditures
(\$ in Millions)

CASH RECEIPTS AND EXPENDITURES

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$330.546	\$348.501	\$394.259	\$365.231	\$355.311	\$374.692	\$363.177	\$377.705	\$372.898	\$379.170	\$363.511	\$375.660	\$4,400.661
Vehicle Toll Revenue													
<u>Other Operating Revenue:</u>													
Fare Reimbursement	0.000	0.000	0.000	0.000	6.313	45.000	13.766	6.313	0.000	6.313	0.000	21.310	99.016
Paratransit Reimbursement	8.587	2.983	70.161	4.379	3.818	4.748	4.748	4.748	35.732	4.748	4.748	35.730	185.131
Other Operating Revenue	3.122	3.256	3.719	3.129	4.340	3.614	3.614	3.614	3.614	3.614	3.614	12.619	51.869
Other Operating Revenue	11.710	6.240	73.880	7.508	14.471	53.362	22.128	14.675	39.346	14.675	8.362	69.660	336.016
Capital and Other Reimbursements	74.617	73.585	75.235	128.202	70.881	80.392	81.083	85.244	83.528	163.619	142.296	188.002	1,246.684
Total Receipts	\$416.873	\$428.326	\$543.374	\$500.941	\$440.663	\$508.446	\$466.388	\$477.624	\$495.772	\$557.464	\$514.169	\$633.322	\$5,983.360
Expenditures													
<u>Labor :</u>													
Payroll	\$269.250	\$282.550	\$276.908	\$267.982	\$270.171	\$426.132	\$270.844	\$274.778	\$290.865	\$279.973	\$295.087	\$438.134	\$3,642.673
Overtime	49.004	51.415	50.133	46.978	50.107	46.589	42.775	43.342	42.848	37.855	37.068	44.501	542.614
Total Salaries & Wages	318.254	333.965	327.041	314.960	320.278	472.721	313.620	318.120	333.713	317.827	332.155	482.634	4,185.287
Health and Welfare	80.880	50.714	92.270	55.101	65.272	56.183	70.410	70.916	70.566	70.750	70.945	74.482	828.492
OPEB Current Payment	35.105	36.878	33.233	26.423	33.326	45.807	36.199	36.199	36.199	36.199	36.199	26.060	417.828
Pensions	75.271	75.332	75.332	75.331	75.329	142.099	80.003	80.003	80.003	80.003	80.003	80.506	999.217
Other Fringe Benefits	43.086	37.230	35.792	35.317	35.469	39.065	43.198	36.517	38.768	34.483	36.144	51.032	466.102
Total Fringe Benefits	234.343	200.155	236.627	192.172	209.396	283.154	229.811	223.635	225.536	221.436	223.292	232.080	2,711.638
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$552.596	\$534.120	\$563.668	\$507.132	\$529.674	\$755.875	\$543.430	\$541.755	\$559.250	\$539.263	\$555.447	\$714.715	\$6,896.926
<u>Non-Labor :</u>													
Electric Power	\$21.267	\$22.072	\$20.943	\$21.629	\$18.384	\$18.935	\$23.398	\$21.954	\$22.140	\$22.263	\$21.410	\$24.568	\$258.962
Fuel	5.497	5.936	6.742	7.404	7.467	8.867	6.681	5.920	5.659	1.736	6.144	7.366	75.419
Insurance	18.953	0.000	7.213	7.384	9.080	(1.531)	9.965	0.876	8.061	9.965	(0.367)	2.854	72.456
Claims	3.408	3.973	18.218	7.285	18.297	4.058	9.207	9.207	9.207	9.207	9.207	9.207	110.485
Paratransit Service Contracts	25.587	33.437	29.365	31.424	30.966	43.302	32.145	32.316	32.053	33.974	31.963	32.148	388.682
Maintenance and Other Operating Contracts	25.066	21.352	18.171	21.153	24.177	23.295	22.084	22.295	23.103	23.033	23.159	30.220	277.108
Professional Service Contracts	7.788	14.851	13.447	12.226	26.057	11.653	2.067	8.747	12.335	15.475	9.326	6.961	140.935
Materials & Supplies	27.065	33.742	39.232	33.628	31.723	34.084	25.934	24.932	23.075	23.624	23.182	38.176	358.398
Other Business Expenses	5.717	6.775	8.306	7.726	5.724	4.657	6.664	6.653	6.935	6.504	6.546	6.702	78.908
Total Non-Labor Expenditures	\$140.348	\$142.138	\$161.637	\$149.859	\$171.877	\$147.321	\$138.145	\$132.901	\$142.570	\$145.782	\$130.572	\$158.203	\$1,761.353
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenditures	\$692.945	\$676.259	\$725.305	\$656.991	\$701.551	\$903.196	\$681.575	\$674.656	\$701.820	\$685.046	\$686.019	\$872.913	\$8,658.278
Net Surplus/(Deficit)	(\$276.073)	(\$247.933)	(\$181.932)	(\$156.051)	(\$260.889)	(\$394.750)	(\$215.187)	(\$197.032)	(\$206.049)	(\$127.582)	(\$171.849)	(\$239.591)	(\$2,674.917)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2016 Mid_Year Forecast
Ridership(Utilization)

(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Ridership													
Subway	136.398	136.664	156.301	147.250	151.920	150.993	141.329	144.657	150.296	151.274	146.796	153.479	1,767.357
Bus	49.050	50.328	58.721	54.318	56.609	53.486	50.685	51.425	55.833	55.220	51.998	52.966	640.637
Subtotal	185.448	186.992	215.022	201.568	208.529	204.479	192.013	196.082	206.129	206.494	198.794	206.445	2,407.994
Paratransit*	0.658	0.694	0.807	0.761	0.781	0.762	0.733	0.761	0.750	0.793	0.731	0.753	8.983
Total Ridership	186.106	187.686	215.829	202.328	209.310	205.241	192.746	196.843	206.879	207.287	199.525	207.198	2,416.977
Farebox Revenue													
(excluding fare media liability)													
Subway	\$256.118	\$256.614	\$298.064	\$273.263	\$280.718	\$286.490	\$275.442	\$283.256	\$284.023	\$285.276	\$278.194	\$292.214	\$3,349.672
Bus	72.237	74.953	88.000	79.563	81.738	80.417	80.742	82.621	82.796	81.672	76.237	77.967	958.942
Subtotal	\$328.354	\$331.567	\$386.064	\$352.826	\$362.456	\$366.907	\$356.185	\$365.877	\$366.819	\$366.948	\$354.430	\$370.181	\$4,308.614
Paratransit	1.395	1.493	1.615	1.534	1.617	1.545	1.487	1.544	1.522	1.609	1.482	1.504	18.347
Total Farebox Revenue	\$329.749	\$333.060	\$387.679	\$354.360	\$364.073	\$368.452	\$357.671	\$367.421	\$368.341	\$368.557	\$355.913	\$371.685	\$4,326.961

* Paratransit ridership includes guests and personal care attendants.

MTA NEW YORK CITY TRANSIT
2016 July Financial Plan - 2016 Mid-Year Forecast
Overtime - Non-Reimbursable/Reimbursable Basis
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$10.547	\$10.395	\$11.577	\$10.853	\$10.884	\$11.052	\$9.909	\$10.502	\$10.695	\$10.877	\$10.740	\$10.840	\$128.869
<u>Unscheduled Service</u>	9.996	7.685	8.963	10.049	10.409	10.498	9.691	9.727	9.772	9.830	10.402	14.335	121.359
<u>Programmatic/Routine Maintenance</u>	15.778	5.011	16.101	6.362	12.955	15.365	13.418	13.040	12.716	9.310	12.915	11.416	144.386
<u>Unscheduled Maintenance</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Vacancy/Absentee Coverage</u>	1.666	2.944	-0.342	0.861	1.773	1.223	1.223	1.223	1.223	1.223	1.223	1.223	15.466
<u>Weather Emergencies</u>	2.197	14.698	0.780	0.099	0.052	0.249	0.249	0.249	0.249	0.249	0.249	5.612	24.933
<u>Safety/Security/Law Enforcement</u>	0.331	0.379	0.242	0.227	0.263	0.330	0.330	0.330	0.330	0.330	0.330	0.330	3.752
<u>Other</u>	0.359	0.430	0.323	0.575	0.398	0.382	0.375	0.386	0.381	0.384	0.397	0.407	4.799
Sub-Total	\$40.874	\$41.542	\$37.645	\$29.026	\$36.733	\$39.100	\$35.196	\$35.458	\$35.367	\$32.204	\$36.257	\$44.162	\$443.563
REIMBURSABLE OVERTIME	8.130	9.874	12.488	17.951	13.374	7.489	7.579	7.884	7.481	5.651	0.811	0.339	99.051
TOTAL NR & R OVERTIME	\$49.004	\$51.416	\$50.133	\$46.977	\$50.107	\$46.589	\$42.775	\$43.342	\$42.848	\$37.855	\$37.068	\$44.501	\$542.614

MTA NEW YORK CITY TRANSIT
July 2016 Financial Plan-2016 Mid-Year Forecast
Non-Reimbursable - Reimbursable Positions By Function and Department
Full-Time Positions and Full-Time Equivalents

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Office of the President	56	56	56	53	54	64	64	64	64	64	64	64
Law	290	291	293	296	294	312	320	320	320	320	320	320
Office of the EVP	41	42	41	41	40	46	46	46	46	46	46	46
Human Resources	238	235	236	237	233	232	232	232	232	232	232	232
Office of Management and Budget	39	39	41	43	43	42	42	42	42	42	42	42
Capital Planning & Budget	31	31	31	31	31	35	35	35	35	35	35	35
Corporate Communications	250	252	250	255	255	265	265	265	265	265	265	265
Non-Departmental	6	-	-	(1)	(2)	(34)	(34)	(34)	(34)	(34)	(34)	(34)
Labor Relations	93	91	92	92	90	98	98	98	98	98	98	98
Materiel	268	268	272	276	274	290	290	290	290	290	290	290
Controller	122	120	120	125	124	131	128	128	128	128	128	128
Total Administration	1,434	1,425	1,432	1,448	1,436	1,481	1,486	1,486	1,486	1,486	1,486	1,486
Operations												
Subways Service Delivery	7,831	7,804	7,827	7,824	7,943	8,027	8,030	8,030	8,032	7,984	8,042	8,040
Subways Operations Support./Admin.	368	383	382	388	400	405	405	405	405	405	405	406
Subways Stations	2,613	2,613	2,627	2,603	2,627	2,657	2,657	2,657	2,657	2,649	2,649	2,647
Sub-total - Subways	10,812	10,800	10,836	10,815	10,970	11,089	11,092	11,092	11,094	11,038	11,096	11,093
Buses	10,927	10,913	10,921	10,915	11,027	11,021	10,976	10,976	11,074	11,055	11,055	11,005
Paratransit	202	203	205	206	201	213	213	213	213	213	213	213
Operations Planning	399	387	385	371	383	397	397	400	400	400	400	400
Revenue Control	541	551	550	547	551	579	583	583	583	583	583	583
Non-Departmental	0	-	-	-	-	51	51	51	51	102	102	102
Total Operations	22,881	22,854	22,897	22,854	23,132	23,350	23,312	23,315	23,415	23,391	23,449	23,396
Maintenance												
Subways Operations/Support./Admin.	147	142	138	140	150	160	161	162	164	169	169	160
Subways Engineering	356	355	355	353	347	377	379	379	379	379	379	379
Subways Car Equipment	4,418	4,380	4,424	4,397	4,428	4,472	4,469	4,469	4,469	4,426	4,414	4,409
Subways Infrastructure	1,493	1,549	1,536	1,530	1,545	1,598	1,594	1,594	1,594	1,594	1,596	1,587
Subways Elevator & Escalators	408	400	402	403	409	455	455	455	455	456	456	453
Subways Stations	3,631	3,685	3,617	3,625	3,654	3,719	3,719	3,719	3,719	3,711	3,711	3,713
Subways Track	2,752	2,764	2,760	2,796	2,828	2,807	2,831	2,831	2,831	2,831	2,832	2,829
Subways Power	608	598	608	601	605	614	612	612	612	612	612	605
Subways Signals	1,475	1,475	1,485	1,475	1,478	1,507	1,496	1,496	1,497	1,497	1,497	1,498
Subways Electronics Maintenance	1,495	1,491	1,530	1,533	1,542	1,592	1,612	1,612	1,612	1,613	1,613	1,612
Sub-total - Subways	16,783	16,839	16,855	16,853	16,986	17,301	17,328	17,329	17,332	17,288	17,279	17,245
Buses	3,667	3,666	3,646	3,634	3,639	3,679	3,682	3,683	3,685	3,686	3,686	3,694
Supply Logistics	563	559	558	558	560	559	559	559	559	559	559	559
System Safety	89	86	86	84	84	99	99	99	99	99	99	99
Non-Departmental	0	-	-	(1)	(1)	(82)	(82)	(82)	(82)	117	208	208
Total Maintenance	21,102	21,150	21,145	21,128	21,268	21,556	21,586	21,588	21,593	21,749	21,831	21,805
Engineering/Capital												
Capital Program Management	1,372	1,362	1,365	1,368	1,373	1,358	1,358	1,358	1,358	1,358	1,358	1,358
Total Engineering/Capital	1,372	1,362	1,365	1,368	1,373	1,358	1,358	1,358	1,358	1,358	1,358	1,358
Public Safety												
Security	618	641	635	634	637	647	662	662	662	662	662	662
Total Public Safety	618	641	635	634	637	647	662	662	662	662	662	662
Total Positions	47,407	47,432	47,474	47,432	47,846	48,392	48,404	48,409	48,514	48,646	48,786	48,707
Non-Reimbursable	43,185	43,007	43,092	42,997	42,852	43,176	43,209	43,214	43,285	43,474	43,628	43,586
Reimbursable	4,222	4,425	4,382	4,435	4,994	5,216	5,195	5,195	5,229	5,172	5,158	5,121
Total Full-Time	47,152	47,181	47,219	47,189	47,592	48,180	48,191	48,196	48,301	48,433	48,573	48,495
Total Full-Time Equivalents	255	251	255	243	254	212	213	213	213	213	213	212

MTA NEW YORK CITY TRANSIT
July 2016 Financial Plan-2016 Mid-Year Forecast
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	470	460	464	465	463	542	537	537	537	537	537	537
Professional, Technical, Clerical	941	943	943	958	948	910	921	921	921	921	921	920
Operational Hourlies	23	22	25	25	25	29	29	29	29	29	29	29
Total Administration	1,434	1,425	1,432	1,448	1,436	1,481	1,487	1,487	1,487	1,487	1,487	1,486
Operations												
Managers/Supervisors	2,677	2,684	2,695	2,672	2,669	2,760	2,768	2,768	2,772	2,767	2,767	2,765
Professional, Technical, Clerical	484	483	483	485	482	503	504	507	507	507	507	508
Operational Hourlies	19,720	19,687	19,719	19,697	19,981	20,087	20,040	20,040	20,136	20,117	20,175	20,123
Total Operations	22,881	22,854	22,897	22,854	23,132	23,350	23,312	23,315	23,415	23,391	23,449	23,396
Maintenance												
Managers/Supervisors	3,819	3,821	3,837	3,851	3,883	3,880	3,893	3,895	3,896	3,935	3,939	3,927
Professional, Technical, Clerical	1,019	1,013	1,020	1,022	1,030	1,108	1,111	1,111	1,113	1,116	1,118	1,123
Operational Hourlies	16,264	16,316	16,288	16,255	16,355	16,568	16,581	16,581	16,583	16,697	16,773	16,755
Total Maintenance	21,102	21,150	21,145	21,128	21,268	21,556	21,585	21,587	21,592	21,748	21,830	21,805
Engineering/Capital												
Managers/Supervisors	348	346	345	347	344	339	339	339	339	339	339	339
Professional, Technical, Clerical	1,022	1,014	1,018	1,019	1,027	1,017	1,017	1,017	1,017	1,017	1,017	1,017
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering/Capital	1,372	1,362	1,365	1,368	1,373	1,358	1,358	1,358	1,358	1,358	1,358	1,358
Public Safety												
Managers/Supervisors	266	265	264	265	264	274	288	288	288	288	288	288
Professional, Technical, Clerical	37	37	37	37	37	38	38	38	38	38	38	38
Operational Hourlies	315	339	334	332	336	335	336	336	336	336	336	336
Total Public Safety	618	641	635	634	637	647	662	662	662	662	662	662
Total Positions												
Managers/Supervisors	7,580	7,576	7,605	7,600	7,623	7,795	7,825	7,827	7,832	7,866	7,870	7,856
Professional, Technical, Clerical	3,503	3,490	3,501	3,521	3,524	3,576	3,591	3,594	3,596	3,599	3,601	3,606
Operational Hourlies	36,324	36,366	36,368	36,311	36,699	37,021	36,988	36,988	37,086	37,181	37,315	37,245
Total Positions	47,407	47,432	47,474	47,432	47,846	48,392	48,404	48,409	48,514	48,646	48,786	48,707



SPECIAL REPORTS AND PRESENTATIONS: SIR 2016 MID-YEAR FORECAST MONTHLY ALLOCATION

Monthly allocation of MTA Staten Island Railway's 2016 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

NON-REIMBURSABLE

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
<u>Farebox Revenue:</u>													
Farebox Revenue	\$0.487	\$0.477	\$0.576	\$0.526	\$0.544	\$0.598	\$0.561	\$0.607	\$0.591	\$0.580	\$0.558	\$0.569	\$6.674
Vehicle Toll Revenue													
<u>Other Operating Revenue:</u>													
Other Operating Revenue	0.256	0.197	0.245	0.204	0.246	0.185	0.185	0.185	0.185	0.185	0.185	0.181	2.439
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$0.743	\$0.674	\$0.821	\$0.730	\$0.790	\$0.783	\$0.746	\$0.792	\$0.776	\$0.765	\$0.743	\$0.750	\$9.113
Operating Expenses													
<u>Labor :</u>													
Payroll	\$1.351	\$1.507	\$3.474	\$1.469	\$1.310	\$2.023	\$2.051	\$2.120	\$2.058	\$2.045	\$2.091	\$2.136	\$23.636
Overtime	0.300	0.407	0.085	0.163	0.116	0.331	0.404	0.404	0.404	0.421	0.421	0.421	3.878
Total Salaries & Wages	1.652	1.913	3.559	1.631	1.426	2.354	2.455	2.524	2.462	2.467	2.513	2.558	27.514
Health and Welfare	0.075	0.550	0.425	0.078	0.470	0.384	0.384	0.384	0.384	0.384	0.384	0.386	4.284
OPEB Current Payment	0.090	0.213	0.129	0.128	0.093	0.107	0.107	0.107	0.107	0.107	0.107	0.110	1.405
Pensions	0.000	0.000	0.526	0.500	1.500	0.506	0.506	0.506	0.506	0.506	0.506	0.507	6.067
Other Fringe Benefits	0.217	0.284	0.600	0.208	0.205	0.363	0.375	0.370	0.370	0.371	0.378	0.371	4.112
Total Fringe Benefits	0.382	1.046	1.681	0.914	2.268	1.359	1.371	1.366	1.366	1.367	1.374	1.373	15.868
Reimbursable Overhead	(0.198)	(0.240)	(0.249)	(0.129)	(0.304)	(0.021)	(0.010)	(0.003)	(0.007)	(0.013)	(0.004)	(0.033)	(1.208)
Total Labor Expenses	\$1.835	\$2.720	\$4.991	\$2.416	\$3.390	\$3.692	\$3.817	\$3.888	\$3.822	\$3.821	\$3.883	\$3.898	\$42.174
<u>Non-Labor :</u>													
Electric Power	\$0.311	\$0.425	\$0.310	\$0.269	\$0.233	\$0.187	\$0.247	\$0.275	\$0.254	\$0.257	\$0.267	\$0.337	\$3.371
Fuel	(0.007)	0.008	0.043	0.014	0.031	0.049	0.029	0.016	0.017	0.018	0.015	0.016	0.250
Insurance	0.094	0.094	0.266	0.105	0.031	(0.003)	(0.003)	0.117	0.117	0.017	0.117	0.167	1.117
Claims	0.002	0.014	0.008	0.008	0.008	0.008	0.008	0.006	0.006	0.006	0.006	0.005	0.084
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.026	0.058	2.120	0.086	2.331	0.736	1.736	1.736	1.736	1.735	1.735	1.735	15.772
Professional Service Contracts	(0.005)	0.004	0.162	0.052	0.019	0.076	0.076	0.076	0.076	0.076	0.075	0.075	0.759
Materials & Supplies	0.084	0.226	0.090	0.078	0.295	0.277	0.297	0.297	0.297	0.297	0.298	0.298	2.835
Other Business Expenses	0.006	0.022	0.029	0.011	0.008	(0.006)	(0.007)	(0.006)	(0.007)	(0.006)	(0.007)	(0.006)	0.030
Total Non-Labor Expenses	\$0.511	\$0.850	\$3.027	\$0.622	\$2.956	\$1.324	\$2.383	\$2.517	\$2.496	\$2.400	\$2.506	\$2.627	\$24.218
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$2.347	\$3.570	\$8.018	\$3.038	\$6.346	\$5.016	\$6.200	\$6.405	\$6.318	\$6.221	\$6.389	\$6.525	\$66.392
Depreciation	0.642	0.642	0.583	0.612	0.660	0.737	0.737	0.737	0.737	0.737	0.737	0.737	8.300
OPEB Liability	0.000	0.000	1.800	0.000	0.000	1.143	0.568	0.568	1.143	0.568	0.568	1.143	7.500
GASB 68 Pension Adjustment	0.000	0.000	1.665	0.000	(1.500)	(0.095)	(0.095)	(0.095)	(0.095)	(0.095)	(0.095)	(0.095)	(0.500)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$2.989	\$4.212	\$12.066	\$3.650	\$5.507	\$6.801	\$7.410	\$7.615	\$8.103	\$7.431	\$7.599	\$8.310	\$81.692
Net Surplus/(Deficit)	(\$2.246)	(\$3.538)	(\$11.245)	(\$2.920)	(\$4.716)	(\$6.018)	(\$6.664)	(\$6.823)	(\$7.326)	(\$6.666)	(\$6.856)	(\$7.560)	(\$72.579)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

REIMBURSABLE

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue													
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	0.410	0.562	0.510	0.280	0.623	0.432	0.355	0.362	0.367	0.372	0.352	0.371	4.996
Total Revenue	\$0.410	\$0.562	\$0.510	\$0.280	\$0.623	\$0.432	\$0.355	\$0.362	\$0.367	\$0.372	\$0.352	\$0.371	\$4.996
Expenses													
Labor:													
Payroll	\$0.095	\$0.104	\$0.163	\$0.095	\$0.273	\$0.090	\$0.076	\$0.086	\$0.085	\$0.082	\$0.072	\$0.067	\$1.288
Overtime	0.108	0.142	0.072	0.047	0.043	0.195	0.143	0.147	0.149	0.151	0.150	0.151	1.500
Total Salaries & Wages	0.203	0.246	0.235	0.142	0.316	0.285	0.220	0.233	0.234	0.233	0.223	0.218	2.788
Health and Welfare	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Current Payment	0.004	0.000	0.001	0.002	0.001	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	0.000
Pensions	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.002)	0.000
Total Fringe Benefits	0.004	0.000	0.001	0.002	0.001	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.003)	0.000
Reimbursable Overhead	0.198	0.240	0.251	0.127	0.304	0.021	0.010	0.003	0.007	0.013	0.004	0.033	1.208
Total Labor Expenses	\$0.405	\$0.486	\$0.487	\$0.271	\$0.621	\$0.305	\$0.228	\$0.235	\$0.240	\$0.245	\$0.225	\$0.248	\$3.996
Non-Labor:													
Electric Power	\$0.002	\$0.001	\$0.001	\$0.001	\$0.000	(\$0.001)	(\$0.001)	(\$0.001)	(\$0.001)	(\$0.001)	(\$0.001)	(\$0.001)	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.002	0.001	0.003	0.001	0.001	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	0.000
Materials & Supplies	0.001	0.074	0.019	0.007	0.001	0.129	0.129	0.129	0.129	0.129	0.129	0.126	1.000
Other Business Expenses	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenses	\$0.005	\$0.076	\$0.023	\$0.009	\$0.002	\$0.127	\$0.127	\$0.127	\$0.127	\$0.127	\$0.127	\$0.124	\$1.000
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$0.410	\$0.562	\$0.510	\$0.280	\$0.623	\$0.432	\$0.355	\$0.362	\$0.367	\$0.372	\$0.352	\$0.371	\$4.996
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Liability	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
GASB 68 Pension Adjustment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$0.410	\$0.562	\$0.510	\$0.280	\$0.623	\$0.432	\$0.355	\$0.362	\$0.367	\$0.372	\$0.352	\$0.371	\$4.996
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

NON-REIMBURSABLE/REIMBURSABLE

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
<u>Farebox Revenue:</u>													
Farebox Revenue	\$0.487	\$0.477	\$0.576	\$0.526	\$0.544	\$0.598	\$0.561	\$0.607	\$0.591	\$0.580	\$0.558	\$0.569	\$6.674
Vehicle Toll Revenue													
<u>Other Operating Revenue:</u>													
Other Operating Revenue	0.256	0.197	0.245	0.204	0.246	0.185	0.185	0.185	0.185	0.185	0.185	0.181	2.439
Capital and Other Reimbursements	0.410	0.562	0.510	0.280	0.623	0.432	0.355	0.362	0.367	0.372	0.352	0.371	4.996
Total Revenue	\$1.153	\$1.236	\$1.331	\$1.010	\$1.413	\$1.215	\$1.101	\$1.154	\$1.143	\$1.137	\$1.095	\$1.121	\$14.109
Expenses													
<u>Labor :</u>													
Payroll	\$1.446	\$1.611	\$3.637	\$1.564	\$1.583	\$2.113	\$2.128	\$2.206	\$2.143	\$2.128	\$2.163	\$2.203	\$24.924
Overtime	0.408	0.549	0.157	0.210	0.159	0.526	0.547	0.552	0.553	0.573	0.572	0.573	5.378
Total Salaries & Wages	1.855	2.159	3.794	1.773	1.742	2.639	2.675	2.758	2.697	2.700	2.735	2.776	30.303
Health and Welfare	0.075	0.550	0.425	0.078	0.470	0.384	0.384	0.384	0.384	0.384	0.384	0.386	4.284
OPEB Current Payment	0.094	0.213	0.130	0.130	0.094	0.106	0.106	0.106	0.106	0.106	0.106	0.109	1.405
Pensions	0.000	0.000	0.526	0.500	1.500	0.506	0.506	0.506	0.506	0.506	0.506	0.507	6.067
Other Fringe Benefits	0.217	0.284	0.600	0.208	0.205	0.363	0.375	0.370	0.370	0.371	0.378	0.369	4.112
Total Fringe Benefits	0.386	1.046	1.682	0.916	2.269	1.358	1.370	1.365	1.365	1.366	1.373	1.370	15.868
Reimbursable Overhead	0.000	0.000	0.002	(0.002)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$2.240	\$3.206	\$5.478	\$2.687	\$4.011	\$3.997	\$4.045	\$4.123	\$4.062	\$4.067	\$4.108	\$4.146	\$46.170
<u>Non-Labor :</u>													
Electric Power	\$0.313	\$0.426	\$0.311	\$0.270	\$0.233	\$0.186	\$0.246	\$0.274	\$0.253	\$0.256	\$0.266	\$0.336	\$3.371
Fuel	(0.007)	0.008	0.043	0.014	0.031	0.049	0.029	0.016	0.017	0.018	0.015	0.016	0.250
Insurance	0.094	0.094	0.266	0.105	0.031	(0.003)	(0.003)	0.117	0.117	0.017	0.117	0.167	1.117
Claims	0.002	0.014	0.008	0.008	0.008	0.008	0.008	0.006	0.006	0.006	0.006	0.005	0.084
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.026	0.058	2.120	0.086	2.331	0.736	1.736	1.736	1.736	1.735	1.735	1.735	15.772
Professional Service Contracts	(0.003)	0.005	0.165	0.053	0.020	0.075	0.075	0.075	0.075	0.075	0.074	0.074	0.759
Materials & Supplies	0.085	0.300	0.109	0.085	0.296	0.406	0.426	0.426	0.426	0.426	0.427	0.424	3.835
Other Business Expenses	0.006	0.022	0.029	0.011	0.008	(0.006)	(0.007)	(0.006)	(0.007)	(0.006)	(0.007)	(0.006)	0.030
Total Non-Labor Expenses	\$0.516	\$0.926	\$3.050	\$0.631	\$2.958	\$1.451	\$2.510	\$2.644	\$2.623	\$2.527	\$2.633	\$2.751	\$25.218
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$2.757	\$4.132	\$8.528	\$3.318	\$6.969	\$5.447	\$6.555	\$6.767	\$6.684	\$6.593	\$6.741	\$6.896	\$71.388
Depreciation	0.642	0.642	0.583	0.612	0.660	0.737	0.737	0.737	0.737	0.737	0.737	0.737	8.300
OPEB Liability	0.000	0.000	1.800	0.000	0.000	1.143	0.568	0.568	1.143	0.568	0.568	1.143	7.500
GASB 68 Pension Adjustment	0.000	0.000	1.665	0.000	(1.500)	(0.095)	(0.095)	(0.095)	(0.095)	(0.095)	(0.095)	(0.095)	(0.500)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$3.399	\$4.774	\$12.576	\$3.930	\$6.130	\$7.233	\$7.765	\$7.977	\$8.469	\$7.803	\$7.951	\$8.681	\$86.688
Net Surplus/(Deficit)	(\$2.246)	(\$3.538)	(\$11.245)	(\$2.920)	(\$4.716)	(\$6.017)	(\$6.664)	(\$6.823)	(\$7.326)	(\$6.666)	(\$6.856)	(\$7.561)	(\$72.579)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in Millions)

CASH RECEIPTS AND EXPENDITURES

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.557	\$0.485	\$0.475	\$0.585	\$0.526	\$0.542	\$0.505	\$0.550	\$0.535	\$0.524	\$0.501	\$0.513	\$6.298
Vehicle Toll Revenue													
<u>Other Operating Revenue:</u>													
Fare Reimbursement	(0.197)	(0.146)	(0.194)	(0.152)	(0.190)	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.000
Paratransit Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.265	0.169	1.235	0.177	0.264	0.284	0.284	0.284	0.284	0.284	0.284	0.280	4.092
Other Operating Revenue	0.068	0.023	1.041	0.024	0.074	0.409	0.409	0.409	0.409	0.409	0.409	0.405	4.092
Capital and Other Reimbursements	0.271	0.359	0.522	0.518	0.013	0.644	0.567	0.574	0.579	0.584	0.564	0.583	5.779
Total Receipts	\$0.896	\$0.867	\$2.038	\$1.127	\$0.613	\$1.595	\$1.481	\$1.534	\$1.524	\$1.517	\$1.475	\$1.501	\$16.169
Expenditures													
<u>Labor :</u>													
Payroll	\$1.856	\$1.822	\$9.758	\$1.644	\$1.708	\$2.413	\$1.528	\$2.080	\$2.017	\$2.002	\$2.037	\$1.562	\$30.426
Overtime	0.317	0.521	0.197	0.293	0.152	0.526	0.547	0.678	0.679	0.699	0.698	0.573	5.879
Total Salaries & Wages	2.173	2.343	9.955	1.937	1.860	2.939	2.075	2.758	2.697	2.700	2.735	2.134	36.306
Health and Welfare	0.000	0.000	0.000	0.000	1.001	0.469	0.469	0.469	0.469	0.469	0.469	0.471	4.284
OPEB Current Payment	0.042	0.073	0.033	0.070	1.114	0.010	0.010	0.010	0.010	0.010	0.010	0.013	1.405
Pensions	0.000	0.000	0.000	2.000	0.526	0.506	0.506	0.506	0.506	0.506	0.506	0.507	6.067
Other Fringe Benefits	0.385	0.354	1.005	0.326	0.227	0.343	0.287	0.328	0.328	0.329	0.336	0.278	4.525
Total Fringe Benefits	0.427	0.427	1.038	2.396	2.868	1.328	1.272	1.312	1.312	1.313	1.320	1.268	16.281
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$2.600	\$2.770	\$10.993	\$4.333	\$4.728	\$4.266	\$3.347	\$4.070	\$4.009	\$4.013	\$4.055	\$3.402	\$52.586
<u>Non-Labor :</u>													
Electric Power	\$0.604	\$0.368	\$0.338	\$0.303	\$0.271	\$0.139	\$0.199	\$0.227	\$0.206	\$0.209	\$0.219	\$0.289	\$3.371
Fuel	0.018	0.007	0.025	0.011	0.024	0.062	0.042	0.029	0.030	0.031	0.028	0.029	0.335
Insurance	0.149	0.002	0.000	0.212	0.019	0.026	0.026	0.146	0.146	0.046	0.146	0.196	1.117
Claims	0.000	0.000	0.000	0.000	0.000	0.014	0.014	0.012	0.012	0.012	0.012	0.011	0.084
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.056	0.048	0.825	0.785	0.038	1.358	2.358	2.358	2.358	2.357	2.357	2.357	17.255
Professional Service Contracts	0.183	0.035	0.042	0.081	0.141	0.040	0.040	0.040	0.040	0.040	0.039	0.039	0.759
Materials & Supplies	0.216	0.295	(0.146)	0.045	0.171	0.448	0.468	0.468	0.468	0.468	0.469	0.466	3.835
Other Business Expenses	0.006	0.010	0.035	0.008	0.007	(0.005)	(0.006)	(0.005)	(0.006)	(0.005)	(0.006)	(0.005)	0.030
Total Non-Labor Expenditures	\$1.232	\$0.765	\$1.119	\$1.445	\$0.671	\$2.082	\$3.141	\$3.275	\$3.254	\$3.158	\$3.264	\$3.382	\$26.786
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$3.832	\$3.535	\$12.112	\$5.778	\$5.399	\$6.348	\$6.487	\$7.344	\$7.262	\$7.171	\$7.319	\$6.784	\$79.372
Net Surplus/(Deficit)	(\$2.936)	(\$2.668)	(\$10.074)	(\$4.651)	(\$4.786)	(\$4.753)	(\$5.006)	(\$5.811)	(\$5.739)	(\$5.654)	(\$5.844)	(\$5.283)	(\$63.203)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in Millions)

CASH FLOW ADJUSTMENTS

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.070	\$0.008	(\$0.101)	\$0.059	(\$0.018)	(\$0.056)	(\$0.056)	(\$0.056)	(\$0.056)	(\$0.056)	(\$0.056)	(\$0.056)	(\$0.376)
Vehicle Toll Revenue													
<u>Other Operating Revenue</u>													
Fare Reimbursement	(0.197)	(0.146)	(0.194)	(0.152)	(0.190)	0.126	0.126	0.126	0.126	0.126	0.126	0.126	0.000
Paratransit Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other	0.009	(0.028)	0.990	(0.027)	0.018	0.099	0.099	0.099	0.099	0.099	0.099	0.099	1.653
Other Operating Revenue	(0.188)	(0.174)	0.796	(0.180)	(0.172)	0.224	0.224	0.224	0.224	0.224	0.224	0.224	1.653
Capital and Other Reimbursements	(0.139)	(0.203)	0.012	0.238	(0.610)	0.212	0.212	0.212	0.212	0.212	0.212	0.212	0.783
Total Receipt Adjustments	(\$0.257)	(\$0.369)	\$0.707	\$0.117	(\$0.800)	\$0.380	\$0.380	\$0.380	\$0.380	\$0.380	\$0.380	\$0.380	\$2.060
Expenditures													
<u>Labor:</u>													
Payroll	(\$0.410)	(\$0.211)	(\$6.121)	(\$0.080)	(\$0.125)	(\$0.300)	\$0.600	\$0.126	\$0.126	\$0.126	\$0.126	\$0.641	(\$5.502)
Overtime	0.091	0.028	(0.040)	(0.083)	0.007	0.000	0.000	(0.126)	(0.126)	(0.126)	(0.126)	0.000	(0.501)
Total Salaries & Wages	(0.318)	(0.184)	(6.161)	(0.164)	(0.118)	(0.300)	0.600	0.000	0.000	0.000	0.000	0.641	(6.003)
Health and Welfare	0.075	0.550	0.425	0.078	(0.531)	(0.085)	(0.085)	(0.085)	(0.085)	(0.085)	(0.085)	(0.085)	0.000
OPEB Current Payment	0.052	0.140	0.097	0.060	(1.020)	0.096	0.096	0.096	0.096	0.096	0.096	0.096	0.000
Pensions	0.000	0.000	0.526	(1.500)	0.974	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	(0.168)	(0.070)	(0.405)	(0.118)	(0.022)	0.020	0.088	0.043	0.043	0.043	0.043	0.091	(0.413)
Total Fringe Benefits	(0.041)	0.619	0.644	(1.480)	(0.599)	0.031	0.099	0.053	0.053	0.053	0.053	0.102	(0.413)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.002	(0.002)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$0.360)	\$0.436	(\$5.515)	(\$1.646)	(\$0.717)	(\$0.269)	\$0.699	\$0.053	\$0.053	\$0.053	\$0.053	\$0.743	(\$6.416)
<u>Non-Labor:</u>													
Electric Power	(\$0.291)	\$0.058	(\$0.027)	(\$0.033)	(\$0.038)	\$0.047	\$0.047	\$0.047	\$0.047	\$0.047	\$0.047	\$0.047	\$0.000
Fuel	(0.025)	0.001	0.018	0.003	0.007	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.013)	(0.085)
Insurance	(0.055)	0.092	0.266	(0.107)	0.012	(0.030)	(0.030)	(0.030)	(0.030)	(0.030)	(0.030)	(0.030)	0.000
Claims	0.002	0.014	0.008	0.008	0.008	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	(0.006)	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	(0.030)	0.010	1.295	(0.699)	2.293	(0.622)	(0.622)	(0.622)	(0.622)	(0.622)	(0.622)	(0.622)	(1.483)
Professional Service Contracts	(0.186)	(0.030)	0.123	(0.028)	(0.121)	0.035	0.035	0.035	0.035	0.035	0.035	0.035	0.000
Materials & Supplies	(0.131)	0.005	0.255	0.040	0.125	(0.042)	(0.042)	(0.042)	(0.042)	(0.042)	(0.042)	(0.042)	0.000
Other Business Expenditures	0.000	0.012	(0.006)	0.003	0.001	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	(0.001)	0.000
Total Non-Labor Expenditures	(\$0.716)	\$0.161	\$1.931	(\$0.814)	\$2.287	(\$0.631)	(\$0.631)	(\$0.631)	(\$0.631)	(\$0.631)	(\$0.631)	(\$0.632)	(\$1.568)
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adj. before Non-Cash Liability Adjs.	(\$1.075)	\$0.597	(\$3.584)	(\$2.460)	\$1.570	(\$0.900)	\$0.068	(\$0.578)	(\$0.578)	(\$0.578)	(\$0.578)	\$0.111	(\$7.984)
Depreciation	0.642	0.642	0.583	0.612	0.660	0.737	0.737	0.737	0.737	0.737	0.737	0.738	8.300
OPEB Liability	0.000	0.000	1.800	0.000	0.000	1.143	0.568	0.568	1.143	0.568	0.568	1.142	7.500
GASB 68 Pension Adjustment	0.000	0.000	1.665	0.000	(1.500)	(0.095)	(0.095)	(0.095)	(0.095)	(0.095)	(0.095)	(0.095)	(0.500)
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	(\$0.690)	\$0.870	\$1.171	(\$1.731)	(\$0.069)	\$1.265	\$1.658	\$1.012	\$1.587	\$1.012	\$1.012	\$2.278	\$9.376

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2016 Mid-Year Forecast
Ridership(Utilization)
(\$ in Millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	YearTotal
<u>Ridership</u>													
Ridership	0.363	0.339	0.413	0.371	0.393	0.413	0.339	0.362	0.420	0.410	0.406	0.409	4.639
Total Ridership	0.363	0.339	0.413	0.371	0.393	0.413	0.339	0.362	0.420	0.410	0.406	0.409	4.639
<u>Farebox Revenue</u>													
Revenue	\$0.487	\$0.477	\$0.576	\$0.526	\$0.544	\$0.598	\$0.561	\$0.607	\$0.591	\$0.580	\$0.558	\$0.569	\$6.674
Total Farebox Revenue	\$0.487	\$0.477	\$0.576	\$0.526	\$0.544	\$0.598	\$0.561	\$0.607	\$0.591	\$0.580	\$0.558	\$0.569	\$6.674

MTA STATEN ISLAND RAILWAY
July Financial Plan-2016 Mid-Year Forecast
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

[illegible]

MTA STATEN ISLAND RAILWAY
July Financial Plan-2016 Mid-Year Forecast
Total Positions by Function and Occupation

[illegible]



SPECIAL REPORTS AND PRESENTATIONS: MTA BUS COMPANY 2016 MID-YEAR FORECAST MONTHLY ALLOCATION

Monthly allocation of MTA Bus Company's 2016 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA BUS COMPANY
July Financial Plan - 2016 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$15.879	\$16.407	\$18.852	\$17.487	\$17.884	\$17.765	\$17.702	\$18.312	\$18.251	\$17.914	\$16.890	\$17.136	\$210.479
Toll Revenue													-
Other Operating Revenue	1.629	1.566	2.409	2.085	2.137	2.018	0.664	0.664	2.018	2.018	2.018	1.498	20.724
Capital and Other Reimbursements													-
Total Revenue	\$17.508	\$17.973	\$21.261	\$19.572	\$20.021	\$19.783	\$18.366	\$18.976	\$20.269	\$19.932	\$18.908	\$18.634	\$231.203
Operating Expenses													
Labor:													
Payroll	\$23.204	\$21.355	\$24.780	\$22.262	\$21.220	\$21.369	\$21.155	\$22.224	\$21.369	\$21.155	\$21.369	\$21.796	\$263.257
Overtime	4.270	4.506	4.979	4.666	4.868	4.294	4.473	4.517	4.309	4.586	4.279	4.411	54.158
Health and Welfare	4.531	4.921	5.019	6.215	5.509	4.931	4.882	5.128	4.931	4.882	4.931	5.030	60.909
OPEB Current Payment	1.653	1.654	2.568	1.873	1.810	2.039	2.018	2.120	2.039	2.018	2.039	2.080	23.911
Pensions	3.805	3.805	3.807	3.660	3.660	3.623	3.587	3.768	3.623	3.587	3.623	3.695	44.243
Other Fringe Benefits	4.666	4.852	5.463	4.843	4.906	3.679	3.643	3.826	3.679	3.643	3.679	3.753	50.632
Reimbursable Overhead	(0.029)	(0.092)	(0.144)	(0.152)	(0.099)							0.516	-
Total Labor Expenses	\$42.100	\$41.001	\$46.472	\$43.367	\$41.874	\$39.935	\$39.757	\$41.584	\$39.950	\$39.870	\$39.920	\$41.281	\$497.111
Non-Labor:													
Electric Power	\$0.138	\$0.131	\$0.131	\$0.129	\$0.117	\$0.153	\$0.152	\$0.159	\$0.153	\$0.152	\$0.153	\$0.156	\$1.724
Fuel	1.192	1.218	1.451	1.389	0.094	1.733	1.705	1.806	1.787	1.921	1.886	1.926	18.108
Insurance	0.269	0.290	0.289	0.290	0.290	0.582	0.582	0.582	0.582	0.582	0.582	0.581	5.501
Claims	2.400	2.400	2.400	2.400	2.400	2.424	2.424	2.424	2.424	2.424	2.424	2.456	29.000
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	1.365	1.563	3.332	1.749	2.204	4.284	4.241	4.455	4.284	4.241	4.284	4.370	40.372
Professional Service Contracts	0.759	1.686	1.849	2.479	1.708	2.624	2.598	2.729	2.624	2.598	2.624	2.677	26.955
Materials & Supplies	3.308	3.458	3.905	3.418	3.394	4.696	4.649	4.884	4.696	4.649	4.696	4.790	50.545
Other Business Expenses	0.259	0.229	0.395	0.235	0.383	0.156	0.155	0.163	0.156	0.155	0.156	0.160	2.602
Total Non-Labor Expenses	\$9.690	\$10.974	\$13.752	\$12.089	\$10.590	\$16.653	\$16.506	\$17.203	\$16.707	\$16.722	\$16.806	\$17.115	\$174.807
Other Expenses Adjustments:													
Other													-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.													
	\$51.790	\$51.975	\$60.224	\$55.456	\$52.464	\$56.587	\$56.263	\$58.786	\$56.657	\$56.592	\$56.726	\$58.396	\$671.918
Depreciation													
	4.574	4.574	3.711	4.582	4.590	2.886	2.886	2.886	2.886	2.886	2.886	2.889	42.236
OPEB Obligation													
	8.350	8.350	8.350	8.350	6.915	8.547	8.547	8.547	8.547	8.547	8.547	8.553	100.150
GASB 68 Pension Expense Adjustment													
						5.742	5.742	5.742	5.742	5.742	5.742	5.748	40.200
Environmental Remediation													
													-
Total Expenses	\$64.714	\$64.899	\$72.285	\$68.388	\$63.969	\$73.762	\$73.438	\$75.961	\$73.832	\$73.767	\$73.901	\$75.586	\$854.504
Net Surplus/(Deficit)	(\$47.206)	(\$46.926)	(\$51.024)	(\$48.816)	(\$43.948)	(\$53.979)	(\$55.072)	(\$56.985)	(\$53.563)	(\$53.835)	(\$54.993)	(\$56.952)	(\$623.301)

MTA BUS COMPANY
July Financial Plan - 2016 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

MTA BUS COMPANY
July Financial Plan - 2016 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$15.879	\$16.407	\$18.852	\$17.487	\$17.884	\$17.765	\$17.702	\$18.312	\$18.251	\$17.914	\$16.890	\$17.136	\$210.479
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.629	1.566	2.409	2.085	2.137	2.018	0.664	0.664	2.018	2.018	2.018	1.498	20.724
Capital and Other Reimbursements	0.112	0.282	0.407	0.434	0.284	0.642	0.636	0.668	0.642	0.636	0.642	0.655	6.039
Total Revenue	\$17.620	\$18.255	\$21.668	\$20.006	\$20.305	\$20.425	\$19.002	\$19.644	\$20.911	\$20.568	\$19.550	\$19.289	\$237.242
Expenses													
Labor:													
Payroll	\$23.268	\$21.519	\$25.027	\$22.529	\$21.393	\$21.650	\$21.433	\$22.516	\$21.650	\$21.433	\$21.650	\$22.083	\$266.149
Overtime	4.270	4.506	4.979	4.666	4.868	4.294	4.473	4.517	4.309	4.586	4.279	4.411	54.158
Health and Welfare	4.551	4.971	5.094	6.295	5.572	5.045	4.995	5.247	5.045	4.995	5.045	5.146	62.002
OPEB Current Payment	1.653	1.654	2.568	1.873	1.810	2.039	2.018	2.120	2.039	2.018	2.039	2.080	23.911
Pensions	3.814	3.830	3.845	3.700	3.681	3.675	3.638	3.822	3.675	3.638	3.675	3.748	44.741
Other Fringe Benefits	4.675	4.876	5.501	4.883	4.927	3.729	3.692	3.878	3.729	3.692	3.729	3.804	51.114
Reimbursable Overhead	(0.029)	(0.092)	(0.144)	(0.152)	(0.099)	-	-	-	-	-	-	0.516	-
Total Labor Expenses	\$42.202	\$41.264	\$46.870	\$43.794	\$42.152	\$40.432	\$40.249	\$42.100	\$40.447	\$40.362	\$40.417	\$41.787	\$502.076
Non-Labor:													
Electric Power	\$0.138	\$0.131	\$0.131	\$0.129	\$0.117	\$0.153	\$0.152	\$0.159	\$0.153	\$0.152	\$0.153	\$0.156	\$1.724
Fuel	1.192	1.218	1.451	1.389	0.094	1.733	1.705	1.806	1.787	1.921	1.886	1.926	18.108
Insurance	0.269	0.290	0.289	0.290	0.290	0.582	0.582	0.582	0.582	0.582	0.582	0.581	5.501
Claims	2.400	2.400	2.400	2.400	2.400	2.424	2.424	2.424	2.424	2.424	2.424	2.456	29.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.365	1.563	3.332	1.749	2.204	4.317	4.274	4.489	4.317	4.274	4.317	4.403	40.603
Professional Service Contracts	0.759	1.686	1.849	2.479	1.708	2.624	2.598	2.729	2.624	2.598	2.624	2.677	26.955
Materials & Supplies	3.318	3.477	3.914	3.425	3.400	4.809	4.761	5.001	4.809	4.761	4.809	4.905	51.388
Other Business Expenses	0.259	0.229	0.395	0.235	0.383	0.156	0.155	0.163	0.156	0.155	0.156	0.160	2.602
Total Non-Labor Expenses	\$9.700	\$10.993	\$13.761	\$12.096	\$10.596	\$16.798	\$16.649	\$17.354	\$16.852	\$16.866	\$16.951	\$17.264	\$175.881
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$51.902	\$52.257	\$60.631	\$55.890	\$52.748	\$57.230	\$56.899	\$59.454	\$57.299	\$57.228	\$57.368	\$59.051	\$677.957
Depreciation	4.574	4.574	3.711	4.582	4.590	2.886	2.886	2.886	2.886	2.886	2.886	2.889	42.236
OPEB Obligation	8.350	8.350	8.350	8.350	6.915	8.547	8.547	8.547	8.547	8.547	8.547	8.553	100.150
GASB 68 Pension Expense Adjustment	-	-	-	-	-	5.742	5.742	5.742	5.742	5.742	5.742	5.748	40.200
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$64.826	\$65.181	\$72.692	\$68.822	\$64.253	\$74.405	\$74.074	\$76.629	\$74.474	\$74.403	\$74.543	\$76.241	\$860.543
Net Surplus/(Deficit)	(\$47.206)	(\$46.926)	(\$51.024)	(\$48.816)	(\$43.948)	(\$53.979)	(\$55.072)	(\$56.985)	(\$53.563)	(\$53.835)	(\$54.993)	(\$56.952)	(\$623.301)

MTA BUS COMPANY
July Financial Plan - 2016 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$14.610	\$15.478	\$20.152	\$17.308	\$16.625	\$19.609	\$17.433	\$18.314	\$17.609	\$17.433	\$17.609	\$18.297	\$210.479
Vehicle Toll Revenue													-
Other Operating Revenue	3.302	0.484	2.746	1.433	0.643	2.018	1.164	1.164	2.018	2.018	2.018	2.716	21.724
Capital and Other Reimbursements	0.460	0.550	0.366	0.385	0.147	0.500	0.500	0.500	0.500	0.500	0.500	4.319	9.227
Total Receipts	\$18.372	\$16.512	\$23.264	\$19.126	\$17.415	\$22.127	\$19.097	\$19.978	\$20.127	\$19.951	\$20.127	\$25.332	\$241.430
Expenditures													
Labor:													
Payroll	\$22.463	\$19.247	\$44.875	\$25.662	\$17.893	\$19.983	\$19.983	\$19.983	\$19.983	\$19.983	\$28.755	\$20.110	\$278.920
Overtime	4.270	4.487	4.960	4.647	4.849	4.294	4.473	4.517	4.309	4.586	4.279	8.587	58.258
Health and Welfare	4.850	3.757	4.861	3.226	2.105	6.112	6.112	6.112	6.112	6.112	6.112	6.115	61.586
OPEB Current Payment	1.654	1.654	2.568	1.872	1.810	2.050	2.050	2.050	2.050	2.050	2.050	2.053	23.911
Pensions	3.805	3.805	3.807	3.660	3.660	3.690	3.690	3.690	3.690	3.690	3.690	3.692	44.569
Other Fringe Benefits	5.265	2.968	4.482	4.939	2.781	4.358	4.358	4.358	4.358	4.358	4.358	4.359	50.942
GASB Account													-
Reimbursable Overhead													-
Total Labor Expenditures	\$42.307	\$35.918	\$65.553	\$44.006	\$33.098	\$40.487	\$40.666	\$40.710	\$40.502	\$40.779	\$49.244	\$44.916	\$518.186
Non-Labor:													
Electric Power	\$0.140	\$0.137	\$0.125	\$0.132	\$0.116	\$0.153	\$0.153	\$0.153	\$0.153	\$0.153	\$0.153	\$0.153	\$1.724
Fuel	1.242	1.246	1.410	1.483	(0.013)	1.733	1.705	1.806	1.837	2.021	1.986	1.652	18.108
Insurance	0.635	0.021	0.015	0.088	0.010	1.150	1.124	1.176	1.150	1.124	1.165	1.143	8.801
Claims	0.938	2.215	1.568	0.991	2.306	2.426	2.426	2.426	2.426	2.426	2.426	2.426	25.000
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	3.275	1.782	4.524	1.631	1.773	3.923	3.884	4.080	3.923	3.884	3.923	4.001	40.603
Professional Service Contracts	3.361	1.566	1.553	2.943	1.583	3.842	3.804	3.996	3.842	3.804	3.842	3.919	38.055
Materials & Supplies	2.500	4.112	3.314	4.269	3.097	4.843	4.795	5.037	4.843	4.795	4.843	4.940	51.388
Other Business Expenses	0.227	0.374	0.250	0.148	0.259	0.191	0.189	0.199	0.191	0.189	0.191	0.195	2.603
Total Non-Labor Expenditures	\$12.318	\$11.453	\$12.759	\$11.685	\$9.131	\$18.261	\$18.080	\$18.873	\$18.366	\$18.396	\$18.530	\$18.430	\$186.282
Other Expenditure Adjustments:													
Other													-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$54.625	\$47.371	\$78.312	\$55.691	\$42.229	\$58.748	\$58.746	\$59.583	\$58.868	\$59.175	\$67.774	\$63.346	\$704.468
Net Cash Surplus/(Deficit)	(\$36.253)	(\$30.859)	(\$55.048)	(\$36.565)	(\$24.814)	(\$36.621)	(\$39.648)	(\$39.605)	(\$38.740)	(\$39.224)	(\$47.647)	(\$38.014)	(\$463.038)

MTA BUS COMPANY
July Financial Plan - 2016 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	(\$1.269)	(\$0.929)	\$1.300	(\$0.179)	(\$1.259)	\$1.844	(\$0.269)	\$0.002	(\$0.642)	(\$0.481)	\$0.719	\$1.161	(\$0.000)
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	1.673	(1.082)	0.337	(0.652)	(1.494)	-	0.500	0.500	-	-	-	1.218	1.000
Capital and Other Reimbursements	0.348	0.268	(0.041)	(0.049)	(0.137)	(0.142)	(0.136)	(0.168)	(0.142)	(0.136)	(0.142)	3.664	3.188
Total Receipts	\$0.752	(\$1.743)	\$1.596	(\$0.880)	(\$2.890)	\$1.702	\$0.096	\$0.334	(\$0.784)	(\$0.616)	\$0.577	\$6.043	\$4.188
Expenditures													
Labor:													
Payroll	\$0.805	\$2.272	(\$19.848)	(\$3.133)	\$3.500	\$1.667	\$1.450	\$2.533	\$1.667	\$1.450	(\$7.105)	\$1.973	(\$12.771)
Overtime	-	0.019	0.019	0.019	0.019	-	-	-	-	-	-	(4.176)	(4.100)
Health and Welfare	(0.299)	1.214	0.233	3.069	3.467	(1.067)	(1.117)	(0.865)	(1.067)	(1.117)	(1.067)	(0.969)	0.416
OPEB Current Payment	(0.001)	-	-	0.001	-	(0.011)	(0.032)	0.070	(0.011)	(0.032)	(0.011)	0.027	0.000
Pensions	0.009	0.025	0.038	0.040	0.021	(0.015)	(0.052)	0.132	(0.015)	(0.052)	(0.015)	0.056	0.172
Other Fringe Benefits	(0.590)	1.908	1.019	(0.056)	2.146	(0.629)	(0.666)	(0.480)	(0.629)	(0.666)	(0.629)	(0.555)	0.172
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	(0.029)	(0.092)	(0.144)	(0.152)	(0.099)	-	-	-	-	-	-	0.516	-
Total Labor Expenditures	(\$0.105)	\$5.346	(\$18.683)	(\$0.212)	\$9.054	(\$0.055)	(\$0.417)	\$1.390	(\$0.055)	(\$0.417)	(\$8.827)	(\$3.129)	(\$16.110)
Electric Power	(\$0.002)	(\$0.006)	\$0.006	(\$0.003)	\$0.001	(\$0.000)	(\$0.002)	\$0.006	(\$0.000)	(\$0.002)	(\$0.000)	\$0.003	\$0.000
Fuel	(0.050)	(0.028)	0.041	(0.094)	0.107	-	-	-	(0.050)	(0.100)	(0.100)	0.274	0.000
Insurance	(0.366)	0.269	0.274	0.202	0.280	(0.568)	(0.542)	(0.594)	(0.568)	(0.542)	(0.583)	(0.562)	(3.300)
Claims	1.462	0.185	0.832	1.409	0.094	(0.002)	(0.002)	(0.002)	(0.002)	(0.002)	(0.002)	0.030	4.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(1.910)	(0.219)	(1.192)	0.118	0.431	0.394	0.390	0.409	0.394	0.390	0.394	0.402	(0.000)
Professional Service Contracts	(2.602)	0.120	0.296	(0.464)	0.125	(1.218)	(1.206)	(1.267)	(1.218)	(1.206)	(1.218)	(1.242)	(11.100)
Materials & Supplies	0.818	(0.635)	0.600	(0.844)	0.303	(0.034)	(0.034)	(0.036)	(0.034)	(0.034)	(0.034)	(0.035)	0.000
Other Business Expenditures	0.032	(0.145)	0.145	0.087	0.124	(0.035)	(0.034)	(0.036)	(0.035)	(0.034)	(0.035)	(0.035)	(0.001)
Total Non-Labor Expenditures	(\$2.618)	(\$0.460)	\$1.002	\$0.411	\$1.465	(\$1.464)	(\$1.430)	(\$1.519)	(\$1.513)	(\$1.530)	(\$1.579)	(\$1.166)	(\$10.401)
Other Expenditures Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.													
	(\$1.971)	\$3.144	(\$16.085)	(\$0.680)	\$7.629	\$0.183	(\$1.751)	\$0.205	(\$2.352)	(\$2.563)	(\$9.829)	\$1.748	(\$22.323)
Depreciation Adjustment	4.574	4.574	3.711	4.582	4.590	2.886	2.886	2.886	2.886	2.886	2.886	2.889	42.236
OPEB Obligation	8.350	8.350	8.350	8.350	6.915	8.547	8.547	8.547	8.547	8.547	8.547	8.553	100.150
GASB 68 Pension Expense Adjustment	-	-	-	-	-	5.742	5.742	5.742	5.742	5.742	5.742	5.748	40.200
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$10.953	\$16.068	(\$4.024)	\$12.252	\$19.134	\$17.358	\$15.424	\$17.380	\$14.823	\$14.612	\$7.346	\$18.938	\$160.263

MTA BUS COMPANY
July Financial Plan - 2016 Mid-Year Forecast
Ridership/(Utilization)
(in millions)

RIDERSHIP

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Fixed Route	9.465	9.651	11.394	10.566	11.022	10.415	9.809	9.975	10.844	10.730	10.142	10.183	124.196
Total Ridership	9.465	9.651	11.394	10.566	11.022	10.415	9.809	9.975	10.844	10.730	10.142	10.183	124.196

FAREBOX REVENUE

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Fixed Route	\$15.879	\$16.407	\$18.852	\$17.487	\$17.884	\$17.765	\$17.702	\$18.312	\$18.251	\$17.914	\$16.890	\$17.136	\$210.479
Total Revenue	\$15.879	\$16.407	\$18.852	\$17.487	\$17.884	\$17.765	\$17.702	\$18.312	\$18.251	\$17.914	\$16.890	\$17.136	\$210.479

MTA Bus Company
 July Financial Plan - 2016 Mid-Year Budget
 Overtime - Non-Reimbursable/Reimbursable Basis
 (\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$2.223	\$2.002	\$2.216	\$2.199	\$2.372	\$2.132	\$2.252	\$2.252	\$2.136	\$2.292	\$2.141	\$2.083	\$26.301
<u>Unscheduled Service</u>	0.536	0.451	0.487	0.484	0.493	0.467	0.486	0.492	0.469	0.499	0.518	0.510	5.892
<u>Programmatic/Routine Maintenance</u>	0.994	0.966	0.816	0.971	0.982	0.706	0.697	0.712	0.754	0.822	0.755	0.734	9.909
<u>Unscheduled Maintenance</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Vacancy/Absentee Coverage</u>	0.724	0.772	0.831	0.798	0.827	0.850	0.892	0.914	0.810	0.824	0.724	0.791	9.757
<u>Weather Emergencies</u>	0.255	0.243	0.253	0.106	0.107	0.102	0.108	0.108	0.103	0.110	0.104	0.254	1.854
<u>Safety/Security/Law Enforcement</u>	0.006	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.012	0.011	0.011	0.128
<u>Other</u>	0.027	0.024	0.027	0.026	0.027	0.026	0.027	0.027	0.026	0.028	0.026	0.027	0.316
Sub-Total	\$4.764	\$4.470	\$4.641	\$4.595	\$4.818	\$4.294	\$4.473	\$4.517	\$4.309	\$4.586	\$4.279	\$4.410	\$54.158
REIMBURSABLE OVERTIME	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
TOTAL NR & R OVERTIME	\$4.764	\$4.470	\$4.641	\$4.595	\$4.818	\$4.294	\$4.473	\$4.517	\$4.309	\$4.586	\$4.279	\$4.410	\$54.158

MTA BUS COMPANY
July Financial Plan - 2016 Mid-Year Forecast
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Office of the EVP	3	3	3	3	3	3	3	3	3	3	3	3
Human Resources	19	19	19	19	19	19	19	19	19	19	19	19
Office of Management and Budget	14	14	14	14	14	14	14	14	14	14	14	14
Technology & Information Services	0	0	0	0	0	0	0	0	0	0	0	0
Materiel	18	18	18	18	18	18	18	18	18	18	18	18
Controller	17	17	17	17	17	17	17	17	17	17	17	17
Office of the President	2	2	2	6	6	6	6	6	6	6	6	6
Sytem Safety Administration	5	5	5	5	5	5	5	5	5	5	5	5
Law	21	21	21	21	21	21	21	21	21	21	21	21
Corporate Communications	0	0	0	0	0	0	0	0	0	0	0	0
Strategic Office	23	23	23	23	23	23	24	24	24	24	24	24
Non-Departmental	23	23	23	23	23	23	23	23	23	23	23	23
Labor Relations	4	4	4	4	4	4	4	4	4	4	4	4
Total Administration	149	149	149	153	153	153	154	154	154	154	154	154
Operations												
Buses	2,235	2,235	2,235	2,235	2,235	2,247	2,247	2,247	2,249	2,249	2,249	2,249
Office of the Executive Vice President, Regional	4	4	4	4	4	4	4	4	4	4	4	4
Safety & Training	29	29	29	29	29	29	29	29	29	29	29	29
Road Operations	120	120	120	120	120	120	120	120	120	120	120	120
Transportation Support	22	22	22	22	22	22	22	22	22	22	22	22
Operations Planning	31	31	31	31	31	31	31	31	33	33	33	33
Revenue Control	27	27	27	27	27	27	27	27	27	27	27	27
Total Operations	2,468	2,468	2,468	2,468	2,468	2,480	2,480	2,480	2,484	2,484	2,484	2,484
Maintenance												
Buses	757	757	757	757	757	757	757	757	757	757	757	757
Maintenance Support/CMF	209	209	209	209	209	209	218	218	219	219	219	219
Facilities	74	74	74	74	74	74	74	74	77	77	77	77
Supply Logistics	95	95	95	95	95	95	95	95	95	95	95	95
Total Maintenance	1,135	1,135	1,135	1,135	1,135	1,135	1,144	1,144	1,148	1,148	1,148	1,148
Engineering/Capital												
Capital Program Management	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Office of the Senior Vice President	18	18	18	18	18	18	18	18	22	22	22	22
Total Positions	3,807	3,807	3,807	3,811	3,811	3,823	3,833	3,833	3,845	3,845	3,845	3,845
<i>Non-Reimbursable</i>	3,767	3,767	3,767	3,771	3,771	3,783	3,793	3,793	3,805	3,805	3,805	3,805
<i>Reimbursable</i>	40	40	40	40	40	40	40	40	40	40	40	40
<i>Total Full-Time</i>	3,792	3,792	3,792	3,796	3,796	3,808	3,818	3,818	3,830	3,830	3,830	3,830
<i>Total Full-Time Equivalents</i>	15	15	15	15	15	15	15	15	15	15	15	15

MTA BUS COMPANY
July Financial Plan - 2016 Mid-Year Forecast
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	60	60	60	63	63	63	63	63	63	63	63	63
Professional, Technical, Clerical	71	71	71	72	72	72	73	73	73	73	73	73
Operational Hourlies	18	18	18	18	18	18	18	18	18	18	18	18
Total Administration	149	149	149	153	153	153	154	154	154	154	154	154
Operations												
Managers/Supervisors	302	302	302	302	302	302	302	302	303	303	303	303
Professional, Technical, Clerical	50	50	50	50	50	50	50	50	51	51	51	51
Operational Hourlies	2,116	2,116	2,116	2,116	2,116	2,128	2,128	2,128	2,130	2,130	2,130	2,130
Total Operations	2,468	2,468	2,468	2,468	2,468	2,480	2,480	2,480	2,484	2,484	2,484	2,484
Maintenance												
Managers/Supervisors	218	218	218	218	218	218	225	225	225	225	225	225
Professional, Technical, Clerical	21	21	21	21	21	21	23	23	26	26	26	26
Operational Hourlies	896	896	896	896	896	896	896	896	897	897	897	897
Total Maintenance	1,135	1,135	1,135	1,135	1,135	1,135	1,144	1,144	1,148	1,148	1,148	1,148
Engineering/Capital												
Managers/Supervisors	21	21	21	21	21	21	21	21	21	21	21	21
Professional, Technical, Clerical	16	16	16	16	16	16	16	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Managers/Supervisors	14	14	14	14	14	14	14	14	17	17	17	17
Professional, Technical, Clerical	4	4	4	4	4	4	4	4	5	5	5	5
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	18	18	18	18	18	18	18	18	22	22	22	22
Total Baseline Positions												
Managers/Supervisors	615	615	615	618	618	618	625	625	629	629	629	629
Professional, Technical, Clerical	162	162	162	163	163	163	166	166	171	171	171	171
Operational Hourlies	3,030	3,030	3,030	3,030	3,030	3,042	3,042	3,042	3,045	3,045	3,045	3,045
Total Baseline Positions	3,807	3,807	3,807	3,811	3,811	3,823	3,833	3,833	3,845	3,845	3,845	3,845



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, the Subway Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (subway car, station, Staten Island Railway (SIR) cars and SIR stations). The results for all PES indicators for First Half 2016 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Passenger Environment Survey

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

Of the 54 indicators, 44 indicators remained unchanged, six (6) indicators showed an improvement while four (4) declined when comparing First Half 2016 and First Half 2015. For PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

Significant Indicator Improvements/Declines

Of the 54 PES indicators, 44 indicators remained unchanged, six (6) indicators showed an improvement while four (4) declined when comparing First Half 2016 and First Half 2015.

IMPROVEMENTS

	2015 1st Half	2016 1st Half	Net Change
Stations			
Litter Conditions in Stations - daytime (% none and light) includes Trackbed	61%	67%	+6%
<i>without Trackbed</i>	75%	79%	+4%
Station Control Areas with a Correct Subway Map Available	88%	96%	+8%

Subway Cars			
Climate Control Conditions in Cars	90%	98%	+8%

SIR Cars			
Cars with No Scratchtied Windows	76%	88%	+12%
Climate Control Conditions in SIR Cars	78%	95%	+17%

SIR Stations			
Litter Conditions in SIR Stations (% none and light) includes Trackbed	68%	78%	+10%
<i>without Trackbed</i>	76%	85%	+9%

DECLINES

Stations			
Litter Conditions in Stations - Early AM (% none and light) includes Trackbed	67%	61%	-6%
<i>without Trackbed</i>	81%	77%	-4%
Floors and Seats Cleanliness in Stations - Early AM (% none and light)	82%	76%	-6%
Stations with Legible/Correct System Maps	79%	73%	-6%

SIR Cars			
Cars with Public Address Announcements	89%	77%	-12%

Passenger Environment Survey

Subway Car Results

The Subway Car PES consists of 17 indicators. Of the 17 indicators, 16 remained statistically unchanged while one (1) showed an increase when comparing the 1st Half 2016 to the 1st Half 2015. The table below depicts the results for the 1st Half 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

		2014		2015				2016	
		2nd Half		1st Half		2nd Half		1st Half	
Cleanliness and Appearance		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Litter Conditions in Cars	% None	90	65	90	61	91	71	90	70
Presence of Litter See Chart 1	% Light	8	27	8	31	6	23	8	24
	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	2	8	2	8	3	6	2	6
Cleanliness of Car Floors and Seats	% None	92	82	91	77	96	87	95	86
Degree of Dirtiness See Chart 2	% Light	6	10	5	14	1	6	2	7
	% Moderate	0	0	2	1	0	1	1	1
	% Heavy	2	8	2	8	3	6	2	6
% Cars with No Interior Graffiti		99		96		97		98	
% Cars with No Exterior Graffiti		99		98		99		99	
% Cars with No Graffiti Windows		99		98		99		99	
% Cars with No Scratchtied Windows		90		89		90		90	
% Cars with No Clouded Windows		97		97		98		97	
% Cars with No Broken or Cracked Windows		100		100		100		100	

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

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

Operations				
% Conductors in Proper Uniform		100	100	100

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

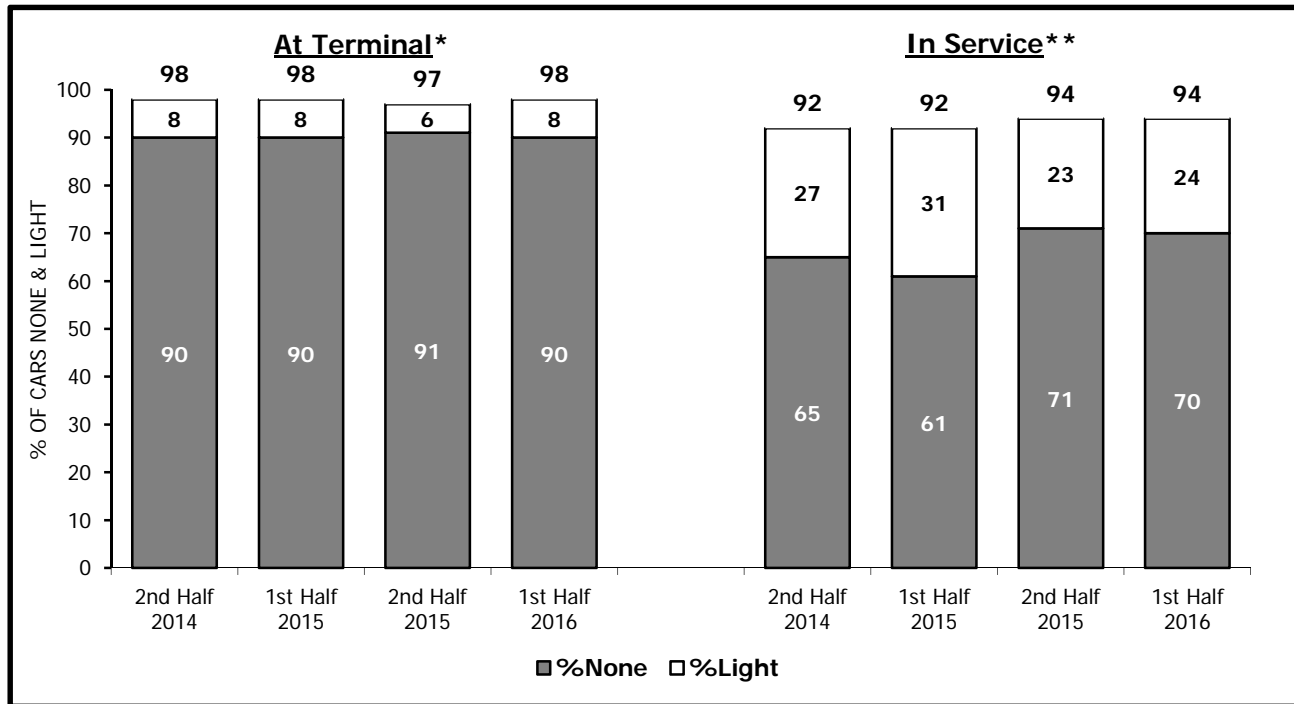
²% cars with average interior temperature between 58°F and 78°F.

At Terminal - Surveyed at terminals with cleaners present.

In Service - Surveyed while in service.

Passenger Environment Survey

Litter Conditions in Subway Cars



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

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2016 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

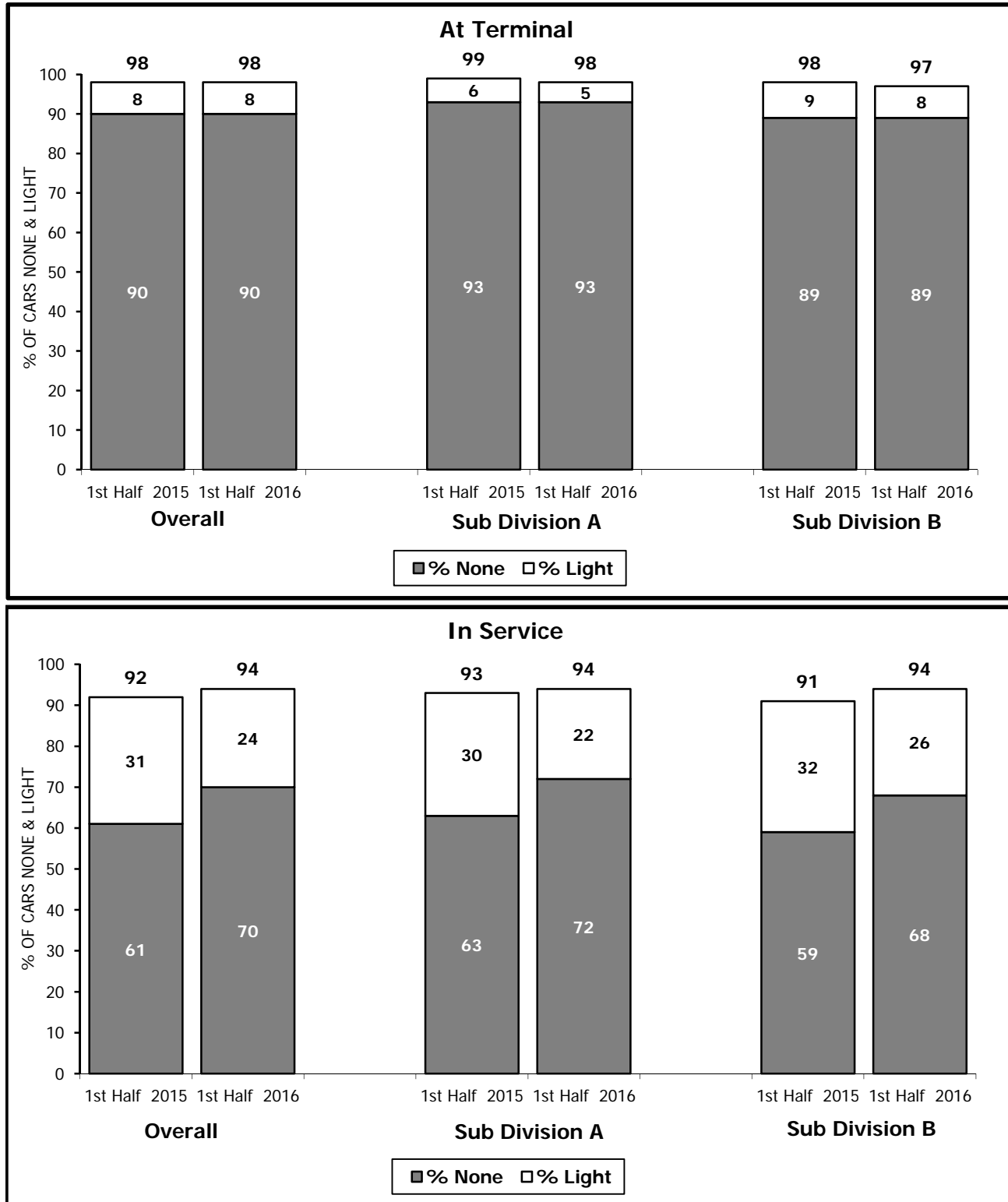
	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2016	90%	8%	0%	2%	70%	24%	0%	6%
2nd Half 2015	91%	6%	0%	3%	71%	23%	0%	6%
1st Half 2015	90%	8%	0%	2%	61%	31%	0%	8%
2nd Half 2014	90%	8%	0%	2%	65%	27%	0%	8%

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

1st Half 2016 vs. 1st Half 2015: Both the "At Terminal" and "In Service" results remained statistically unchanged

Passenger Environment Survey

Subway Car Litter Conditions by Group



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

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

Passenger Environment Survey

Subway Car Litter Conditions by Line % None and Light

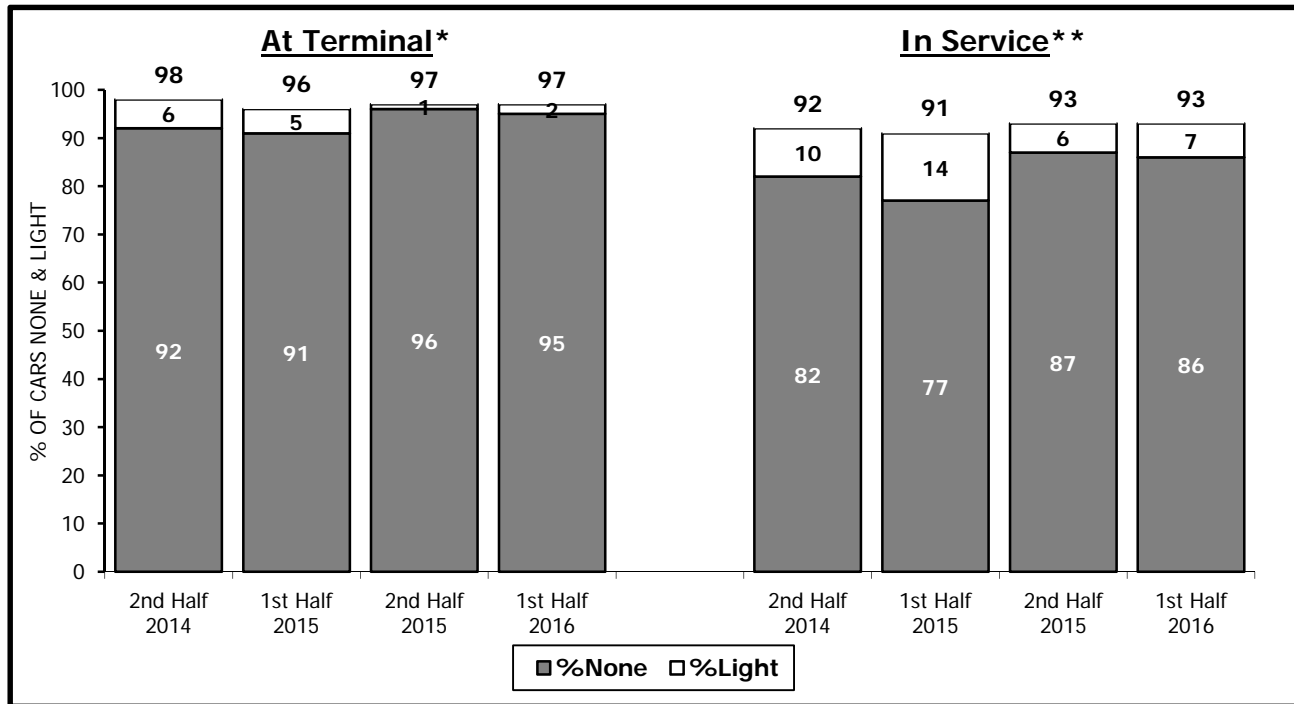
<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>1st Half 2015</u>	<u>1st Half 2016</u>	<u>1st Half 2015</u>	<u>1st Half 2016</u>
1	98%	99%	93%	95%
2	97%	99%	89%	94%
3	99%	98%	98%	89%
4	99%	97%	93%	96%
5	100%	99%	91%	95%
6	99%	99%	90%	94%
7	99%	98%	96%	98%
S 42nd St.	-	-	94%	95%
Sub Division A	99%	98%	93%	94%
A	97%	97%	90%	90%
B	94%	94%	89%	86%
C	98%	97%	97%	96%
D	97%	97%	85%	92%
E	97%	96%	93%	93%
F	98%	96%	90%	96%
S Fkln	-	-	95%	95%
G	99%	97%	94%	97%
J Z	98%	98%	96%	95%
L	98%	99%	91%	95%
M	97%	98%	93%	95%
N	98%	96%	88%	94%
Q	97%	98%	85%	95%
R	98%	97%	91%	96%
Sub Division B	98%	97%	91%	94%
Systemwide	98%	98%	92%	94%

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

* at terminal - with cleaners present

Passenger Environment Survey

Cleanliness Conditions in Subway Cars



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

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

2016 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

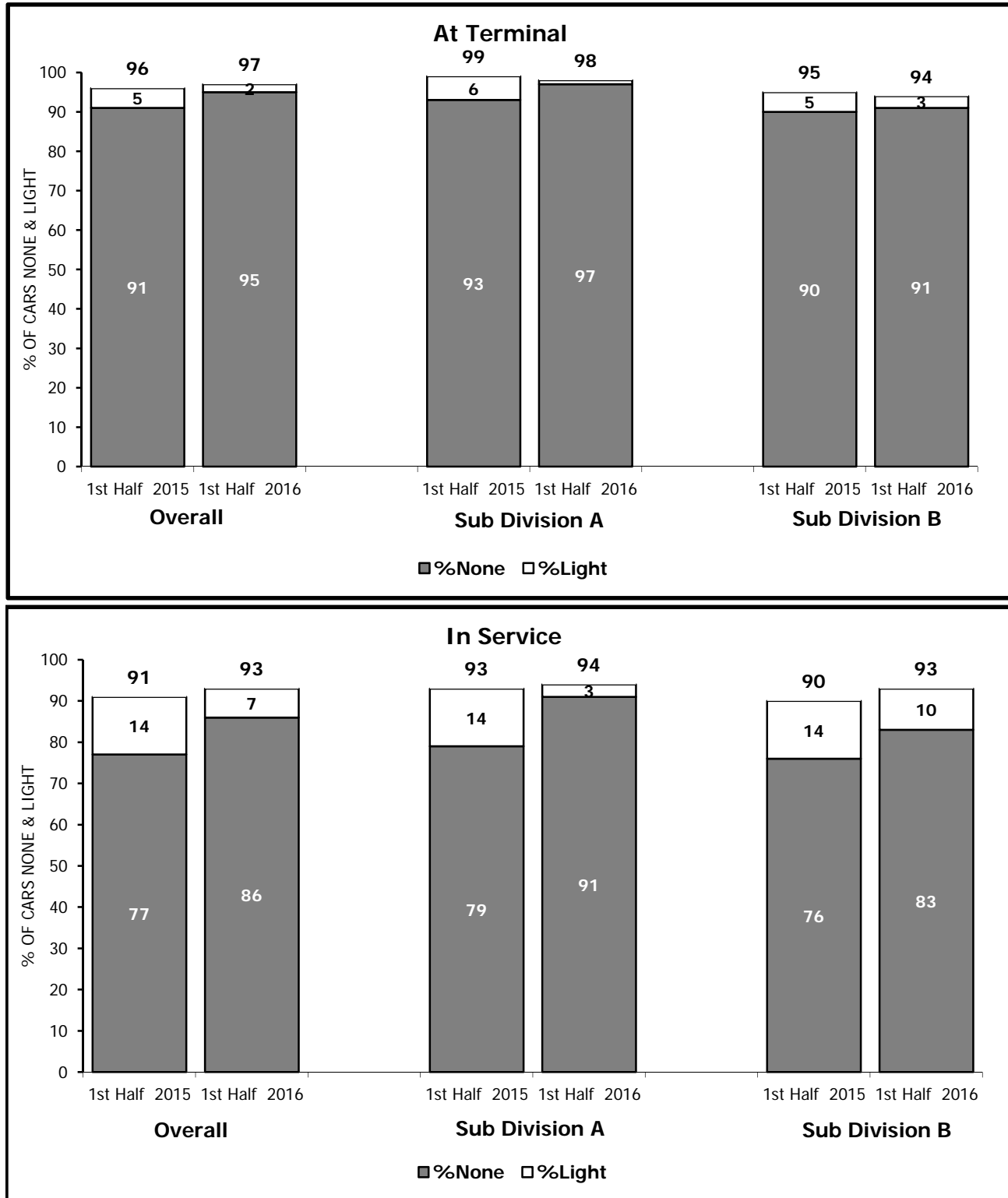
	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2016	95%	2%	1%	2%	86%	7%	1%	6%
2nd Half 2015	96%	1%	0%	3%	87%	6%	1%	6%
1st Half 2015	91%	5%	2%	2%	77%	14%	1%	8%
2nd Half 2014	92%	6%	0%	2%	82%	10%	0%	8%

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

1st Half 2016 vs. 1st Half 2015: Both the "At Terminal" and "In Service" results remained statistically unchanged

Passenger Environment Survey

Subway Car Cleanliness Conditions by Group



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

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

Passenger Environment Survey

Subway Car Cleanliness Conditions by Line % None and Light

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>1st Half 2015</u>	<u>1st Half 2016</u>	<u>1st Half 2015</u>	<u>1st Half 2016</u>
①	98%	99%	94%	95%
②	96%	98%	89%	93%
③	99%	98%	98%	89%
④	99%	95%	93%	97%
⑤	100%	99%	90%	95%
⑥	98%	99%	91%	93%
⑦	99%	97%	96%	98%
⑤ 42nd St.	-	-	94%	95%
Sub Division A	99%	98%	93%	94%
①	97%	97%	89%	91%
②	92%	94%	91%	86%
③	95%	95%	95%	97%
④	97%	97%	85%	92%
⑤	94%	97%	92%	93%
⑥	98%	97%	90%	95%
⑤ Fkln	-	-	95%	95%
⑦	99%	97%	94%	97%
① ②	97%	93%	94%	92%
③	98%	93%	87%	89%
④	79%	98%	83%	95%
⑤	95%	95%	88%	94%
⑥	96%	98%	86%	95%
⑦	98%	97%	90%	95%
Sub Division B	95%	94%	90%	93%
Systemwide	96%	97%	91%	93%

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

* at terminal - with cleaners present

Passenger Environment Survey

Stations Results

The Stations PES consists of 16 indicators. Of the 16 indicators, 11 remained statistically unchanged while two (2) showed an increase and three (3) declined when comparing the 1st Half 2016 to the 1st Half 2015. The table below depicts the results for the 1st Half of 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2014		2015				2016	
			2nd Half		1st Half		2nd Half		1st Half	
Cleanliness and Appearance			Early AM	Daytime	Early AM	Daytime	Early AM	Daytime	Early AM	Daytime
Litter Conditions in Stations	<i>Includes Trackbed component</i>	% None	1	5	1	2	1	4	2	4
Presence of Litter		% Light	71	61	66	59	63	60	59	63
See Chart 3		% Moderate	26	30	30	35	34	33	35	29
		% Heavy	2	4	3	4	2	3	4	4
	<i>Measured without Trackbed component</i>	% None	38	33	30	25	25	31	23	34
		% Light	47	46	51	50	54	48	54	45
See Chart 4		% Moderate	13	18	17	22	19	19	20	18
		% Heavy	2	3	2	3	2	2	3	3
Floor and Seat Cleanliness Conditions in Stations		% None	47	53	36	50	30	52	32	59
Degree of Dirtiness		% Light	37	30	46	37	44	32	44	27
See Chart 5		% Moderate	14	14	16	11	24	15	21	12
		% Heavy	2	3	2	2	2	1	3	2
Graffiti Conditions in Stations		% None	81		80		80		77	
Presence of Graffiti		% Light	18		18		17		20	
		% Moderate	1		2		2		2	
		% Heavy	0		0		1		1	

Customer Information

% Stations with Legible/Correct System Maps	58	79	78	73
% Stations with Correct Passenger Information Center (PIC)	97	98	98	98
% Station Control Areas with a Correct Subway Map Available	84	88	94	96

Functioning Equipment

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

Operations

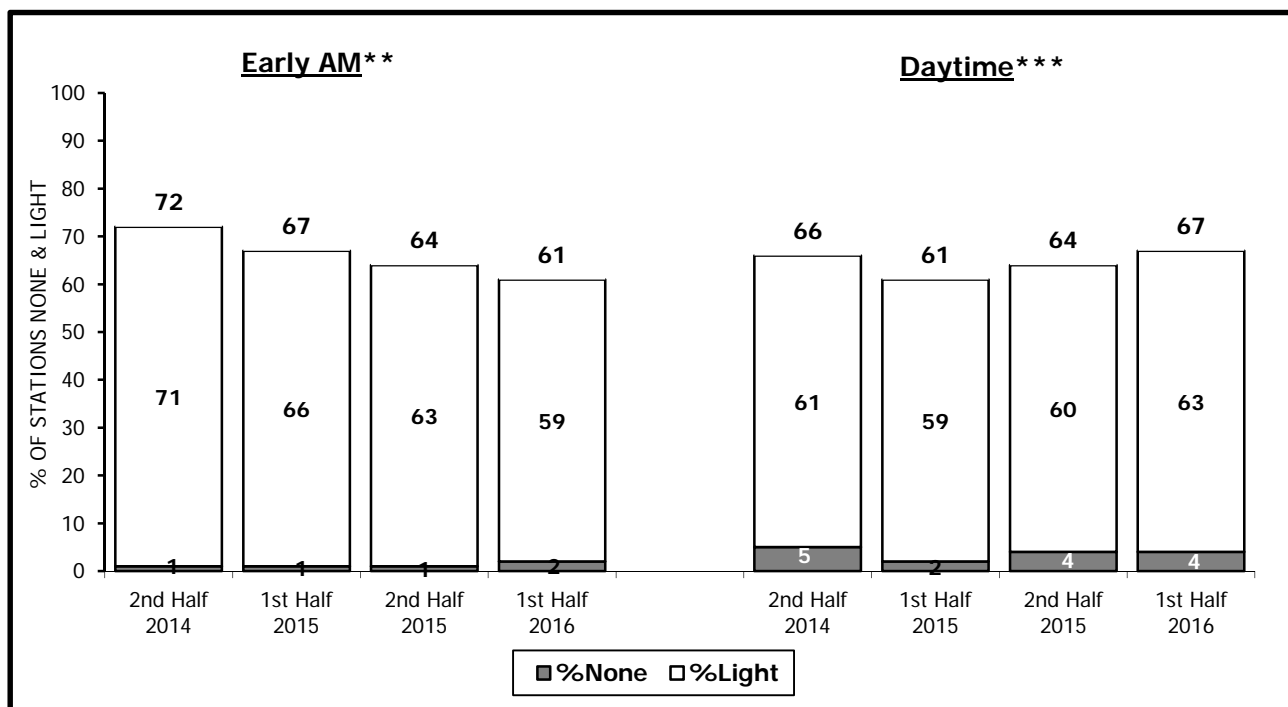
% Station Agents in Proper Uniform	100	100	100	100
% Station Agents Properly Displaying Badges	97	97	97	98

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

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

Passenger Environment Survey

Litter Conditions in Stations* (includes Trackbed)



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

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

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

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2016 Annual Goals: (% none & light) Early AM: N/A Daytime: N/A

Semi-Annual Results

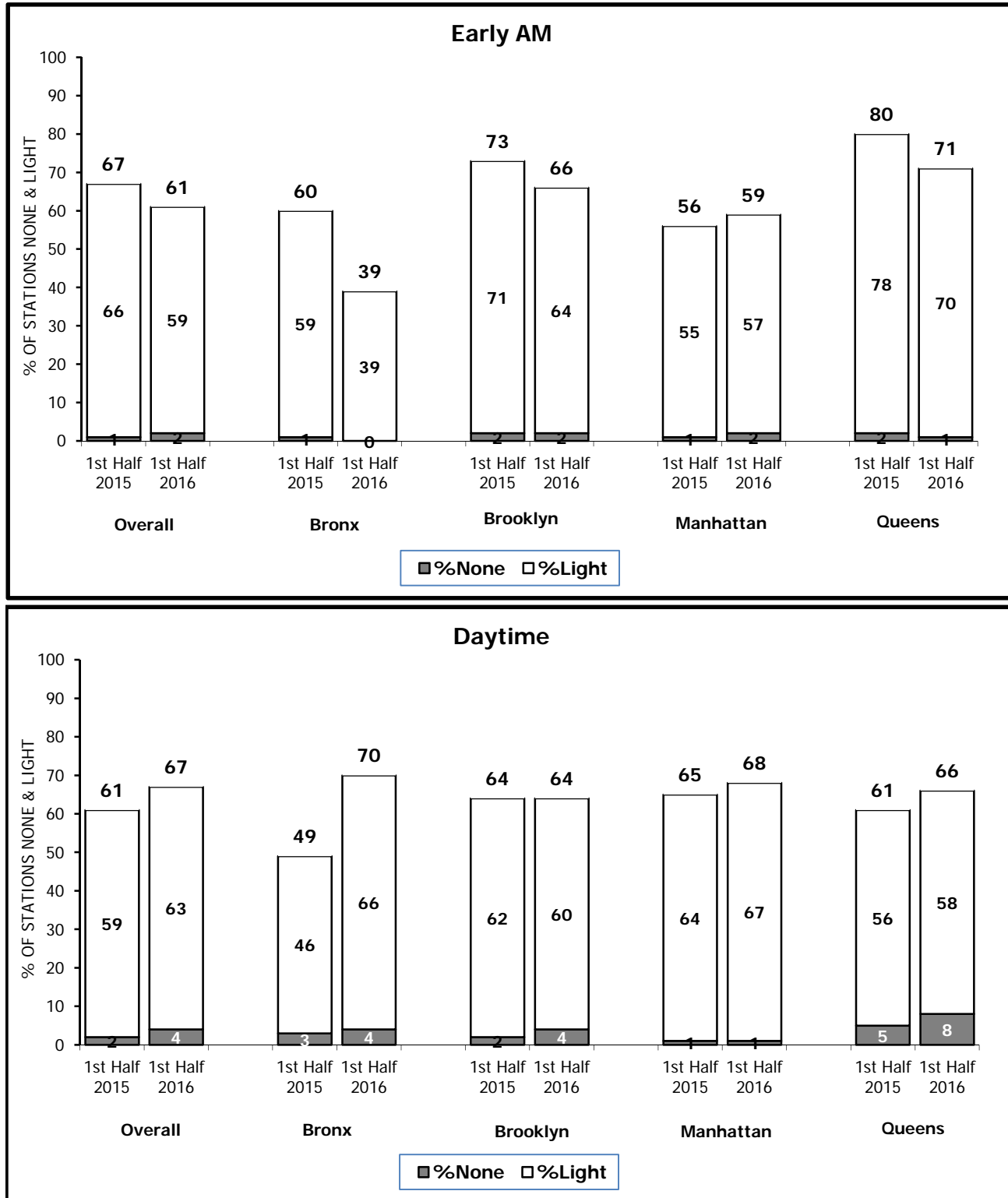
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2016	2%	59%	35%	4%	4%	63%	29%	4%
2nd Half 2015	1%	63%	34%	2%	4%	60%	33%	3%
1st Half 2015	1%	66%	30%	3%	2%	59%	35%	4%
2nd Half 2014	1%	71%	26%	2%	5%	61%	30%	4%

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

1st Half 2016 vs. 1st Half 2015: the "Early AM" results (-6%) showed a statistically significant decline while the "Daytime" results (+6%) showed a statistically significant increase.

Passenger Environment Survey

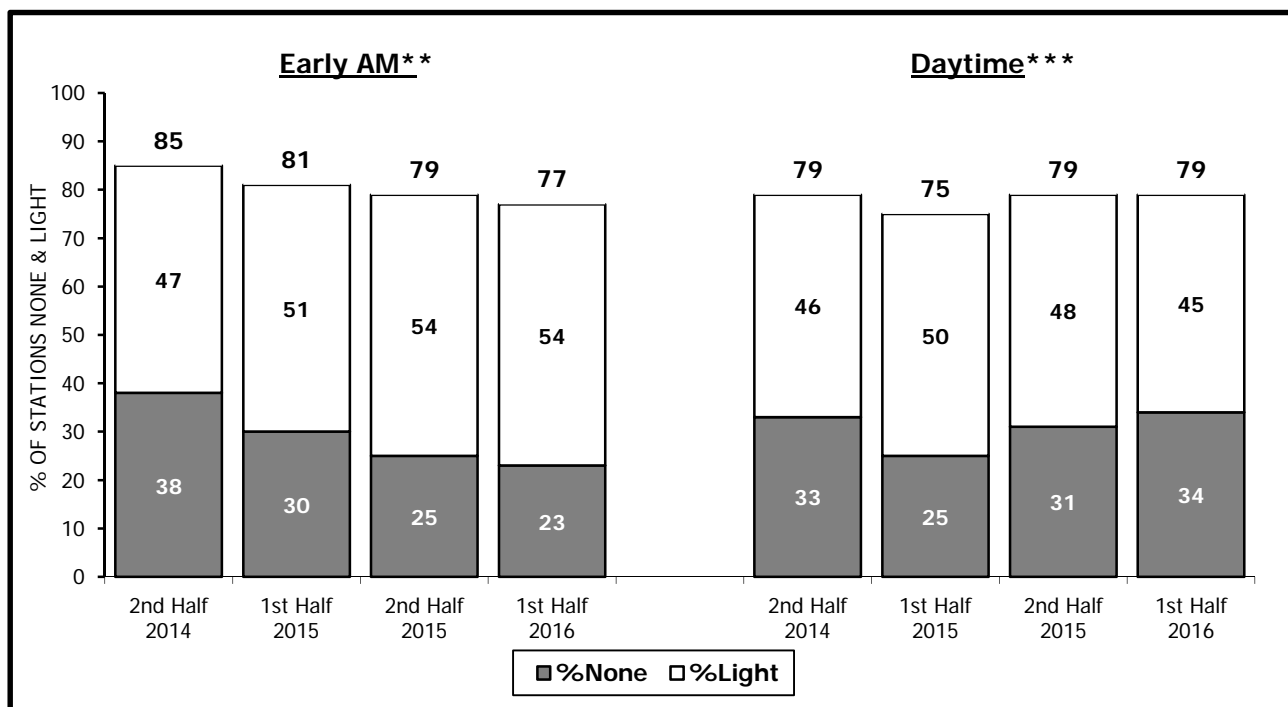
Litter Conditions by Borough* (includes Trackbed)



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

Passenger Environment Survey

Litter Conditions in Stations* (without Trackbed)



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

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

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

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2016 Annual Goals: (% none & light) Early AM: 87.0% Daytime: 81.0%

Semi-Annual Results

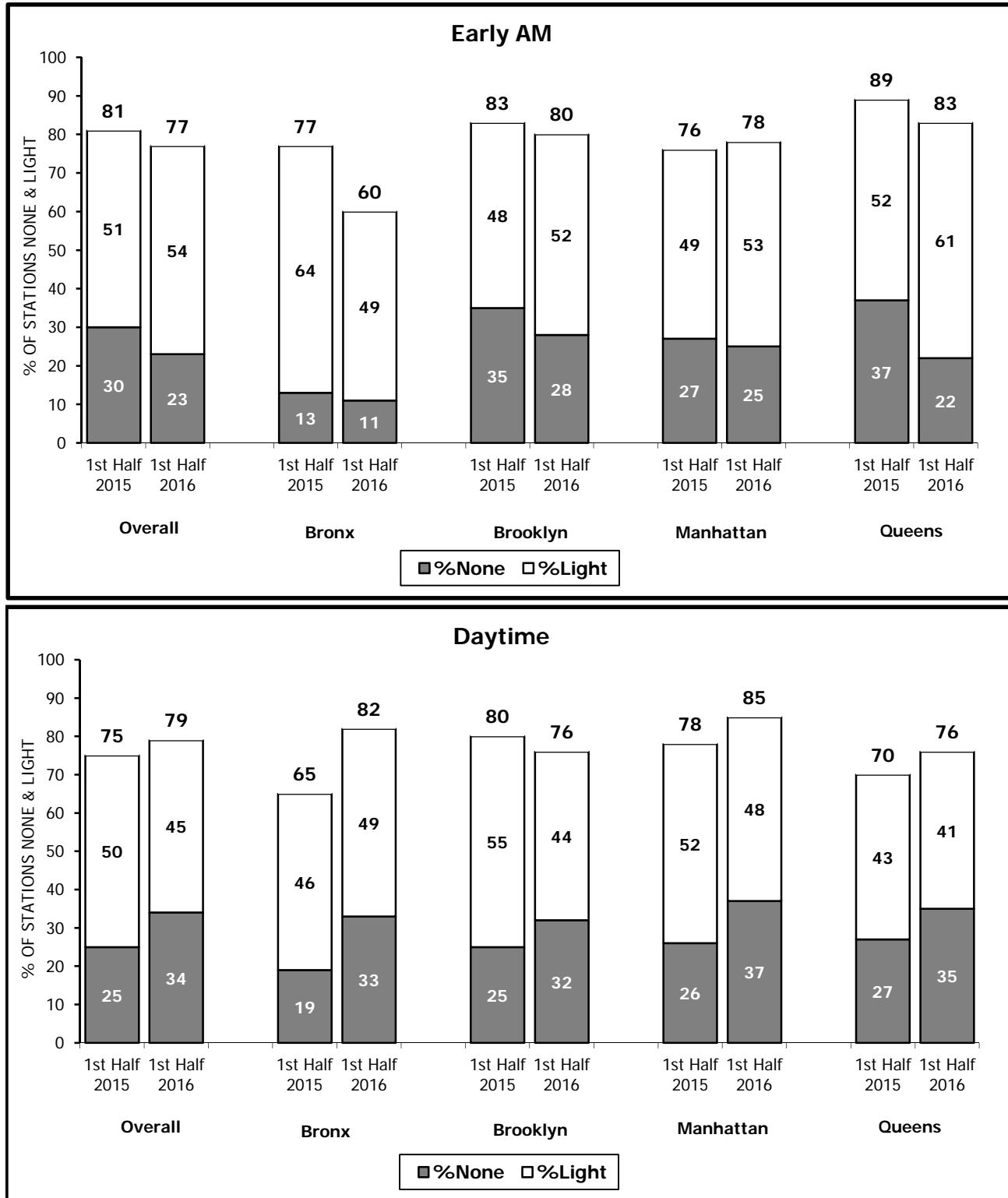
	Early AM				Daytime			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2016	23%	54%	20%	3%	34%	45%	18%	3%
2nd Half 2015	25%	54%	19%	2%	31%	48%	19%	2%
1st Half 2015	30%	51%	17%	2%	25%	50%	22%	3%
2nd Half 2014	38%	47%	13%	2%	33%	46%	18%	3%

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

1st Half 2016 vs. 1st Half 2015: the "Early AM" results (-4%) showed a statistically significant decline while the "Daytime" results (+4%) showed a statistically significant increase.

Passenger Environment Survey

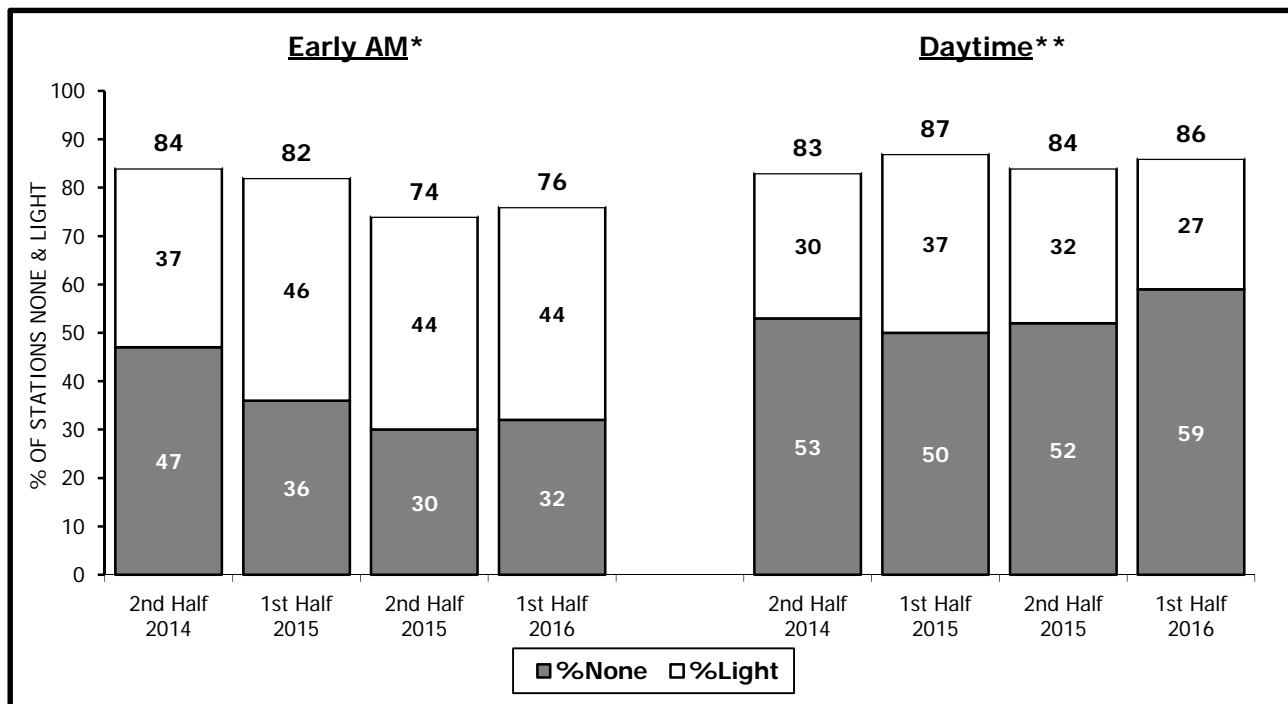
Litter Conditions by Borough* (without Trackbed)



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

Passenger Environment Survey

Cleanliness Conditions in Stations



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

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

Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

2016 Annual Goals: (% none & light) Early AM: 88.0% Daytime: 86.0%

Semi-Annual Results

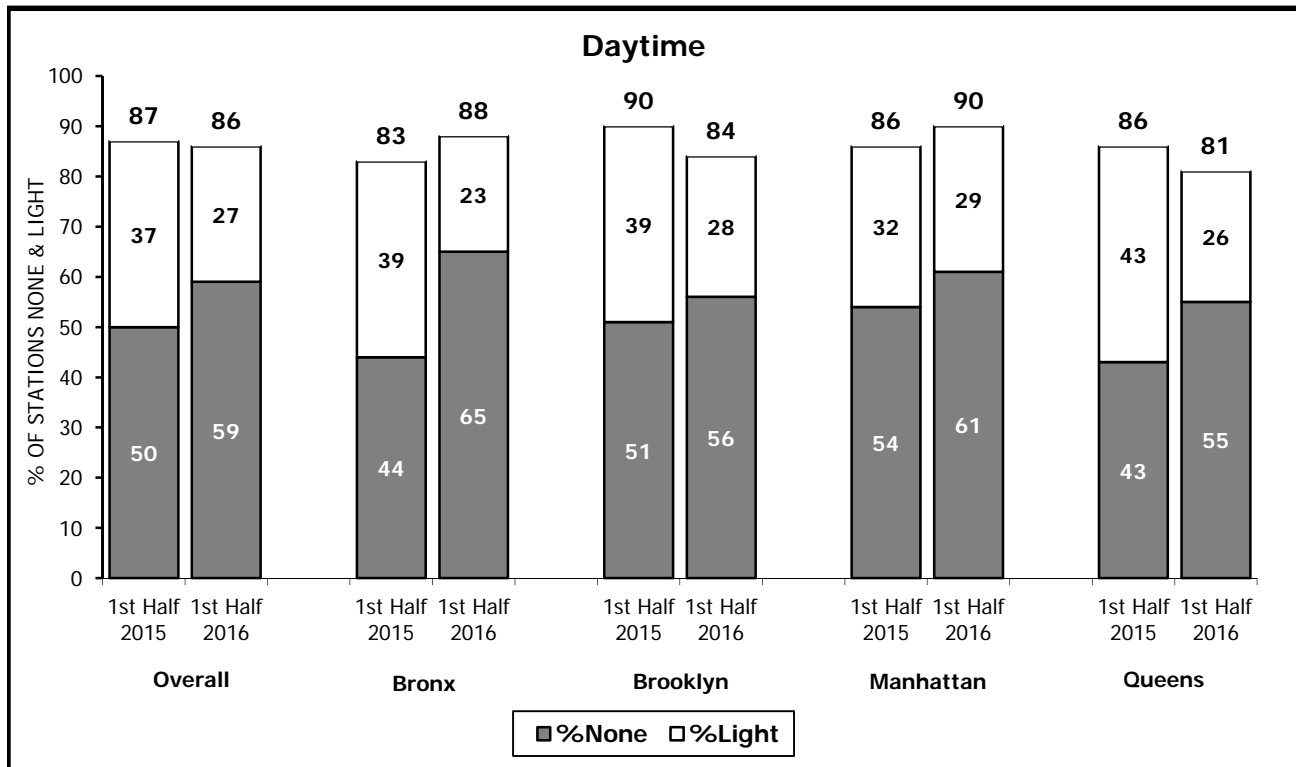
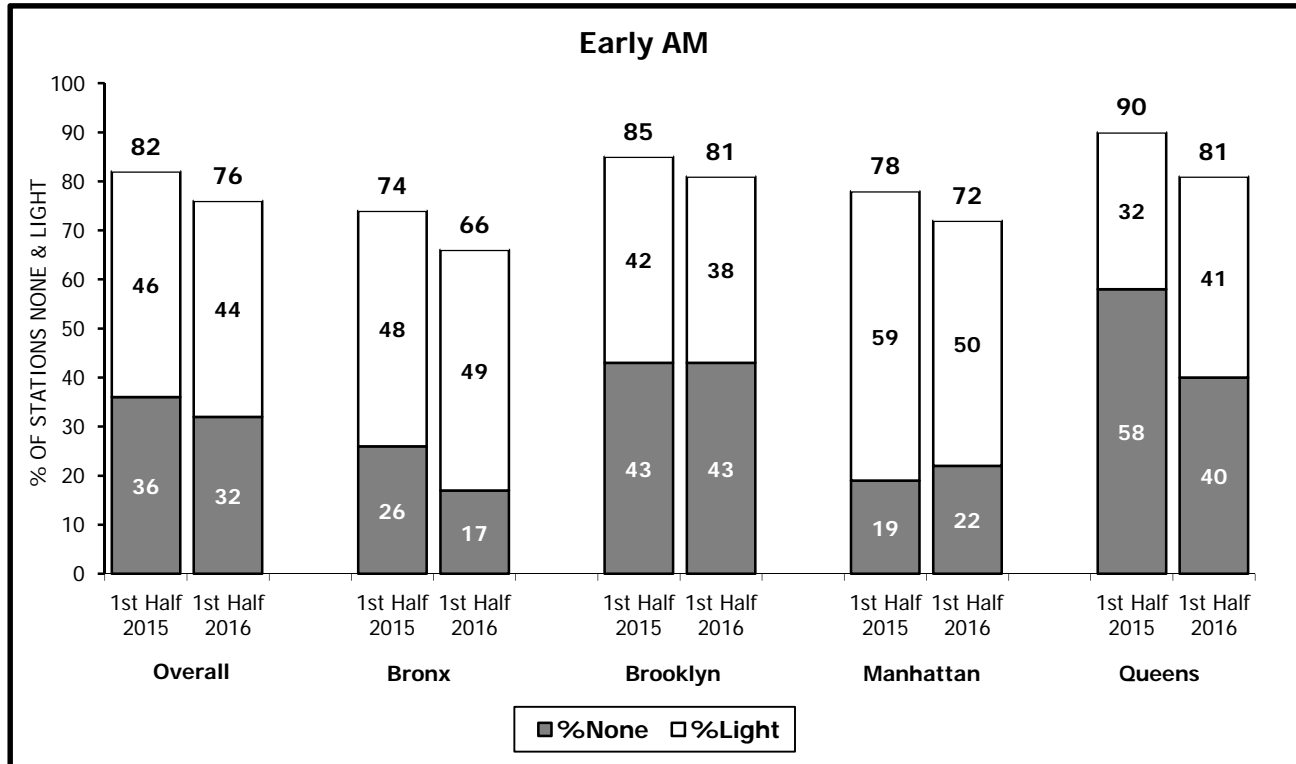
	Early AM				Daytime			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2016	32%	44%	21%	3%	59%	27%	12%	2%
2nd Half 2015	30%	44%	24%	2%	52%	32%	15%	1%
1st Half 2015	36%	46%	16%	2%	50%	37%	11%	2%
2nd Half 2014	47%	37%	14%	2%	53%	30%	14%	3%

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

1st Half 2016 vs. 1st Half 2015: the "Early AM" results (-6%) showed a statistically significant decline while the "Daytime" results (-1%) remained statistically unchanged.

Passenger Environment Survey

Cleanliness Conditions by Borough



Passenger Environment Survey

Staten Island Railway (SIR) Car Results

The Staten Island Railway car PES consists of 16 indicators. 13 remained statistically unchanged while two (2) showed a increase and one (1) declined when comparing the 1st Half 2016 to the 1st Half 2015. The table below depicts the results for the 1st Half of 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2014		2015				2016	
		2nd Half		1st Half		2nd Half		1st Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Cleanliness and Appearance									
Litter Conditions in Cars	% None	98	90	93	80	93	84	90	73
Presence of Litter	% Light	2	7	5	14	6	10	6	22
See Chart 6	% Moderate	0	0	0	0	0	1	1	1
	% Heavy	0	3	2	6	1	5	3	4
Cleanliness of Car Floors and Seats	% None	99	96	95	85	99	94	92	87
Degree of Dirtiness	% Light	0	1	3	9	0	1	4	9
See Chart 7	% Moderate	0	0	0	0	0	0	1	0
	% Heavy	1	3	2	6	1	5	3	4
% Cars with No Interior Graffiti		100		99		100		98	
% Cars with No Exterior Graffiti		100		100		100		100	
% Cars with No Graffitied Windows		100		100		99		99	
% Cars with No Scratchtied Windows		86		78		86		88	
% Cars with No Clouded Windows		100		95		97		97	
% Cars with No Broken or Cracked Windows		100		100		99		100	

Customer Information									
% Cars with All System Maps Correct/Legible		89		99		99		99	
% Cars with Public Address Announcements		78		89		92		77	

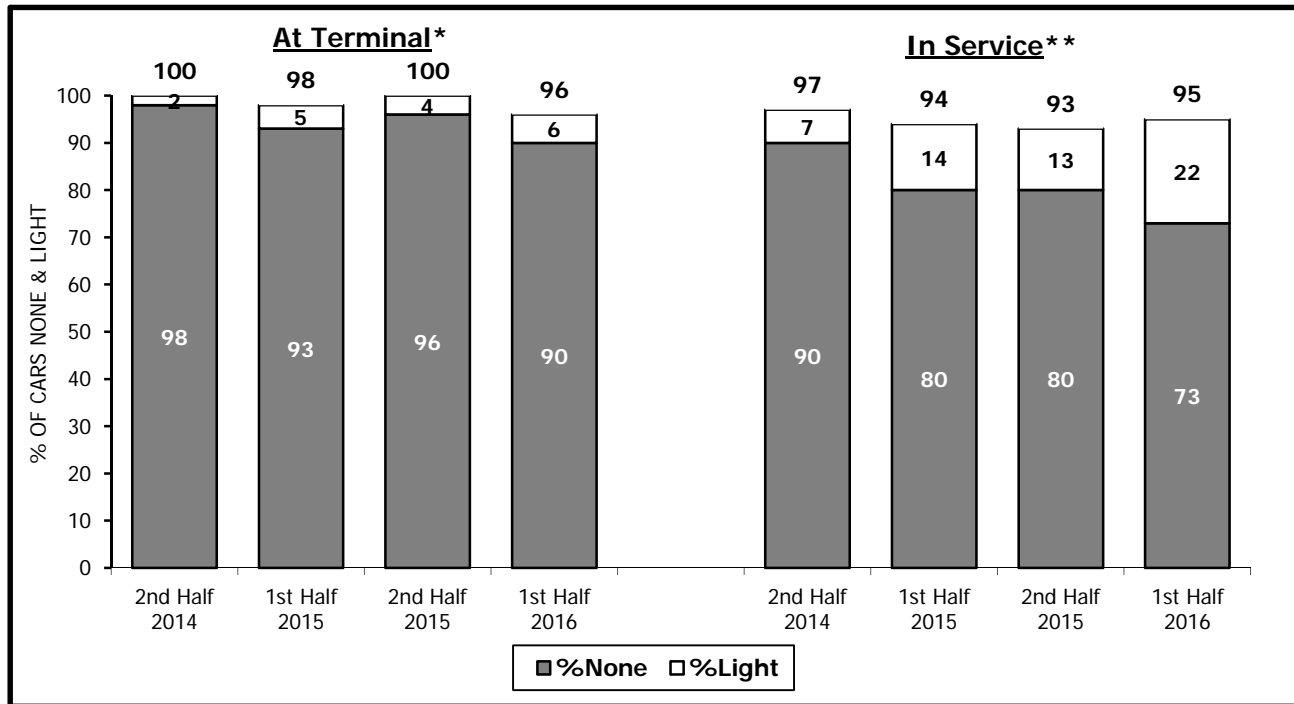
Functioning Equipment									
% Cars with No Broken Door Panels		100		100		100		100	
Lighting Conditions in Cars ¹		100		100		100		100	
Climate Control Conditions in Cars ²		95		78		86		95	

Operations									
% Conductors in Proper Uniform		100		100		100		100	

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

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

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



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

Semi-Annual Results

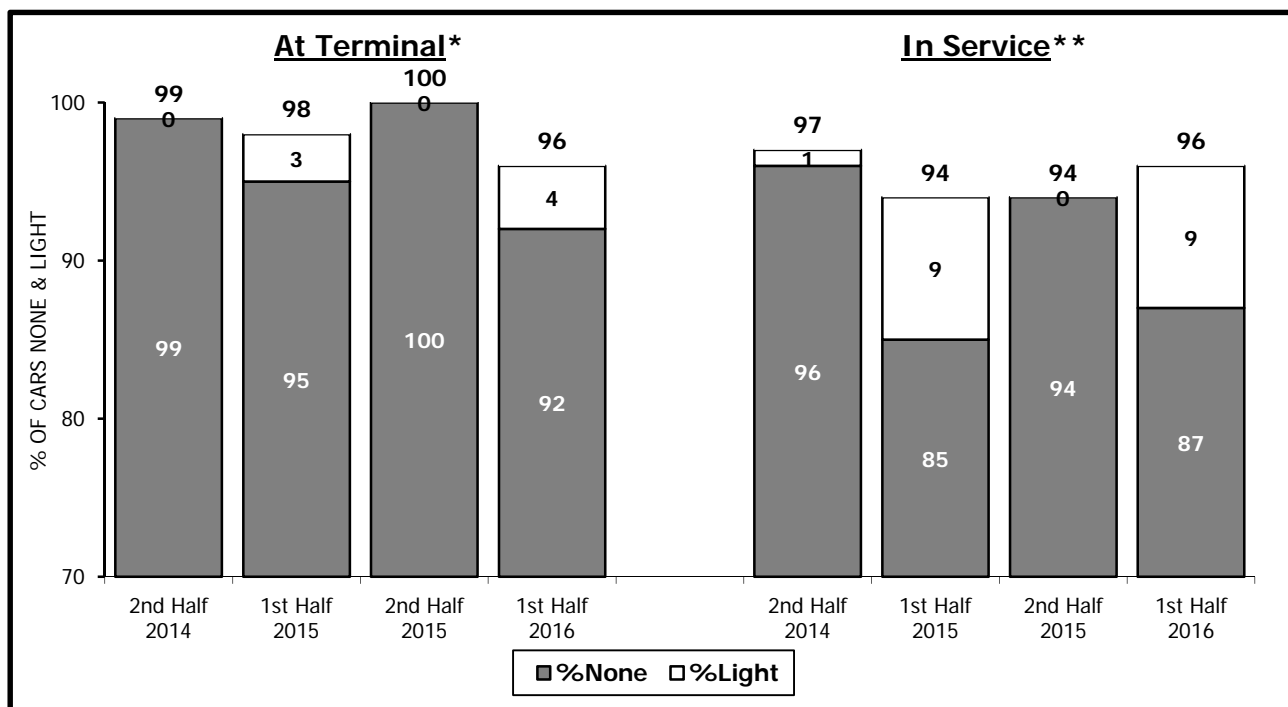
	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2016	90%	6%	1%	3%	73%	22%	1%	4%
2nd Half 2015	96%	4%	0%	0%	80%	13%	1%	6%
1st Half 2015	93%	5%	0%	2%	80%	14%	0%	6%
2nd Half 2014	98%	2%	0%	0%	90%	7%	0%	3%

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

1st Half 2016 vs. 1st Half 2015: both the "At Terminal" results (-2%) and the "In Service" results (+1%) remained statistically unchanged.

Passenger Environment Survey

Cleanliness Conditions on Staten Island Railway (SIR) Cars



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2016	92%	4%	1%	3%	87%	9%	0%	4%
2nd Half 2015	100%	0%	0%	0%	94%	0%	0%	6%
1st Half 2015	95%	3%	0%	2%	85%	9%	0%	6%
2nd Half 2014	99%	0%	0%	1%	96%	1%	0%	3%

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

1st Half 2016 vs. 1st Half 2015: both the "At Terminal" results (-2%) and the "In Service" results (+2%) remained statistically unchanged.

Passenger Environment Survey

Staten Island Railway (SIR) Stations Results

The Staten Island Railway stations PES consists of five (5) indicators. Four (4) remained statistically unchanged while one (1) increased when comparing the 1st Half 2016 to the 1st Half 2015. The table below depicts the results for the the Half of 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2014	2015		2016
Cleanliness and Appearance			2nd Half	1st Half	2nd Half	1st Half
Litter Conditions in Stations		% None	9	16	7	15
<i>Presence of Litter</i> <i>See Chart 8</i>	<i>Includes Trackbed component</i>	% Light	65	52	59	63
		% Moderate	26	27	31	18
		% Heavy	0	5	3	4
	<i>Measured without Trackbed component</i>	% None	53	51	34	59
		% Light	41	25	47	26
		% Moderate	6	21	18	12
		% Heavy	0	3	1	3
Floor and Seat Cleanliness Conditions in Stations		% None	63	57	44	59
<i>Degree of Dirtiness</i> <i>See Chart 9</i>		% Light	33	23	37	27
		% Moderate	4	16	18	9
		% Heavy	0	4	1	5
Graffiti Conditions in Stations		% None	94	69	72	74
<i>Presence of Graffiti</i>		% Light	5	24	26	20
		% Moderate	1	6	2	5
		% Heavy	0	1	0	1

Customer Information

% Stations with Correct Customer Information Center (CIC)	90	95	93	97
---	----	----	----	----

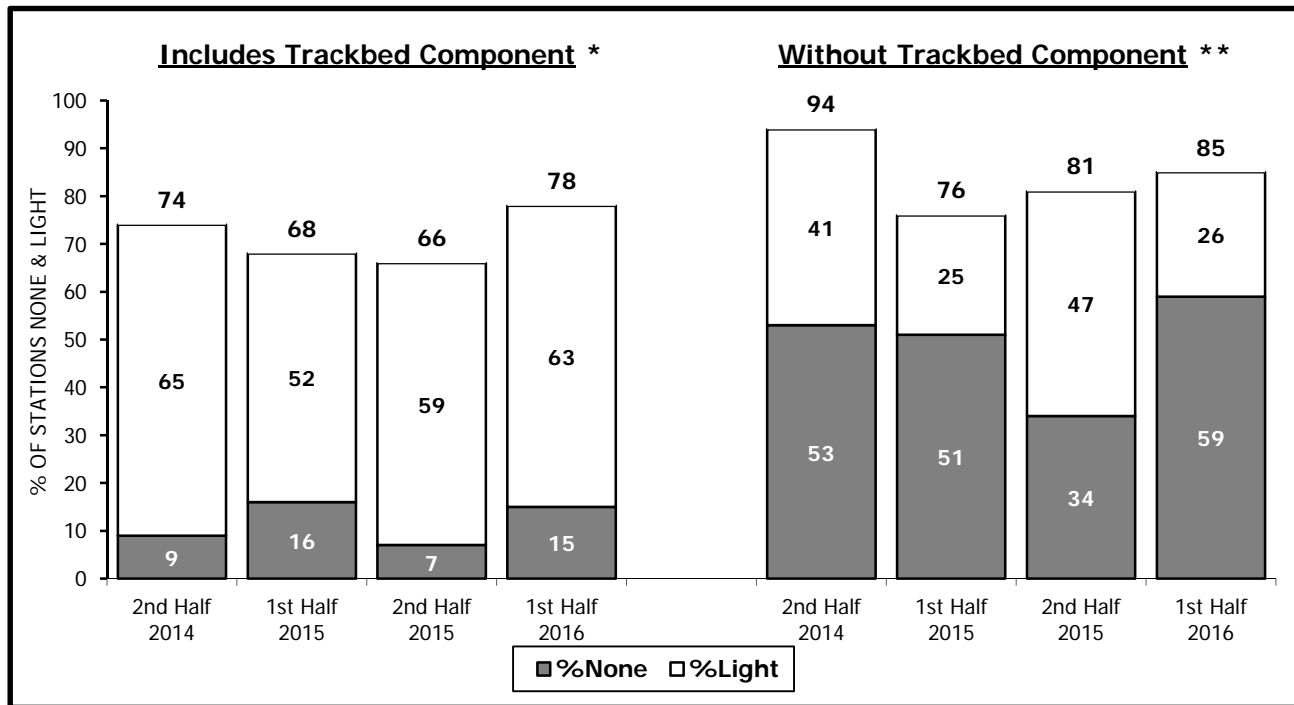
Functioning Equipment

% Trash Receptacles Usable in Stations	99	100	100	100
--	----	-----	-----	-----

All surveys done after heavy passenger utilization (post AM Peak).

Passenger Environment Survey

Litter Conditions in Staten Island Railway (SIR) Stations



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

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

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

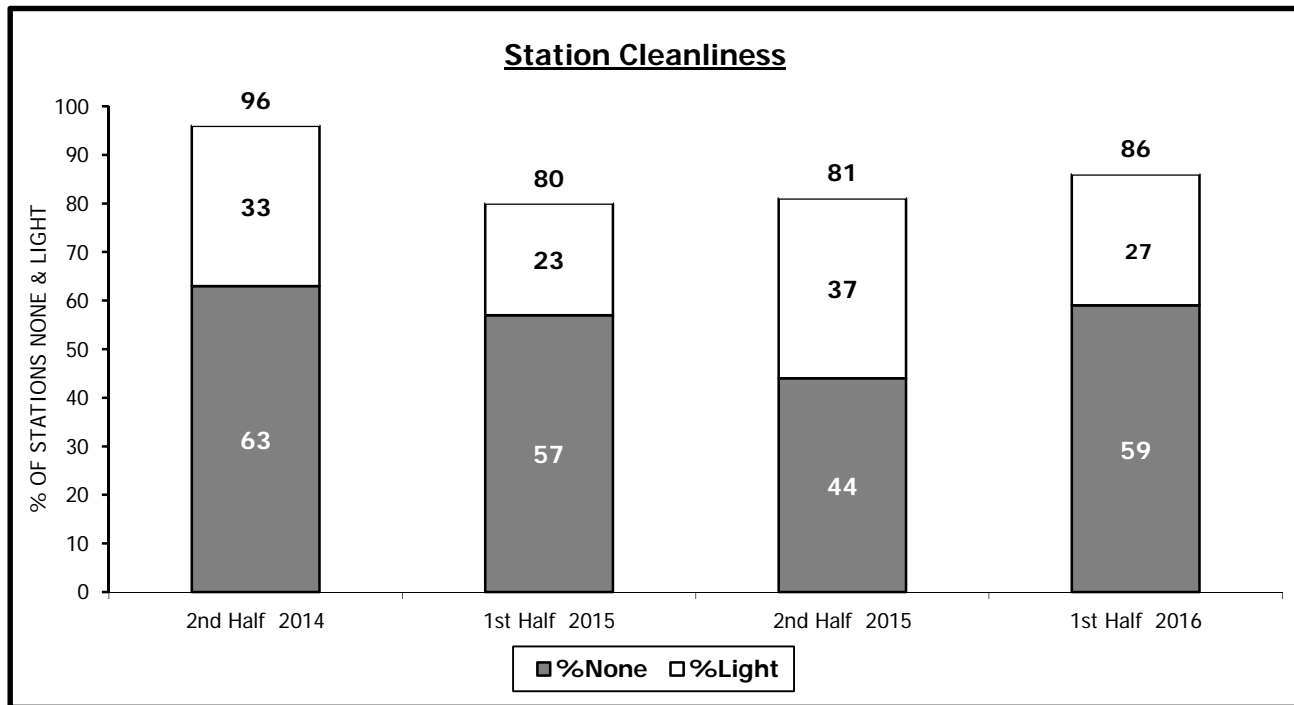
Semi-Annual Results

	Includes Trackbed Component				Without Trackbed Component			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2016	15%	63%	18%	4%	59%	26%	12%	3%
2nd Half 2015	7%	59%	31%	3%	34%	47%	18%	1%
1st Half 2015	16%	52%	27%	5%	51%	25%	21%	3%
2nd Half 2014	9%	65%	26%	0%	53%	41%	6%	0%

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

1st Half 2016 vs. 1st Half 2015: the Litter results (+10%), showed a statistically significant increase, while the litter without trackbed remained statistically unchanged. Please note, the litter without trackbed component is not an official indicator and is provided for information purposes only.

Passenger Environment Survey
Cleanliness Conditions in Staten Island Railway (SIR) Stations



Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	Cleanliness			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2016	59%	27%	9%	5%
2nd Half 2015	44%	37%	18%	1%
1st Half 2015	57%	23%	16%	4%
2nd Half 2014	63%	33%	4%	0%

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

1st Half 2016 vs. 1st Half 2015: the Cleanliness results (+6%) remained statistically unchanged.



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

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

The bus performance section shows data on a systemwide basis for the most recent half-year, January - June 2016, and the previous three half-year periods. The PES section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

Bus Service Performance

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

Passenger Environment Survey

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

Of the 38 indicators, 29 indicators remained statistically unchanged while seven (7) increased and two (2) declined when comparing First Half 2016 and First Half 2015. For PES indicators that rate Bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

The results for all PES indicators for First Half 2016 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Bus Wait Assessment increased (+1.9%) from 75.5% in the First Half 2015 to 77.4% in the First Half 2016. Out of the 38 Local and Express Bus passenger environment indicators, 29 indicators remained statistically unchanged while seven (7) increased and two (2) declined when comparing the First Half 2016 to First Half 2015.

IMPROVEMENTS

	2015 1st Half	2016 1st Half	Net Change
Local Buses			
Buses with No Damaged Panels	95%	98%	+3%
Buses with No Interior Graffiti	90%	93%	+3%
Bus Announcements that are Understandable/Correct	54%	59%	+5%
Buses Displaying a Correct/Legible Bus Map	83%	91%	+8%
Climate Control Conditions in Buses	93%	97%	+4%

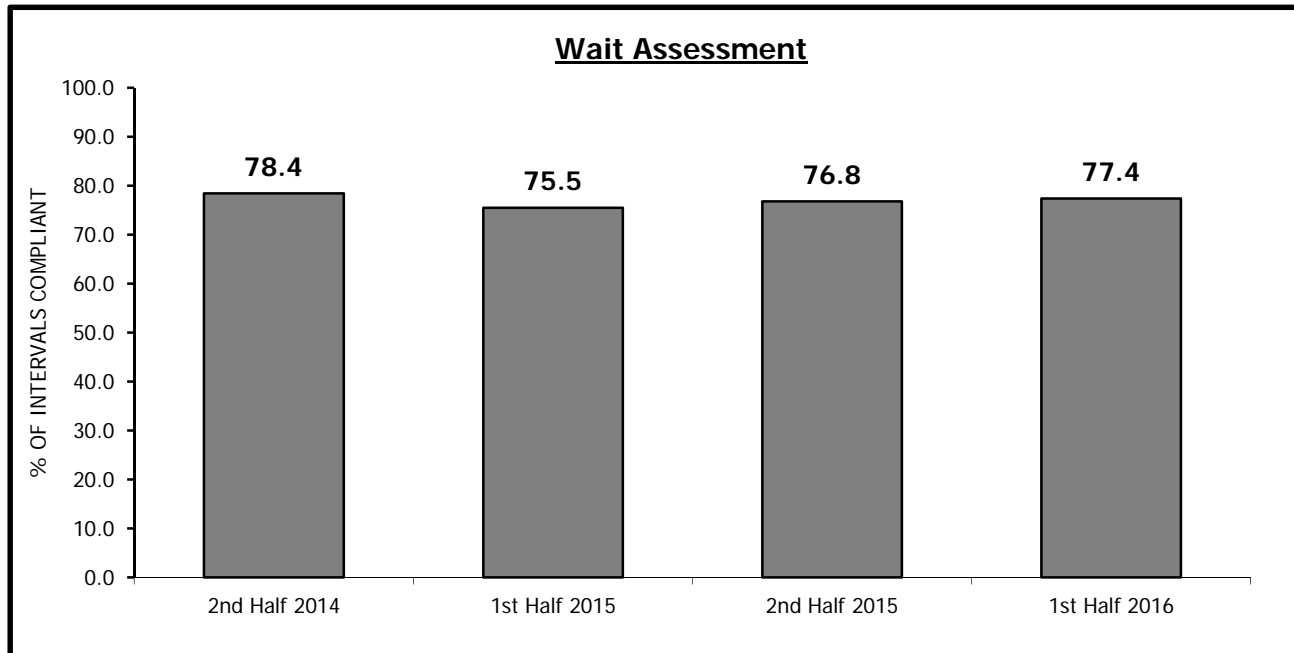
Express Buses

Litter Conditions in Express Buses (in service) - (% none and light)	94%	98%	+4%
Cleanliness of Express Bus Interior (in service) - (% none and light)	95%	98%	+3%

DECLINES

	2015 1st Half	2016 1st Half	Net Change
Local Buses			
Litter Conditions on Local Buses (in service) - (% none and light)	89%	85%	-4%
Cleanliness of Local Bus Interior (in service) - (% none and light)	86%	82%	-4%

Bus Performance Indicator



Definition

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

The results presented are for 42 high-volume bus routes (which includes seven associated limited-stop service and seven select bus service routes)

2016 Annual Goals: Wait Assessment: 81.4%

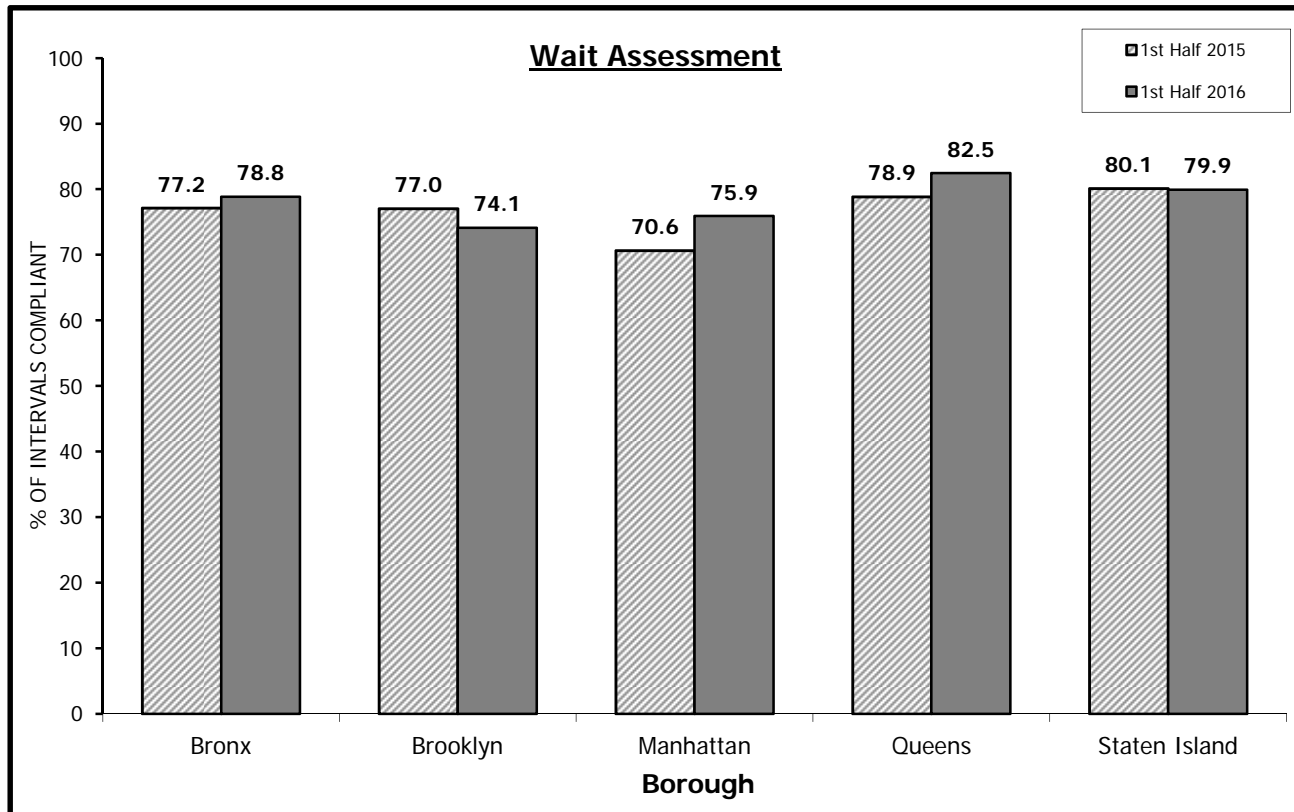
Semi-Annual Results

<u>Wait Assessment</u>	
1st Half 2016	77.4%
2nd Half 2015	76.8%
1st Half 2015	75.5%
2nd Half 2014	78.4%

Discussion of Results:

1st Half 2016 vs. 1st Half 2015: Bus Wait Assessment increased (+1.9%) when comparing the 1st Half 2016 to the 1st Half 2015.

Bus Performance Indicator



Bus Performance Indicator

	2014	2015		2016
<u>Route</u>	<u>2nd Half</u>	<u>1st Half</u>	<u>2nd Half</u>	<u>1st Half</u>
Bronx	80.8%	77.2%	79.2%	78.8%
Bx1/2	78.8%	77.0%	76.9%	78.1%
Bx1/2 Ltd.	78.4%	77.5%	76.2%	78.5%
Bx9	82.2%	80.6%	81.9%	82.3%
Bx12	82.0%	77.3%	83.2%	82.9%
SBS12	84.9%	80.8%	85.2%	84.2%
Bx15	75.2%	71.4%	73.5%	71.3%
Bx15 Ltd.	72.9%	68.5%	70.8%	70.1%
Bx19	79.4%	78.0%	78.4%	76.1%
Bx36 ¹	81.2%	76.3%	79.1%	76.4%
Bx40/42	83.4%	75.3%	80.3%	82.3%
Bx41	84.4%	79.4%	82.2%	81.6%
SBS41	86.5%	83.7%	82.9%	82.1%
 Manhattan	 73.6%	 70.6%	 72.3%	 74.1%
M1 ¹	72.6%	63.0%	65.6%	66.4%
M2 ²	70.5%	67.8%	68.2%	69.1%
M3	70.1%	66.5%	65.2%	66.2%
M4 ¹	68.5%	66.1%	66.9%	68.4%
M7	72.0%	67.6%	67.7%	70.2%
M10/20	78.3%	75.5%	74.7%	77.9%
M14	79.6%	77.2%	77.9%	77.4%
M15	67.8%	69.5%	72.3%	73.6%
SBS15	67.7%	64.0%	69.0%	68.8%
M31	76.3%	77.3%	78.3%	79.1%
M50	85.1%	82.2%	81.8%	86.3%
M66	80.2%	77.9%	78.8%	79.8%
SBS86	N/A	N/A	90.6%	90.1%
M101/2/3	68.8%	63.0%	65.1%	70.0%
M101 Ltd	65.4%	60.1%	62.7%	67.9%
M104	74.4%	74.4%	72.0%	74.6%

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

Bus Performance Indicator (continued)

Route	2014	2015		2016
	2nd Half	1st Half	2nd Half	1st Half
Brooklyn	77.9%	77.0%	76.5%	75.9%
B6	80.4%	80.4%	77.6%	76.5%
B6 Ltd.	77.2%	78.1%	75.5%	75.2%
B15	73.5%	73.3%	73.3%	73.6%
B35	78.4%	75.8%	75.3%	75.9%
B35 Ltd.	77.4%	74.1%	74.7%	73.9%
B41	73.7%	74.0%	73.5%	73.5%
B41 Ltd.	73.3%	73.9%	73.1%	73.4%
B44	76.3%	76.7%	75.8%	75.4%
SB44	85.3%	86.0%	84.8%	82.8%
B46	77.6%	74.7%	76.3%	75.8%
B46 Ltd.	77.8%	75.6%	76.9%	75.3%
B63	83.6%	81.8%	81.1%	79.7%
Queens	82.8%	78.9%	80.5%	82.5%
Q43 ¹	82.9%	77.8%	79.6%	81.0%
Q20	86.9%	81.3%	83.6%	87.4%
SBS44	N/A	N/A	N/A	82.6%
Q46 ¹	82.2%	80.3%	81.3%	81.8%
Q58 ¹	81.8%	78.6%	77.1%	81.1%
Q83 ¹	84.3%	81.0%	83.5%	83.6%
Q85 ¹	79.7%	78.1%	79.1%	79.8%
Staten Island	81.7%	80.1%	80.1%	79.9%
S44 ¹	80.6%	80.6%	80.2%	77.3%
S48 ¹	84.4%	81.8%	80.8%	81.3%
S53 ¹	88.1%	87.7%	85.6%	87.2%
S74 ¹	75.9%	74.9%	75.2%	77.4%
S76 ¹	81.2%	78.6%	78.4%	77.5%
S78	74.5%	73.2%	74.9%	73.7%
SBS79	87.3%	84.0%	85.7%	85.0%

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

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

The Local Bus PES consists of 26 indicators. 19 remained statistically unchanged while five (5) showed an increase and two (2) declined when comparing the 1st Half 2016 to the 1st Half 2015. The table below depicts the results for the 1st Half 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2014		2015				2016	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	90	37	86	42	86	42	88	41
Presence of Litter	% Light	9	49	12	47	12	43	11	44
See Chart 1	% Moderate	0	2	0	1	0	1	0	2
	% Heavy	1	12	2	10	2	14	1	13
Exterior Dirt Condition of Buses	% None	99	92	96	89	98	93	98	92
Degree of Dirtiness	% Light	1	8	4	8	2	7	2	7
	% Moderate	0	0	0	2	0	0	0	1
	% Heavy	0	0	0	1	0	0	0	0
Cleanliness of Bus Interior	% None	91	70	88	74	82	71	87	72
Degree of Dirtiness	% Light	7	16	9	12	15	12	10	10
See Chart 2	% Moderate	1	2	1	4	1	3	2	4
	% Heavy	1	12	2	10	2	14	1	14
% Buses with No Damaged Panels		96		95		97		98	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchitied Windows		93		93		94		92	
% Buses with No Clouded Windows		99		99		99		100	
% Buses with No Interior Graffiti		89		90		94		93	
% Buses with No Exterior Graffiti		100		100		100		100	
Customer Information									
% Buses with Readable/Correct Front Sign		100		100		100		100	
% Buses with Correct Electronic Side Sign		100		100		100		100	
% Buses with Correct Rear Sign		99		99		99		100	
% Bus Announcements that are Understandable/Correct		56		54		54		59	
% Buses with Priority Seating Stickers		99		99		99		99	
% Buses Displaying a Correct/Legible Bus Map¹		90		83		82		91	
Functioning Equipment									
Climate Control Conditions in Buses¹		92		93		91		97	
% Buses with Operative Kneeling Feature		100		100		100		100	
% Buses with Operative Wheelchair Lift		98		97		98		98	
% Buses with Operating Windows		98		99		99		100	
% Buses with Operative Rear Door		99		99		99		99	
Operations									
% Bus Stops where Buses Board/Discharge Passengers Appropriately		99		98		98		98	
% Bus Operators in Proper Uniform		100		100		100		100	
% Bus Operators Properly Displaying Badges		98		96		97		97	

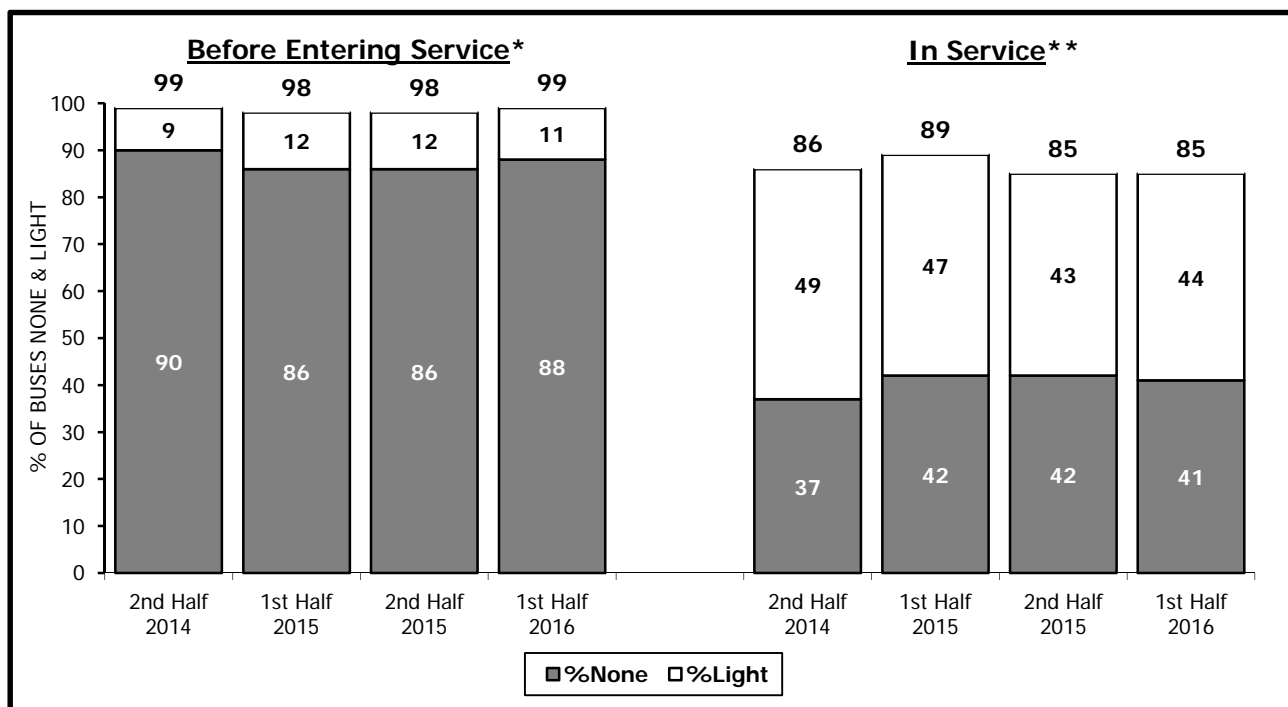
¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

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

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2016 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

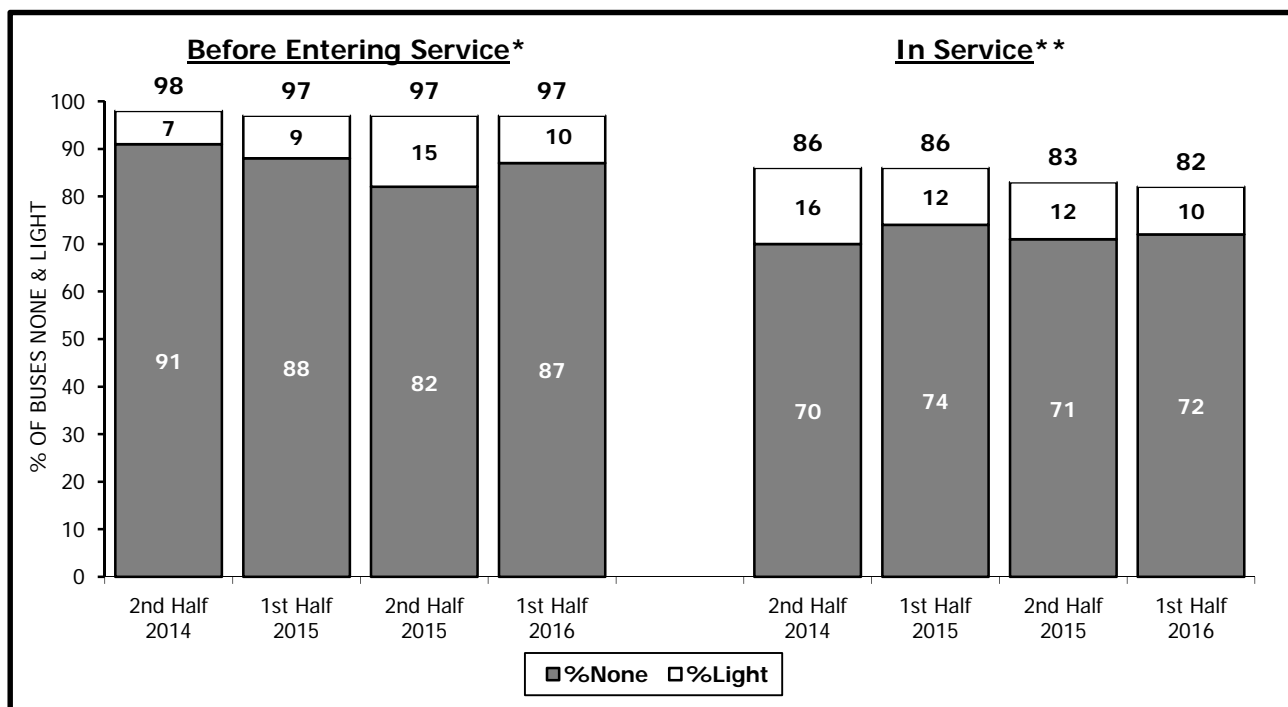
	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2016	88%	11%	0%	1%	41%	44%	2%	13%
2nd Half 2015	86%	12%	0%	2%	42%	43%	1%	14%
1st Half 2015	86%	12%	0%	2%	42%	47%	1%	10%
2nd Half 2014	90%	9%	0%	1%	37%	49%	2%	12%

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

1st Half 2016 vs. 1st Half 2015: the "Before Entering Service" results remained statistically unchanged, while the "In Service" results showed a statistically significant decline (-4%) when comparing the 1st Half 2016 to the 1st Half 2015.

Passenger Environment Survey

Cleanliness Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

2016 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2016	87%	10%	2%	1%	72%	10%	4%	14%
2nd Half 2015	82%	15%	1%	2%	71%	12%	3%	14%
1st Half 2015	88%	9%	1%	2%	74%	12%	4%	10%
2nd Half 2014	91%	7%	1%	1%	70%	16%	2%	12%

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

1st Half 2016 vs. 1st Half 2015: the "Before Entering Service" results remained statistically unchanged, while the "In Service" results showed a statistically significant decline (-4%) when comparing the 1st Half 2016 to the 1st Half 2015.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which 10 remained statistically unchanged while two (2) showed an increase when comparing the 1st Half 2016 to the 1st Half 2015. The table below depicts the results for the 1st Half 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2014		2015				2016	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	In Service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	88	68	89	67	86	77	86	81
<i>Presence of Litter</i>	% Light	11	26	10	27	12	20	13	17
	% Moderate	0	1	0	0	0	0	0	0
	% Heavy	1	5	1	6	2	3	1	2
<i>See Chart 3</i>									
Exterior Dirt Condition of Buses	% None	95	90	95	91	94	94	96	99
<i>Degree of Dirtiness</i>	% Light	4	10	4	7	4	6	4	1
	% Moderate	1	0	1	2	2	0	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	96	85	95	85	88	93	92	96
<i>Degree of Dirtiness</i>	% Light	3	10	4	10	9	4	7	2
	% Moderate	0	0	0	0	1	0	0	0
	% Heavy	1	5	1	5	2	3	1	2
<i>See Chart 4</i>									
% Buses with No Damaged Panels		98		99		97		98	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		95		97		98		98	
% Buses with No Exterior Graffiti		100		100		100		100	

Functioning Equipment

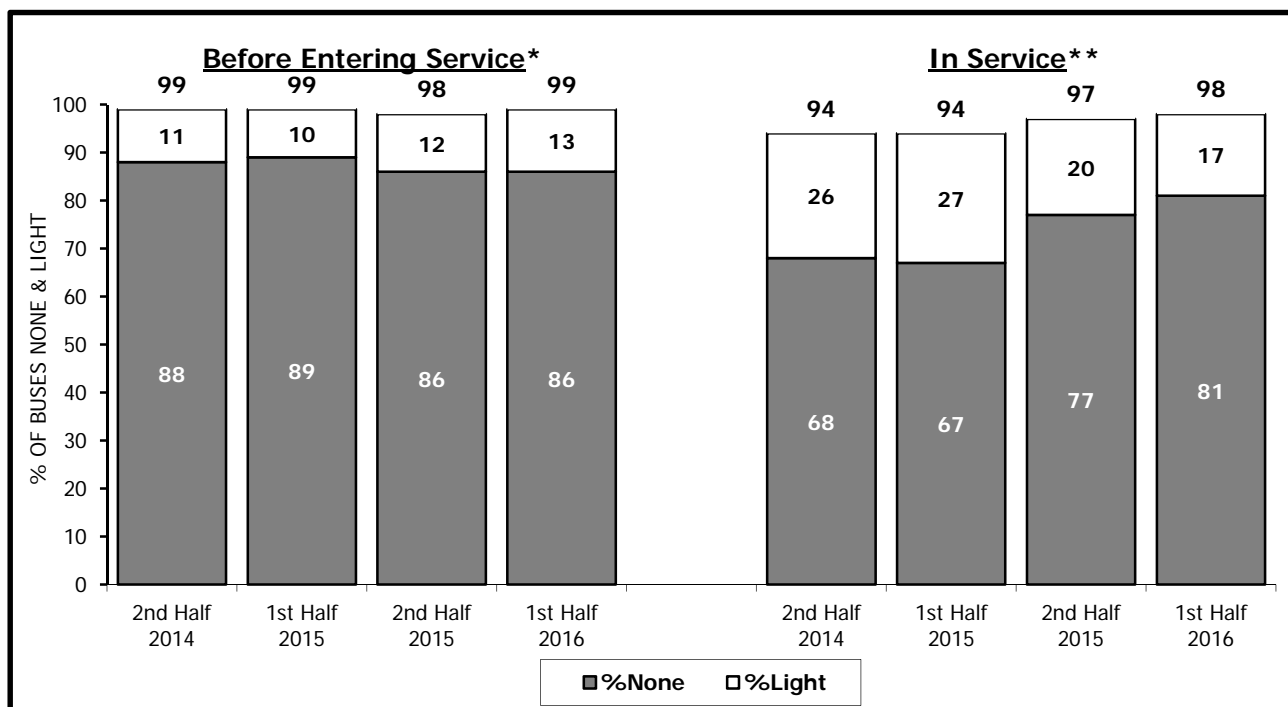
% of Operative Reading Lights on Buses	94	96	97	98
% of Operative Reclining Seats on Buses	96	95	95	96

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

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2016 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

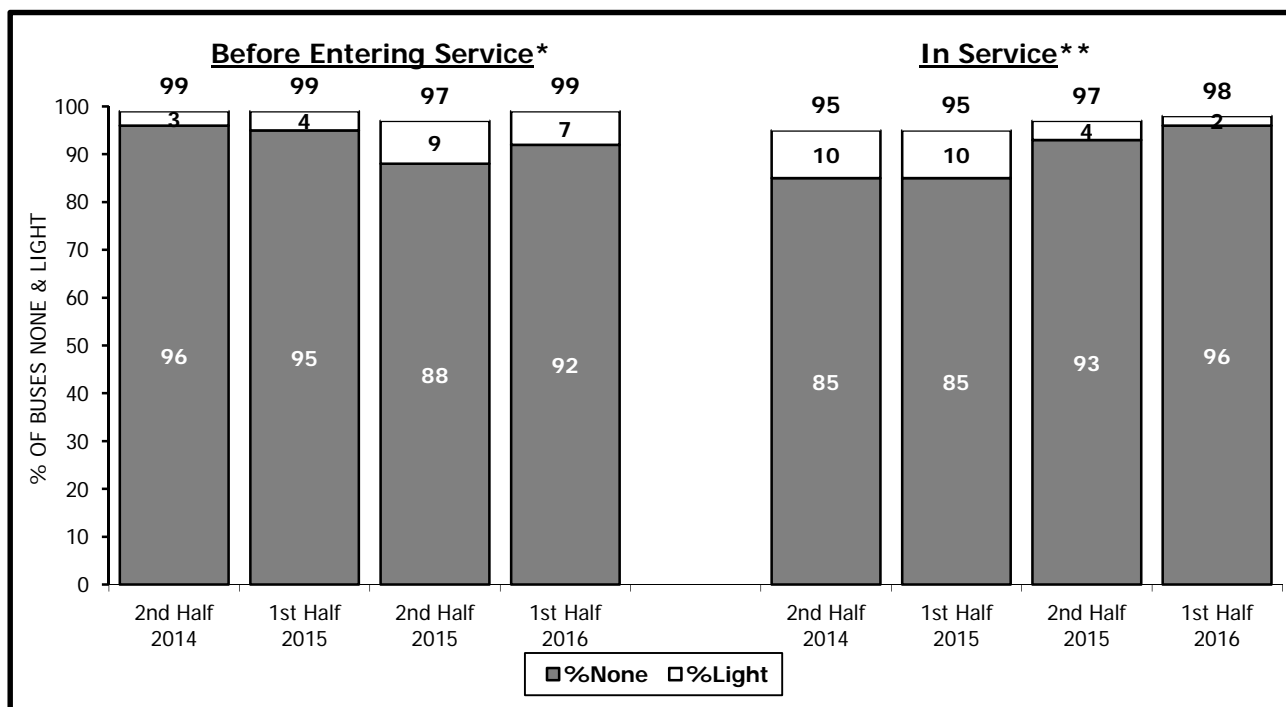
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2016	86%	13%	0%	1%	81%	17%	0%	2%
2nd Half 2015	86%	12%	0%	2%	77%	20%	0%	3%
1st Half 2015	89%	10%	0%	1%	67%	27%	0%	6%
2nd Half 2014	88%	11%	0%	1%	68%	26%	1%	5%

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

1st Half 2016 vs. 1st Half 2015: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed an increase (+4%) when comparing the 1st Half 2016 to the 1st Half 2015.

Passenger Environment Survey

Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

2016 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2016	92%	7%	0%	1%	96%	2%	0%	2%
2nd Half 2015	88%	9%	1%	2%	93%	4%	0%	3%
1st Half 2015	95%	4%	0%	1%	85%	10%	0%	5%
2nd Half 2014	96%	3%	0%	1%	85%	10%	0%	5%

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

1st Half 2016 vs. 1st Half 2015: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed an increase (+3%) when comparing the 1st Half 2016 to the 1st Half 2015.

Report



Bus Company

STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

MTA Bus weekday Passenger Environment Survey (PES) results are reported on a semi-annual basis. This section includes a summary of all indicators (Local bus and Express bus) on a systemwide basis for the most recent half-year, January- June 2016, and the previous three half-year periods.

Passenger Environment Survey

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

Of the 26 local bus indicators, seven (7) improved, one (1) declined and eighteen (18) remained unchanged when comparing First Half 2016 and First Half 2015. Of the 12 express bus indicators, four (4) improved and eight (8) indicators remained the same. For PES indicators that rate bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating with changes of 3% or greater deemed significant.

The results for all PES indicators for First Half 2016 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Out of the 38 indicators, 26 indicators remained statistically the same, 11 indicators improved and 1 indicator declined when comparing the First Half 2015 to the First Half 2016.

Improved

Local Buses	1st Half 2015	1st Half 2016
Litter Conditions in Local Buses (Before Entering Service)	93%	98%
Litter Conditions in Local Buses (In Service)	90%	95%
Cleanliness of Bus Interiors in Local Buses (Before Entering Service)	93%	98%
Buses Displaying no Interior Graffiti on Local Buses	92%	95%
Buses with Priority Seating Stickers on Local Buses	96%	100%
Buses Displaying a Correct/Legible Bus Map on Local Buses	84%	97%
Buses with Operative Wheelchair Lift on Local Buses	95%	98%

Express Buses

Litter Conditions in Express Buses (Before Entering Service)	92%	99%
Cleanliness of Bus Interiors in Express Buses (Before Entering Service)	93%	99%
Cleanliness of Bus Interiors in Express Buses (In Service)	96%	100%
Buses with Operative Reading Lights on Express Buses	83%	91%

Declined

Local Buses

Bus Announcements that are Undersandable/Correct on Local Buses	56%	46%
---	-----	-----

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. Seven (7) improved, One (1) declined and Eighteen (18) remained statistically unchanged when comparing the 1st Half 2016 to the 1st Half 2015. The table below shows the results for the 1st Half of 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2014		2015				2016	
		2nd half		1st Half		2nd Half		1st Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	74	64	77	64	85	56	93	72
Presence of Litter	% Light	15	27	16	26	13	31	5	23
See Chart 1	% Moderate	3	2	3	2	1	5	1	1
	% Heavy	8	7	4	8	1	8	1	4
Exterior Dirt Condition of Buses	% None	96	97	80	86	99	93	97	86
Degree of Dirtiness	% Light	4	3	19	12	1	7	3	12
	% Moderate	0	0	1	2	0	0	0	2
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	75	90	85	89	77	80	96	89
Degree of Dirtiness	% Light	13	3	8	4	21	11	2	4
See Chart 2	% Moderate	4	2	3	1	1	2	1	1
	% Heavy	8	5	4	6	1	7	1	6
% Buses with No Damaged Panels		99		100		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchtied Windows		99		99		88		97	
% Buses with No Clouded Windows		100		100		99		100	
% Buses with No Interior Graffiti		91		92		94		95	
% Buses with No Exterior Graffiti		100		100		100		100	

Customer Information									
% Buses with Readable/Correct Front Sign		100		100		100		100	
% Buses with Correct Electronic Side Sign		100		100		100		100	
% Buses with Correct Rear Sign		100		100		100		100	
% Bus Announcements that are Understandable/Correct		59		56		54		46	
% Buses with Priority Seating Stickers		95		96		100		100	
% Buses Displaying a Correct/Legible Bus Map		80		84		81		97	

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

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

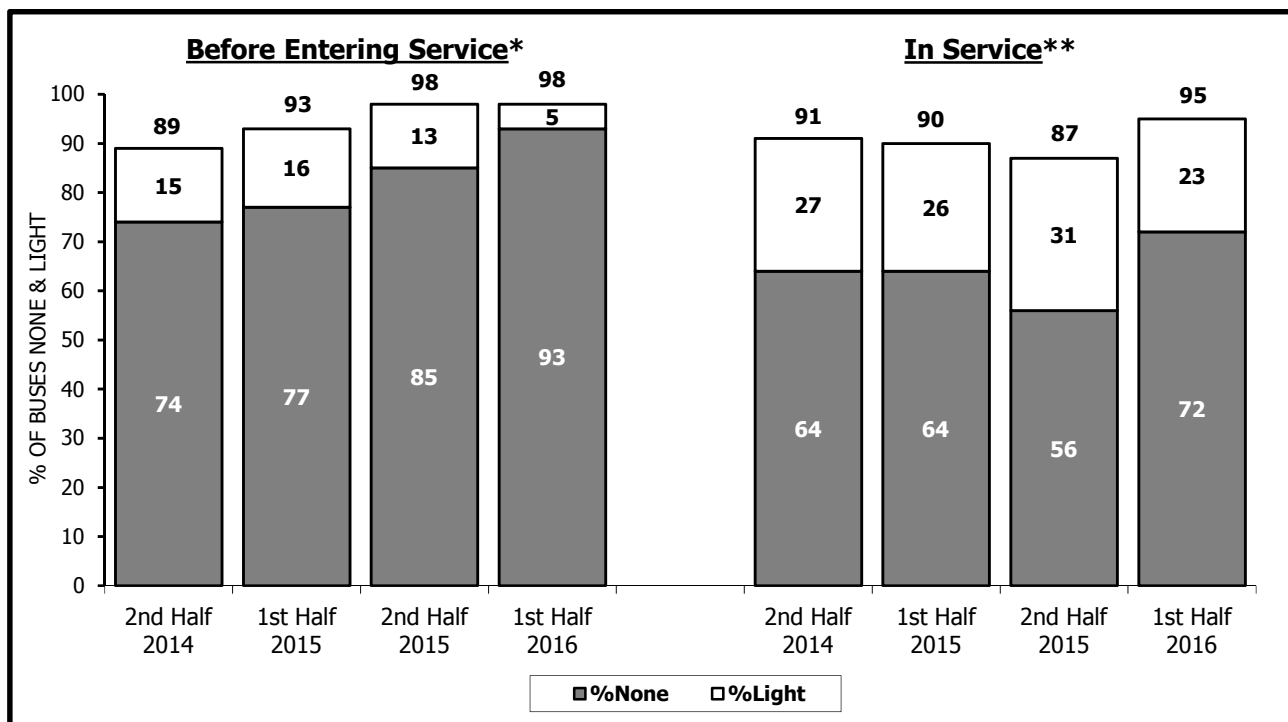
¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

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

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

Semi-Annual Results

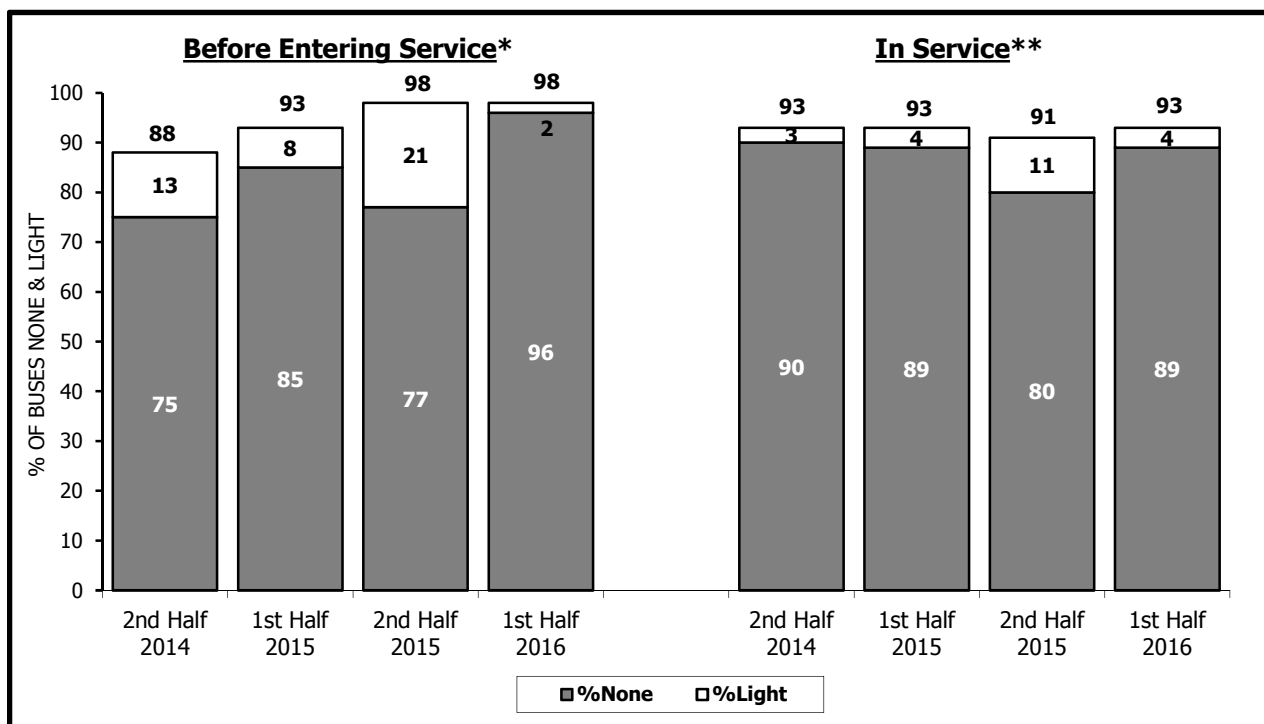
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2016	93%	5%	1%	1%	72%	23%	1%	4%
2nd Half 2015	85%	13%	1%	1%	56%	31%	5%	8%
1st Half 2015	77%	16%	3%	4%	64%	26%	2%	8%
2nd Half 2014	74%	15%	3%	8%	64%	27%	2%	7%

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

1st Half 2016 vs. 1st Half 2015: Both the "Before Entering Service" results and the "In Service" results depict a 5% increase when comparing the 1st Half 2016 to the 1st Half 2015.

Passenger Environment Survey

Cleanliness Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2016	96%	2%	1%	1%	89%	4%	1%	6%
2nd Half 2015	77%	21%	1%	1%	80%	11%	2%	7%
1st Half 2015	85%	8%	3%	4%	89%	4%	1%	6%
2nd Half 2014	75%	13%	4%	8%	90%	3%	2%	5%

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

1st Half 2016 vs. 1st Half 2015: the "Before Entering Service" results show statistically significant increase of 5%. The "In Service" results show no statistically significant change when comparing the 1st Half 2016 to the 1st Half 2015.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which four (4) improved while eight (8) remained statistically unchanged when comparing the 1st Half 2016 to the 1st Half 2015. The table below depicts the results for the 1st Half of 2016 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2014		2015				2016	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	85	92	69	83	82	85	93	88
Presence of Litter	% Light	11	6	23	13	15	13	6	10
See Chart 3	% Moderate	1	1	3	1	1	1	1	1
	% Heavy	3	1	5	3	2	1	0	1
Exterior Dirt Condition of Buses	% None	97	97	71	89	77	95	96	99
Degree of Dirtiness	% Light	3	3	28	11	23	5	4	1
	% Moderate	0	0	1	0	0	0	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	87	97	91	95	79	92	97	99
Degree of Dirtiness	% Light	7	2	2	1	18	6	2	1
See Chart 4	% Moderate	3	1	2	1	1	1	0	0
	% Heavy	3	0	5	3	2	1	1	0
% Buses with No Damaged Panels		100		100		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		99		99		99		100	
% Buses with No Exterior Graffiti		100		100		100		100	

Functioning Equipment

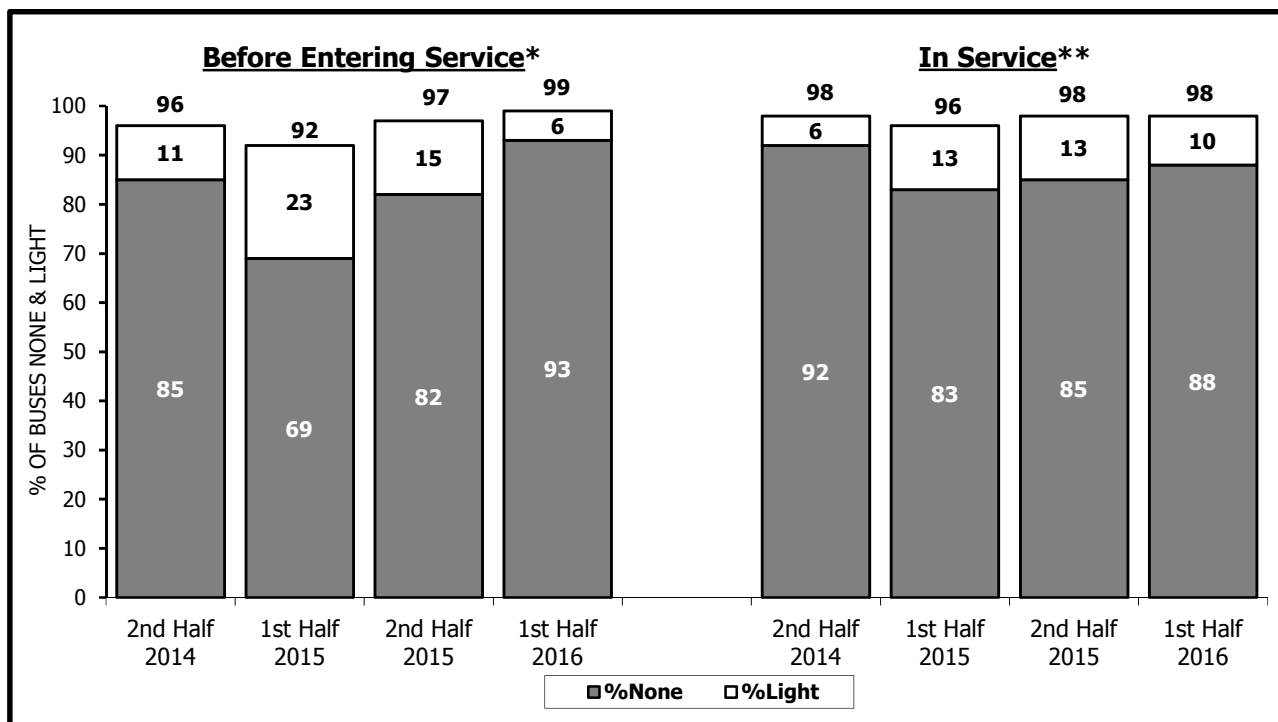
% of Operative Reading Lights on Buses	86	83	87	91
% of Operative Reclining Seats on Buses	88	92	92	93

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

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

Semi-Annual Results

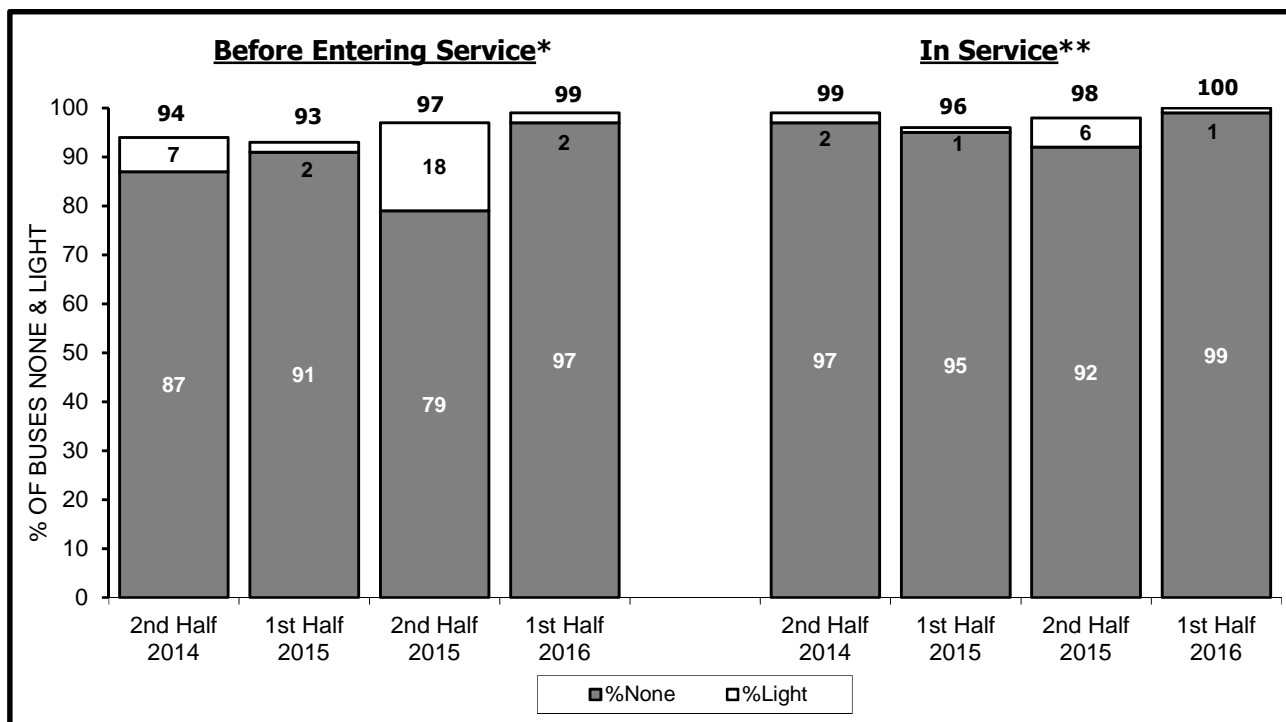
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2016	93%	6%	1%	0%	88%	10%	1%	1%
2nd Half 2015	82%	15%	1%	2%	85%	13%	1%	1%
1st Half 2015	69%	23%	3%	5%	83%	13%	1%	3%
2nd Half 2014	85%	11%	1%	3%	92%	6%	1%	1%

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

1st Half 2016 vs. 1st Half 2015: The "Before Entering Service" result show an increase of 7%. The "In Service" results remain statistically unchanged when comparing 1st Half 2016 and 1st Half 2015.

Passenger Environment Survey

Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2016	97%	2%	0%	1%	99%	1%	0%	0%
2nd Half 2015	79%	18%	1%	2%	92%	6%	1%	1%
1st Half 2015	91%	2%	2%	5%	95%	1%	1%	3%
2nd Half 2014	87%	7%	3%	3%	97%	2%	1%	0%

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

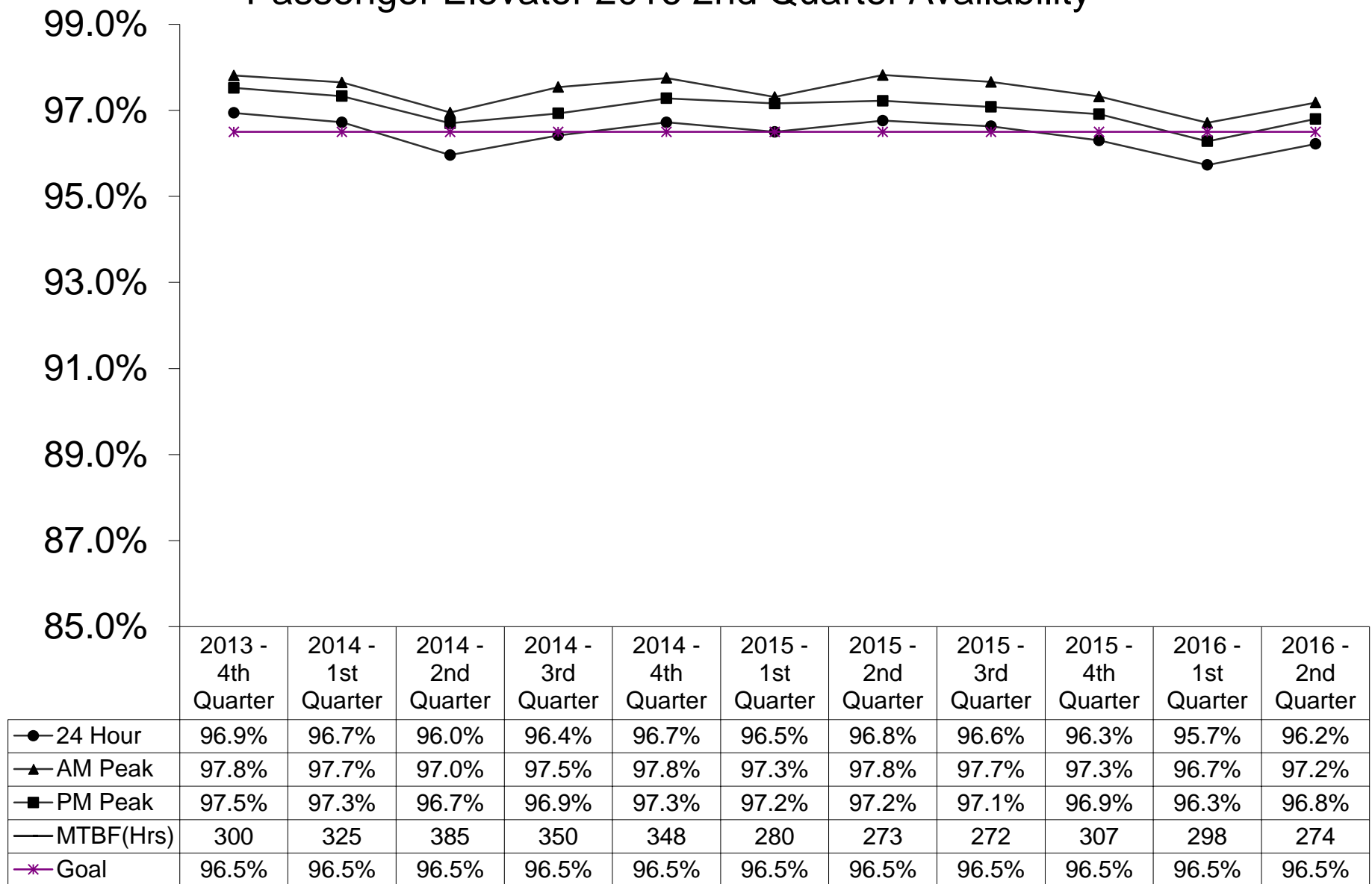
1st Half 2016 vs. 1st Half 2015: the "Before Entering Service" results show a statistically significant increase of 6% while the "In Service" results show an increase of 4% when comparing the 1st Half 2016 to the 1st Half 2015.

ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

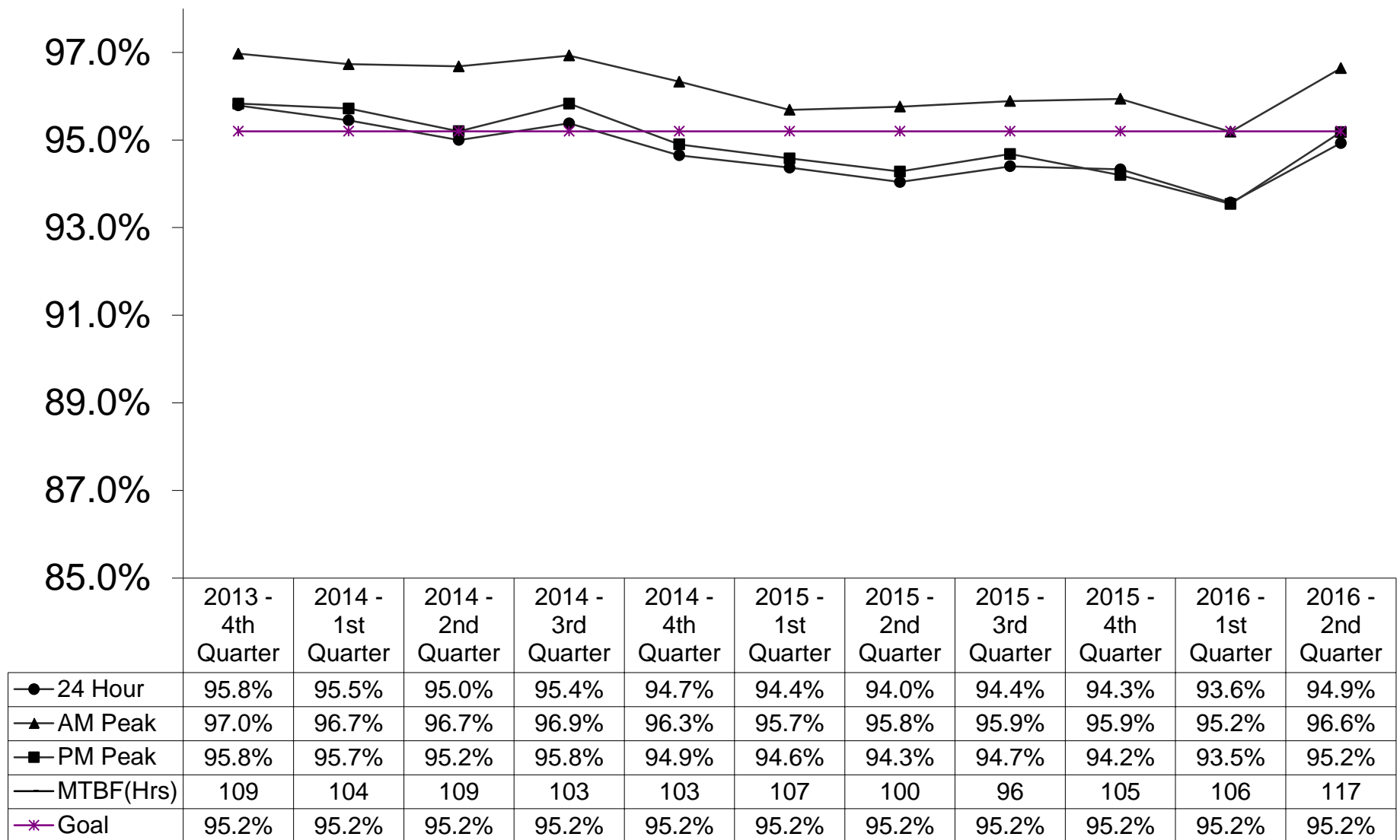
Second Quarter - 2016

Passenger Elevator 2016 2nd 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 2nd 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 Second Quarter - 2016

Elevator Performance

Borough	No. Units	Avg Age	2016 2nd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	30	8.0	96.7%	97.6%	97.0%	404	285	119	13
Brooklyn	54	10.6	96.7%	97.8%	97.2%	703	481	222	27
Manhattan	109	12.2	95.5%	96.5%	96.1%	1720	1136	584	49
Queens	27	10.0	97.7%	98.4%	98.6%	391	254	137	12
System	220	10.2	96.2%	97.2%	96.8%	3218	2156	1062	101

Escalator Performance

Borough	No. Units	Avg Age	2016 2nd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	17.1	91.6%	94.4%	90.8%	359	279	80	0
Brooklyn	33	15.2	94.8%	97.5%	93.3%	1324	1020	304	0
Manhattan	105	13.3	94.6%	96.3%	95.4%	3909	1961	1948	0
Queens	34	15.1	97.1%	97.8%	97.7%	735	512	223	0
System	184	15.2	94.9%	96.6%	95.2%	6327	3772	2555	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
Second Quarter - 2016

Borough:			Bronx								
		Age		2016 2nd Quarter Availability			2015 2nd Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	
1	EL184	9	231st St ①	76.2%	75.5%	78.4%	98.3%	24	19	5	1
2	EL135	14	161 St-Yankee Stadium B D	91.9%	96.0%	92.3%	89.5%	53	46	7	1
3	EL182	9	Gun Hill Rd ② ⑤	93.2%	95.6%	92.8%	87.5%	16	12	4	0
4	EL131	14	161 St-Yankee Stadium ④ B D	93.9%	96.0%	94.7%	99.0%	18	14	4	0
5	EL183	9	Gun Hill Rd ② ⑤	95.5%	97.8%	93.9%	98.4%	22	17	5	3
6	EL185	9	231st St ①	95.7%	96.0%	94.7%	99.1%	30	26	4	0
7	EL129	19	3rd Ave-149 St ② ⑤	95.8%	97.2%	96.1%	99.2%	9	7	2	2
8	EL160	4	180th Street ② ⑤	96.3%	95.8%	97.6%	99.5%	18	13	5	0
9	EL187	10	Fordham Rd ④	97.0%	96.3%	98.8%	99.1%	11	7	4	0
10	EL196	1	Hunts Point Av ⑥	97.0%	98.7%	98.6%	98.8%	14	11	3	0
11	EL194	9	233rd St ② ⑤	97.1%	98.8%	98.1%	97.9%	12	7	5	0
12	EL138	8	Pelham Pkwy ② ⑤	97.1%	98.8%	95.3%	96.0%	16	11	5	2
13	EL136	8	Pelham Pkwy ② ⑤	97.4%	97.9%	96.8%	99.5%	15	12	3	1
14	EL159	4	180th Street ② ⑤	97.8%	99.4%	98.4%	99.0%	15	10	5	0
15	EL192	9	233rd St ② ⑤	98.0%	98.0%	99.1%	96.2%	8	5	3	0
16	EL189	1	Kingsbridge Rd B D	98.0%	99.2%	96.7%	98.6%	10	6	4	0
17	EL132	14	161 St-Yankee Stadium ④	98.0%	100.0%	98.7%	99.2%	11	7	4	0
18	EL133	14	161 St-Yankee Stadium ④	98.1%	97.3%	98.4%	95.1%	10	7	3	0
19	EL195	1	Hunts Point Av ⑥	98.2%	98.9%	98.0%	97.0%	9	5	4	0
20	EL121	0	Pelham Bay Park ⑥	98.3%	98.2%	98.9%	98.6%	9	6	3	1
21	EL186	10	Fordham Rd ④	98.6%	99.3%	100.0%	97.7%	12	7	5	0
22	EL191	1	Kingsbridge Rd B D	98.7%	100.0%	100.0%	98.7%	14	9	5	0
23	EL190	1	Kingsbridge Rd B D	98.7%	100.0%	100.0%	99.1%	13	7	6	1
24	EL193	9	233rd St ② ⑤	98.8%	100.0%	99.1%	98.0%	8	3	5	0
25	EL134	14	161 St-Yankee Stadium B D	98.8%	99.6%	97.8%	97.6%	4	1	3	0
26	EL197	1	Hunts Point Av ⑥	99.0%	99.6%	99.3%	99.4%	7	4	3	0
27	EL130	19	3rd Ave-149 St ② ⑤	99.1%	99.2%	98.9%	98.8%	6	5	1	1
28	EL188	10	Fordham Rd ④	99.1%	100.0%	100.0%	98.6%	6	1	5	0
29	EL122	0	Pelham Bay Park ⑥	99.6%	100.0%	100.0%	97.5%	2		2	0
30	EL137	8	Pelham Pkwy ② ⑤	99.7%	100.0%	100.0%	98.7%	2		2	0
	30	8.0	Elevator Subtotal:	96.7%	97.6%	97.0%	97.4%	404	285	119	13
1	ES108	23	Intervale Av ② ⑤	61.7%	68.9%	58.2%	76.4%	55	46	9	0
2	ES104	10	Gun Hill Rd ② ⑤	86.3%	91.9%	85.1%	95.0%	38	32	6	0
3	ES120	26	Pelham Bay Park ⑥	90.2%	94.5%	85.4%	91.4%	22	16	6	0
4	ES106	11	West Farms Sq-E Tremont Av ② ⑤	91.6%	94.7%	87.7%	95.4%	48	44	4	0
5	ES105	10	Gun Hill Rd ② ⑤	94.2%	96.1%	94.5%	95.6%	27	23	4	0
6	ES123	19	Pelham Pkwy ② ⑤	94.7%	96.3%	95.0%	96.8%	21	18	3	0
7	ES111	15	Parkchester ⑥	95.0%	94.2%	95.7%	98.1%	48	35	13	0
8	ES113	14	161 St-Yankee Stadium ④	95.9%	99.6%	97.0%	95.3%	23	13	10	0
9	ES121	26	Pelham Bay Park ⑥	97.0%	98.9%	95.1%	95.8%	17	11	6	0
10	ES112	14	Norwood-205 St D	97.1%	98.9%	97.8%	94.9%	18	12	6	0
11	ES122	20	Pelham Pkwy ② ⑤	97.5%	98.8%	98.9%	98.6%	23	19	4	0
12	ES114	17	161 St-Yankee Stadium ④	98.1%	99.5%	99.6%	90.3%	19	10	9	0
	12	17.1	Escalator Subtotal:	91.6%	94.4%	90.8%	93.7%	359	279	80	0
	*Note the number of entrapments are included in the non scheduled outages count.										

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2016

Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2016 2nd Quarter Availability			2015 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
1	EL112	18	168 St 1	45.4%	47.3%	48.1%	95.5%	32	26	6	3
2	EL105	13	191 St 1	60.8%	63.1%	60.9%	98.3%	43	37	6	3
3	EL104	12	191 St 1	74.1%	79.1%	74.0%	96.6%	51	42	9	5
4	EL716	1	Fulton St A C J Z 2 3 4 5	75.1%	74.3%	76.6%	92.0%	30	26	4	0
5	EL206	25	Grand Central-42 St 4 5 6	80.2%	82.7%	80.7%	96.6%	16	11	5	0
6	EL119	30	181 St A	85.4%	88.7%	87.4%	84.9%	27	17	10	0
7	EL108	16	181 St 1	87.3%	87.5%	86.1%	97.6%	40	33	7	1
8	EL315	23	Brooklyn Bridge 4 5 6	87.8%	89.9%	88.7%	99.1%	16	11	5	0
9	EL601	0	34 St-Hudson Yards 7	88.8%	87.7%	90.5%		20	9	11	0
10	EL117	13	181 St A	90.1%	88.0%	89.7%	98.0%	62	58	4	0
11	EL603	0	34 St-Hudson Yards 7	91.4%	91.0%	92.7%		19	9	10	0
12	EL142	10	125 St A B C D	91.6%	95.2%	90.7%	99.2%	24	18	6	1
13	EL602	0	34 St-Hudson Yards 7	91.8%	92.1%	93.1%		18	6	12	1
14	EL213	0	34 St-Herald Sq B D F M N Q R	92.5%	94.4%	94.5%	95.7%	19	13	6	2
15	EL111	18	168 St 1	92.7%	93.9%	93.7%	88.5%	49	38	11	1
16	EL332	3	Bleecker St D F B M 6	94.1%	94.9%	92.5%	95.4%	15	14	1	2
17	EL204	25	Grand Central-42 St 4 5 6 7 S	94.5%	93.3%	96.5%	98.0%	18	12	6	0
18	EL113	18	168 St 1	95.2%	94.9%	95.8%	96.2%	34	27	7	2
19	EL114	18	168 St 1	95.4%	97.4%	94.9%	93.1%	39	34	5	0
20	EL217	16	14 St-Union Sq L N Q R	95.5%	96.7%	95.1%	96.9%	14	10	4	0
21	EL107	16	181 St 1	95.6%	96.5%	96.7%	95.5%	12	8	4	0
22	EL329	3	Bleecker St D F B M 6	95.6%	96.6%	96.8%	97.0%	18	12	6	0
23	EL402	26	Lexington Av-63 St F	95.6%	99.6%	96.4%	88.8%	25	15	10	1
24	EL333	11	West 4 St A B C D E F M	95.8%	94.7%	97.7%	95.0%	16	12	4	0
25	EL115	15	190 St A	95.8%	97.6%	98.4%	96.9%	19	13	6	0
26	EL245	11	Lexington Av-53 St E M	95.9%	98.1%	96.5%	84.6%	20	12	8	1
27	EL281	7	57 St-7 Av N Q R	95.9%	95.3%	96.2%	96.7%	24	18	6	2
28	EL732	8	Fulton St 2 3	95.9%	97.8%	94.9%	95.7%	18	13	5	0
29	EL103	12	191 St 1	95.9%	97.9%	96.9%	73.6%	29	24	5	1
30	EL710	9	Bowling Green 4 5	96.3%	98.8%	97.3%	94.4%	32	25	7	1
31	EL214	12	34 St-Penn Station 1	96.3%	97.7%	96.9%	99.1%	7	3	4	1
32	EL324	15	Canal St 6	96.5%	98.7%	97.1%	95.5%	10	3	7	0
33	EL212	22	34 St-Herald Sq N Q R	96.5%	97.2%	94.8%	98.6%	10	6	4	3
34	EL116	11	190 St A	96.6%	97.5%	96.2%	95.9%	25	19	6	1
35	EL226	14	34 St-Penn Station C E	96.7%	98.5%	98.2%	94.7%	16	6	10	0
36	EL230	13	Times Sq-42 St N Q R	96.7%	97.8%	97.8%	96.8%	9	5	4	0
37	EL719	2	Fulton St A C J Z 2 3 4 5	96.8%	97.6%	98.0%	97.0%	28	23	5	0
38	EL232	9	Times Sq-42 St 1 2 3 7	96.8%	97.8%	98.9%	97.3%	15	11	4	0
39	EL149	16	Inwood-207 St A	96.9%	98.9%	97.4%	98.2%	15	10	5	0
40	EL120	30	190 St A	97.0%	97.8%	98.6%	53.7%	13	7	6	2
41	EL124	26	175 St A	97.0%	98.0%	97.7%	99.2%	16	10	6	0
42	EL331	3	Bleecker St D F B M 6	97.0%	98.7%	97.6%	98.0%	12	8	4	0

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2016

Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2016 2nd Quarter Availability			2015 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
43	EL240	12	72 St 1 2 3	97.0%	97.9%	94.5%	98.2%	13	10	3	0
44	EL277	6	59th St-Columbus Circle A B C D 1	97.1%	96.4%	97.8%	95.1%	14	8	6	0
45	EL202	15	51 St 6	97.1%	98.8%	97.7%	97.2%	12	4	8	0
46	EL328	3	Bleecker St D F B M 6	97.1%	99.7%	98.7%	98.3%	14	7	7	0
47	EL229	13	Times Sq-42 St N Q R	97.2%	97.6%	97.2%	98.5%	7	3	4	0
48	EL403	26	Roosevelt Island F	97.2%	98.0%	97.8%	95.3%	11	5	6	0
49	EL109	16	181 St 1	97.2%	99.8%	98.1%	86.0%	23	19	4	0
50	EL180	8	135 St 2 3	97.2%	100.0%	97.8%	98.5%	8	4	4	1
51	EL279	6	59th St-Columbus Circle A B C D 1	97.4%	97.8%	98.0%	94.9%	15	5	10	0
52	EL224	13	8 Av L	97.4%	98.5%	98.9%	95.7%	10	5	5	0
53	EL215	16	34 St-Penn Station 2 3	97.4%	98.0%	97.9%	98.3%	11	8	3	1
54	EL144	10	125 St A B C D	97.4%	98.4%	97.5%	98.1%	9	5	4	0
55	EL146	5	96th St 231	97.5%	98.7%	97.5%	97.5%	25	22	3	2
56	EL148	16	Inwood-207 St A	97.5%	97.5%	98.1%	97.7%	13	8	5	0
57	EL234	7	47-50 Sts-Rockefeller Center B D F M	97.6%	95.0%	100.0%	98.2%	13	10	3	0
58	EL211	22	34 St-Herald Sq N Q R	97.6%	98.1%	98.0%	96.8%	10	4	6	1
59	EL278	6	59th St-Columbus Circle A B C D 1	97.7%	98.0%	98.4%	97.6%	15	9	6	0
60	EL335	11	West 4 St A B C D E F M	97.7%	98.1%	99.2%	98.8%	14	8	6	0
61	EL244	14	Grand Central-42 St 7	97.7%	100.0%	98.8%	92.0%	24	4	20	0
62	EL141	9	168 St A C	97.7%	97.6%	98.7%	97.4%	7	3	4	0
63	EL722	2	Fulton St J Z	97.8%	98.7%	98.9%	98.5%	13	9	4	0
64	EL218	16	14 St-Union Sq L	97.9%	99.1%	97.0%	97.1%	9	3	6	0
65	EL145	5	96th St 231	97.9%	99.2%	98.1%	97.5%	20	16	4	0
66	EL140	9	168 St A C	98.0%	97.1%	97.6%	99.3%	17	14	3	0
67	EL316	23	Brooklyn Bridge 4 5 6	98.0%	97.9%	97.9%	98.8%	23	20	3	1
68	EL235	7	47-50 Sts-Rockefeller Center B D F M	98.1%	99.5%	99.0%	98.3%	8	2	6	0
69	EL201	15	51 St 6	98.1%	99.8%	98.8%	98.6%	12	3	9	0
70	EL220	16	14 St-Union Sq N Q R	98.1%	99.4%	98.2%	98.5%	9	6	3	0
71	EL233	9	Times Sq-42 St 1 2 3	98.1%	98.7%	98.5%	97.6%	7	1	6	0
72	EL336	7	Chambers St 1 2 3	98.1%	99.7%	98.7%	98.2%	20	15	5	0
73	EL110	16	181 St 1	98.2%	98.7%	99.2%	99.8%	18	13	5	0
74	EL325	15	Canal St 6	98.2%	99.2%	100.0%	97.4%	11	2	9	1
75	EL711	9	Bowling Green 4 5	98.2%	100.0%	97.9%	97.6%	12	9	3	1
76	EL178	2	Dyckman St 1	98.2%	99.1%	99.6%	99.8%	9	5	4	1
77	EL280	6	59th St-Columbus Circle A B C D 1	98.3%	98.4%	98.7%	95.9%	25	19	6	0
78	EL106	13	191 St 1	98.5%	99.1%	99.9%	98.6%	17	8	9	0
79	EL721	2	Fulton St A C J Z 2 3 4 5	98.5%	99.0%	98.8%	95.5%	10	8	2	0
80	EL222	13	14 St A C E	98.5%	99.7%	98.7%	98.3%	7	4	3	0
81	EL118	11	181 St A	98.5%	99.5%	99.2%	98.4%	18	12	6	0
82	EL314	23	Brooklyn Bridge 4 5 6	98.5%	99.7%	99.2%	98.9%	11	6	5	0
83	EL238	16	66 St-Lincoln Center 1	98.6%	99.4%	99.5%	98.7%	12	4	8	0
84	EL334	11	West 4 St A B C D E F M	98.6%	99.1%	99.3%	98.4%	11	8	3	0
85	EL123	26	175 St A	98.6%	100.0%	98.3%	96.6%	6	3	3	0
86	EL237	16	66 St-Lincoln Center 1	98.6%	99.7%	99.2%	97.1%	6	1	5	1
87	EL143	10	125 St A B C D	98.6%	99.9%	97.9%	91.4%	8	4	4	0
88	EL223	13	14 St A C E	98.6%	98.6%	99.8%	98.7%	7	4	3	0
89	EL404	26	Roosevelt Island F	98.6%	99.8%	98.6%	98.5%	6	2	4	0

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2016

Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2016 2nd Quarter Availability			2015 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
90	EL209	22	34 St-Herald Sq B D F M	98.7%	99.8%	99.5%	98.3%	11	4	7	0
91	EL221	13	14 St/8 Av A C E L	98.7%	98.0%	99.1%	98.9%	9	7	2	2
92	EL139	9	168 St 1 A C	98.7%	98.8%	100.0%	94.1%	7	2	5	1
93	EL228	14	34 St-Penn Station C E	98.7%	99.7%	100.0%	98.5%	9	4	5	0
94	EL720	1	Fulton St A C J Z 2 3 4 5	98.7%	98.5%	100.0%	99.0%	10	6	4	0
95	EL330	3	Bleecker St D F B M 6	98.7%	100.0%	100.0%	97.3%	11	6	5	0
96	EL219	16	14 St-Union Sq N Q R	98.7%	98.7%	98.7%	99.0%	6	3	3	0
97	EL239	12	72 St 1 2 3	98.8%	99.8%	98.4%	98.9%	7	4	3	0
98	EL181	8	135 St 2 3	98.8%	100.0%	98.9%	99.4%	4	1	3	1
99	EL227	14	34 St-Penn Station A	98.9%	100.0%	100.0%	98.2%	10	4	6	0
100	EL205	25	Grand Central-42 St 4 5 6	98.9%	100.0%	100.0%	98.0%	8	1	7	0
101	EL225	14	34 St-Penn Station C E	99.0%	99.9%	100.0%	97.9%	6	5	1	0
102	EL216	12	34 St-Penn Station 1	99.0%	100.0%	100.0%	99.3%	3		3	0
103	EL600	0	34 St-Hudson Yards 7	99.0%	100.0%	99.3%		9	4	5	0
104	EL236	7	47-50 Sts-Rockefeller Center B D F M	99.0%	99.3%	100.0%	92.6%	6	2	4	0
105	EL210	22	34 St-Herald Sq B D F M	99.1%	99.6%	99.7%	96.2%	8	3	5	1
106	EL401	0	Lexington Av-63 St F	99.2%	100.0%	100.0%		7	4	3	0
107	EL723	2	Fulton St 2 3	99.3%	99.9%	100.0%	98.5%	5	3	2	0
108	EL337	7	Chambers St 1 2 3	99.6%	99.7%	99.4%	98.7%	7	6	1	0
109	EL338	7	Chambers St 1 2 3	99.6%	99.6%	100.0%	99.7%	2	1	1	0
	109	12.2	Elevator Subtotal:	95.5%	96.5%	96.1%	96.1%	1720	1136	584	49

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2016

Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2016 2nd Quarter Availability			2015 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
1	ES214	18	59 St 4 5 6	77.7%	77.9%	79.9%	96.9%	38	22	16	0
2	ES213	17	59 St 4 5 6	78.2%	79.2%	80.7%	97.1%	26	19	7	0
3	ES623	0	34 St-Hudson Yards 7	80.8%	84.9%	82.7%		30	10	20	0
4	ES117	19	181 St A	81.1%	83.4%	82.6%	86.3%	28	18	10	0
5	ES403	26	Lexington Av-63 St F	81.5%	83.5%	82.2%	95.5%	17	11	6	0
6	ES334	2	Bowery J Z	82.2%	82.3%	84.8%	98.2%	16	7	9	0
7	ES406	26	Lexington Av-63 St F	83.6%	84.9%	83.0%	98.1%	22	16	6	0
8	ES624	0	34 St-Hudson Yards 7	85.3%	89.9%	89.3%		33	8	25	0
9	ES229	9	34 St-Herald Sq B D F M	87.6%	92.9%	87.1%	94.7%	64	58	6	0
10	ES345	20	Bowling Green 4 5	88.3%	90.8%	91.2%	96.5%	31	14	17	0
11	ES118	19	181 St A	88.9%	92.8%	87.2%	67.0%	29	22	7	0
12	ES311	14	Whitehall St R	89.1%	92.7%	91.9%	97.8%	27	22	5	0
13	ES626	0	34 St-Hudson Yards 7	89.8%	93.1%	92.7%		45	18	27	0
14	ES101	14	125 St 1	90.2%	88.7%	88.2%	66.7%	61	56	5	0
15	ES233	8	34 St-Herald Sq B D F M	90.5%	91.1%	91.6%	88.9%	20	15	5	0
16	ES221	9	34 St-Herald Sq B D F M N Q R	91.1%	93.3%	89.2%	94.3%	58	53	5	0
17	ES119	19	181 St A	91.6%	91.3%	92.8%	97.9%	26	16	10	0
18	ES239	17	5 Av-53 St E M	91.7%	91.5%	95.7%	96.8%	48	39	9	0
19	ES401	26	Lexington Av-63 St F	91.8%	94.4%	88.6%	84.8%	22	17	5	0
20	ES627	0	34 St-Hudson Yards 7	91.8%	90.7%	94.3%		29	15	14	0
21	ES102	14	125 St 1	92.2%	97.0%	90.0%	54.2%	57	52	5	0
22	ES343	13	Bowling Green 4 5	93.1%	95.6%	94.1%	95.9%	22	12	10	0
23	ES622	0	34 St-Hudson Yards 7	93.2%	97.7%	93.8%		40	11	29	0
24	ES243	19	Lexington Av-53 St E M	93.2%	95.5%	95.9%	94.7%	71	59	12	0
25	ES238	17	7 Av B D E	93.2%	94.1%	91.4%	97.0%	73	49	24	0
26	ES300	3	Bleecker St D F B M 6	93.3%	91.6%	93.7%	94.4%	38	32	6	0
27	ES218	10	Times Sq-42 St 7	93.5%	95.5%	95.5%	95.5%	49	37	12	0
28	ES235	8	34 St-Herald Sq B D F M	93.6%	95.1%	95.6%	92.9%	34	27	7	0
29	ES244	19	Lexington Av-53 St E M	93.7%	96.1%	94.6%	93.9%	155	41	114	0
30	ES336	13	Bowling Green 4 5	93.7%	94.8%	94.0%	95.1%	22	17	5	0
31	ES625	0	34 St-Hudson Yards 7	93.8%	97.7%	99.3%		32	8	24	0
32	ES103	20	125 St 1	94.0%	96.2%	94.3%	98.2%	29	22	7	0
33	ES215	19	Lexington Av-59 St N Q R	94.0%	93.0%	96.8%	94.9%	56	47	9	0
34	ES216	9	Times Sq-42 St 7	94.0%	96.3%	94.1%	97.0%	34	23	11	0
35	ES325	17	West 4 St A B C D E F M	94.3%	98.4%	93.3%	91.5%	36	30	6	0
36	ES115	15	145 St B D	94.7%	97.5%	92.6%	88.6%	32	24	8	0
37	ES368	2	Fulton St A C J Z 2 3 4 5	95.3%	97.0%	95.8%	95.1%	21	17	4	0
38	ES232	9	34 St-Herald Sq B D F M	95.4%	95.5%	95.9%	92.8%	33	30	3	0
39	ES328	17	Delancey St F	95.5%	97.1%	94.9%	88.6%	33	25	8	0
40	ES351	16	Whitehall St R	95.6%	97.4%	97.7%	96.9%	18	11	7	0
41	ES411	8	Roosevelt Island F	95.6%	97.1%	95.6%	93.0%	23	16	7	0
42	ES302	16	Park Pl 2 3	95.6%	98.1%	97.9%	92.3%	28	23	5	0
43	ES412	7	Roosevelt Island F	95.9%	97.1%	96.7%	97.5%	31	7	24	0
44	ES404	26	Lexington Av-63 St F	95.9%	96.9%	93.6%	97.5%	29	24	5	0
45	ES621	0	34 St-Hudson Yards 7	96.1%	99.3%	97.0%		32	14	18	0
46	ES246	19	Lexington Av-53 St E M	96.1%	98.0%	96.9%	94.0%	142	28	114	0

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2016

Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2016 2nd Quarter Availability			2015 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		Total	Non Scheduled	Scheduled	
				Peak	Peak	Peak					
47	ES230	9	34 St-Herald Sq B D F M	96.1%	97.6%	95.9%	93.9%	41	37	4	0
48	ES408	26	Lexington Av-63 St F	96.2%	98.5%	98.4%	95.2%	30	22	8	0
49	ES269	12	Lexington Av-53 St E M	96.2%	99.5%	96.9%	90.6%	31	17	14	0
50	ES326	17	West 4 St A B C D E F M	96.2%	96.5%	97.5%	90.7%	20	15	5	0
51	ES407	26	Lexington Av-63 St F	96.4%	98.4%	95.7%	96.0%	33	25	8	0
52	ES231	9	34 St-Herald Sq B D F M	96.5%	98.9%	95.5%	93.1%	33	29	4	0
53	ES255	27	Grand Central-42 St 4 5 6 7 S	96.5%	99.5%	98.0%	95.7%	138	15	123	0
54	ES252	27	51 St 6	96.6%	99.9%	99.7%	98.9%	23	4	19	0
55	ES364	1	Fulton St 4 5	96.6%	99.4%	97.1%	90.2%	30	17	13	0
56	ES414	8	Roosevelt Island F	96.6%	96.9%	95.0%	97.0%	27	19	8	0
57	ES209	14	Grand Central-42 St 7	96.6%	98.5%	98.4%	95.1%	38	21	17	0
58	ES217	9	Times Sq-42 St 7	96.6%	99.8%	98.7%	92.5%	35	24	11	0
59	ES312	2	Whitehall St R	96.7%	99.5%	98.0%	95.7%	23	16	7	0
60	ES342	11	Bowling Green 4 5	96.7%	97.8%	96.4%	97.3%	40	34	6	0
61	ES340	11	Bowling Green 4 5	96.7%	98.7%	97.6%	98.6%	22	13	9	0
62	ES222	9	34 St-Herald Sq B D F M N Q R	96.7%	98.6%	97.8%	95.9%	30	24	6	0
63	ES413	19	Roosevelt Island F	96.8%	96.4%	97.7%	96.6%	22	19	3	0
64	ES211	18	59 St 4 5 6	96.9%	98.3%	99.1%	98.0%	30	17	13	0
65	ES237	17	7 Av B D E	96.9%	98.0%	98.7%	96.8%	21	8	13	0
66	ES367	2	Fulton St A C J Z 2 3 4 5	96.9%	99.4%	97.8%	89.0%	24	18	6	0
67	ES402	26	Lexington Av-63 St F	97.2%	98.0%	96.0%	95.5%	26	22	4	0
68	ES240	17	5 Av-53 St E M	97.2%	98.4%	98.6%	95.9%	124	21	103	0
69	ES405	26	Lexington Av-63 St F	97.2%	98.8%	97.0%	84.3%	23	14	9	0
70	ES241	18	5 Av-53 St E M	97.3%	98.2%	98.2%	97.2%	25	13	12	0
71	ES410	26	Lexington Av-63 St F	97.3%	97.9%	98.9%	97.8%	15	8	7	0
72	ES249	13	Lexington Av-59 St N Q R	97.4%	99.1%	98.7%	95.2%	22	17	5	0
73	ES341	12	Bowling Green 4 5	97.4%	99.1%	97.5%	96.3%	23	15	8	0
74	ES629	0	34 St-Hudson Yards 7	97.5%	99.6%	98.4%		19	9	10	0
75	ES329	2	East Broadway F	97.5%	99.6%	99.4%	96.1%	30	19	11	0
76	ES208	15	Grand Central-42 St 7	97.6%	99.5%	96.8%	94.7%	145	25	120	0
77	ES256	27	Grand Central-42 St 4 5 6 7 S	97.6%	100.0%	97.9%	97.0%	28	10	18	0
78	ES301	16	Park Pl 2 3	97.7%	96.1%	98.6%	98.3%	15	12	3	0
79	ES205	15	Grand Central-42 St 7	97.7%	98.9%	98.4%	97.7%	23	10	13	0
80	ES116	14	145 St B D	97.7%	99.2%	96.8%	91.4%	21	14	7	0
81	ES409	26	Lexington Av-63 St F	97.7%	99.0%	99.4%	95.4%	15	4	11	0
82	ES337	13	Bowling Green 4 5	97.8%	99.2%	98.4%	90.0%	21	13	8	0
83	ES224	9	34 St-Herald Sq B D F M N Q R	97.8%	100.0%	97.5%	96.2%	20	14	6	0
84	ES242	18	5 Av-53 St E M	97.8%	99.6%	98.9%	97.5%	116	6	110	0
85	ES236	8	34 St-Herald Sq B D F M	97.9%	97.8%	98.5%	95.9%	20	16	4	0
86	ES416	19	Roosevelt Island F	98.0%	98.0%	99.4%	93.9%	9	4	5	0
87	ES223	9	34 St-Herald Sq B D F M N Q R	98.0%	99.5%	98.4%	97.4%	18	14	4	0
88	ES418	8	Roosevelt Island F	98.0%	98.3%	98.5%	98.5%	15	12	3	0
89	ES338	12	Bowling Green 4 5	98.0%	99.8%	99.7%	81.2%	24	10	14	0
90	ES210	14	Grand Central-42 St 7	98.1%	99.3%	98.8%	96.6%	20	9	11	0
91	ES339	12	Bowling Green 4 5	98.1%	99.6%	99.8%	95.7%	18	7	11	0
92	ES204	16	Grand Central-42 St 7	98.2%	98.8%	98.8%	97.8%	133	20	113	0
93	ES628	0	34 St-Hudson Yards 7	98.3%	98.9%	99.5%		19	7	12	0
94	ES415	7	Roosevelt Island F	98.3%	99.6%	100.0%	93.5%	30	7	23	0
95	ES327	17	Delancey St F	98.4%	100.0%	98.8%	90.1%	14	7	7	0
96	ES245	19	Lexington Av-53 St E M	98.6%	99.8%	98.9%	95.9%	21	11	10	0
97	ES207	15	Grand Central-42 St 7	98.7%	99.6%	99.7%	95.0%	123	6	117	0
98	ES212	17	59 St 4 5 6	98.7%	99.8%	99.7%	97.8%	15	6	9	0
99	ES419	8	Roosevelt Island F	98.7%	99.8%	98.8%	99.2%	12	10	2	0

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2016

Borough:		Manhattan											
		Age	Station	2016 2nd Quarter Availability			2015 2nd Qtr. Availability	Outages			Entrap ments		
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non	Scheduled			
					Peak	Peak			Scheduled				
100	ES417	7	Roosevelt Island F	98.8%	97.6%	100.0%	98.3%	10	6	4	0		
101	ES234	8	34 St-Herald Sq B D F M	98.8%	100.0%	99.1%	97.0%	11	6	5	0		
102	ES206	15	Grand Central-42 St 7	98.9%	99.5%	100.0%	98.2%	127	6	121	0		
103	ES203	16	Grand Central-42 St 7	98.9%	99.8%	99.8%	92.8%	13	6	7	0		
104	ES420	7	Roosevelt Island F	99.0%	99.0%	98.7%	99.1%	7	5	2	0		
105	ES248	13	Lexington Av-59 St N Q R	99.0%	99.8%	99.7%	93.6%	8	4	4	0		
	105	13.3	Escalator Subtotal:	94.6%	96.3%	95.4%	93.4%	3909	1961	1948	0		
*Note the number of entrapments are included in the non scheduled outage count.													

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2016

Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2016 2nd Quarter Availability			2015 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	EL393	13	Flushing Av J M	84.8%	85.0%	88.6%	79.2%	23	20	3	3
2	EL319	18	Brooklyn College-Flatbush Av 2 5	85.4%	87.7%	82.9%	97.1%	33	29	4	2
3	EL320	17	Church Av 2 5	86.6%	86.4%	89.9%	91.8%	32	29	3	0
4	EL308	15	Court St R	90.7%	95.7%	89.1%	94.5%	26	24	2	1
5	EL318	21	Borough Hall 2 3 4 5	91.6%	92.3%	91.5%	98.0%	15	10	5	0
6	EL708	6	Jay St A C F R	92.5%	95.4%	90.7%	97.6%	42	38	4	4
7	EL376	3	Bay Parkway D	93.5%	94.5%	91.4%	96.2%	10	8	2	1
8	EL396	8	Myrtle-Wyckoff Avs L M	94.0%	96.2%	93.8%	95.3%	20	16	4	3
9	EL301	12	Pacific St-Atlantic Av D N R	95.3%	95.5%	95.6%	98.8%	12	9	3	0
10	EL395	13	Flushing Av J M	95.4%	97.0%	94.9%	99.0%	20	16	4	0
11	EL323	11	Crown Hts-Utica Av 3 4	95.8%	98.3%	94.5%	98.2%	21	16	5	2
12	EL397	8	Myrtle-Wyckoff Avs L	95.8%	98.5%	96.9%	98.0%	16	10	6	3
13	EL302	12	Pacific St-Atlantic Av D N R	96.4%	97.8%	95.7%	99.1%	9	7	2	0
14	EL306	12	Atlantic Av 2 3	96.4%	97.9%	96.1%	97.3%	12	8	4	0
15	EL706	6	Jay St A C F R	96.8%	97.7%	98.0%	98.4%	19	15	4	1
16	EL311	15	Clark St 2 3	96.9%	98.6%	97.4%	87.9%	21	19	2	3
17	EL760	4	Kings Highway B Q	97.0%	96.5%	97.5%	99.4%	11	8	3	0
18	EL377	3	Bay Parkway D	97.1%	98.9%	95.7%	99.3%	17	12	5	0
19	EL342	10	Euclid Av A C	97.3%	98.2%	98.9%	98.1%	12	4	8	0
20	EL701	10	Coney Island-Stillwell Av D F N Q	97.3%	97.9%	98.3%	97.4%	15	9	6	1
21	EL309	15	Court St R	97.4%	97.5%	98.7%	97.9%	22	18	4	0
22	EL312	15	Clark St 2 3	97.4%	98.2%	98.0%	96.6%	9	5	4	0
23	EL321	17	Church Av 2 5	97.5%	99.3%	98.9%	96.8%	13	11	2	0
24	EL391	11	Marcy Av J M Z	97.5%	98.6%	98.9%	97.9%	8	2	6	0
25	EL394	13	Flushing Av J M	97.6%	98.9%	98.7%	96.4%	13	7	6	0
26	EL303	12	Pacific St-Atlantic Av D N R	97.7%	98.4%	98.0%	98.0%	9	7	2	2
27	EL340	16	Franklin Av C S	97.8%	99.0%	98.2%	97.5%	13	8	5	0
28	EL346	2	Utica Ave A C	98.0%	98.5%	98.6%	98.5%	14	11	3	0
29	EL702	10	Coney Island-Stillwell Av D F N Q	98.0%	100.0%	99.1%	98.0%	12	3	9	0
30	EL341	10	Euclid Av A C	98.1%	99.6%	98.9%	93.2%	10	2	8	1
31	EL339	16	Franklin Av C S	98.2%	100.0%	99.3%	97.1%	11	4	7	0
32	EL343	10	Euclid Av A C	98.3%	99.3%	98.9%	99.0%	8	4	4	0
33	EL307	12	Atlantic Av B Q	98.3%	100.0%	99.5%	98.4%	9	4	5	0
34	EL305	12	Atlantic Av 4 5	98.4%	100.0%	99.9%	98.1%	10	3	7	0
35	EL375	8	Church Av F G	98.4%	99.0%	98.9%	98.8%	6	3	3	0
36	EL370	11	DeKalb Av B Q R	98.4%	99.4%	100.0%	97.6%	8	2	6	0
37	EL304	12	Atlantic Av 2 3	98.5%	96.6%	99.6%	98.8%	7	5	2	0
38	EL378	3	Bay Parkway D	98.6%	100.0%	100.0%	99.1%	11	5	6	0
39	EL709	5	Jay St A C F R	98.6%	99.2%	99.1%	99.1%	9	6	3	0
40	EL317	21	Borough Hall 2 3 4 5	98.7%	98.4%	99.6%	98.2%	10	5	5	0
41	EL345	2	Utica Ave A C	98.7%	99.3%	99.7%	99.2%	10	7	3	0
42	EL398	8	Myrtle-Wyckoff Avs M	98.8%	99.1%	98.9%	98.7%	6	4	2	0
43	EL344	2	Utica Ave A C	98.8%	98.7%	99.2%	95.6%	23	19	4	0
44	EL761	4	Kings Highway B Q	98.9%	99.0%	100.0%	99.5%	4	1	3	0
45	EL322	11	Crown Hts-Utica Av 3 4	99.0%	100.0%	100.0%	98.4%	7	2	5	0
46	EL310	15	Clark St 2 3	99.0%	100.0%	99.9%	98.0%	11	6	5	0
47	EL382	13	Prospect Park B Q S	99.0%	100.0%	99.1%	99.6%	7	4	3	0
48	EL707	6	Jay St A C F R	99.1%	100.0%	98.1%	99.5%	10	8	2	0

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2016

Borough:		Brooklyn									
	Unit ID	Age (Yrs)	Station	2016 2nd Quarter Availability			2015 2nd Qtr. Availability	Outages			Entrap ments
				24 Hr	AM	PM		24 Hr	Total	Non	
					Peak	Peak				Scheduled	
49	EL373	8	Church Av F G	99.1%	100.0%	99.0%	97.6%	6	2	4	0
50	EL371	11	DeKalb Av B Q R	99.1%	99.9%	100.0%	98.5%	5	1	4	0
51	EL383	13	Prospect Park B Q S	99.2%	99.9%	99.5%	97.7%	4	2	2	0
52	EL372	11	DeKalb Av B Q R	99.2%	100.0%	100.0%	99.2%	4		4	0
53	EL374	8	Church Av F G	99.4%	100.0%	99.3%	98.8%	4	1	3	0
54	EL392	11	Marcy Av J M Z	99.4%	100.0%	99.0%	96.9%	4	2	2	0
	54	10.6	Elevator Subtotal:	96.7%	97.8%	97.2%	97.3%	703	481	222	27

**Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2016**

Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2016 2nd Quarter Availability			2015 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	ES330	19	Broadway Junction A C J L Z	84.0%	89.8%	84.0%	95.3%	140	125	15	0
2	ES335	12	West 8 St-NY Aquarium F Q	86.9%	95.5%	74.7%	63.4%	67	57	10	0
3	ES348	17	Smith 9th St F G	89.5%	89.6%	91.9%	94.4%	48	42	6	0
4	ES307	16	Lawrence St R	90.6%	94.8%	87.9%	87.4%	92	87	5	0
5	ES332	13	Myrtle-Wyckoff Avs L M	91.0%	97.0%	84.7%	91.9%	64	58	6	0
6	ES346	13	Brighton Beach B Q	91.1%	97.3%	79.6%	77.1%	78	61	17	0
7	ES320	18	Jay St A C F	91.5%	93.5%	91.9%	96.0%	25	18	7	0
8	ES333	13	Myrtle-Wyckoff Avs L M	92.6%	98.5%	87.0%	89.2%	60	54	6	0
9	ES321	18	High St A C	93.1%	96.7%	89.6%	97.7%	61	52	9	0
10	ES306	12	Court St R	93.8%	97.8%	89.6%	96.5%	32	30	2	0
11	ES304	14	President St 2 5	94.5%	96.1%	95.8%	91.1%	47	29	18	0
12	ES305	12	Court St R	95.0%	97.0%	95.6%	93.9%	30	24	6	0
13	ES357	5	Jay St A C F R	95.1%	97.8%	93.5%	92.4%	45	38	7	0
14	ES324	16	High St A C	95.1%	96.4%	95.0%	96.0%	16	10	6	0
15	ES352	16	Franklin Av S	95.2%	99.4%	92.7%	93.1%	29	26	3	0
16	ES318	16	Jay St A C F	95.3%	97.7%	94.7%	98.1%	45	37	8	0
17	ES356	5	Jay St A C F R	95.5%	97.0%	97.0%	95.5%	95	46	49	0
18	ES331	20	Broadway Junction A C J L Z	96.2%	99.7%	94.1%	95.6%	44	36	8	0
19	ES316	16	Smith 9th St F G	96.3%	99.7%	94.1%	95.9%	22	19	3	0
20	ES310	14	Atlantic Av B Q	96.4%	98.2%	97.0%	85.1%	45	13	32	0
21	ES323	17	High St A C	96.5%	97.3%	96.7%	95.9%	27	23	4	0
22	ES322	18	High St A C	96.6%	98.3%	98.0%	94.6%	24	13	11	0
23	ES303	12	Borough Hall 2 3 4 5	96.9%	98.9%	97.4%	97.3%	27	22	5	0
24	ES347	19	Broadway Junction A C J L Z	97.1%	97.2%	98.0%	92.0%	26	18	8	0
25	ES308	16	DeKalb Av B Q R	97.2%	99.6%	97.6%	98.0%	24	14	10	0
26	ES349	17	Smith 9th St F G	97.2%	98.9%	93.8%	96.0%	18	12	6	0
27	ES309	16	DeKalb Av B Q R	97.5%	99.7%	98.2%	97.4%	25	17	8	0
28	ES314	16	Smith 9th St F G	98.4%	99.8%	97.3%	96.7%	13	9	4	0
29	ES350	19	High St A C	98.5%	98.9%	99.7%	97.1%	11	5	6	0
30	ES315	16	Smith 9th St F G	98.5%	99.2%	96.5%	95.8%	12	10	2	0
31	ES317	16	Jay St A C F	98.7%	100.0%	97.5%	96.7%	17	10	7	0
32	ES313	16	Smith 9th St F G	99.1%	100.0%	100.0%	94.9%	6	1	5	0
33	ES319	18	Jay St A C F	99.2%	100.0%	98.9%	98.8%	9	4	5	0
	33	15.2	Escalator Subtotal:	94.8%	97.5%	93.3%	93.2%	1324	1020	304	0
*Note the number of entrapments are included in the non scheduled outage count.											

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2016

Borough:			Queens								
				2016 2nd Quarter Availability			2015 2nd Qtr. Availability	Outages			Entrap ments
	Unit ID	Age (Yrs)	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	EL428	10	Queens Plaza E M R	94.4%	93.9%	94.3%	97.8%	25	20	5	1
2	EL421	10	Jackson Hts-Roosevelt Av E F M R	95.0%	95.9%	93.7%	94.6%	18	12	6	1
3	EL446	5	CitiCorp/Court Square 7 E G	95.9%	96.7%	96.7%	98.0%	12	7	5	0
4	EL427	9	Junction Blvd 7	96.8%	97.5%	96.2%	95.7%	11	7	4	0
5	EL434	7	Kew Gardens-Union Tpke E F	96.9%	97.9%	95.8%	98.7%	43	38	5	1
6	EL413	27	Jamaica Center E J Z	97.1%	98.3%	97.9%	97.9%	26	21	5	2
7	EL437	2	Forest Hills E F M R	97.4%	96.8%	99.2%	95.6%	16	11	5	0
8	EL414	16	Flushing-Main St 7	97.4%	99.9%	97.0%	98.0%	15	12	3	0
9	EL420	10	74 St-Broadway 7	97.6%	97.9%	99.0%	97.4%	16	12	4	0
10	EL426	9	Junction Blvd 7	97.8%	98.5%	98.0%	98.2%	13	7	6	1
11	EL425	9	Junction Blvd 7	97.8%	99.9%	99.3%	96.4%	17	10	7	2
12	EL412	27	Jamaica Center E J Z	97.9%	99.5%	99.6%	93.2%	14	8	6	0
13	EL423	10	74 St-Broadway 7	97.9%	98.7%	99.2%	98.0%	14	8	6	1
14	EL433	11	Jamaica-179 St F	98.0%	98.2%	99.5%	96.9%	16	11	5	0
15	EL422	10	Jackson Hts-Roosevelt Av E F M R	98.2%	99.3%	99.5%	98.5%	12	4	8	0
16	EL432	10	Jamaica-179 St F	98.2%	98.7%	99.7%	98.9%	11	6	5	0
17	EL498	4	Mott Avenue A	98.2%	97.4%	100.0%	99.3%	19	17	2	0
18	EL411	27	Sutphin Blvd-Archer Av-JFK E J Z	98.3%	98.9%	98.8%	98.4%	8	5	3	2
19	EL438	2	Forest Hills E F M R	98.4%	99.0%	100.0%	98.2%	12	8	4	0
20	EL431	10	Jamaica-179 St F	98.4%	98.2%	98.9%	96.6%	8	4	4	1
21	EL436	7	Kew Gardens-Union Tpke E F	98.5%	100.0%	100.0%	97.1%	8	1	7	0
22	EL439	2	Forest Hills E F M R	98.5%	100.0%	100.0%	98.0%	11	4	7	0
23	EL429	10	Queens Plaza E M R	98.7%	99.5%	99.7%	98.9%	9	3	6	0
24	EL435	7	Kew Gardens-Union Tpke E F	98.8%	99.5%	100.0%	97.8%	8	1	7	0
25	EL497	4	Mott Avenue A	98.8%	98.6%	100.0%	99.2%	12	10	2	0
26	EL447	5	CitiCorp/Court Square 7 E G	99.0%	99.8%	100.0%	97.9%	7	2	5	0
27	EL430	10	Queens Plaza E M R	99.1%	99.6%	99.5%	98.8%	10	5	5	0
	27	10.0	Elevator Subtotal:	97.7%	98.4%	98.6%	97.3%	391	254	137	12

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2016

Borough: Queens											
	Unit ID	Age (Yrs)	Station	2016 2nd Quarter Availability			2015 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled	
1	ES456	17	Flushing-Main St 7	91.7%	93.1%	91.7%	84.5%	36	21	15	0
2	ES455	17	Flushing-Main St 7	92.2%	94.0%	93.3%	94.8%	51	41	10	0
3	ES448	16	Woodside-61 St 7	93.5%	89.8%	91.5%	93.6%	59	49	10	0
4	ES423	26	21 St-Queensbridge F	94.5%	93.2%	94.1%	98.2%	13	11	2	0
5	ES450	16	74 St-Broadway 7	95.1%	95.9%	96.7%	92.6%	45	39	6	0
6	ES440	7	Jamaica Center E J Z	95.3%	95.1%	97.2%	97.8%	38	27	11	0
7	ES457	17	Flushing-Main St 7	96.4%	96.9%	95.5%	88.8%	28	21	7	0
8	ES428	7	Jamaica-Van Wyck E	96.5%	95.7%	97.7%	98.0%	12	7	5	0
9	ES449	16	74 St-Broadway 7	96.7%	98.2%	96.0%	98.2%	26	21	5	0
10	ES437	27	Sutphin Blvd-Archer Av-JFK E J Z	96.7%	97.8%	97.0%	95.5%	23	15	8	0
11	ES438	7	Jamaica Center E J Z	96.9%	98.5%	96.5%	92.9%	29	19	10	0
12	ES439	8	Jamaica Center E J Z	97.0%	99.1%	96.0%	96.1%	41	31	10	0
13	ES445	7	Jamaica Center E J Z	97.5%	99.5%	98.9%	97.1%	15	9	6	0
14	ES453	1	74 St-Broadway 7	97.6%	98.6%	98.8%	88.5%	25	18	7	0
15	ES435	27	Sutphin Blvd-Archer Av-JFK E J Z	97.7%	99.5%	97.9%	97.9%	14	8	6	0
16	ES441	8	Jamaica Center E J Z	97.8%	98.5%	99.4%	95.5%	16	11	5	0
17	ES436	27	Sutphin Blvd-Archer Av-JFK E J Z	97.8%	99.1%	98.2%	96.3%	19	12	7	0
18	ES452	1	74 St-Broadway 7	97.8%	98.7%	97.5%	96.1%	22	15	7	0
19	ES430	8	Jamaica-Van Wyck E	97.9%	97.8%	98.6%	98.3%	14	9	5	0
20	ES442	8	Jamaica Center E J Z	97.9%	98.0%	98.5%	98.4%	18	13	5	0
21	ES421	26	21 St-Queensbridge F	97.9%	99.7%	98.7%	98.1%	20	14	6	0
22	ES422	26	21 St-Queensbridge F	97.9%	97.2%	99.1%	98.6%	24	20	4	0
23	ES431	8	Jamaica-Van Wyck E	97.9%	98.5%	99.5%	98.4%	19	11	8	0
24	ES447	8	Jamaica Center E J Z	98.0%	99.0%	99.6%	96.2%	13	9	4	0
25	ES427	27	Jamaica-Van Wyck E	98.1%	99.7%	100.0%	90.9%	17	9	8	0
26	ES446	7	Jamaica Center E J Z	98.2%	99.6%	99.7%	95.7%	19	13	6	0
27	ES444	7	Jamaica Center E J Z	98.4%	99.5%	98.9%	98.1%	10	6	4	0
28	ES434	27	Sutphin Blvd-Archer Av-JFK E J Z	98.5%	100.0%	99.8%	98.2%	9	3	6	0
29	ES429	7	Jamaica-Van Wyck E	98.6%	99.8%	99.3%	97.2%	10	3	7	0
30	ES451	18	74 St-Broadway 7	98.7%	98.2%	99.8%	97.6%	21	16	5	0
31	ES426	26	21 St-Queensbridge F	98.7%	100.0%	100.0%	97.4%	6	1	5	0
32	ES425	26	21 St-Queensbridge F	98.8%	99.3%	99.9%	94.1%	8	3	5	0
33	ES424	26	21 St-Queensbridge F	99.0%	98.0%	99.3%	97.1%	10	5	5	0
34	ES443	7	Jamaica Center E J Z	99.2%	100.0%	100.0%	98.4%	5	2	3	0
	34	15.1	Escalator Subtotal:	97.1%	97.8%	97.7%	96.0%	735	512	223	0
*Note the number of entrapments are included in the non scheduled outage count.											

2016 2ND QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
EL184	231st St ①	76.2%	This elevator was out of service from 3/20/2016 to 4/14/2016 due to a burnt out CPU and all I/O boards. All new components had to be custom ordered to the specific elevator via the manufacturer. The entire programming had to be entered in the field and all safeties individually check and verified to be working as designed. The elevator has since been returned to service.
BROOKLYN			
EL393	Flushing Av ② ③	84.8%	This elevator was out of service from 5/5/2016 to 5/13/2016 due to the elevator car grabbing the door protection facia in the shaftway and peeling it up the shaft this also wrecked the door operator. The facia was replaced and re-secured. The door operator was rebuilt and the elevator was returned to service.
MANHATTAN			
EL104	191 St ①	74.1%	This elevator was out of service from 11/23/15 to 4/16/16 due to a cracked brake drum. The brake drum was sent to a vendor for replacement and there were delays in fabricating the brake drum. The brake drum arrived on 3/31/16 and the repairs were completed on 4/16/16. This elevator also had numerous other outages due to the antiquated condition of the elevator control equipment and levelling unit. Currently this elevator is slated for replacement in the 2015-2019 Capital Replacement Program.
EL105	191 St ①	60.8%	The performance of this elevator suffered primarily due to three long term outages. The first outage was from 4/16/16 to 4/19/16; the rail guide shoes were replaced and adjusted, the counterweight shoes were adjusted and the leveling unit guide shoes were replaced. The second outage was from 4/20/16 to 5/10/16; the deflector sheave and hoist motor bearings were replaced. The third outage was from 5/19/16 to 5/24/16; the SCR drive and hoist motor overload elements were repair. This elevator also had numerous other outages due to the antiquated condition of the elevator control equipment and levelling unit. Currently this elevator is slated for replacement in the 2015-2019 Capital Replacement Program.
EL112	168 St ①	45.4%	The elevator had a steel dust fire in the shaft way which was caused by a defective knurol roller on the car safety pawl device. The elevator was out of service from 4/10/16 to 5/26/16. Due to the age of the equipment and obsolete parts, the knurol roller on the car safety device replacement took about six weeks to complete. The knurol roller was installed and a weight test was performed. The elevator has since been returned to service. Currently this elevator is slated for replacement in the 2015-2019 Capital Replacement Program.
EL206	Grand Central-42 St ④ ⑤ ⑥	80.2%	The elevator was out of service from 6/5/16 to 6/21/16 due to water damage. The junction box under the elevator was repaired, the traveler wires were rewired, shorts in the car lights and fan were repaired, the safety edge was repaired and the emergency escape hatch switch was replaced. The elevator has since been returned to service.

2016 2ND QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
EL716	Fulton St A C J Z 2 3 4 5	75.1%	This elevator was out of service twice for warranty issues for extended period of time. First time was from 4/12/2016 to 4/22/2016 for a piston seal leak. The contractor replaced the seal and elevator was returned to customer service. Second time was from 5/16/2016 to 5/23/2016 for multiple leaks on the power unit. The leaks were corrected and the elevator has been returned to service.

2016 2ND QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES108	Intervale Av ② ⑤	61.7%	This escalator has operated at 61.75% due to a worn step chain and defective handrail transmission on 4/13/16 . A twenty axle section that was damaged was replaced. The handrail drive transmission drive shaft and universal joint was replaced, repairs to the landing plate and missing step switch were also done. The escalator was returned to service on 5/5/16. The escalator has been removed from service on 6/27/16 for a planned major overhaul of the step and step chain. The steps and step chain will be replaced and the landing sections will be repaired. The escalator truss will be cleaned and all tracks will be inspected and repaired as needed. The expected return to service date will be 7/16/16.
BROOKLYN			
ES330	Broadway Junction ① ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫	84.0%	Despite on-going efforts to resolve the breakdowns, this escalator has operated at 84% due to difficult to troubleshoot intermittent electrical problems in the Controller . Crews continue to monitor and evaluate the escalator electrical system in an effort to get to the root-cause of the failures.
MANHATTAN			
ES117	181 St ①	81.1%	This escalator was out of service from 4/26/16 to 5/11/16 due to the steps binding at the lower landing causing damage to the landing plate on 4/26/16 .The lower landing was removed and repaired. Various tracks at the lower landing were also adjusted. The escalator has returned to service.
ES213	59 St ④ ⑤ ⑥	78.2%	This escalator was out of service from 4/10/16 to 4/27/16 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.
ES214	59 St ④ ⑤ ⑥	77.7%	This escalator was out of service from 5/9/16 to 5/27/16 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.
ES334	Bowery ⑪ ⑫	82.2%	This escalator was out of service form 4/18/2016 to 5/1/2016 due to a defective gear case. The gear case was removed and transported to a third party machine shop were it was rebuilt. NYCT then reinstalled it. The escalator has returned to service.
ES403	Lexington Av-63 St ⑦	81.5%	This escalator was taken out of service in preparation of the 2nd Avenue connection opening later this year from 4/24/2016 to 5/8/2016 for a scheduled gear case rehabilitation. The gear case was rebuilt and escalator has been returned to service.
ES406	Lexington Av-63 St ⑦	83.6%	This escalator was taken out of service in preparation of the 2nd Avenue connection opening later this year from 6/7/2016 to 6/19/2016 for a scheduled gear case rehabilitation. The gear case was rebuilt and escalator has been returned to service.
ES623	34 St-Hudson Yards ⑦	80.8%	This escalator was out of service from 5/9/16 to 5/21/16 due to warranty repairs on the lower landing newel assembly and hand rail drive sheave. The repairs were completed and the escalator has returned to service. In addition, this escalator was removed from service on number of occasions between 4/5/16 and 5/7/16 while chemical grouting was performed above the escalators to control water leaks.

2016 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL121	Pelham Bay Park ⑥	1	The entrapment that occurred on 4/11/16 was the result of the doors not working at the lower landing. The lower landing release rollers and door tensioning device were adjusted; the elevator was tested and returned to service.
EL129	3rd Ave-149 St ② ⑤	2	The entrapment that occurred on 5/15/16 was the result of the doors not opening at the top landing. Relays TE, TEX and CP in the door control circuit were replaced; the elevator was tested and returned to service. The entrapment that occurred on 6/28/16 was the result of the lower level hatch fast speed door coming off the tracks. The door was reinstalled and adjusted, the release rollers were also adjusted; the elevator was tested and returned to service.
EL130	3rd Ave-149 St ② ⑤	1	The entrapment that occurred on 6/18/16 was the result of the glass panel switch not adjusted correctly and an overload that tripped. The glass switch was adjusted and the overload was reset; the elevator was tested and returned to service.
EL135	161 St-Yankee Stadium ③ ④	1	The entrapment that occurred on 4/29/16 was the result of debris in the upper and lower landing door sills. The debris was cleaned; the elevator was tested and returned to service.
EL136	Pelham Pkwy ② ⑤	1	The entrapment that occurred on 6/28/16 was the result of a power fault. The controller was reset, the elevator was inspected and the fault could not be duplicated; the elevator was tested and returned to service.
EL138	Pelham Pkwy ② ⑤	2	The entrapment that occurred on 4/2/16 was the result of the door operator control board not working. The door operator board was reset; the elevator was tested and returned to service. The entrapment that occurred on 5/5/16 was the result of a loose wire on the soft starter for the elevator motor and a defective relay contactor. The wire was secured and the contactor relay was replaced; the elevator was tested and returned to service.
EL183	Gun Hill Rd ② ⑤	3	The entrapment that occurred on 4/27/16 was the result of the oil cooler circuit breaker tripped causing oil to be too hot. The oil cooler circuit breaker was reset, the oil was allowed to cool off; the elevator was tested and returned to service. The two entrapments that occurred on 5/4/16 were the result of the door clutch and release roller assembly needing replacement. The door clutch and release roller assembly were replaced and adjusted; the elevator was tested and returned to service.
EL184	231st St ①	1	The cause of the entrapment that occurred on 6/27/16 was not determined. The elevator was inspected and no contributing defects that could have caused the entrapment were found; the elevator was tested and returned to service.
EL190	Kingsbridge Rd ③ ④	1	The entrapment that occurred on 6/18/16 was the result of the top door lock and restrictor not allowing the doors to open. The debris was removed from the door sill; the elevator was tested and returned to service.

2016 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BROOKLYN			
EL303	Pacific St-Atlantic Av D N R	2	The entrapment that occurred on 5/28/2016 was the result of dirty contacts on the car door gate switch and hatch interlock. The contacts were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 6/6/2016 was the result of debris in lower landing doors. The debris was removed; the elevator was tested and returned to service.
EL308	Court St R	1	The entrapment that occurred on 6/26/2016 was the result of a defective upper normal limit switch. The switch was replaced; the elevator was tested and returned to service.
EL311	Clark St 2 3	3	The entrapment that occurred on 4/6/2016 was the result of a broken spring on the brake release switch. The spring was replaced as was the BKX relay; the elevator was tested and returned to service. The entrapment that occurred on 6-19-2016 was the result of debris in the car door saddles. The debris was removed and the car door contacts were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 6/19/2016 was the result of a broken left side brake coil switch. The spring was replaced; the elevator was tested and returned to service.
EL319	Brooklyn College-Flatbush Av 2 5	2	The entrapment that occurred on 4/8/2016 was the result of miss-aligned hanger rollers on the car doors. The rollers were adjusted, and as a precaution the car door guide shoes were replaced; the elevator was tested and returned to service. The entrapment that occurred on 4/29/2016 was the result of miss-aligned car door restrictor. The car door restrictor was aligned; the elevator was tested and returned to service.
EL323	Crown Hts-Utica Av 3 4	2	The cause of the entrapment that occurred on 5/22/2016 could not be determined. The elevator was tested and returned to service. The cause of the entrapment that occurred on 6/27/16 could not be determined. The elevator was tested and returned to service.
EL341	Euclid Av A C	1	The entrapment that occurred on 6/18/2016 was the result of worn door hanger rollers, miss-aligned door linkage and broken door stop roller. The worn hanger rollers and broken stop roller were replaced, and the linkage was adjusted; the elevator was tested and returned to service.
EL376	Bay Parkway D	1	The entrapment that occurred on 6/21/2016 was the result of a miss-aligned lower landing gate switch. The switch was adjusted; the elevator was tested and returned to customer service.
EL393	Flushing Av J M	3	The entrapment that occurred on 4/23/2016 was the result of a defective close door relay and loose wire on the door close limit cam. The relay was replaced and the wire was secured; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/15/16 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/22/2016 was the result of broken lower landing release rollers. The release rollers were replaced; the elevator was tested and returned to service.

2016 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL396	Myrtle-Wyckoff Ave L M	3	The entrapment that occurred on 4/16/2016 was the result of an out of adjustment door open limit cam. The cam was properly adjusted; the elevator was tested and returned to service. The cause of the entrapment that occurred on 4/17/16 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 4/18/2016 was the result of dirty contacts on the car hatch door. As a precautionary measure due to numerous entrapments all door contacts were inspected and cleaned. In addition, all car and hall call button contacts were also inspected and cleaned; the elevator was tested and returned to service.
EL397	Myrtle-Wyckoff Aves L	3	The entrapment that occurred on 4/5/2016 was the result of debris at the upper landing hoist way door sill. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 5/12/2016 was the result of a blown fuse on the door operator transformer. The fuse was replaced and transformer checked; the elevator was tested and returned to service. The entrapment that occurred on 5/16/2016 was a result of the miss-aligned release roller at the lower landing. The release roller was properly adjusted; the elevator was tested and returned to service.
EL701	Coney Island-Stillwell Av D F N Q	1	The cause of the entrapment that occurred on 6/18/16 could not be determined. The elevator was tested and returned to service.
EL706	Jay St A C F R	1	The entrapment that occurred on 4/22/2016 was the result of the broken wire on the travelling cable, rear door power supply also shorted, and the rear door operator belt was broken. The belt and power supply were replaced, and the broken wire repaired; the elevator was tested and returned to service.
EL708	Jay St A C F R	4	The entrapment that occurred on 5/13/2016 was the result of a door restrictor failure fault. The fault was reset; the elevator was tested and returned to service. The cause of the entrapment that occurred on 5/14/2016 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 5/24/2016 was a result of a loose ribbon cable connector on PLC module # 4. The ribbon cable was re-secured; the elevator was tested and returned to service. The entrapment that occurred on 6/26/2016 was the result of the bottom door lock being clipped by the release rollers. The door lock was adjusted; the elevator was tested and returned to service.

2016 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
MANHATTAN			
EL103	191 St ①	1	The entrapment that occurred on 4/28/16 was the result of the tensioning device on the tach motor being out of adjustment. The tensioning device was adjusted; the elevator was tested and returned to service.
EL104	191 St ①	5	The two entrapments on 4/29/16 and 4/30/16 were the result of defective relays on the control board. The safety relay and brake relays were replaced; the elevator was tested and returned to service. The entrapment that occurred on 5/10/16 was the result of a loose wire on the emergency stairway exit door switch. The wire was secured; the elevator was tested and returned to service. The two entrapments that occurred on 5/15/16 were the result of the lower landing interlock and release rollers not working correctly. The release rollers and interlocks were adjusted; the elevator was tested and returned to service.
EL105	191 St ①	3	The entrapment that occurred on 4/19/16 was the result of worn out bearings on the hoist motor and a deflector sheave. The hoist motor bearings and deflector sheave bearings were replaced; the elevator was tested and returned to service. The entrapment that occurred on 5/11/16 was the result of the left brake side brake needing adjustments and the emergency escape hatch switch not working correctly. The left side brake was adjusted, the emergency escape hatch switch was adjusted, The speed regulator was adjusted and tach motor was secured and adjusted as well; the elevator was tested and returned to service. The entrapment that occurred on 6/17/16 was the result of dirty contacts on the emergency exit doors in the stairway. The contacts were cleaned and doors were secured; the elevator was tested and returned to service.
EL108	181 St ①	1	The entrapment that occurred on 5/18/16 was the result of defect relays. Various relays to the hoist motor drive circuit were replaced; the elevator was tested and returned to service.
EL111	168 St ①	1	The entrapment that occurred on 6/30/16 was the result of defective hangar rollers which allowed the doors to disengage from the track. The hangar rollers were replaced and adjusted; the elevator was tested and returned to service.
EL112	168 St ①	3	The entrapments that occurred on 5/26/16, 5/27/16, and 5/30/16 were the result of door related problems at the upper landing. Interlocks were cleaned, the normal limit was adjusted, the up leveling unit was adjusted and the car door track was adjusted; the elevator was tested and returned to service.
EL113	168 St ①	2	The entrapment that occurred on 4/7/16 was the result of the overload tripping due to the brakes not working correctly. The brake relay contacts were replaced; the elevator was tested and returned to service. The entrapment that occurred 4/7/16 was the result of the car door contacts not working correctly. The car door contacts were cleaned and adjusted; the elevator was tested and returned to service.
EL116	190 St A	1	The entrapment that occurred on 4/30/16 was the result of a defective tach wheel and various controller relays. The tach wheel was replaced, various relays for the brake and elevator drive were replaced; the elevator was tested and returned to service.

2016 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL120	190 St A	2	The two entrapments on 5/13/16 and 5/18/16 were the result of defective relay contacts on the "XMC" relay as well as worn generator brushes. The "XMC" relay contacts were cleaned and adjusted, the generator brushes were replaced and adjusted; the elevator was tested and returned to service.
EL139	168 St 1 A C	1	The entrapment that occurred on 4/15/16 was the result of a controller fuse not working. The fuse was replaced; the elevator was tested and returned to service.
EL142	125 St A B C D	1	The cause of the entrapment that occurred on 4/1/16 could not be determined. The elevator was tested and returned to service.
EL146	96th St 231	2	The entrapment that occurred on 4/10/16 was the result of the oil cooler not working properly, causing oil to overheat. The oil cooler was cleaned and oil was allowed to cool down; the elevator was tested and returned to service. The entrapment that occurred on 5/24/16 was the result of the car door restrictor not working correctly. The car door restrictor was adjusted, the interlocks were adjusted as well; the elevator was tested and returned to service.
EL178	Dyckman St 1	1	The entrapment that occurred on 5/31/16 was the result of the governor safety switch having an open wire which caused the elevator to stop. The governor switch open wire was repaired and the governor tension was checked; the elevator was tested and returned to service.
EL180	135 St 2 3	1	The entrapment that occurred on 6/13/16 was the result of the car having leveling and electrical issues. The valve body was adjusted and a short on a glass panel switch was repaired; the elevator was tested and returned to service.
EL181	135 St 2 3	1	The entrapment that occurred on 6/16/16 was the result of worn rail guide shoes. The rail guide shoes on top of the elevator were replaced and the release roller was adjusted; the elevator was tested and returned to service.
EL210	34 St-Herald Sq. B D F M	1	The entrapment that occurred on 6/4/16 was the result of debris (bottle cap) jamming the doors and preventing them from operating correctly. The debris was removed; the elevator was tested and returned to service.
EL211	34 St-Herald Sq. N Q R	1	The entrapment that occurred on 5/12/16 was the result of a defective door restrictor and lower landing release roller. The car door restrictor was repaired and the release roller was replaced; the elevator was tested and returned to service.
EL212	34 St-Herald Sq. N Q R	3	The entrapment that occurred on 5/19/16 was the result of the lower landing release roller assembly being out of adjustment. The release roller assembly was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 5/31/16 was the result of the doors not working correctly. The door stop roller, release rollers and doors were adjusted and lubricated; the elevator was tested and returned to service. The cause of the entrapment that occurred on 6/27/16 could not be determined. The elevator was tested and returned to service.
EL213	34 St-Herald Sq. B D F M N Q R	2	The entrapment that occurred on 4/11/16 was the result of debris in the door sills. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 4/17/16 was the result of the car not leveling correctly. The valve body was adjusted, The escape hatch switch and interlocks were also adjusted; the elevator was tested and returned to service.
EL214	34 St-Penn Station 1	1	The entrapment that occurred on 4/11/16 was the result of the elevator cab rail guide shoes being out of adjustment. The rail guide rollers were adjusted; the elevator was tested and returned to service.

2016 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL215	34 St-Penn Station ② ③	1	The entrapment that occurred on 4/8/16 was the result of a power failure at the station. The power was restored; the elevator was tested and returned to service.
EL221	14 St/8 Av ① ③ ④ ⑤ ⑥	2	The cause of the entrapment that occurred on 5/25/16 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/4/16 was the result of the car door restrictor not working correctly which prevented the door from opening. The car door restrictor was adjusted and the hall call contacts were also cleaned; the elevator was tested and returned to service.
EL237	66 St-Lincoln Center ①	1	The entrapment that occurred on 6/29/16 was the result of a loose connection in the emergency backup power unit. The loose connection was secured; the elevator was tested and returned to service.
EL245	Lexington Av-53 St ⑤ ⑥	1	The entrapment that occurred on 6/24/16 was the result of debris (napkins) stuck between the doors, not allowing the doors to operate. The debris was removed; the elevator was inspected and returned to service.
EL281	57 St-7 Av ① ③ ④ ⑤	2	The entrapment that occurred on 4/16/16 was the result of the car not leveling correctly. The up and down transition on the valve body was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 4/23/16 was the result of a loose wire on the controller. The wire was tightened for the car gate switch terminal; the elevator was tested and returned to service.
EL316	Brooklyn Bridge ④ ⑤ ⑥	1	The cause of the entrapment that occurred on 6/30/16 could not be determined. The elevator was tested and returned to passenger service.
EL325	Canal St ⑥	1	The entrapment that occurred on 4/17/16 was the result of debris (coat hanger) wedged under the car door. The debris tripped the door operator circuit breaker. The debris was removed and the circuit breaker was reset; the elevator was tested and returned to passenger service.
EL332	Bleecker St ① ③ ④ ⑤ ⑥ ⑦	2	The entrapment that occurred on 4/10/2016 was the result of the governor switch being tripped. The switch was reset; the elevator was tested and returned to customer service. The entrapment that occurred on 4/26/2016 was the result of worn leveling guide shoes. The guide shoes were replaced and the plank switch was reset. In addition all door saddles were cleaned; the elevator was tested and returned to service.
EL402	Lexington Av-63 St ⑤	1	The entrapment that occurred on 6/06/16 was the result of a broken leveling selector tape. The selector tape was replaced, and leveling unit was adjusted; the elevator was tested and returned to customer service.
EL602	34 St-Hudson Yards ⑦	1	The cause of the entrapment that occurred on 4/19/16 could not be determined. The elevator was tested and returned to service.
EL710	Bowling Green ④ ⑤	1	The entrapment that occurred on 4/26/2016 was the result of a bent door keeper mounting bracket and damaged release rollers. The bracket was repaired, and the damaged release rollers were replaced; the elevator was tested and returned to service.
EL711	Bowling Green ④ ⑤	1	The entrapment that occurred on 5/9/2016 was the result of dirty valve body screens. The screens were cleaned; the elevator was tested and returned to service.

2016 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
QUEENS			
EL411	Sutphin Blvd-Archer Av-JFK E J Z	2	The entrapment that occurred on 5/28/2016 was the result of a broken upper landing door operator pulley and defective gate switch roller. The pulley and roller were replaced; the elevator was tested and returned to service. The entrapment that occurred on 6/27/2016 was the result of a broken release roller at the upper landing. The broken release roller was replaced; the elevator tested and returned to service.
EL413	Jamaica Center E J Z	2	The cause of the entrapments that occurred on 5/11/2016 and 6/21/2016 could not be determined. The elevator was tested and returned to service.
EL421	Jackson Hts-Roosevelt Av E F M R	1	The cause of the entrapment that occurred on 6/24/16 could not be determined. The elevator was tested and returned to service.
EL423	74 St-Broadway 7	1	The entrapment that occurred on 6/23/2016 was a result of a customer's coat getting wedged between the elevator doors causing doors to bind. This prevented car from moving. The coat was removed; the elevator was tested and returned to service.
EL425	Junction Blvd 7	2	The cause of the entrapment that occurred on 4/30/16 could not be determined. The elevator was tested and returned to service. The entrapment that occurred on 6/20/2016 was the result of debris in the saddle at the mezzanine level. The debris was removed; the elevator was tested and returned to service.
EL426	Junction Blvd 7	1	The cause of the entrapment that occurred on 6/11/16 could not be determined. The elevator was tested and returned to service.
EL428	Queens Plaza E M R	1	The entrapment that occurred on 5/29/2016 was the result of dirty contacts on the car gate switch. The contacts were cleaned; the elevator was tested and returned to customer service.
EL431	Jamaica-179 St F	1	The entrapment that occurred on 5/29/2016 was the result of a broken upper landing stop roller. The stop roller was replaced; the elevator was tested and returned to service.
EL434	Kew Gardens-Union Tpke E F	1	The cause of the entrapment that occurred on 6/29/16 could not be determined. The elevator was tested and returned to service.

2016 2ND QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
E&E Equip #	Original Equip #	Station Name:	Line	# of Inspections (04/01/16 to	# Of Tours O-O-S
EL200X		34 St - Herald Square	6AV	273	1
EL203X		Lexington Av - 53 St	QNS	273	8
EL207X		50 Street	8AV	273	2
EL208X		50 Street	8AV	273	5
EL231X		Times Square - 42 St	7AV	273	1
EL268X		49th Street (Uptown)	BWY	273	1
EL276X		59 St - Columbus Circle	8AV	273	23
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	29
EL290X	Lift	42nd St - Port Authority Bus Terminal	8AV	273	0
EL291X		42nd St - Port Authority Bus Terminal	8AV	273	55
EL292X		42nd St - Bryant Park	6AV	273	0
EL294X		42nd St - Bryant Park	6AV	273	7
EL300X		Atlantic Avenue - Barclays Center	EPK	273	1
EL415X		61 St - Woodside	FLU	273	1
EL416X		61 St - Woodside	FLU	273	1
EL417X		61 St - Woodside	FLU	273	1
EL418X		61 St - Woodside	FLU	273	0
EL419X		61 St - Woodside	FLU	273	0
EL445X		Court Square	FLU	273	13
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	0
EL492X	EL3	Howard Beach - JFK Airport	RKY	273	172
EL493X	EL4	Howard Beach - JFK Airport	RKY	273	1
EL494X	EL5	Howard Beach - JFK Airport	RKY	273	0
EL495X	EL6	Howard Beach - JFK Airport	RKY	273	0
EL700X		Atlantic Avenue - Barclays Center	EPK	273	30
EL717X		Fulton Street	LEX	273	3
EL718X		Fulton Street	LEX	273	2

2016 2ND QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
E&E Equip #	Original Equip #	Station Name:	Line	# of Inspections (04/01/16 to	# Of Tours O-O-S
EL726X		Cortlandt Street	BWY	273	0
EL727X		Cortlandt Street	Bwy	273	0
EL728X		Fulton Street	NAS	273	51
EL729X		Fulton Street	NAS	273	0
EL737X		Atlantic Avenue - Barclays Center	EPK	273	0
ES250X		59 St - Columbus Circle	8AV	273	0
ES251X		59 St - Columbus Circle	8AV	273	1
ES253X		Lexington Av - 53 St	QNS	273	2
ES254X		Lexington Av - 53 St	QNS	273	32
ES257X		14 St - Union Square	LEX	273	52
ES258X		14 St - Union Square	LEX	273	21
ES261X		Times Square - 42 St	7AV	273	18
ES262X		Times Square - 42 St	7AV	273	13
ES263X		50 Street	8AV	273	9
ES264X		50 Street	8AV	273	7
ES265X		Court Square	XTN	273	5
ES266X		Court Square	XTN	273	0
ES267X		Times Square - 42 St	7AV	273	14
ES268X		Times Square - 42 St	7AV	273	12
ES358X		Atlantic Avenue - Barclays Center	EPK	273	56
ES359X		Atlantic Avenue - Barclays Center	EPK	273	9
ES360X		Fulton Street	LEX	273	4
ES361X		Fulton Street	LEX	273	9
ES362X		Fulton Street	LEX	273	26
ES363X		Fulton Street	LEX	273	9
ES365X		Fulton Street	LEX	273	5
ES366X		Fulton Street	LEX	273	17
ES376X		Fulton Street	NAS	273	1
ES377X		Fulton Street	NAS	273	2
ES378X		Wall St	CLK	273	0
ES379X		Wall St	CLK	273	0
ES380X		Cortlandt Street	Bwy	273	6
ES383X		Fulton Street	LEX	273	8

2016 2ND QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
E&E Equip #	Original Equip #	Station Name:	Line	# of Inspections (04/01/16 to	# Of Tours O-O-S
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	14
ES462X		Court Square	FLU	273	8
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	1
ES499X	ES4	Howard Beach - JFK Airport	RKY	273	0
ES600X		Lexington Av - 53 St	QNS	273	27
ES606X		42nd St - Port Authority Bus Terminal	8AV	273	17
ES607X		42nd St - Port Authority Bus Terminal	8AV	273	39
ES608X		Grand Central - 42nd St	LEX	273	4
ES609X		Grand Central - 42nd St	LEX	273	4
ES610X		Grand Central - 42nd St	LEX	273	0
81		GRAND TOTALS		22,113	863



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

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

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

- Summons received increased by 12.32% (from 35,074 in 2015 to 39,395 in 2016).
- TAB received 25,319 payments in 2016, a 2.55% increase from the 24,690 received in 2015. Direct payments increased by 12.80% (20,614 to 23,252) from the second quarter of 2015 notwithstanding a reduction in payments received from state tax refunds of 49.29% from 4,076 to 2,067.
- Overall total revenue for the quarter totaled \$2,498,965 a 3.88% increase from the 2015 second quarter revenue of \$2,405,643. Receipts from direct payments increased by 17.80% to \$2,245,663 in 2016 as compared to \$1,906,321 in the second quarter of 2015. In contrast, the \$255,189 in second quarter receipts from state tax refunds relating to outstanding judgments from prior years represented a 50.12% decrease from total state tax refunds of \$511,638 in 2015.
- Expenses increased by 17.89% (\$1,554,587 compared to \$1,832,677) from the second quarter of 2015.
- TAB revenue exceeded expenses by \$666,288 compared to \$851,056 for the second quarter of 2015.

For further information, see the Key Indicators Chart on the following page.

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

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

INDICATOR	2nd QTR	2nd QTR	ANNUAL TOTALS	
	2016	2015	Y-T-D 2016	Y-T-D 2015
ISSUANCE DATA				
Violations Received	39,395	35,074	77,590	65,511
PAYMENT DATA				
Number of Payments	25,319	24,690	50,765	47,530
Regular	23,252	20,614	45,238	40,757
State Tax Refund	2,067	4,076	5,524	6,773
Amount Paid	\$2,500,852	\$2,417,959	\$5,034,290	\$4,710,299
Regular	\$2,245,663	\$1,906,321	\$4,310,143	\$3,809,914
State Tax Refund	\$255,189	\$511,638	\$724,147	\$900,315
Average Payment	\$98.77	\$97.93	\$99.17	\$99.10
Yield per NOV	\$63.48	\$68.94	\$64.88	\$71.90
REVENUE/EXPENSE DATA				
Revenue	\$2,498,965	\$2,405,643	\$5,022,964	\$4,690,103
Expenses	\$1,832,677	\$1,554,587	\$3,474,050	\$3,108,734
ADJUDICATIONS				
Total Cases Adjudicated	6,257	6,220	12,381	11,763
Admin Dismissals	558	428	1,091	749
Hearings	5,699	5,792	11,290	11,014

N.B.: On April 30, 2016, the Transit Adjudication Bureau (TAB) transitioned to a new database system, TABIS, which replaced the prior vendor-supplied system. In connection with the transition, certain adjustments to data have been made to ensure comparability of data between pre- and post-transition periods. Specifically, for "Violations Received," the 2015 and 2016 issuance data required revision to reflect the number of violations received in 2nd Quarter 2015 (and YTD 2015, 2016) as measured by the date when the summons was received at TAB, versus the date of offense recorded in the summons, as had been previously reported using the prior data base. In addition, an adjustment was necessary to the "Expense" data for the first quarter of 2016 to correct an error made in the applicable fringe benefit ratio.

NYC Transit EEO and Diversity Report

Data as of June 30, 2016

1st Half EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

NEW HIRES
January 1, 2016 to June 30, 2016

Job Category	Total ¹	Females ²		Blacks		Hispanics		Asians		AI/AN		NHOPI		Other	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	35	7	20.0%	7	20.0%	4	11.4%	7	20.0%	0	0.0%	0	0.0%	0	0.0%
Professionals	122	45	36.9%	32	26.2%	19	15.6%	28	23.0%	0	0.0%	0	0.0%	4	3.3%
Technicians	9	2	22.2%	1	11.1%	2	22.2%	2	22.2%	0	0.0%	0	0.0%	0	0.0%
Protective Services	45	13	28.9%	28	62.2%	9	20.0%	3	6.7%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	5	3	60.0%	2	40.0%	0	0.0%	3	60.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	294	131	44.6%	108	36.7%	43	14.6%	91	31.0%	0	0.0%	0	0.0%	7	2.4%
Skilled Craft	458	54	11.8%	189	41.3%	77	16.8%	61	13.3%	0	0.0%	0	0.0%	12	2.6%
Service Maintenance	906	212	23.4%	540	59.6%	209	23.1%	61	6.7%	1	0.1%	1	0.1%	14	1.5%
Total	1,874	467	24.9%	907	48.4%	363	19.4%	256	13.7%	1	0.1%	1	0.1%	37	2.0%

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

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

1st Half EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

EEO AND TITLE VI COMPLAINTS
Mid-Year 2016¹ vs. Mid-Year 2015¹

CATEGORY	RACE/ COLOR		SEXUAL HARASSMENT		AGE		GENDER		RELIGION		NATIONAL ORIGIN		DISABILITY		OTHER ²		TOTAL ISSUES ³		TOTAL CASES		STATUS OPEN	
Years	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
EEO TOTAL	94	87	77	58	26	37	63	64	25	22	64	58	64	67	164	155	577	548	308	285	240	263
External	35	47	8	8	18	27	24	26	8	10	19	24	52	58	77	75	241	275	130	153	110	150
Internal	59	40	69	50	8	10	39	38	17	12	45	34	12	9	87	80	336	273	178	132	130	113

CATEGORY	RACE		COLOR		NATIONAL ORIGIN		INCOME		TOTAL ISSUES ³		TOTAL CASES		STATUS OPEN	
Years	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
TITLE VI	117	60	8	2	32	16	0	0	157	78	149	73	111	54

1. This chart includes all pending matters as of the date of the report; including matters filed prior to the reporting period.
2. "Other" contains all EEO categories not otherwise specifically mentioned on the chart (i.e., sexual orientation, military status, marital status, arrest/conviction record or retaliation, etc.)
3. In some instances, a single complaint may involve two or more EEO categories.

Reporting Period as of June 30, 2016 vs June 30, 2015

1st Half EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

EEO COMPLAINT RESOLUTIONS
Mid-Year 2016 vs. Mid-Year 2015

CATEGORY	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSED		RESOLVED/ SETTLEMENT		TOTAL CASES	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
EEO TOTAL	48	14	16	4	6	4	0	1	0	0	0	0	70	23
External	19	2	0	0	1	0	0	1	0	0	0	0	20	3
Internal	29	12	16	4	5	4	0	0	0	0	0	0	50	20

TITLE VI COMPLAINT RESOLUTIONS
Mid-Year 2016 vs. Mid-Year 2015

CATEGORY	DECIDED IN FAVOR OF AGENCY		DECIDED IN FAVOR OF COMPLAINANT		ADMINISTRATIVE CLOSURE		WITHDRAWN		DISMISSED		RESOLVED/ SETTLEMENT		TOTAL CASES	
	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015	2016	2015
TITLE VI	28	13	0	0	10	6	0	0	0	0	0	0	38	19

Reporting Period as of June 30, 2016 vs June 30, 2015

**EEO and DIVERSITY REPORT
NEW YORK CITY TRANSIT and MTA BUS COMPANY
2016 - 1st & 2nd Quarters**

STRATEGIES TO IMPROVE WORKFORCE DIVERSITY

Civil Service Laws and Rules

New York State Civil Service Law mandates that positions in New York City Transit, with few exceptions, be filled through competitive civil service examinations. Competitive examinations are also used to fill operating and supervisory positions in MaBSTOA and the MTA Bus Company. NYC Transit and MTA Bus Company continue to expand their outreach efforts and keep the general public informed about employment and examination opportunities. However, in the case of positions requiring a competitive examination, only those applicants who achieve a passing grade can be considered for the position in list number order, without regard to race, ethnicity or gender. Approximately 80% of all jobs at NYC Transit, including MaBSTOA, are non-discretionary and are filled from a list. In the case of MTA Bus Company, 90% of the total positions are non-discretionary and are filled from a list.

As the City of New York and NYC Transit work to comply with New York State's mandate to reduce its provisional employee population, more examinations will be held and more lists established for more titles - including managerial and professional titles. The number of job titles into which NYC Transit can hire employees on a provisional basis will be reduced. As a result, NYC Transit's ability to fill positions through a purely discretionary hiring process will be severely limited. This may have a direct impact on the agency's ability to attract a diverse workforce. In addition, many experienced employees are currently serving in provisional managerial and professional titles. Many of these employees have recently been required to take and pass civil service examinations in their titles to achieve permanent status. Those employees who pass these examinations will be converted to permanent civil service status as their numbers are reached on their respective lists. Under Civil Service Law, NYC Transit will be required to replace those employees who fail to achieve a passing grade, or whose list numbers are not immediately reachable, with candidates appointed from the respective lists.

Compensation

Competition for talent in the construction industry, coupled with robust economic development and a strong economy throughout the five boroughs of New York City, makes it difficult for NYC Transit and MTA Bus Company to compete for skilled-trade and professional talent, which has an impact on our efforts to improve the representation of women and minorities.

Improving the Representation of Women in the Workforce

Attracting, hiring, and retaining more women in traditionally male-dominated jobs, particularly in the Skilled Craft and Officials & Administrators categories, remain a significant challenge. At NYC Transit, women make up 17.5% of NYC Transit's workforce of approximately 48,000 employees, and 13% of MTA Bus Company's workforce of 3,960.

**EEO and DIVERSITY REPORT
NEW YORK CITY TRANSIT and MTA BUS COMPANY
2016 - 1st & 2nd Quarters**

Diversity and Inclusion Plan

Below is a progress update on priority initiatives for NYC Transit and MTA Bus Company's Diversity and Inclusion (D&I) Plan:

I. Integrated Strategic Approach to shift the D&I focus from Compliance to Inclusion

Assistant Chief Officer for D&I has initiated an integrated approach to D&I that includes the following:

- Completed climate assessment and awareness briefings with the President and Executive Leadership Team.
- Commenced communication/messaging to the workforce with D&I Going Places blog, *We Move New York Because We Are New York* and *MTA Today* cover article introducing the Assistant Chief Officer for D&I.
- Conducted Diversity & Inclusion Leadership Awareness Workshops for the Executive Leadership Team and Top 150 Senior Leaders.
- Delivered Respectful & Inclusive Workplace Awareness workshops to more than 800 employees year-to-date.
- Drafted Agency-wide guidance for managing gender transition in the workplace.
- Continuing to socialize the common language of inclusion throughout the agency.
- Building internal and external relationships by representing NYC Transit and MTA Bus at various D&I related events including diversity/cultural/ethnic celebrations, the City & State Diversity Forum, Transit Tech CTE High School graduation ceremony, and information session on the request for proposal for diversity training consultants.
- An Anthropology major at New York University joined the EEO team for a six week 2016 summer internship, conducted research and provided training on Gender Identity Awareness.
- An Associate Staff Analyst recently joined the D&I team.
- Preparing a Diversity Advisory Council Strategic Plan for submission to the Executive Leadership Team in 2017 that will engage affinity/employee organizations to become a collective resource in support of D&I strategic initiatives.

II. Pilot Mentoring Program

- NYC Transit and MTA Bus, in collaboration with the mentoring consulting firm, Management Mentors, have designed a pilot program to improve career development and embrace diversity through a mentoring relationship. A diverse population of 25 mentor/mentee pairs will be identified for the pilot program by management in Buses (5 mentor/mentee pairs), Subways (10 mentor/mentee pairs) and the Support Services Departments (10 mentor/mentee pairs). Implementation is on track to commence during the first quarter of 2017.

**EEO and DIVERSITY REPORT
NEW YORK CITY TRANSIT and MTA BUS COMPANY
2016 - 1st & 2nd Quarters**

III. D&I Executive Training Request For Proposal

- An All-Agency Request for Proposal for training and organizational development consultants has resulted in 33 responses/submissions from prospective service providers. From this group of applicants, the All-Agency Review Team will select D&I consultants to provide engagement, support and awareness for Executive Leadership. The All-Agency Team expects to issue procurement awards on or before the December 2016 Board Meeting.

IV. MTA Bus Chief Officer, EEO

- MTA Bus Company President Darryl Irick appointed Natalie Mason-Kinsey, Chief Officer, EEO earlier this year.

Ongoing Targeted Recruitment, Outreach and Hiring Efforts

- The NYC Transit and MTA Bus' Recruitment strategy includes year-round outreach to underutilized populations to promote employment through the open-competitive examinations process and through resume-based employment opportunities. The NYC Transit Recruitment team maintains partnerships with the New York State Department of Labor, the New York City Public Library System, Veteran's organizations, City University of New York, Private Colleges and Universities, the Chinese Chamber of Commerce and New York City Career & Technical High Schools (CTE).

In 2016, the NYC Transit and MTA Bus' Recruitment team attended forty-five (45) career fairs, hosted nineteen (19) presentations, coordinated seventeen (17) career fairs for Capital Program Management and attended fourteen (14) special events which targeted underutilized populations. Some examples of this outreach include: 100 Hispanic Women Annual Conference; Annual Career Fairs sponsored by Senator Joseph Addabbo Jr. of Queens County, the Brooklyn Borough President's Office, the Staten Island Borough President's Office and Council Member Ritchie Torres of Bronx County; Department of Labor Career Fair at Hostos College; New York University STEM Students Annual Women's Summit; Lander College for Women at Touro College; New York City Board of Education 2016 Annual Conference - Today's Girl/Tomorrow's Woman; Chinese Chamber of Commerce Annual Career Fair; and Greater Allen AME Cathedral Job Fair in Queens County. This year the NYC Transit and MTA Bus' Recruitment team hosted a full day of workshops at the New York State Department of Labor Workforce One Center in Flushing, Queens to increase our exposure to Asian and Hispanic potential job applicants. We also participated in three days of recruitment activities during the 2016 Harlem Week.

- A partnership was developed with the University of Hawaii's Career Services Office to promote awareness of NYC Transit and MTA Bus as Employers of Choice. A partnership was developed with the City College of New York Black Engineering Students organization, and NYC Transit hosted an Employer of Choice presentation.
- We are increasing our engagement in internship programs and strengthening our partnership with Transit Tech High School, along with other NYC Department of Education technical high schools, to allow the agencies to attract a diverse population of skilled-trade talent.

EEO and DIVERSITY REPORT
NEW YORK CITY TRANSIT and MTA BUS COMPANY
2016 - 1st & 2nd Quarters

- In 2016, NYC Transit and MTA Bus Company extended its outreach to the general public by hosting eight days of career fairs at the 34th Street Hudson Yard Subway Station during the annual boat and auto shows.
- NYC Transit and MTA Bus Company strategically plan recruitment and sourcing efforts to ensure that information about employment opportunities and upcoming examinations leading to employment are broadly advertised throughout the five boroughs of New York City. Our media plans include professional job boards that offer broad reach and target underrepresented populations, such as *LinkedIn*, *Indeed*, *Career Builder* and *Monster*, industry specific and professional organizations, and include email blasts to Veteran organizations.

Veteran Hiring

From January 1, 2016 through July 31, 2016, NYC Transit and MTA Bus Company's Veterans' recruitment efforts resulted in the hiring of 59 veterans to full-time positions.

Summer Youth Employment and Other Student Experiential Programs

NYC Transit and MTA Bus Company currently employ 245 college and graduate interns, of which 51% are male and 49% are female. This group represents a diverse population which consists of 34% Asian, 23% Black/African-American, and 18% Hispanic/Latino. Year-to-date twenty (20) students have been converted to full-time employees, of which 55% are female and 45% are male. This population of 2016 new hires are 35% Black/African American, 30% White, 20% Hispanic and 15% Asian. In 2015, thirty-nine (39) students were hired full-time from the internship program, which demonstrates the effectiveness of the program and the fact that it continues to be a great source of talent for the organization. The population of interns hired in 2015 were 44% Female and 79% Minority (49% Black/African-American, 21% Asian and 10% Hispanic).

In 2016, NYC Transit and MTA Bus Company partnered with several programs sponsored by the Department of Education and the Department of Youth and Community Development (DYCD) to provide one hundred and seventy-one (171) students with summer internship opportunities. These programs included the Summer Youth Employment Program (SYEP), the Young Adult Internship Program (YAIP), and Ladders for Leaders, CTE Summer Internship Program, the National Association Foundation (NAF) and the Women's Transportation Seminar STEM Program. All students were matched with projects submitted by managers, who assisted in ensuring that each student received a positive learning experience in a variety of disciplines. These combined programs represented a diverse population consisting of 43% Black/African-American, 25% Asian, 19% Hispanic/Latino, and 9% other and 4% White.

Brand Recognition

NYC Transit and the MTA Bus Company have an opportunity to better promote our strengths and opportunities as an Employer of Choice in order to attract a diverse workforce. This includes establishing a robust website that communicates the employer of choice messaging, and crisp, dynamic, collateral marketing materials to appeal to different markets. Work is currently underway to enhance our employment website and advance our efforts to recruit and retain talented individuals to NYC Transit and MTA Bus Company. Best practices dictate that it is essential for an organization to effectively communicate its story and promote the organization as a best place to work. A strategic approach to employer branding can have a direct impact on how NYC Transit and MTA Bus Company attracts, engages and retains talent.

MTACC MONTHLY PROJECT STATUS REPORTS:

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

7 Line Extension Active Construction Contracts

Report to the Transit Committee - September 2016

data thru August 2016; \$s in million

	Budget	Expenditures
Final Design	\$ 121.2	119.5
Construction	1,908.2	1,859.7
Construction Management	56.5	51.3
Subway Project Reserve	14.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 2,030.6
HYDC-Funded Non-Subway Work [†]	266.0	246.2
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,276.8
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,329.8

	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
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes^{††} John P. Picone Inc.	\$96.3	\$92.6	\$3.7	\$53.5	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.

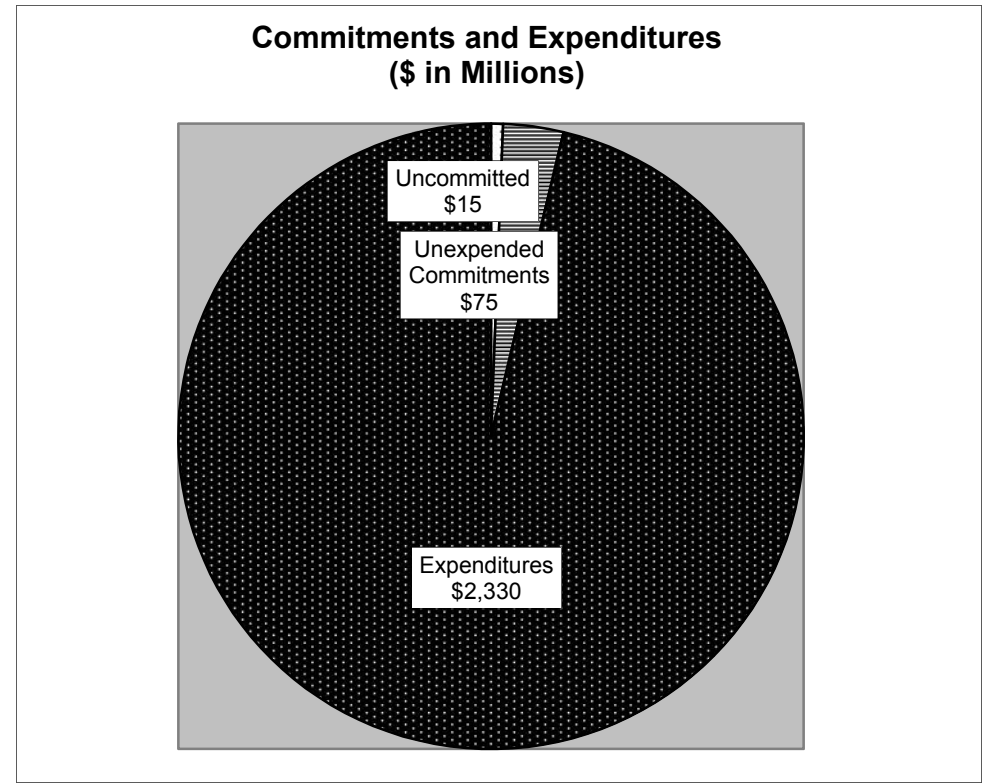
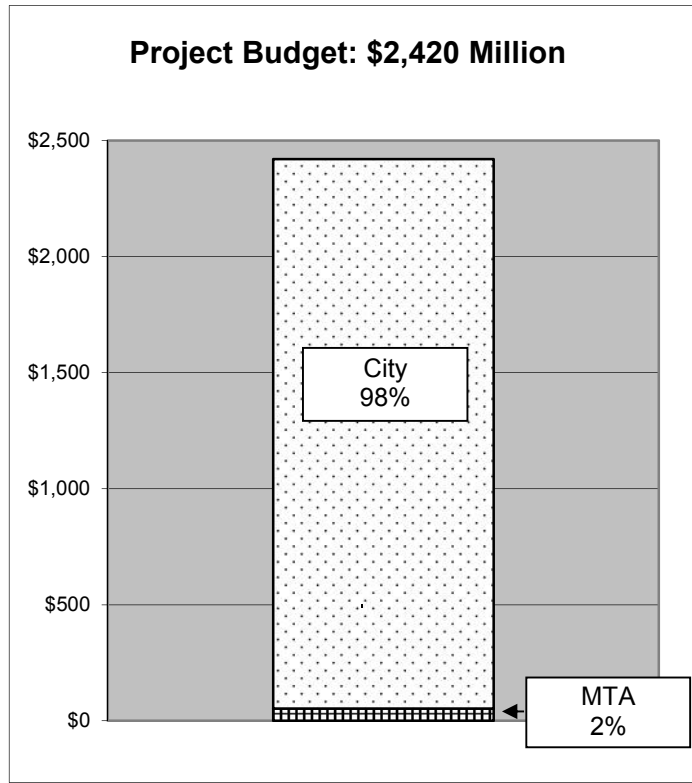
7 Line Extension Status

Report to the Transit Committee - September 2016

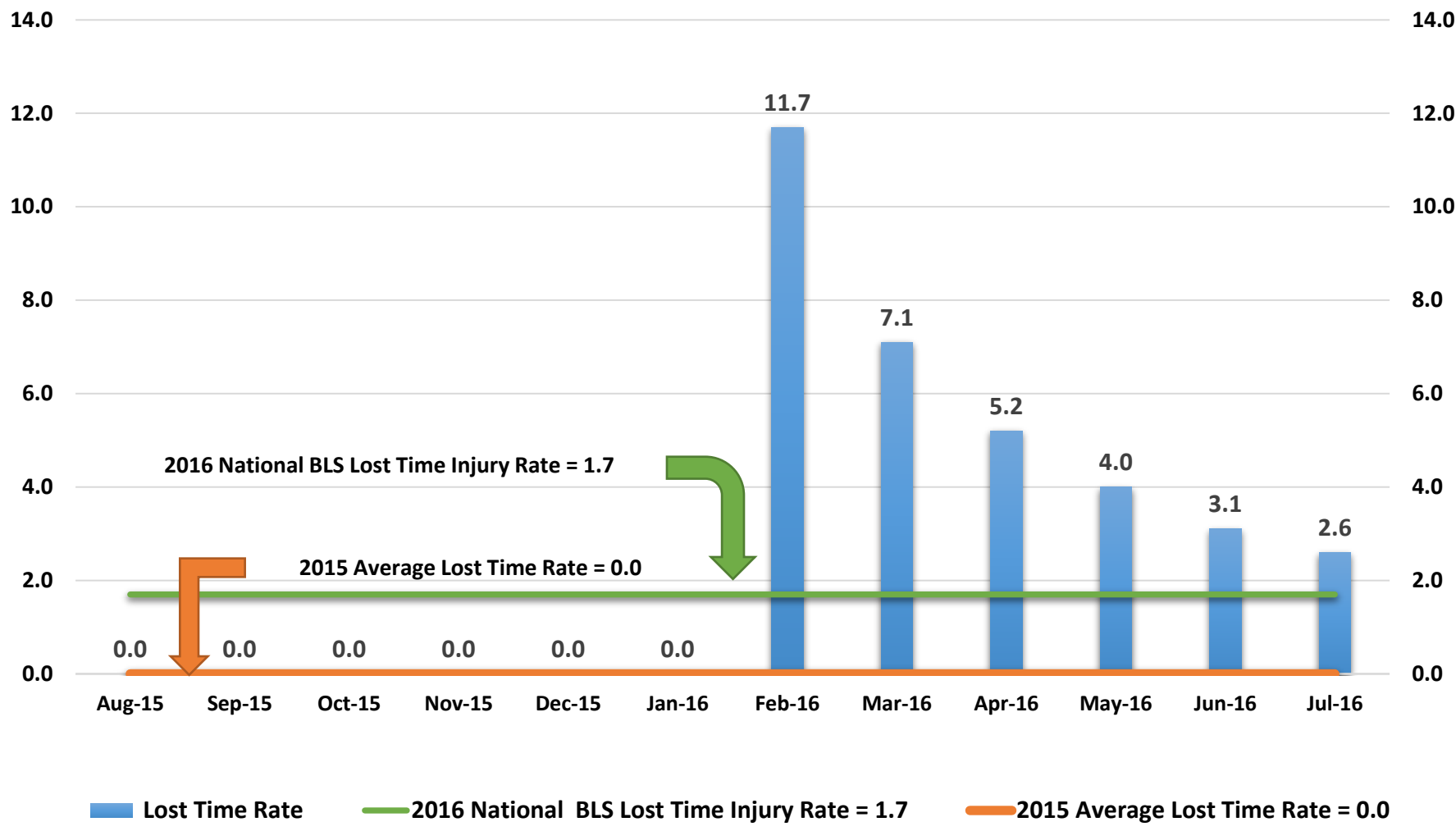
data thru August 2016

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	2,352	2,352	15	2,277
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,352	\$ 2,405	\$ 15	\$ 2,330

* 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 - September 2016

data thru August 2016; \$s in million

	Budget	Expenditures
Construction	\$ 3,381.7	\$ 3,051.7
Design	\$ 519.5	500.8
Construction Management	\$ 268.3	218.8
Real Estate	\$ 281.5	240.2
Total	\$ 4,451.0	\$ 4,011.4

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$209.0	\$208.3	\$0.8	\$197.9	Jul-2010	Jan-2011	May-2014	Sep-2016
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$298.9	\$289.0	\$9.8	\$247.5	Mar-2011	Jan-2012	Aug-2016	Dec-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$386.0	\$383.6	\$2.5	\$345.1	Mar-2011	Jun-2012	Dec-2015	Dec-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$322.3	\$320.0	\$2.3	\$281.2	Nov-2012	Feb-2013	Nov-2015	Dec-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$241.5	\$240.5	\$1.0	\$192.3	Oct-2013	Jun-2013	May-2016	Dec-2016

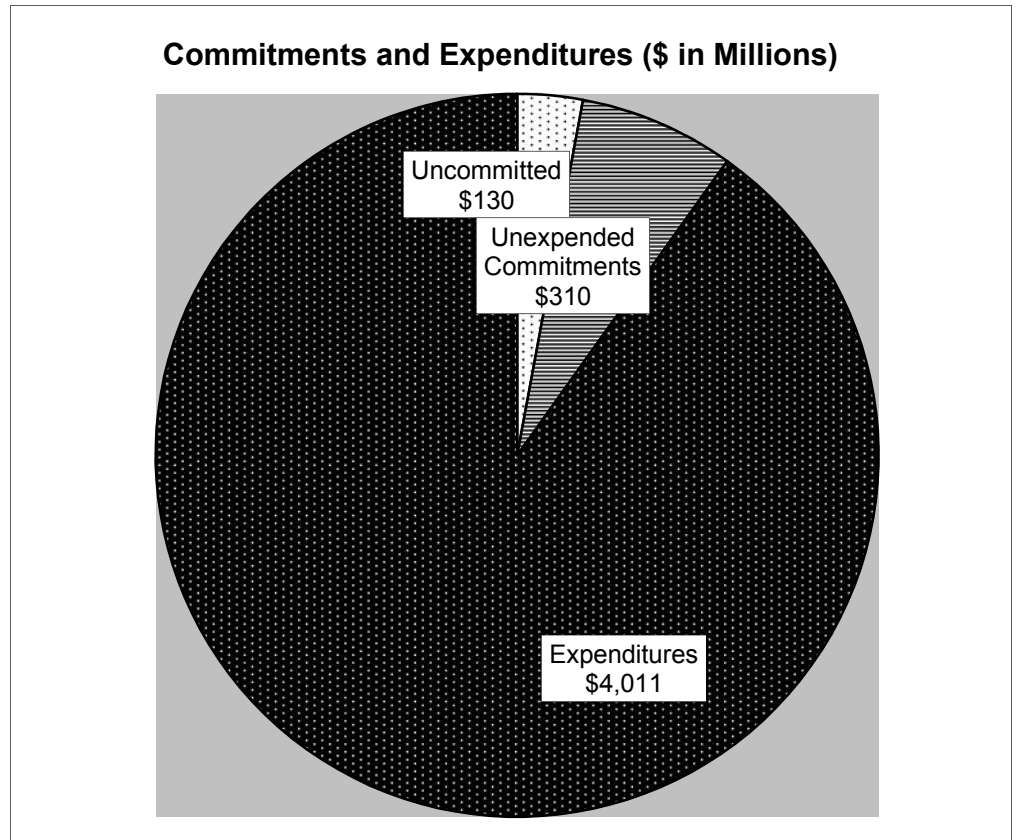
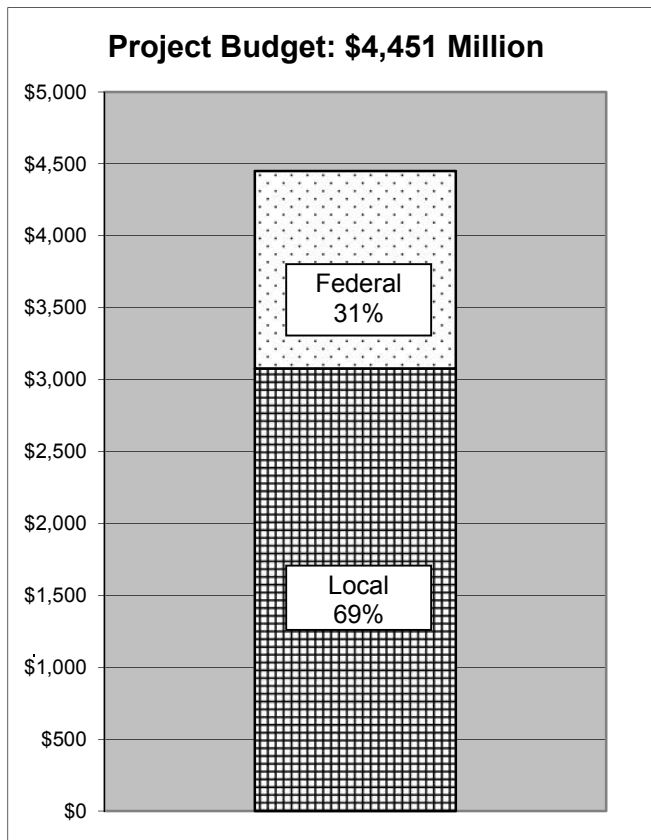
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - September 2016

data thru August 2016

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 724	\$ 326	\$ 326	\$ 1,049	\$ 1	\$ 1,043
2005-2009	1,914	866	1,048	925	1,882	32	1,776
2010-2014	1,487	1,487	-	-	1,390	98	1,193
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,321	\$ 130	\$ 4,011



SAS Annual Cumulative Profile of Lost Time Injury Rates

