



Transit & Bus Committee Meeting

October 2016

Committee Members

F. Ferrer, Committee Chairman

A. Albert

D. Jones

S. Metzger

C. Moerder

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**

**Wednesday, 10/26/2016
10:00 - 11:30 AM ET**

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – SEPTEMBER 26, 2016

September Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. August Operations Report

August Operations Report - Page 18

5. FINANCIAL REPORTS

a. August NYCT Financial & Ridership Report

August NYCT Financial and Ridership Report - Page 48

b. August SIR Financial & Ridership Report

August SIR Financial and Ridership Report - Page 69

c. August MTA Bus Financial & Ridership Report

August MTA Bus Financial and Ridership Report - Page 80

d. Capital Program Status Report

Capital Program Status Report - Page 93

6. PROCUREMENTS

NYCT October Procurement Staff Summary and Resolution - Page 102

a. Non-Competitive Actions

NYCT Non-Competitive Actions - Page 106

b. Competitive Actions

NYCT, MTACC Competitive Actions - Page 108

c. Ratifications (None)

7. SERVICE CHANGES

a. NYCT Revise Q59 Service in Williamsburg

Revise Q59 Service in Williamsburg - Page 113

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 117

b. MTA Homeless Outreach

MTA Homeless Outreach - Page 121

c. 2017 NYCT Preliminary Budget (Materials Previously Distributed)

d. 2017 SIR Preliminary Budget (Materials Previously Distributed)

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

9. MTACC REPORT

MTACC Report - Page 124

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
September 26, 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. David R. Jones
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Veronica Vanterpool

The following Members were absent:

Hon. John Samuelson
Hon. Polly Trottenberg
Hon. Peter Ward

Also present were:

Ira Greenberg, Board Member
Veronique Hakim, President, New York City Transit
Michael Chubak, Acting Executive Vice President
Craig Cipriano, Executive Vice President, MTA Bus
Judith McClain, Senior Director, Operations Planning
Vincent Coogan, Assistant Chief Executive Officer, NYPD Transit Bureau
Wynton Habersham, Senior Vice President, Subways
James Henly, Vice President & General Counsel, Law
Cheryl Kennedy, Vice President, Office of System Safety
Owen J. Monaghan, Vice President, Security
John O'Grady, Senior Vice President, CPM
Stephen Plochochi, Vice President, Materiel

I. Chair Ferrer opened the meeting.

II. Public Speakers

Omar Vera commended MTACC and NYCT on their efforts to complete the 96th Street Second Avenue Subway station finishes, and for the rehabilitation of four elevated stations (Myrtle Avenue/Broadway, 104th, 111th and 121st) along the Jamaica line in Brooklyn. Mr. Vera also expressed his concern regarding the number of elevator/escalator breakdowns at ADA Key Stations and the need for improvement in this area.

Jason Anthony Pineiro also voiced his concern about the need for elevator/escalator repairs at Key Stations and requested that work on the Second Avenue Subway be expedited.

Murray Bodin commended NYCT on its advances in presenting information on the transit system to the public, maintaining clean subway tracks and attending to the physical condition of its subway stations.

Orrin Goetz addressed the Committee on the Port Authority's planned midtown bus terminal project, noting that the new terminal would require traveling further to make subway connections, and that additional stress will be placed on the transit system due to an increase in the number of riders. He reiterated his request that the MTA actively sponsor the extension of the 7 line to Secaucus as a means to address the problem of congestion in the system.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the minutes of the July 25, 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 thanked subway and bus staff for their work in preparing for Hurricane Hermine over the Labor Day weekend, and took note of NYCT's efforts in connection with the September 17th explosion on West 23rd Street, which resulted in the closure of three subway stations and the disruption of bus service in the area.

IV. Agenda Items

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

In response to questions from Member Moerdler, SVP Habersham noted that vacuum trains can cover approximately 8,000 to 10,000 feet of track per night and President Hakim noted that three additional vacuum trains are being procured.

In response to a request from Member Albert, SVP Habersham agreed to keep the Committee apprised as to the status of the testing of the R179 subway cars.

EVP Cipriano reported to the Committee on bus operating performance for both NYCT and MTA Bus, presenting an informative video on the Q70 LaGuardia Link Select Bus Service.

In response to a question from Member Greenberg, EVP Cipriano agreed to provide the Committee with wait assessment statistics for the Q70 route.

VP Kennedy presented the Safety Report.

In response to a question from Member Moerdler, VP Kennedy noted that increased traffic congestion could affect bus safety and that the positive impact of having buses enter bus stops fully before stopping is under review.

In response to a question from Member Albert, VP Kennedy noted that the incidence of subway fires is down overall, and that when they do occur, they are primarily caused by debris along the right of way. President Hakim remarked that the new vacuum trains will be arriving in 2017.

In response to a question from Member Greenberg, President Hakim noted that NYCT is evaluating the amount of time it takes for trash along the right of way to accumulate after Operation Track Sweep cleanings.

In response to questions from Member Moerdler, President Hakim advised the Committee that pending the arrival of the new vacuum trains, mobile trash vacuum units that can be used from the subway platform are being procured, and should be available by the end of this year. VP Plochochi added that since vacuum trains must be custom-built for NYCT's system, leasing such trains is not a viable option.

Chief Coogan presented the NYPD Transit Bureau statistics, accompanied by a video presentation.

In response to a question from Member Moerdler, Chief Coogan noted that although the number of summonses and tickets issued is slightly down, this is likely due to rule changes that took effect this year, such as the decision not to arrest recidivist criminals for violations based solely on their prior history.

Member Metzger commented that being provided with crime statistics over a longer time period has proven helpful.

In response to a question from Chair Ferrer, President Hakim advised the Committee that NYCT was seeking more aggressive judicial enforcement against repeat subway crime offenders and against those who commit crimes against NYCT employees, and that NYCT has established active lines of communication with the District Attorneys' offices, bringing specific cases to their attention.

In response to a question from Member Jones, Chief Coogan noted that many recidivist criminals in the transit system have issues with substance abuse.

B. Financial Reports

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

In response to a question from Member Moerdler, Acting EVP Chubak recognized that the number of Workers' Compensation claims and payments has been increasing over the years, and President Hakim agreed to provide the Committee with a report addressing some of the factors underlying the increase and setting forth the measures NYCT is taking to combat the problem.

EVP Cipriano reported to the Committee on MTA Bus' finances.

In response to a question from Member Moerdler, EVP Cipriano indicated that MTA Bus spent approximately \$34 Million in connection with Workers' Compensation claims in 2015. Member Moerdler reiterated his concern regarding the likely effect of opiate addiction on the cost of the Workers' Compensation program.

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 8 actions totaling \$47.9 million in expenditures, highlighting two procurement action items included in this month's agenda: (1) the award of a competitively solicited and negotiated consultant contract with Jacobs Civil Consultants Inc. for the design of new radio systems for Staten Island Railway and NYC Transit's Department of Subways' Maintenance of Way Division, with an option to perform design support during construction services and (2) the award of a competitively solicited and negotiated RFP to provide staffing to perform cost estimating and cost control support services for NYC Transit's Department of Capital Program Management.

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

In response to a question from Member Moerdler, VP Plochochi explained that the proposed three-year extension to the Autodesk Constructware contract is necessary to ensure that staff is fully familiar with the use of the web-based product, and that the transition was not begun sooner since migrating project management tracking tools from one program to another during

a period when post-Hurricane Sandy work and other critical capital initiatives were ongoing would have been highly disruptive.

With regard to Member Moerdler's questions concerning past Significant Adverse Information (SAI) against Autodesk and Jacobs Civil Consultants, Inc., VP Plochochi explained that all adverse information was carefully reviewed and evaluated. He informed the Committee that with regard to Autodesk, the SAI involved claims of insider trading by a senior executive no longer employed by the company, and that with regard to Jacobs, the SAI resulted from actions by either Jacobs' affiliates or parent corporation, and that they pre-dated Jacobs' association with these firms.

At Member Moerdler's request, VP Plochochi also agreed to look into a whistleblower allegation brought against E.E. Cruz.

NYCT's non-competitive procurement requiring a majority vote (Schedule H in the Agenda) and its competitive procurements requiring a majority vote (Schedules F and J in the Agenda) were approved and forwarded to the full Board for consideration.

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

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

V. Special Reports and Presentations

President Hakim presented the MetroCard Report and the NYCT, SIR, and MTA Bus 2016 Mid-Year Forecast Monthly Allocation Reports.

VI. Standard Follow-Up Reports

President Hakim presented to the Committee for its information the NYCT and MTA Bus semi-annual reports on Service Quality Indicators, as well as the quarterly Elevator & Escalator, Transit Adjudication Bureau, and EEO & Diversity Reports.

In response to a question from Member Moerdler regarding elevator and escalator performance, President Hakim explained that there appears to be no common cause for elevator entrapments. SVP Habersham noted that performance goals are generally being met, adding that while elevators and escalators are maintained in-house, their capital rehabilitation and replacement is performed by third parties.

In response to a question from Member Albert, SVP Habersham advised that measures are being taken to address door malfunctions on the R32 subway cars.

VII. MTA CC Project Report

President Horodniceanu reported on the status of the Cortlandt Street station and the 7 line projects.

In response to a question from Chair Ferrer, President Horodniceanu informed the Committee that the waterproofing work at the Hudson Yards 7 station has been completed, and that the three-year warrantee period has commenced.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary



2016 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

October 2016

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

November 2016

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

December 2016

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

January 2017

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

February 2017

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

March 2017

No Items

April 2017

Final Review of NYC Transit 2016 Operating Results	Management & Budget
Final Review of SIR 2016 Operating Results	Management & Budget
Final Review of MTA Bus 2016 Operating Results	Management & Budget

May 2017

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

June 2017

No Items

July 2017

No Items

August 2017

No Meetings Held

September 2017

Public comment/Committee review of budget	
2017 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2017 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2017 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2018 Preliminary NYC Transit Budget	Management & Budget
2018 Preliminary SIR Budget	Management & Budget
2018 Preliminary MTA Bus Budget	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report, 2 nd Qtr, 2017	Subways
Transit Adjudication Bureau Report, 2 nd Qtr, 2017	Law
NYCT & MTA Bus EEO & Diversity Report, 2 nd Qtr, 2017	EEO & Human Resources



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 (con't)

OCTOBER 2016

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget

2017 SIR Preliminary Budget

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

2017 MTA Bus Preliminary Budget

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

NOVEMBER 2016

Charter for Transit Committee

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

Elevator & Escalator Service Report, 3rd Qtr, 2016

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

Transit Adjudication Bureau Report, 3rd Qtr, 2016

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

DECEMBER 2016

NYCT 2017 Adopted Budget/Financial Plan 2017-2020

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

SEPTEMBER 2017

2017 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2017 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2017 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2017 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2018 NYC Transit Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 SIR Preliminary Budget

Public comments will be accepted on the 2018 Preliminary Budget.

2018 MTA Bus Preliminary Budget

Public comments will be accepted on the 2018 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.

II. SPECIFIC AGENDA ITEMS (con't)

Elevator & Escalator Service Report, 2nd Qtr, 2017

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, 2017

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, 2017

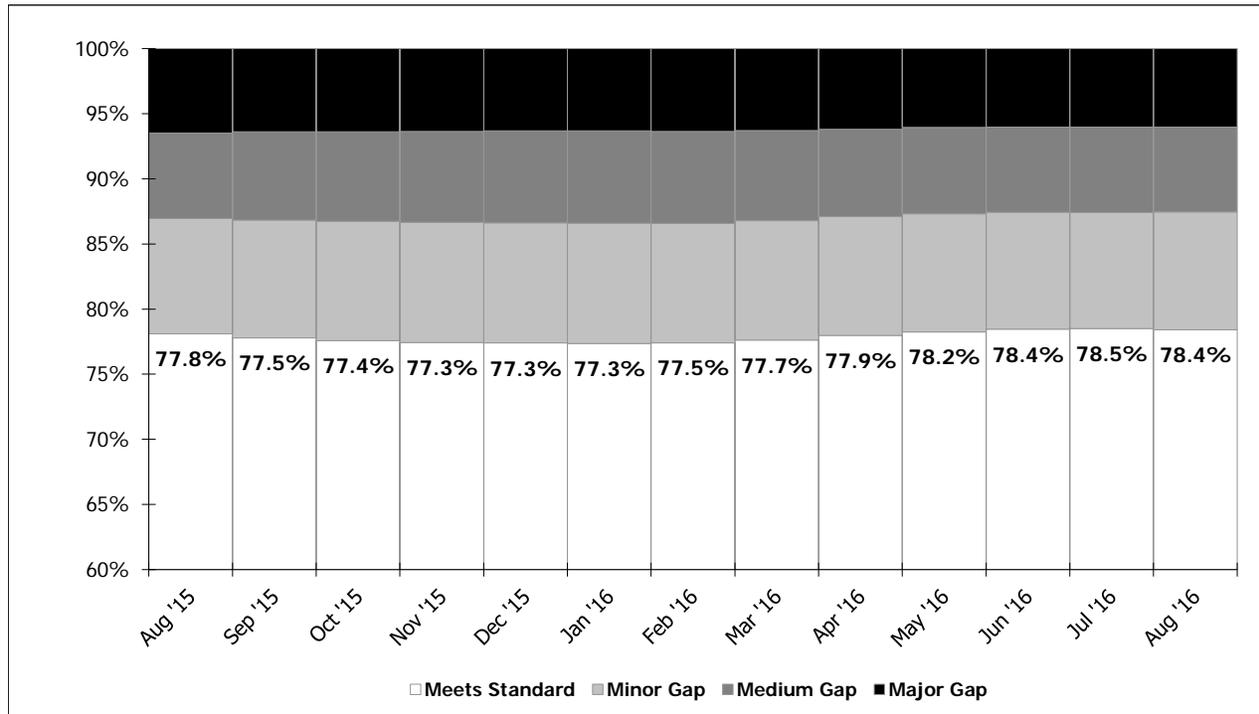
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: August 2016			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				78.4%	77.8%	+0.6%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	70.5%	71.9%	-1.4%	71.4%	72.2%	-0.8%
A Division Weekday Wait Assessment - (All Lines)				74.3%	74.8%	-0.5%
B Division Weekday Wait Assessment	80.5%	81.2%	-0.7%	80.6%	79.4%	+1.2%
System Weekend Wait Assessment (Chart 3)				84.6%	85.4%	-0.8%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	78.6%	81.6%	-3.0%	80.3%	81.9%	-1.6%
A Division Weekend Wait Assessment - (All Lines)				82.3%	83.9%	-1.6%
B Division Weekend Wait Assessment	87.3%	81.9%	+5.4%	86.2%	86.4%	-0.2%
System Weekday Terminal On-Time Performance (Charts 4-5)	69.0%	71.8%	-2.8%	68.3%	71.2%	-2.9%
A Division Weekday Terminal On-Time Performance	65.4%	68.4%	-3.0%	64.0%	67.2%	-3.2%
B Division Weekday Terminal On-Time Performance	72.0%	74.7%	-2.7%	71.9%	74.5%	-2.6%
System Number of Weekday Trains Delayed (Chart 6)	55,694	45,916	+21.3%	52,282	47,251	+10.6%
System Weekend Terminal On-Time Performance (Charts 7-8)	73.6%	72.4%	+1.2%	73.5%	76.1%	-2.6%
A Division Weekend Terminal On-Time Performance	68.9%	72.9%	-4.0%	70.7%	74.0%	-3.3%
B Division Weekend Terminal On-Time Performance	76.8%	72.0%	+4.8%	75.3%	77.6%	-2.3%
System Number of Weekend Trains Delayed (Chart 9)	11,791	15,699	-24.9%	13,335	12,268	+8.7%
Mean Distance Between Failures (Charts 10-11)	88,277	137,149	-35.6%	114,739	141,167	-18.7%
A Division Mean Distance Between Failures	75,644	119,835	-36.9%	110,236	121,766	-9.5%
B Division Mean Distance Between Failures	100,985	153,352	-34.1%	118,332	159,851	-26.0%
System Weekday Service-KPI (Charts 12-13)	75.2%	77.3%	-2.1%	75.2%	77.1%	-1.9%
A Division Weekday Service-KPI	71.1%	73.3%	-2.2%	71.1%	72.9%	-1.8%
B Division Weekday Service-KPI	77.9%	80.0%	-2.1%	77.8%	80.0%	-2.2%
System Weekday PES-KPI (Charts 14-16)				91.8%	91.6%	+0.2%
Staten Island Railway						
24 Hour On-Time Performance	97.4%	97.7%	-0.3%	96.0%	93.7%	+2.3%
AM Rush On-Time Performance	98.9%	97.6%	+1.3%	95.7%	93.6%	+2.1%
PM Rush On-Time Performance	98.0%	99.6%	-1.6%	98.3%	95.1%	+3.2%
Percentage of Completed Trips	100.0%	100.0%	0.0%	99.9%	99.8%	+0.1%
Mean Distance Between Failures	45,660	106,369	-57.1%	75,544	51,644	+46.3%
Staten Island Railway PES-KPI (Chart 17)				90.6%	90.7%	-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)
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Sep '15 - Aug '16	78.4%	9.1%	6.5%	6.0%	2016 TARGET: 80.7%
Sep '14 - Aug '15	77.8%	9.0%	6.8%	6.4%	2015 ACTUAL: 77.3%

Chart 1

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

<u>Line</u>	<u>Sep '15 - Aug '16</u>				<u>Sep '14 - Aug '15</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>Headways GAP</u>			<u>Meets Standard</u>	<u>Headways GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
1	78.2%	9.4%	7.1%	5.2%	78.9%	9.0%	6.5%	5.6%	-0.7%
2	70.9%	10.2%	9.8%	9.0%	72.5%	10.1%	9.2%	8.3%	-1.6%
3	76.2%	10.2%	7.7%	5.9%	78.1%	9.5%	6.9%	5.6%	-1.9%
4	70.0%	9.8%	9.1%	11.1%	71.0%	9.6%	8.6%	10.8%	-1.0%
5	65.8%	10.3%	10.8%	13.1%	66.5%	9.9%	10.7%	12.9%	-0.7%
6	67.1%	9.6%	10.5%	12.8%	66.0%	9.5%	10.6%	14.0%	+1.1%
7	74.5%	10.6%	7.8%	7.1%	75.0%	10.4%	7.5%	7.1%	-0.5%
S 42nd	91.6%	4.2%	2.2%	2.0%	90.1%	3.9%	2.6%	3.3%	+1.5%
Subdivision A	74.3%	9.3%	8.1%	8.3%	74.8%	9.0%	7.8%	8.4%	-0.5%
A	71.9%	8.4%	9.2%	10.5%	67.7%	10.3%	9.3%	12.7%	+4.2%
B	79.3%	9.6%	6.6%	4.5%	78.0%	9.9%	6.4%	5.6%	+1.3%
C	76.8%	11.3%	6.4%	5.5%	79.9%	10.0%	5.6%	4.5%	-3.1%
D	81.3%	10.3%	5.5%	2.9%	79.5%	10.0%	6.5%	4.0%	+1.8%
E	73.8%	10.3%	7.4%	8.5%	75.6%	10.2%	7.5%	6.7%	-1.8%
F	75.7%	9.4%	7.4%	7.6%	72.2%	9.5%	8.2%	10.1%	+3.5%
S Fkln	97.0%	1.4%	0.6%	1.1%	95.5%	1.9%	1.2%	1.4%	+1.5%
G	84.2%	9.7%	4.0%	2.0%	81.4%	10.5%	5.7%	2.5%	+2.8%
S Rock	92.6%	4.7%	1.7%	0.8%	92.1%	4.7%	1.9%	1.4%	+0.5%
JZ	79.4%	9.6%	6.5%	4.4%	79.1%	9.8%	6.3%	4.8%	+0.3%
L	78.8%	9.8%	6.2%	5.3%	80.5%	9.2%	6.5%	3.7%	-1.7%
M	79.9%	8.7%	6.2%	5.2%	77.1%	9.7%	7.7%	5.6%	+2.8%
N	80.4%	10.2%	6.1%	3.3%	77.9%	10.4%	6.5%	5.2%	+2.5%
Q	81.1%	10.4%	4.3%	4.1%	78.8%	10.0%	6.4%	4.8%	+2.3%
R	76.5%	10.2%	6.5%	6.7%	75.1%	9.6%	7.5%	7.8%	+1.4%
Subdivision B	80.6%	8.9%	5.6%	4.8%	79.4%	9.0%	6.2%	5.4%	+1.2%
Systemwide	78.4%	9.1%	6.5%	6.0%	77.8%	9.0%	6.8%	6.4%	+0.6%

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

Headway Definitions

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

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

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

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

<u>Line</u>	<u>Sep '15 - Aug '16</u>				<u>Sep '14 - Aug '15</u>				<u>Standard Difference</u>
	<u>Meets Standard</u>	<u>Headways GAP</u>			<u>Meets Standard</u>	<u>Headways GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
1	87.0%	6.9%	3.7%	2.4%	87.9%	6.8%	3.5%	1.7%	-0.9%
2	75.2%	11.1%	8.8%	4.9%	79.5%	10.5%	6.5%	3.4%	-4.3%
3	85.6%	8.3%	4.1%	2.0%	86.3%	7.9%	3.7%	2.1%	-0.7%
4	74.6%	10.1%	8.3%	7.0%	74.8%	9.9%	8.2%	7.1%	-0.2%
5	78.3%	9.3%	6.9%	5.5%	84.7%	7.3%	4.6%	3.4%	-6.4%
6	81.2%	8.9%	5.9%	4.0%	78.2%	9.2%	7.1%	5.5%	+3.0%
7	78.4%	10.5%	5.1%	6.0%	81.1%	9.5%	4.8%	4.5%	-2.7%
S 42nd	98.0%	0.4%	0.3%	1.3%	98.7%	0.7%	0.3%	0.3%	-0.7%
Subdivision A	82.3%	8.2%	5.4%	4.1%	83.9%	7.7%	4.9%	3.5%	-1.6%
A	77.1%	10.5%	7.5%	4.9%	75.3%	10.3%	6.6%	7.8%	+1.8%
C	81.9%	10.0%	4.7%	3.3%	82.7%	8.9%	4.4%	4.1%	-0.8%
D	86.9%	7.2%	4.2%	1.6%	85.8%	6.6%	3.8%	3.7%	+1.1%
E	84.2%	10.0%	3.8%	2.0%	81.5%	8.6%	4.4%	5.5%	+2.7%
F	85.0%	6.8%	4.4%	3.8%	86.7%	7.6%	1.9%	3.8%	-1.7%
S Fkln	95.7%	2.2%	0.9%	1.2%	94.2%	3.4%	1.4%	1.0%	+1.5%
G	92.5%	6.0%	0.7%	0.8%	92.7%	4.5%	2.0%	0.8%	-0.2%
JZ	88.8%	5.5%	2.5%	3.2%	91.0%	6.5%	1.9%	0.7%	-2.2%
L	82.8%	6.1%	5.8%	5.3%	87.1%	7.7%	3.6%	1.7%	-4.3%
N	86.3%	8.6%	3.6%	1.6%	87.8%	6.9%	3.5%	1.7%	-1.5%
Q	86.9%	4.7%	3.9%	4.5%	86.0%	7.9%	3.5%	2.6%	+0.9%
R	86.3%	7.7%	3.8%	2.3%	86.3%	5.2%	4.2%	4.2%	+0.0%
Subdivision B	86.2%	7.1%	3.8%	2.9%	86.4%	7.0%	3.4%	3.1%	-0.2%
Systemwide	84.6%	7.5%	4.4%	3.4%	85.4%	7.3%	4.0%	3.3%	-0.8%

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

**Headway
Definitions**

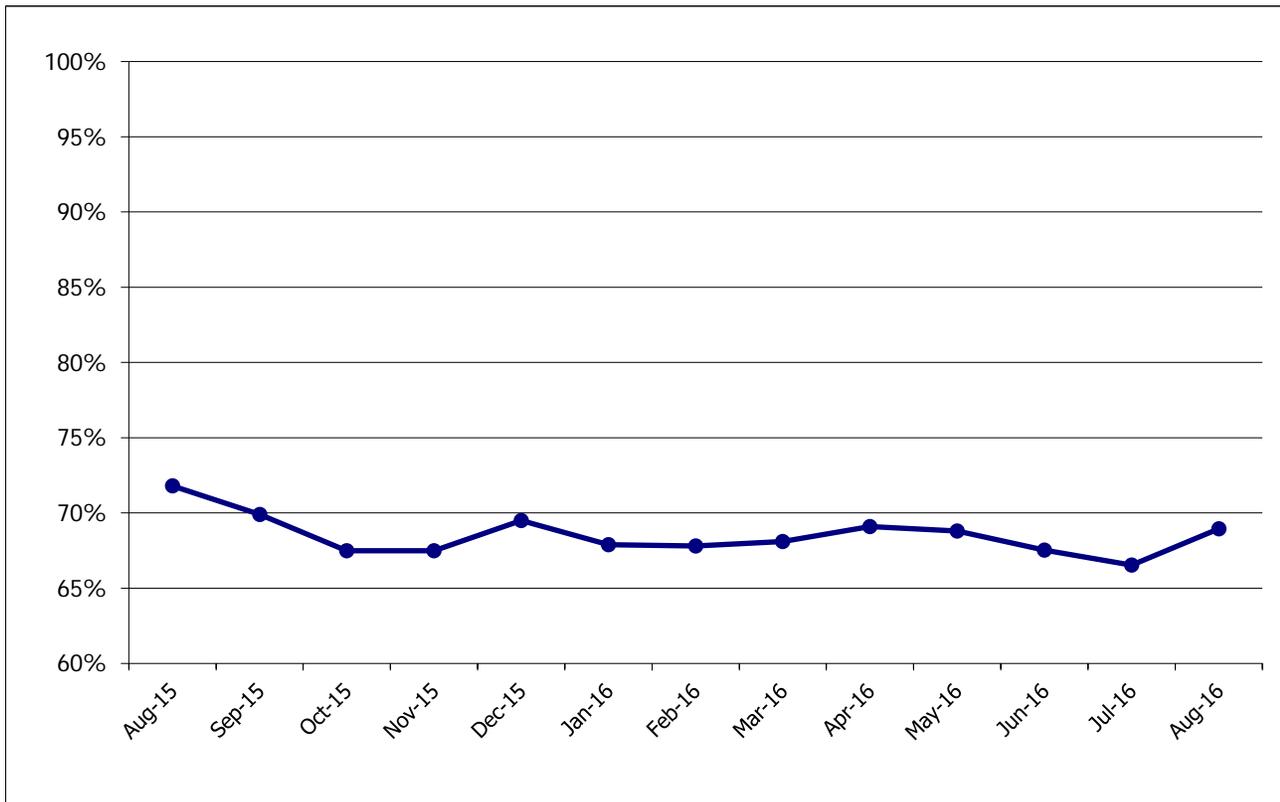
Minor Gap: from 25% to 50% over scheduled headway

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

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

Chart 3

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

Aug 2016: 69.0%

Aug 2015: 71.8%

Sep '15 - Aug '16

12-Mon Avg: 68.3%

Subdivision A

Monthly Results

Aug 2016: 65.4%

Aug 2015: 68.4%

Sep '15 - Aug '16

12-Mon Avg: 64.0%

Subdivision B

Monthly Results

Aug 2016: 72.0%

Aug 2015: 74.7%

Sep '15 - Aug '16

12-Mon Avg: 71.9%

Discussion of Results

In August 2016, Over Crowding (22,407 delays), ROW Delays (8,391 delays), and Track Gangs (8,100 delays) were the highest categories of delays, representing 69.84% of the total 55,694 delays.

Chart 4

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

<u>Line</u>	<u>Sep '15 - Aug '16</u>	<u>Sep '14 - Aug '15</u>	<u>% Difference</u>
1	74.6%	78.0%	-3.4%
2	38.9%	46.0%	-7.1%
3	61.4%	67.6%	-6.2%
4	40.5%	44.9%	-4.4%
5	37.8%	41.7%	-3.9%
6	47.9%	48.4%	-0.5%
7	78.9%	84.0%	-5.1%
S 42nd	99.0%	98.2%	+0.8%
Subdivision A	64.0%	67.2%	-3.2%
A	64.6%	67.9%	-3.3%
B	73.0%	75.9%	-2.9%
C	73.2%	81.8%	-8.6%
D	69.8%	74.7%	-4.9%
E	68.2%	71.6%	-3.4%
F	59.0%	58.9%	+0.1%
S Fkln	99.6%	99.5%	+0.1%
G	78.1%	68.7%	+9.4%
S Rock	95.4%	95.5%	-0.1%
JZ	65.9%	79.0%	-13.1%
L	91.1%	92.6%	-1.5%
M	69.6%	71.1%	-1.5%
N	63.5%	67.8%	-4.3%
Q	69.9%	71.6%	-1.7%
R	59.6%	62.4%	-2.8%
Subdivision B	71.9%	74.5%	-2.6%
Systemwide	68.3%	71.2%	-2.9%

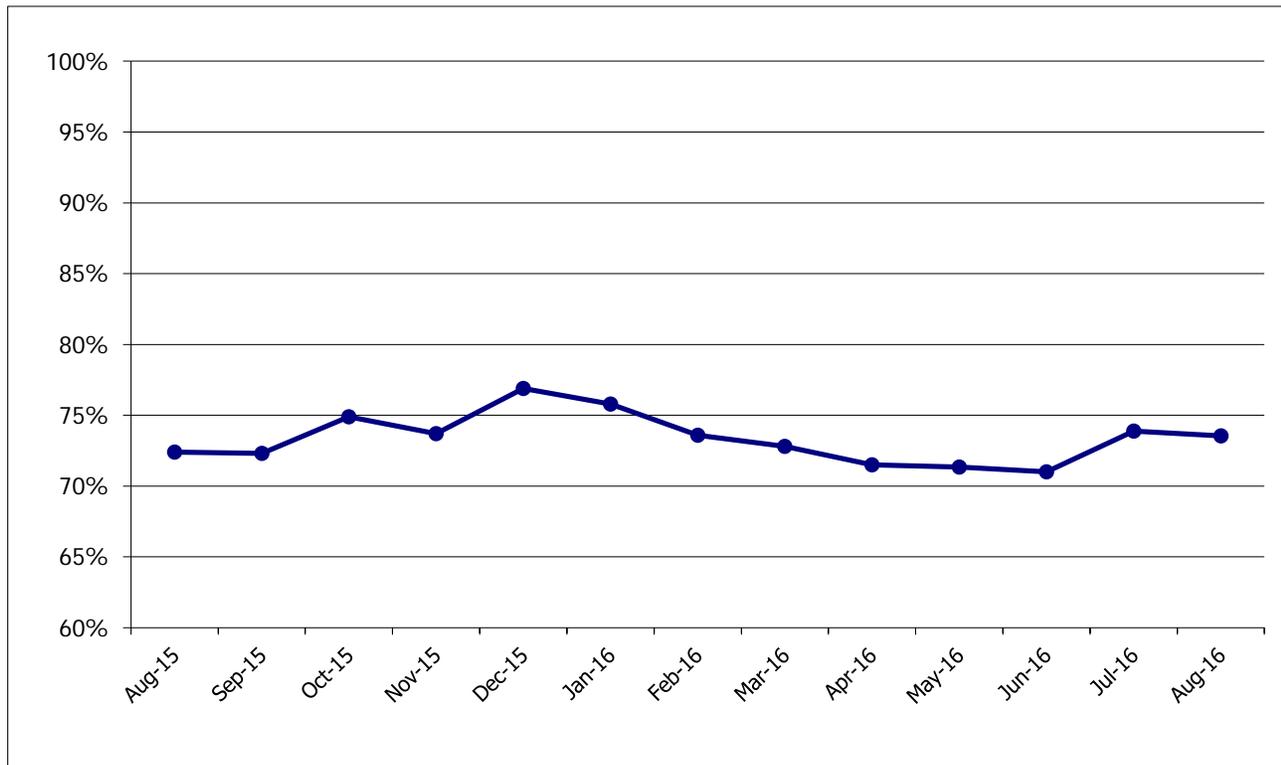
Chart 5

**Subway Weekday Trains Delayed
Monthly
(24 hours)**

<u>Categories</u>	<u>August 2016 Trains Delayed</u>
Over Crowding	22,407
ROW Delays	8,391
Track Gangs	8,100
Car Equipment	3,784
Work Equipment/G. O.	3,540
Sick Customer	2,467
Operational Diversions	1,906
Unruly Customer	1,347
Police	1,258
Employee	1,089
Fire	705
Infrastructure	415
External	222
Inclement Weather	63
Total Trains Delayed *	55,694

* Due to rounding, the total may not equal the sum of the addends.

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

Aug 2016: 73.6%

Aug 2015: 72.4%

Sep '15 - Aug '16

12-Mon Avg: 73.5%

Subdivision A

Monthly Results

Aug 2016: 68.9%

Aug 2015: 72.9%

Sep '15 - Aug '16

12-Mon Avg: 70.7%

Subdivision B

Monthly Results

Aug 2016: 76.8%

Aug 2015: 72.0%

Sep '15 - Aug '16

12-Mon Avg: 75.3%

Discussion of Results

In August 2016, Work Equipment/G. O. (3,453 delays), Track Gangs (2,288 delays), and Over Crowding (2,282 delays) were the highest categories of delays, representing 68.04% of the total 11,791 delays.

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

<u>Line</u>	<u>Sep '15 - Aug '16</u>	<u>Sep '14 - Aug '15</u>	<u>% Difference</u>
1	86.4%	87.9%	-1.5%
2	39.4%	44.3%	-4.9%
3	58.1%	67.5%	-9.4%
4	52.9%	49.5%	+3.4%
5	65.5%	75.3%	-9.8%
6	61.0%	60.5%	+0.5%
7	83.6%	89.4%	-5.8%
S 42nd	99.7%	99.6%	+0.1%
Subdivision A	70.7%	74.0%	-3.3%
A	63.5%	62.3%	+1.2%
C	51.1%	66.7%	-15.6%
D	68.6%	72.1%	-3.5%
E	65.0%	60.6%	+4.4%
F	35.7%	50.9%	-15.2%
S Fkln	99.4%	99.6%	-0.2%
G	88.6%	84.9%	+3.7%
S Rock	96.4%	97.6%	-1.2%
JZ	84.5%	91.7%	-7.2%
L	89.8%	92.0%	-2.2%
M	96.9%	96.4%	+0.5%
N	71.6%	69.4%	+2.2%
Q	81.5%	81.0%	+0.5%
R	72.2%	72.3%	-0.1%
Subdivision B	75.3%	77.6%	-2.3%
Systemwide	73.5%	76.1%	-2.6%

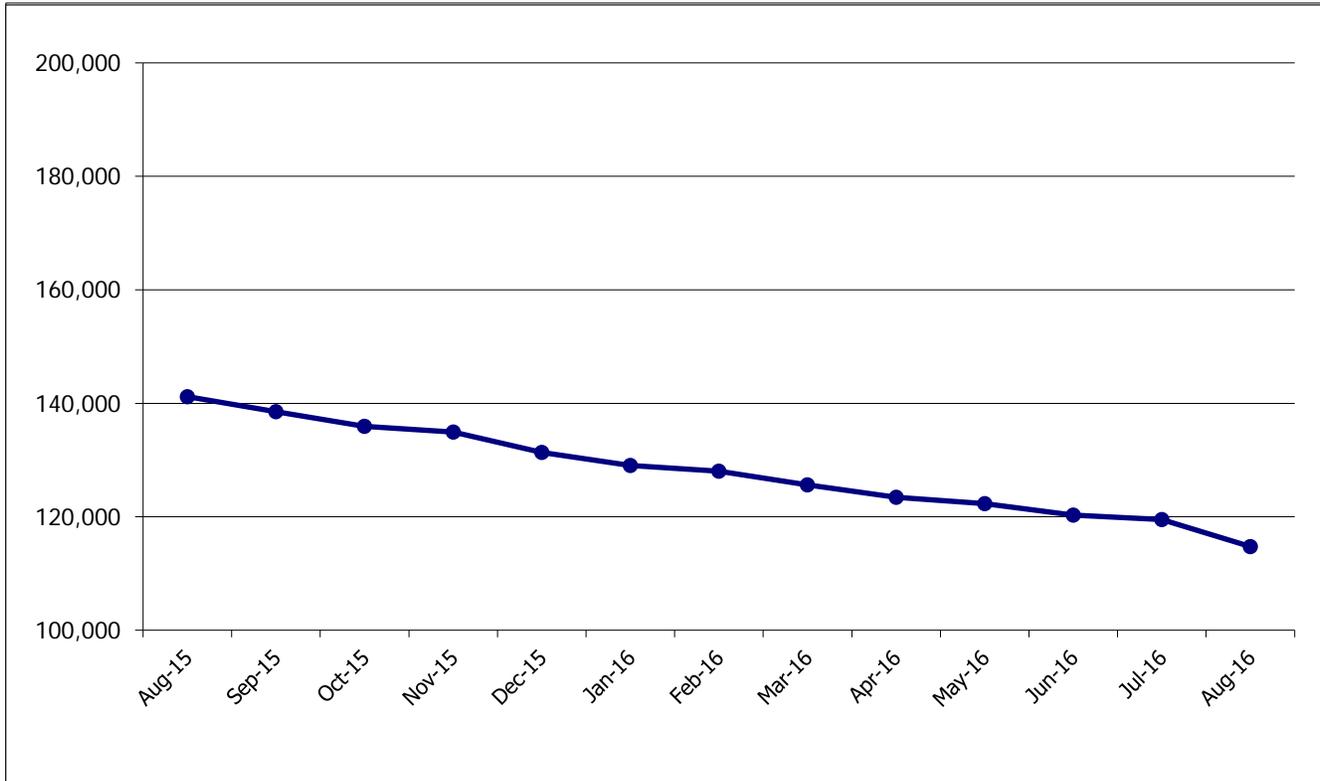
Chart 8

Subway Weekend Trains Delayed Monthly (24 hours)

<u>Categories</u>	<u>August 2016 Trains Delayed</u>
Work Equipment/G. O.	3,453
Track Gangs	2,288
Over Crowding	2,282
ROW Delays	1,347
Car Equipment	526
Unruly Customer	434
Employee	371
Operational Diversions	367
Police	253
Sick Customer	213
External	102
Fire	96
Infrastructure	38
Inclement Weather	20
Total Trains Delayed *	11,791

* Due to rounding, the total may not equal the sum of the addends.

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

Aug 2016: 88,277
 Aug 2015: 137,149

12-Month Average

Sep '15 - Aug '16: 114,739
 Sep '14 - Aug '15: 141,167

Annual Result

2016 TARGET: 150,000
 2015 ACTUAL: 131,325

Discussion of Results

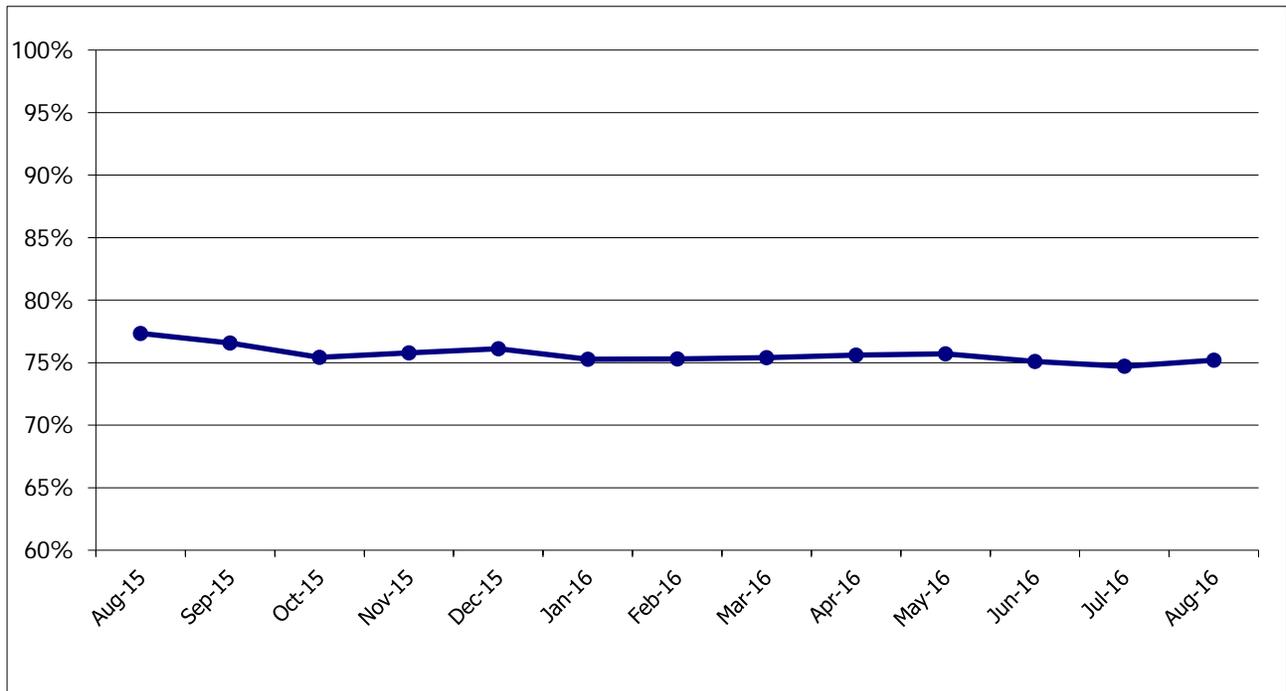
MDBF in August 2016 changed -35.63% from August 2015. Over the past year, the MDBF 12-month average changed -18.72%.

Subway Mean Distance Between Failure 12-Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>Sep '15 - Aug '16</u>	<u>Sep '14 - Aug '15</u>	<u>% Change</u>
R32	222	31,369	54,072	-42.0%
R42	50	31,792	58,420	-45.6%
R46	752	78,707	106,149	-25.9%
R62	315	174,723	196,480	-11.1%
R62A	824	84,451	108,329	-22.0%
R68	425	116,366	136,795	-14.9%
R68A	200	114,036	101,101	+12.8%
R142	1,030	140,112	159,357	-12.1%
R142A	220	52,689	71,525	-26.3%
R143	212	60,738	72,972	-16.8%
R160	1,662	281,764	386,678	-27.1%
R188 - New	126	577,083	271,515	+112.5%
R188 - Conversion	380	161,483	85,059	+89.8%
FLEET	6,418	114,739	141,167	-18.7%

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 through 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

Aug 2016: 75.2%
Aug 2015: 77.3%

Sep '15 - Aug '16

12 Mon Avg: 75.2%

Subdivision A

Monthly Results

Aug 2016: 71.1%
Aug 2015: 73.3%

Sep '15 - Aug '16

12 Mon Avg: 71.1%

Subdivision B

Monthly Results

Aug 2016: 77.9%
Aug 2015: 80.0%

Sep '15 - Aug '16

12 Mon Avg: 77.8%

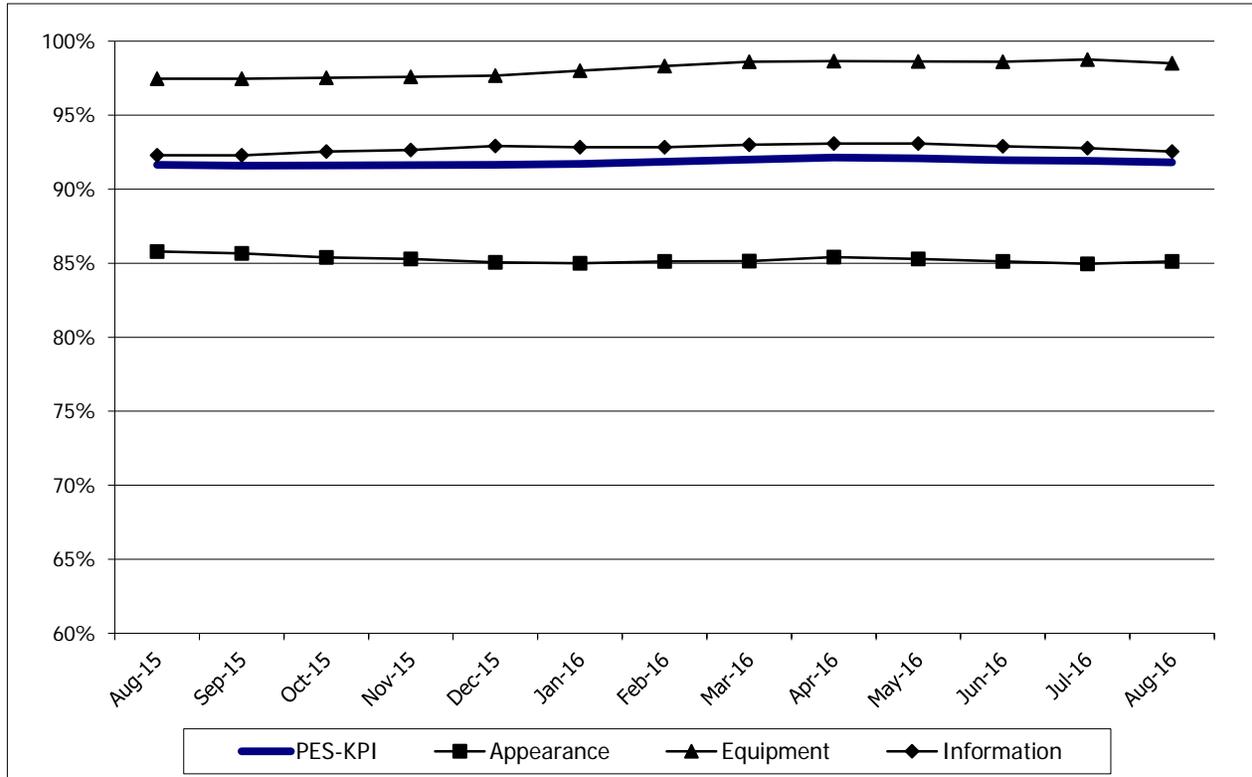
Chart 12

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

<u>Line</u>	<u>Sep '15 - Aug '16</u>	<u>Sep '14 - Aug '15</u>	<u>% Difference</u>
1	76.6%	78.6%	-2.0%
2	63.8%	67.3%	-3.5%
3	74.2%	77.1%	-2.9%
4	59.4%	62.6%	-3.2%
5	60.8%	62.4%	-1.6%
6	58.7%	58.9%	-0.2%
7	78.4%	79.8%	-1.4%
S 42nd	86.5%	86.1%	+0.4%
Subdivision A	71.1%	72.9%	-1.8%
A	67.8%	68.3%	-0.5%
B	77.5%	76.1%	+1.4%
C	71.1%	76.8%	-5.7%
D	79.7%	80.1%	-0.4%
E	74.7%	76.8%	-2.1%
F	73.1%	71.0%	+2.1%
S Fkln	89.7%	90.1%	-0.4%
G	77.5%	75.6%	+1.9%
S Rock	88.5%	88.5%	+0.0%
JZ	70.4%	78.3%	-7.9%
L	79.6%	81.5%	-1.9%
M	78.8%	77.6%	+1.2%
N	77.3%	77.1%	+0.2%
Q	79.6%	78.8%	+0.8%
R	69.2%	71.5%	-2.3%
Subdivision B	77.8%	80.0%	-2.2%
Systemwide	75.2%	77.1%	-1.9%

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>
Sep '15 - Aug '16	91.8%	85.1%	98.5%	92.5%
Sep '14 - Aug '15	91.6%	85.8%	97.5%	92.3%
% Difference:	+0.2%	-0.7%	+1.0%	+0.2%

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

<u>Line</u>	<u>Sep '15 - Aug '16</u>				<u>Sep '14 - Aug '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	93.9%	96.1%	97.9%	87.6%	94.2%	95.6%	94.5%	92.6%	-0.3%
2	96.4%	94.2%	97.4%	97.7%	94.9%	91.9%	97.1%	95.9%	+1.5%
3	94.1%	94.1%	98.7%	89.5%	95.6%	96.5%	97.4%	93.0%	-1.5%
4	95.8%	93.7%	97.4%	96.4%	95.8%	93.5%	95.9%	98.0%	+0.0%
5	97.2%	95.5%	99.2%	96.9%	95.5%	93.5%	96.6%	96.5%	+1.7%
6	94.7%	95.0%	97.7%	91.4%	95.5%	94.1%	96.1%	96.2%	-0.8%
7	97.7%	96.1%	99.5%	97.4%	96.9%	97.0%	98.6%	95.1%	+0.8%
S 42nd	92.7%	96.8%	92.7%	88.6%	94.4%	95.0%	94.9%	93.2%	-1.7%
Subdivision A	95.4%	95.1%	98.0%	93.2%	95.3%	94.5%	96.4%	95.1%	+0.1%
A	95.1%	93.2%	99.6%	92.7%	94.0%	92.8%	94.8%	94.5%	+1.1%
B	92.2%	89.4%	96.6%	90.8%	91.8%	91.3%	92.3%	92.0%	+0.4%
C	96.8%	96.6%	99.4%	94.4%	94.8%	93.9%	95.9%	94.5%	+2.0%
D	92.8%	91.2%	97.1%	90.3%	91.2%	89.4%	92.5%	91.9%	+1.6%
E	96.3%	93.3%	97.3%	98.5%	97.3%	94.3%	98.2%	99.4%	-1.0%
F	95.9%	93.5%	98.2%	96.1%	96.0%	92.1%	97.6%	98.3%	-0.1%
S Fkln	96.1%	94.9%	99.4%	93.9%	92.7%	92.7%	94.4%	90.9%	+3.4%
G	95.5%	96.8%	98.0%	91.8%	93.9%	93.8%	93.9%	94.2%	+1.6%
J/Z	93.5%	90.5%	99.0%	91.3%	97.1%	94.5%	98.9%	98.0%	-3.6%
L	96.9%	94.7%	98.1%	97.9%	95.2%	91.1%	95.8%	98.9%	+1.7%
M	97.4%	93.5%	99.2%	99.5%	94.9%	89.2%	96.4%	99.2%	+2.5%
N	96.0%	92.0%	98.6%	97.6%	96.3%	92.0%	97.5%	99.5%	-0.3%
Q	97.2%	92.8%	99.3%	99.6%	95.7%	90.2%	98.4%	98.5%	+1.5%
R	95.4%	96.1%	98.9%	91.1%	94.8%	92.1%	98.0%	94.3%	+0.6%
Subdivision B	95.6%	93.4%	98.4%	95.0%	94.8%	92.0%	96.1%	96.3%	+0.8%
Systemwide	95.5%	94.0%	98.2%	94.3%	95.0%	92.9%	96.3%	95.9%	+0.5%

Chart 15

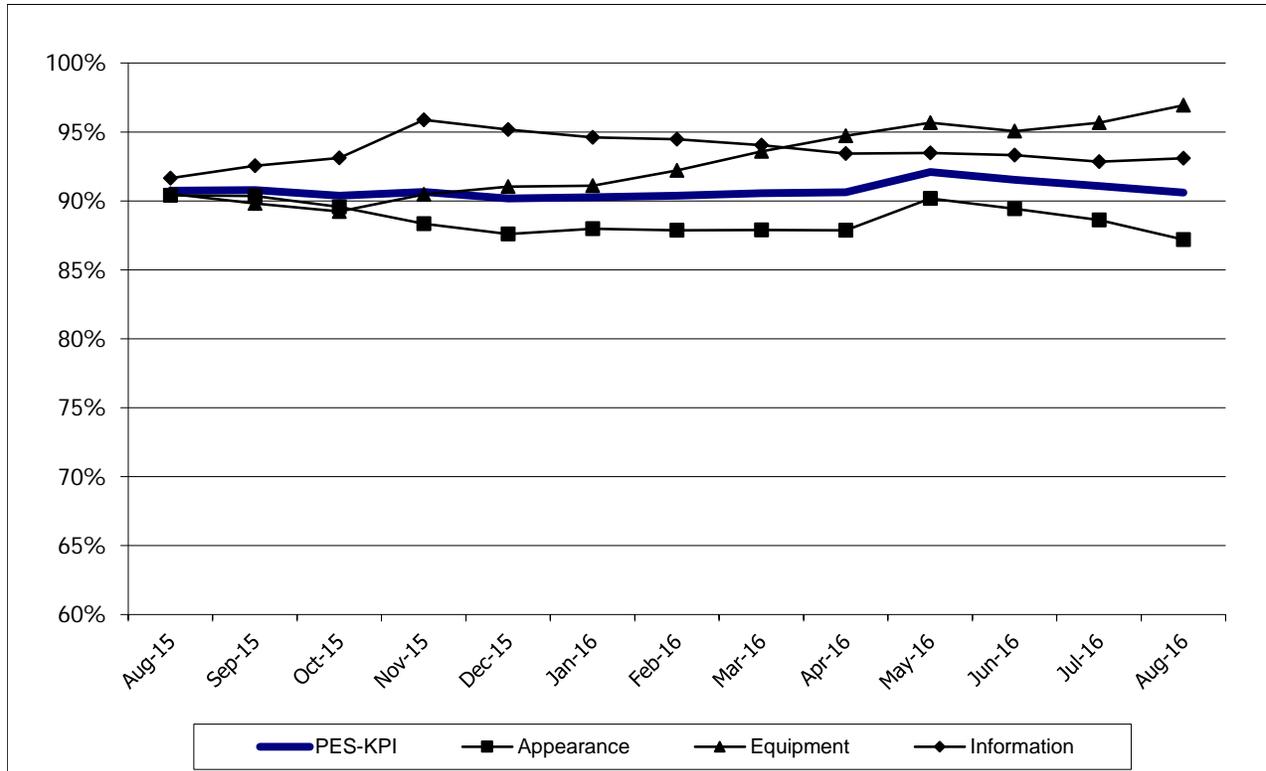
Subway PES-KPI - Stations

12-Month Rolling Average

<u>Borough</u>	<u>Sep '15 - Aug '16</u>				<u>Sep '14 - Aug '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	85.8%	71.1%	98.8%	90.3%	85.8%	74.5%	98.3%	86.6%	+0.0%
Manhattan	87.6%	76.2%	98.4%	90.5%	87.5%	77.4%	98.8%	88.2%	+0.1%
Brooklyn	89.0%	77.9%	99.4%	91.7%	88.9%	80.7%	98.2%	89.5%	+0.1%
Queens	89.3%	81.4%	99.2%	88.9%	90.5%	84.0%	99.5%	89.3%	-1.2%
Systemwide	88.1%	76.9%	98.8%	90.7%	88.3%	79.3%	98.8%	88.6%	-0.2%

Staten Island Railway Passenger Environment Survey (SIR PES-KPI)

12-Month Rolling Average



PES-KPI Definition

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

Appearance: Includes litter, cleanliness, and graffiti ratings in cars and stations.

Equipment: Includes in cars, the functionality of door panels, lighting, and climate control.

Information: Includes the ratings for maps, employees in proper uniforms, and subway car announcements and signage.

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

SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
Sep '15 - Aug '16	90.6%	87.2%	96.9%	93.1%
Sep '14 - Aug '15	90.7%	90.4%	90.5%	91.6%
% Difference:	-0.1%	-3.2%	+6.4%	+1.5%

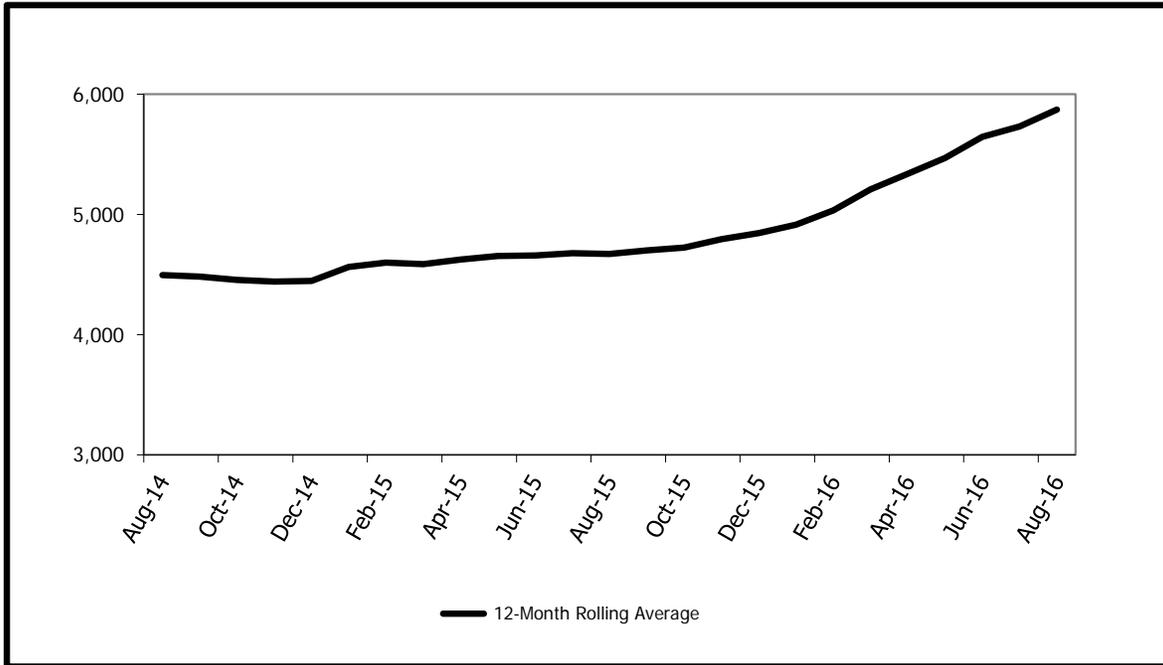
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: August 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	5,940	4,587	+29.5%	5,872	4,672	+25.7%
NYCT Bus	5,590	4,304	+29.9%	5,621	4,429	+26.9%
MTA Bus	7,334	5,778	+26.9%	6,841	5,663	+20.8%
System MDBSI (chart 2)	2,777	2,384	+16.5%	2,716	2,446	+11.0%
NYCT Bus	2,612	2,251	+16.0%	2,570	2,359	+9.0%
MTA Bus	3,437	2,924	+17.6%	3,313	2,776	+19.3%
System Trips Completed (chart 3)	99.39%	99.24%	+0.2%	99.13%	98.85%	+0.3%
NYCT Bus	99.35%	99.23%	+0.1%	99.12%	98.92%	+0.2%
MTA Bus	99.55%	99.28%	+0.3%	99.16%	98.53%	+0.6%
System AM Pull Out (chart 4)	99.91%	99.88%	+0.0%	99.86%	99.46%	+0.4%
NYCT Bus	99.90%	99.93%	-0.0%	99.87%	99.52%	+0.4%
MTA Bus	99.94%	99.69%	+0.2%	99.81%	99.26%	+0.5%
System PM Pull Out (chart 5)	99.96%	99.93%	+0.0%	99.92%	99.71%	+0.2%
NYCT Bus	99.96%	99.97%	-0.0%	99.95%	99.86%	+0.1%
MTA Bus	99.99%	99.79%	+0.2%	99.85%	99.21%	+0.6%
System Buses >= 12 years	18%	26%				
NYCT Bus	22%	29%				
MTA Bus	6%	14%				
System Fleet Age	7.39	8.76				
NYCT Bus	7.09	8.70				
MTA Bus	8.46	8.96				
Paratransit						
% of Trips Completed	95.27%	95.05%	+0.2%	94.82%	94.56%	+0.3%
Trips Requested	658,663	638,581	+3.1%	655,153	653,142	+0.3%
Trips Scheduled	570,212	555,084	+2.7%	564,864	564,261	+0.1%
Trips Completed	543,232	527,622	+3.0%	535,604	533,539	+0.4%
Early Cancellations as a Percentage of Trips Requested	12.51%	12.28%	+0.2%	12.96%	12.84%	+0.1%
Late Cancellations as a Percentage of Trips Scheduled	2.89%	2.72%	+0.2%	2.93%	3.04%	-0.1%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.41%	1.55%	-0.1%	1.51%	1.52%	-0.0%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.43%	0.68%	-0.2%	0.74%	0.88%	-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	0.92%	0.79%	+0.1%	0.82%	0.77%	+0.0%
New Applications Received	3,548	2,928	+21.2%	3,013	3,056	-1.4%

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

August 2016: 5,940
 August 2015: 4,587

12-Month Average

September 15 - August 16: 5,872
 September 14 - August 15: 4,672

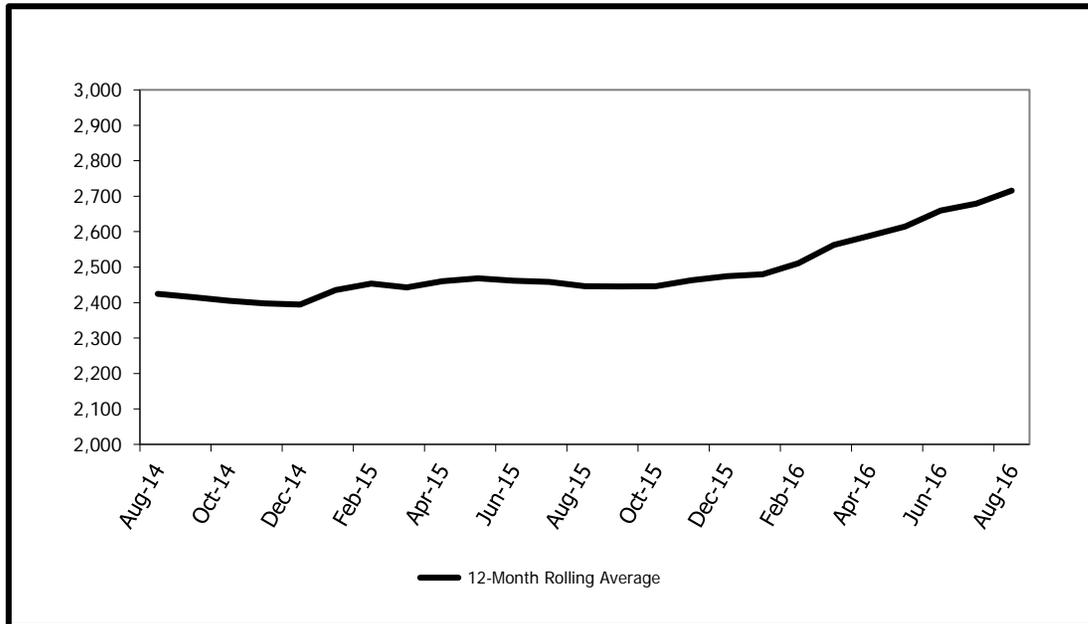
Annual Results

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

August 2016: 2,777
 August 2015: 2,384

12-Month Average

September 15 - August 16 2,716
 September 14 - August 15 2,446

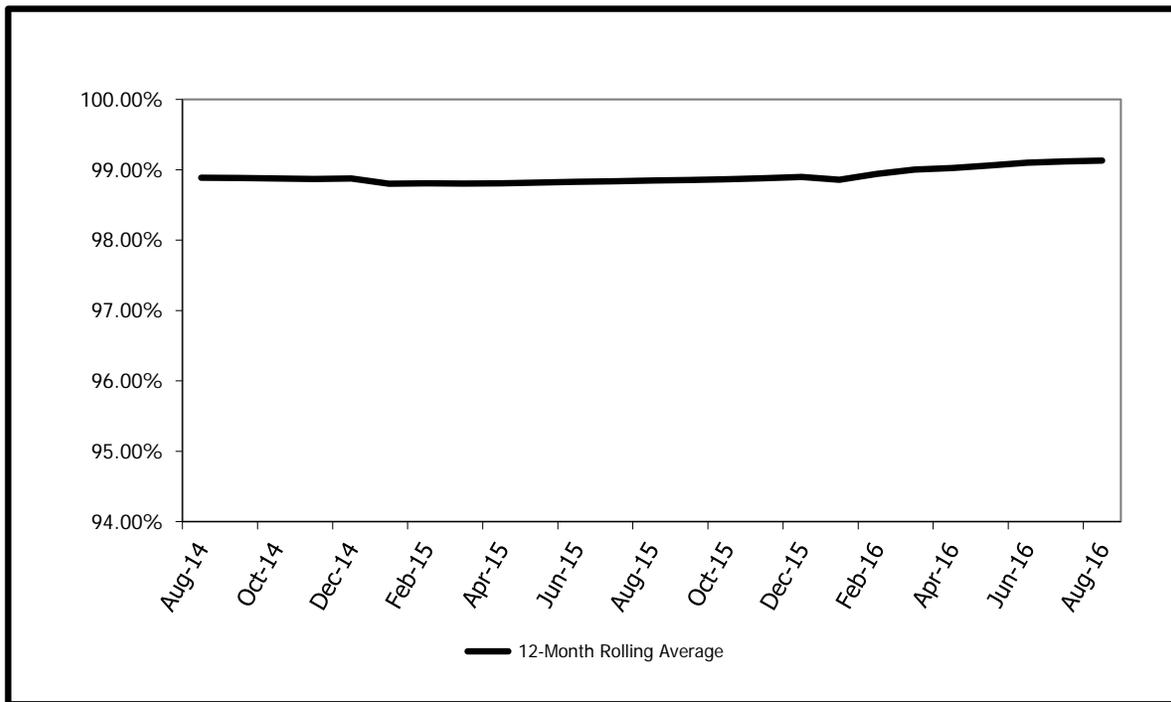
Annual Results

2016 YTD: 2,752
 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

August 2016: 99.39%
August 2015: 99.24%

12-Month Average

September 15 - August 16 99.13%
September 14 - August 15 98.85%

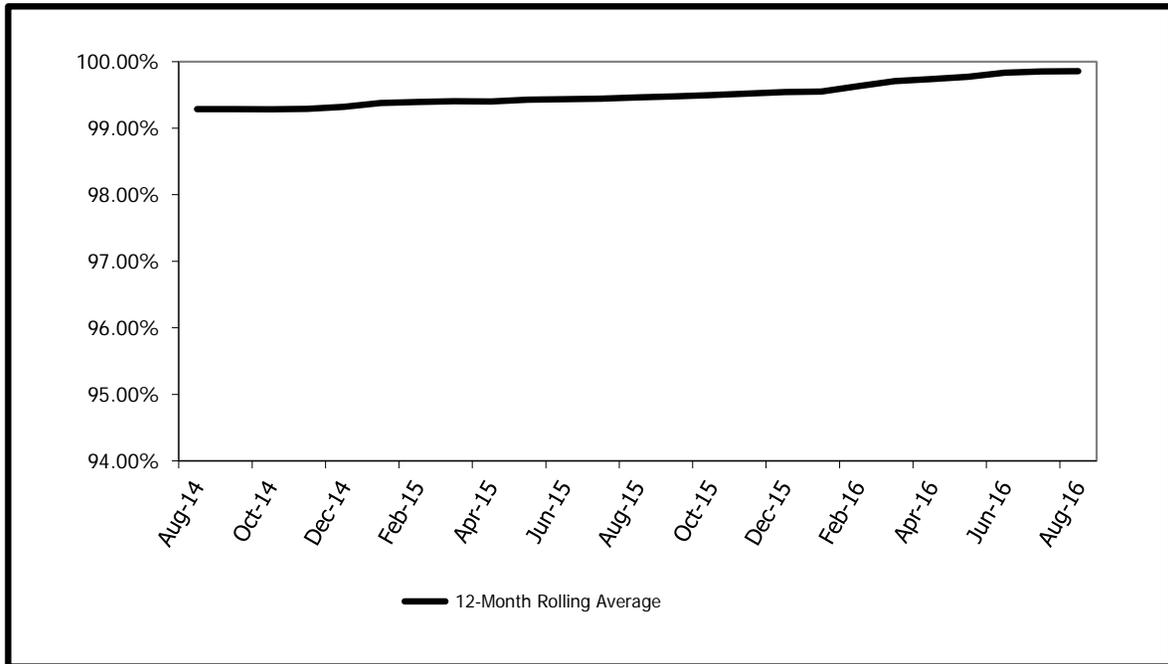
Annual Results

2016 YTD: 99.06%
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

August 2016: 99.91%
 August 2015: 99.88%

12-Month Average

September 15 - August 16: 99.86%
 September 14 - August 15: 99.46%

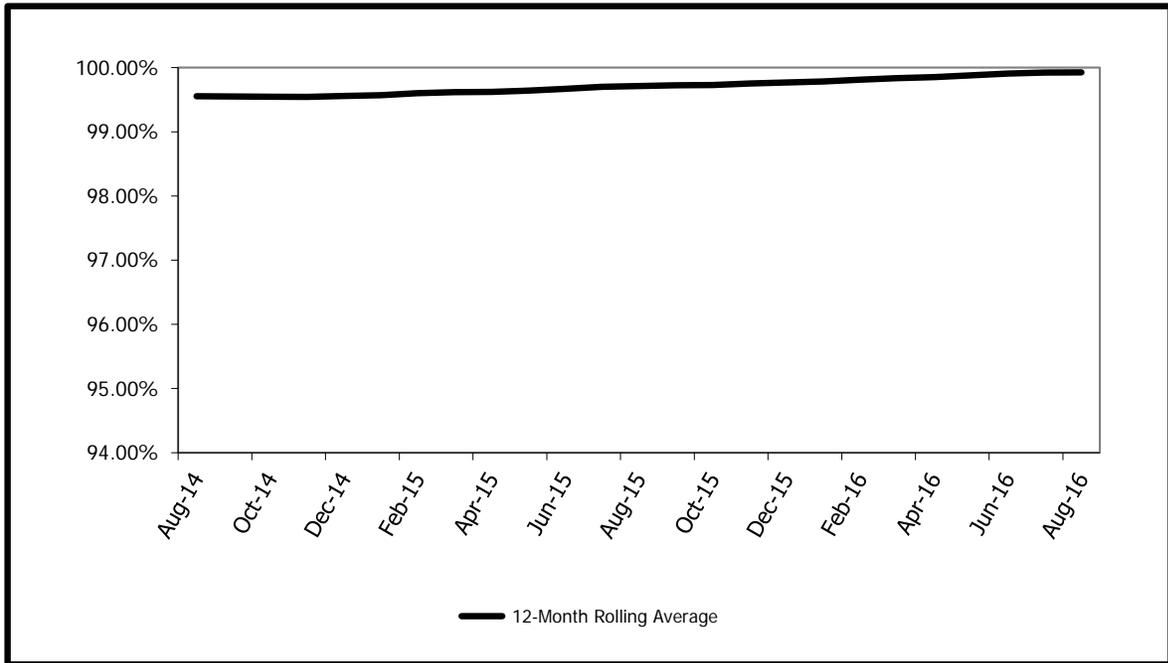
Annual Results

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

August 2016:	99.96%	September 15 - August 16	99.92%	2016 YTD:	99.94%
August 2015:	99.93%	September 14 - August 15	99.71%	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		
		Sep 2013 - Aug 2014	Sep 2014 - Aug 2015	Sep 2015 - Aug 2016
Subways				
Subway Customer Accidents per Million Customers ¹		2.61	2.62	2.53
Subway Collisions ^{2,3}		1	0	0
Subway Derailments ^{2,3}		2	2	1
Subway Fires ²		990	1,030	936
Buses				
Bus Collisions Per Million Miles	Regional	49.20	51.34	56.13
Bus Collision Injuries Per Million Miles	Regional	6.77	6.44	6.69
Bus Customer Accidents Per Million Customers	Regional	1.06	1.11	1.20
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees		3.59	3.76	4.12

¹ 12-Month Average data from August through July.

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

³ Data from October through September.

Leading Indicators				
Subways	September	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	31	284	336	84.5%
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)	3,403	42,612	61,178	69.7%
Station -- Emergency Communication				
Help Point Installations	11	94	130	72.3%
Buses	September	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	503	4,452	6,000	74.2%

⁴ Proof of concept on 4 buses continues to function as designed. Vendor negotiations completed. Target is to install 40 buses by end of year.

⁵ Proof of concept on 2 buses continues to function as designed. Vendor bids received by Procurement. Particular attention is directed to the performance of the technology under low and dim lighting conditions and DoB is working with the vendor to tailor the system to respond appropriately to such conditions. 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.



CRIME STATISTICS SEPTEMBER

	2016	2015	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	28	49	-21	-42.9%
FELASSAULT	24	16	8	50.0%
BURGLARY	0	4	-4	-100.0%
GRLARCENY	154	148	6	4.1%
<u>TOTAL MAJOR FELONIES</u>	<u>206</u>	<u>217</u>	<u>-11</u>	<u>-5.1%</u>

During September the daily Robbery average decreased from 1.6 to 0.9

During September the daily Major Felony average decreased from 7.2 to 6.9

CRIME STATISTICS JANUARY THRU SEPTEMBER

	2016	2015	Diff	% Change
MURDER	1	1	0	0.0%
RAPE	0	1	-1	-100.0%
ROBBERY	368	379	-11	-2.9%
FELASSAULT	222	184	38	20.7%
BURGLARY	14	16	-2	-12.5%
GRLARCENY	1153	1209	-56	-4.6%
<u>TOTAL MAJOR FELONIES</u>	<u>1758</u>	<u>1790</u>	<u>-32</u>	<u>-1.8%</u>

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

Year to date, the daily Major Felony average decreased from 6.6 to 6.4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

SEPTEMBER ACTIVITY

	2016	2015	Diff	% Change
TotalArrest	2692	4175	-1483	-35.5%
TosArrest	2055	2417	-362	-15.0%
Summ	6703	6382	321	5.0%

JANUARY - SEPTEMBER ACTIVITY

	2016	2015	Diff	% Change
TotalArrest	27376	36352	-8976	-24.7%
TosArrest	18706	19895	-1189	-6.0%
Summ	60051	57414	2637	4.6%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	<i>JANUARY-SEPTEMBER</i>																			
	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	<i>2016</i>
<i>Murder</i>	1	0	4	1	1	0	1	2	4	2	4	2	1	1	1	0	1	1	1	1
<i>Rape</i>	1	8	0	3	1	0	2	1	3	3	1	2	1	0	3	8	5	5	1	0
<i>Robbery</i>	1046	961	852	683	641	624	588	532	622	727	582	560	524	526	570	631	465	315	379	368
<i>Assault</i>	229	248	211	178	143	145	143	142	129	139	154	131	118	148	149	148	141	154	184	222
<i>Burglary</i>	20	10	2	4	16	6	3	5	1	5	2	5	1	2	7	19	29	15	16	14
<i>GL</i>	1629	1273	1152	1205	1080	1017	823	882	907	1103	942	976	850	891	1126	1254	1247	1144	1209	1153
<i>TOTAL MAJOR FELONIES</i>	<i>2926</i>	<i>2500</i>	<i>2221</i>	<i>2074</i>	<i>1882</i>	<i>1792</i>	<i>1560</i>	<i>1564</i>	<i>1666</i>	<i>1979</i>	<i>1685</i>	<i>1676</i>	<i>1495</i>	<i>1568</i>	<i>1856</i>	<i>2060</i>	<i>1888</i>	<i>1634</i>	<i>1790</i>	<i>1758</i>
<i>Major Fel Per Day</i>	<i>16.17</i>	<i>13.81</i>	<i>12.27</i>	<i>11.40</i>	<i>10.40</i>	<i>9.90</i>	<i>8.62</i>	<i>8.59</i>	<i>9.20</i>	<i>10.93</i>	<i>9.31</i>	<i>9.21</i>	<i>8.26</i>	<i>8.66</i>	<i>10.25</i>	<i>11.32</i>	<i>10.43</i>	<i>9.03</i>	<i>9.89</i>	<i>9.66</i>



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

September 2016 vs. 2015

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

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	7	-1	-14%
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	14	16	-2	-13%



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	August Results		August Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Un fav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(2.1)	(0.6)	2,908.3	2,912.3	4.0	0.1
Nonreimb. Exp. before Dep./OPEB	(10.3)	(1.6)	4,796.7	4,869.0	(72.3)	(1.5)
Net Cash Deficit*	(29.2)	(14.8)	(1,929.8)	(1,879.6)	50.3	2.6

*Excludes Subsidies and Debt Service

August 2016 **farebox revenue** was \$372.2 million, \$2.1 million (0.6 percent) below forecast. Subway revenue was \$3.1 million (1.1 percent) below forecast, bus revenue was \$0.9 million (1.1 percent) above forecast, and paratransit revenue was less than \$0.1 million (0.3 percent) below forecast. Accrued fare media liability was equal to forecast. Year-to-Date revenue of \$2,912.3 million was \$4.0 million (0.1 percent) above forecast. The August 2016 non-student **average fare** of \$1.875 decreased 0.3¢ from August 2015; the subway fare decreased 0.7¢, the local bus average fare decreased 0.3¢, and the express bus fare decreased 1.9¢.

Total **ridership** in August 2016 of 196.6 million was 0.2 million trips (0.1 percent) below forecast. Average weekday ridership in August 2016 was 7.2 million, 0.5 percent lower than August 2015. Average weekday ridership for the twelve months ending August 2016 was 7.8 million, 0.2 percent lower than the twelve months ending August 2015.

Nonreimbursable expenses before depreciation, OPEB and GASB 68 Pension Adjustment in August were above forecast by a net \$10.3 million (1.6 percent). Labor expenses were higher than forecast by \$12.0 million (2.4 percent), due largely to unfavorable health & welfare/OPEB current rates and increased overtime expenses. Non-labor expenses were under forecast by \$1.8 million (1.3 percent), with most accounts reporting favorable results.

Year-to-date, nonreimbursable expenses overran forecast by \$72.3 million (1.5 percent). Labor expenses were above forecast by \$101.7 million (2.8 percent), due significantly to Workers' Compensation additional reserve requirements, based on a current actuarial update recorded in June. Health & Welfare/OPEB current expenses overran forecast, again due to unfavorable rates. Non-labor expenses were under forecast by \$29.4 million (2.6 percent), with most accounts reporting favorable results.

The **net cash deficit** for August year-to-date was \$1,879.6 million, favorable to forecast by \$50.3 million (2.6 percent).

FINANCIAL RESULTS

Farebox Revenue

August 2016 Farebox Revenue - (\$ in millions)

	August				August Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	283.3	280.2	(3.1)	(1.1%)	2,210.0	2,210.0	0.0	0.0%
NYCT Bus	82.6	83.6	0.9	1.1%	640.3	644.2	4.0	0.6%
Paratransit	1.5	1.5	(0.0)	(0.3%)	12.2	12.2	(0.0)	(0.1%)
Subtotal	367.4	365.3	(2.1)	(0.6%)	2,862.5	2,866.4	4.0	0.1%
Fare Media Liability	6.9	6.9	0.0	0.0%	45.9	45.9	0.0	0.0%
Total - NYCT	374.3	372.2	(2.1)	(0.6%)	2,908.3	2,912.3	4.0	0.1%
MTA Bus Company	18.3	19.0	0.7	3.8%	140.3	142.1	1.8	1.3%
<i>Total - Regional Bus</i>	<i>100.9</i>	<i>102.6</i>	<i>1.7</i>	<i>1.6%</i>	<i>780.6</i>	<i>786.4</i>	<i>5.8</i>	<i>0.7%</i>

Note: Totals may not add due to rounding.

- More than half of the \$3.1 million negative subway revenue variance was due to lower-than-forecasted weekend ridership.
- 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

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

	NYC Transit				MTA Bus Company			
	2015	Prelim.	Change		2015	Prelim.	Change	
		2016	Amount	Percent		2016	Amount	Percent
Subway	1.971	1.964	(0.007)	(0.3%)	1.595	1.594	(0.001)	(0.1%)
Local Bus	1.565	1.562	(0.003)	(0.2%)	1.595	1.594	(0.001)	(0.1%)
Subway & Local Bus	1.863	1.859	(0.004)	(0.2%)	1.595	1.594	(0.001)	(0.1%)
Express Bus	5.118	5.099	(0.019)	(0.4%)	5.120	5.108	(0.011)	(0.2%)
Total	1.878	1.875	(0.003)	(0.2%)	1.838	1.837	(0.001)	(0.0%)

- August 2016 total non-student local and express bus average fares were both lower than August 2015, however, when combined, the total bus average fare increased 0.1 percent from \$1.626 in August 2015 to \$1.628 in August 2016, due to a larger portion of express bus trips in 2016 than in 2015.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the preliminary August average fare of \$1.19 was 19¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of August, other operating revenue underran forecast by \$7.4 million (22.7 percent), due to lower advertising and paratransit Urban Tax revenues, as well as the unfavorable timing of fare reimbursement accrual results. Year-to-date, other operating revenue was below forecast by \$8.9 million (3.1 percent), largely from lower advertising and paratransit Urban Tax revenues.

Nonreimbursable Expenses

In the month of August, nonreimbursable expenses before depreciation, OPEB and GASB 68 Pension Adjustment, were above forecast by \$10.3 million (1.6 percent). Year-to-date, expenses exceeded forecast by \$72.3 million (1.5 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of August were in excess of forecast by \$12.0 million (2.4 percent). Health & welfare/OPEB current expenses were unfavorable by \$7.1 million (6.8 percent), due mostly to unfavorable rates. Overtime expenses exceeded forecast by \$5.5 million (15.5 percent), due to subway service delays and overcrowding, vacancy/absentee coverage requirements, and continued signals maintenance. Pension expenses were above forecast by \$1.7 million (2.2 percent), due mainly to the unfavorable timing of MaBSTOA expenses. Partly offsetting these negative results were lower payroll expenses of \$2.0 million (0.7 percent), largely from vacancies and the favorable timing of expenses. Year-to-date, expenses exceeded forecast by \$101.7 million (2.8 percent), including an increase in other fringe benefit expenses of \$84.8 million (29.7 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 \$21.0 million (2.6 percent), due mostly to unfavorable rates. Overtime expenses exceeded forecast by \$5.7 million (1.9 percent), due to subway service delays and overcrowding, and vacancy/absentee coverage requirements. Pension expenses were higher by \$3.4 million (1.1 percent), due to the unfavorable timing of MaBSTOA expenses. Payroll expenses underran forecast by \$8.1 million (0.4 percent), due largely to vacancies and the favorable timing of expenses. Reimbursable overhead credits were favorable by \$5.2 million (3.2 percent), due to additional reimbursable overtime requirements.

Non-labor expenses were less than forecast in August by \$1.8 million (1.3 percent). Other business expenses were below forecast by \$2.5 million (38.9 percent), due mainly to the favorable timing of miscellaneous credits/expenses. Professional service contract expenses were under forecast by \$1.8 million (16.4 percent), due primarily to the favorable timing of Information Technology-related expenses. Claims expenses were less by \$1.7 million (13.8 percent), due largely to the timing of expenses. Electric power expenses were below forecast by \$1.1 million (4.8 percent), resulting mainly from the favorable timing of expenses and lower prices, partly offset by higher consumption. Maintenance contract expenses were above forecast by \$2.5 million (13.0 percent), mainly from the unfavorable timing of vehicle maintenance & repair contract and refuse recycling expenses. Materials & supplies expenses surpassed forecast by \$2.3 million (9.2 percent), due principally to the unfavorable timing of non-vehicle maintenance material requirements, partly offset by higher scrap/surplus sales. Year-to-date, non-labor expenses were favorable by \$29.4 million (2.6 percent), including the following:

- Preliminary claims expenses were below forecast by \$14.2 million (14.7 percent), due largely to a preliminary forecast of claims reserve requirements in anticipation of a June actuarial update, which has been delayed.

- Paratransit service contract expenses were lower than forecast by \$6.0 million (2.3 percent), due principally to the favorable timing of expenses.
- Professional service contract expenses were favorable by \$5.7 million (7.0 percent), due primarily to the favorable timing of bond service and various professional service account expenses.
- Electric power expenses were positive by \$3.1 million (1.8 percent), principally from lower prices and consumption, partly offset by the unfavorable timing of expenses.
- Other business expenses underran by \$2.4 million (4.5 percent), due mainly to the favorable timing of miscellaneous credits/expenses.
- Materials and supplies expenses were under forecast by \$2.1 million (1.0 percent), due mostly to higher scrap/surplus sales and favorable inventory adjustments.
- Maintenance contract expenses overran forecast by \$2.7 million (1.7 percent), mainly from the unfavorable timing of vehicle maintenance service contract expenses, partly offset by an underrun in subway car related purchases.

Depreciation expenses were below forecast year-to-date by \$27.7 million (2.4 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 August year-to-date was \$1,879.6 million, favorable to forecast by \$50.3 million (2.6 percent).

Incumbents

There were 47,254 full-time paid incumbents at the end of August, a decrease of 125 from the end of July and an increase of 103 from December 2015 (excluding 164 December temporary paid incumbents).

RIDERSHIP RESULTS

August 2016 Ridership vs. Forecast - (millions)

	August				August Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	144.7	143.8	(0.8)	(0.6%)	1,165.5	1,163.1	(2.4)	(0.2%)
NYCT Bus	51.4	52.1	0.6	1.2%	424.6	425.8	1.1	0.3%
Subtotal	196.1	195.9	(0.2)	(0.1%)	1,590.1	1,588.9	(1.3)	(0.1%)
Paratransit	0.8	0.8	0.0	1.3%	6.0	6.0	0.0	0.7%
Total - NYCT	196.8	196.6	(0.2)	(0.1%)	1,596.1	1,594.9	(1.2)	(0.1%)
MTA Bus Company	10.0	10.5	0.5	5.2%	82.3	83.4	1.1	1.3%
<i>Total - Regional Bus</i>	<i>61.4</i>	<i>62.5</i>	<i>1.1</i>	<i>1.9%</i>	<i>506.9</i>	<i>509.1</i>	<i>2.2</i>	<i>0.4%</i>

Notes: Totals may not add due to rounding.

August Average Weekday and Weekend Ridership vs. Prior Year

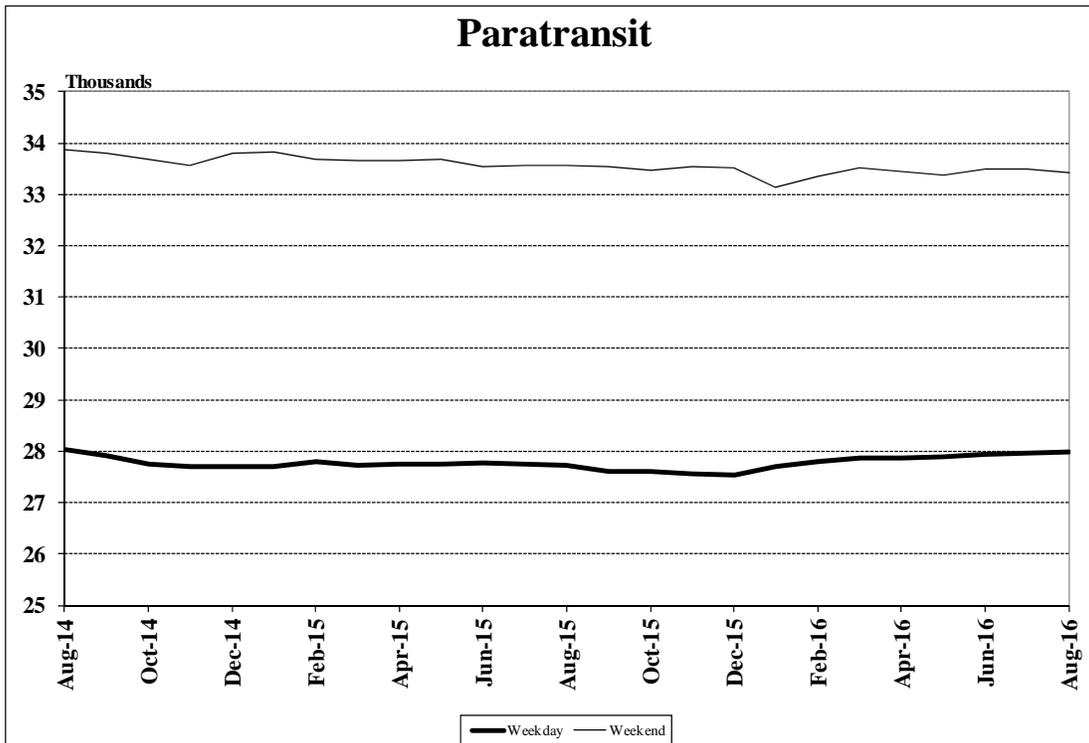
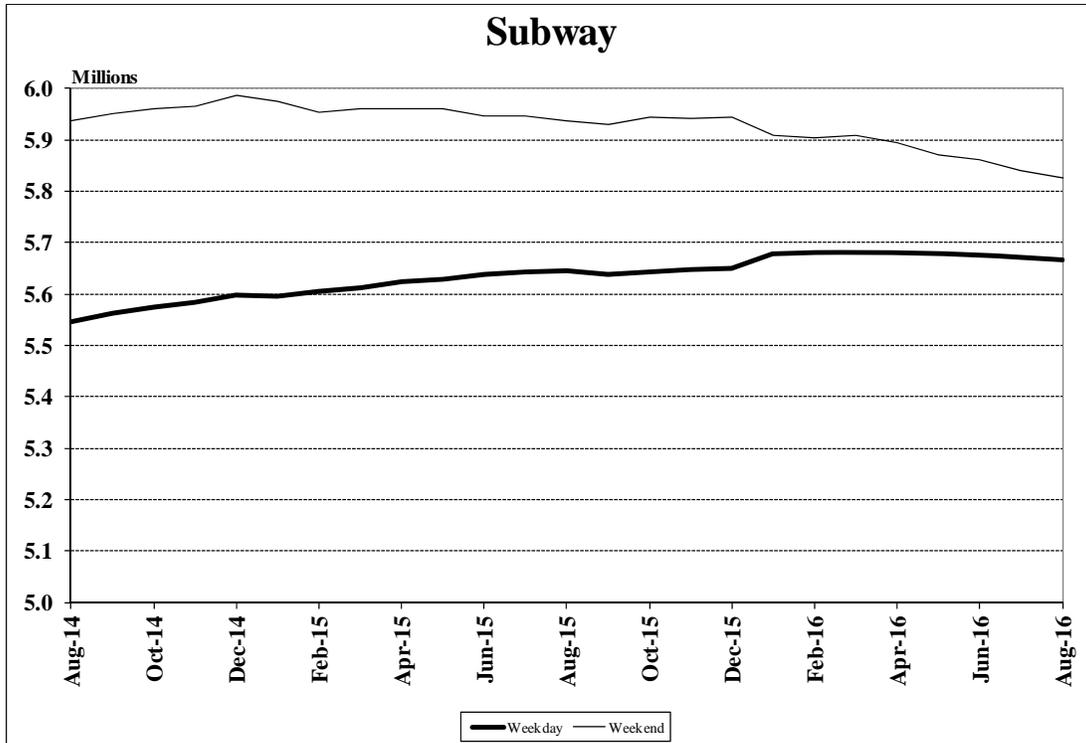
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2015	Preliminary	Change		2015	Preliminary	Change	
		2016	Amount	Percent		2016	Amount	Percent
Subway	5,292	5,275	-17	-0.3%	5,787	5,585	-203	-3.5%
NYCT Local Bus	1,847	1,829	-17	-0.9%	2,366	2,251	-115	-4.9%
NYCT Express Bus	39	39	+1	+1.5%	12	12	+0	+0.3%
Paratransit	27	28	+0	+1.4%	34	33	-1	-2.3%
TOTAL - NYCT	7,205	7,171	-34	-0.5%	8,199	7,880	-318	-3.9%
MTABC Local Bus	347	353	+6	+1.6%	427	417	-11	-2.5%
MTABC Express Bus	30	29	-1	-2.4%	13	11	-2	-11.9%
Total - MTA Bus	377	382	+5	+1.3%	440	428	-12	-2.8%
<i>Total - Regional Bus</i>	<i>2,262</i>	<i>2,250</i>	<i>-12</i>	<i>-0.5%</i>	<i>2,817</i>	<i>2,690</i>	<i>-127</i>	<i>-4.5%</i>
12-Month Rolling Average								
Subway	5,646	5,666	+19	+0.3%	5,937	5,826	-111	-1.9%
Local Bus	2,054	2,019	-35	-1.7%	2,276	2,202	-74	-3.2%
Express Bus	41	41	-0	-1.1%	12	12	+0	+1.9%
Paratransit	28	28	+0	+0.9%	34	33	-0	-0.4%
TOTAL - NYCT	7,769	7,753	-16	-0.2%	8,259	8,074	-185	-2.2%
MTABC Local Bus	378	379	+0	+0.1%	392	390	-1	-0.4%
MTABC Express Bus	31	29	-1	-4.7%	12	12	-0	-3.5%
Total - MTA Bus	409	408	-1	-0.2%	404	402	-2	-0.5%
<i>Total - Regional Bus</i>	<i>2,504</i>	<i>2,468</i>	<i>-36</i>	<i>-1.5%</i>	<i>2,692</i>	<i>2,617</i>	<i>-75</i>	<i>-2.8%</i>

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

- August 2016 average weekday student ridership was up 22.9 percent on subways and 33.9 percent on buses due to more days of Summer School in August 2016 than in August 2015. August 2016 average weekday non-student subway ridership was 0.7 percent lower and weekday non-student bus ridership was 1.3 percent lower than August 2015.
- The August average weekend subway and bus ridership decreases were in line with the weekend decreases that have occurred in recent months. The decrease may also be due in part to more rain on weekends in 2016 than in August 2015.

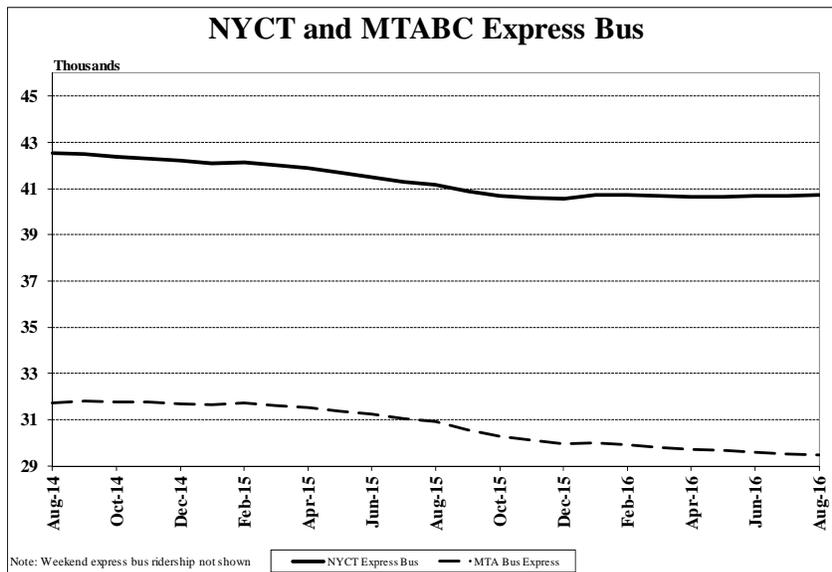
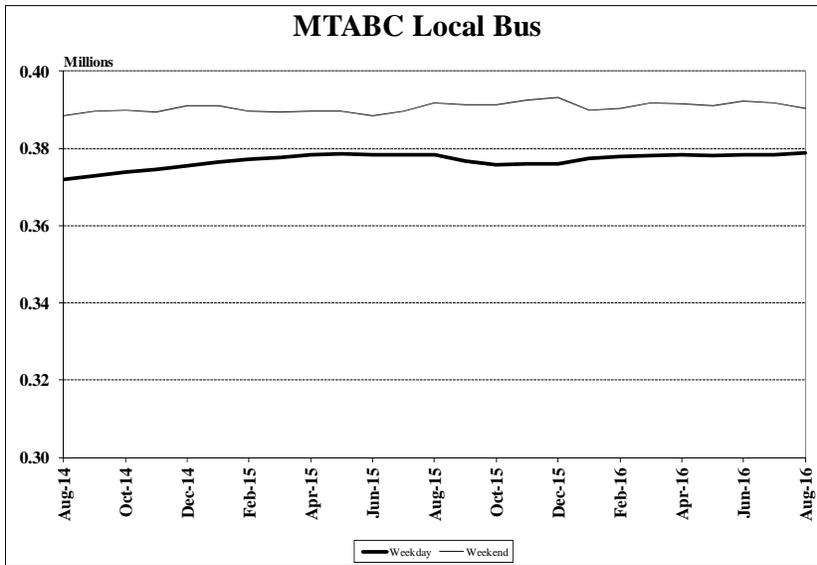
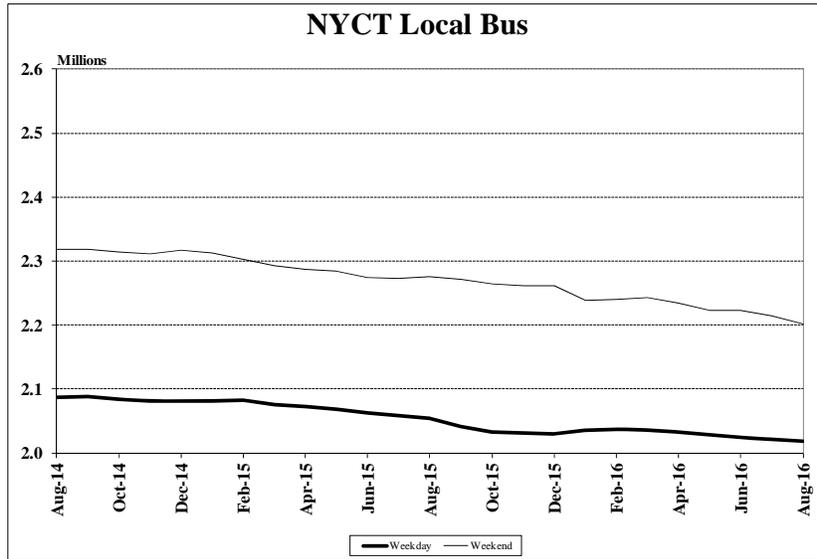
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From August 2015 to August 2016, average weekday ridership had mixed results on area services, including Metro North Rail Road posting a decline of 3.5 percent and PATH reporting a 3.9 percent increase. Weekend ridership was mostly down across all area services, with the exception of NYCT Express Bus which was essentially flat, posting a 0.3 percent increase over August 2015. PATH posted an 18.4 percent decrease over August 2015, though this was due to closure of Midtown Manhattan stations during weekends in August 2016.

Bridges and Tunnels traffic increased on weekdays, and was essentially flat on weekends.

Ridership on Transit Services in the New York Area				
(thousands)				
Transit Service	Aug-15	Preliminary Aug-16	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,292	5,275	-0.3%	+0.3%
NYCT Local Bus	1,847	1,829	-0.9%	-1.7%
NYCT Express Bus	39	39	+1.5%	-1.1%
NYCT Paratransit	27	28	+1.4%	+0.9%
Staten Island Railway	14	14	+0.1%	+3.0%
MTA Local Bus	347	353	+1.6%	+0.1%
MTA Express Bus	30	29	-2.4%	-4.7%
Long Island Rail Road	308	303	-1.6%	+2.2%
Metro-North Railroad	278	269	-3.5%	-0.9%
PATH	259	269	+3.9%	+4.8%
<u>Average Weekend</u>				
NYCT Subway	5,787	5,585	-3.5%	-1.9%
NYCT Local Bus	2,366	2,251	-4.9%	-3.2%
NYCT Express Bus	12	12	+0.3%	+1.9%
NYCT Paratransit	34	33	-2.3%	-0.4%
Staten Island Railway	9	8	-6.0%	-5.8%
MTA Local Bus	427	417	-2.5%	-0.4%
MTA Express Bus	13	11	-11.9%	-3.5%
Long Island Rail Road	236	221	-6.7%	+0.8%
Metro-North Railroad	242	231	-4.5%	+0.6%
PATH	215	176	-18.4%	+2.6%

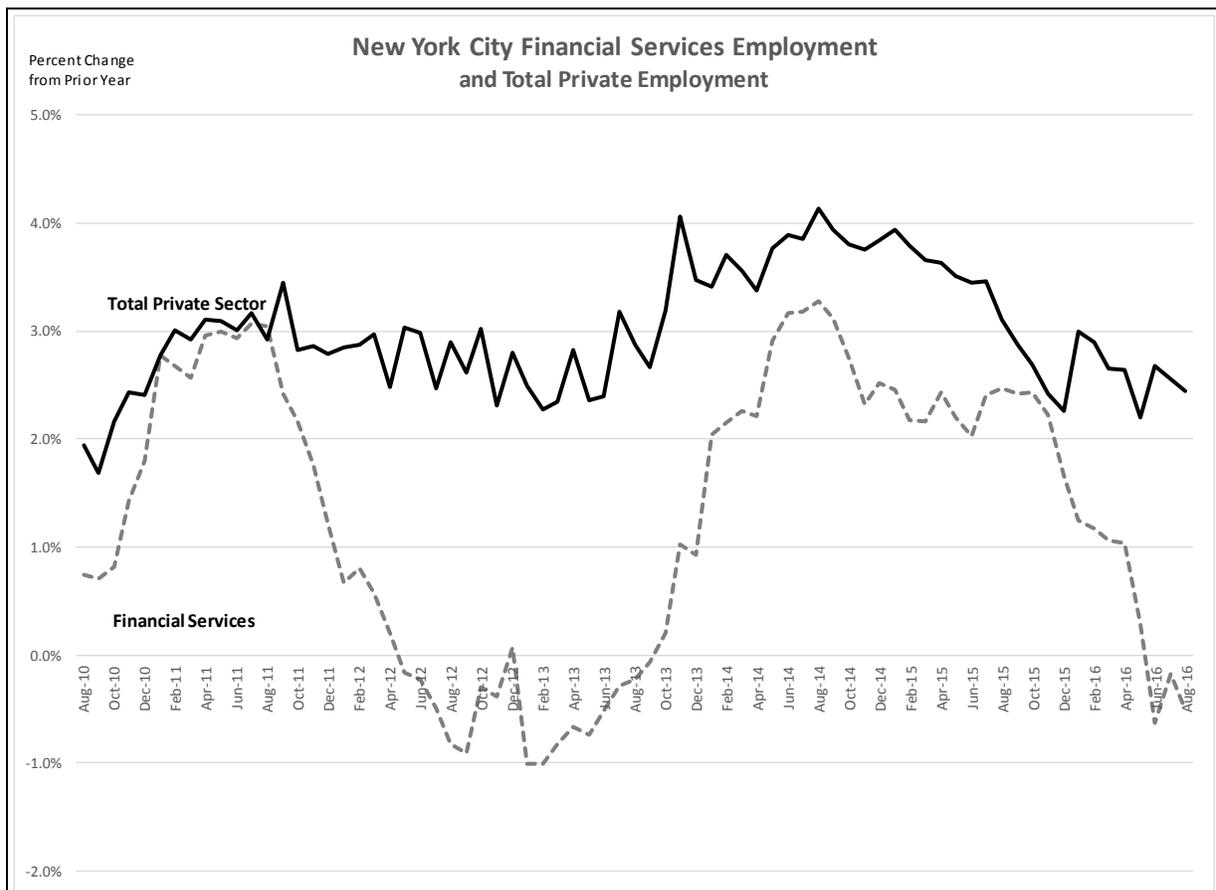
MTA Bridges and Tunnels				
(thousands)				
Average Weekday	884	900	+1.8%	+4.4%
Average Weekend	1,722	1,723	+0.0%	+3.2%

Note: Percentages are based on unrounded data.

Economy

From August 2015 to August 2016, New York City employment increased 2.3 percent (95,100 jobs). Private sector employment increased 2.4 percent (89,400 jobs) and government employment increased 1.0 percent (5,700 jobs). Nearly all of the private employment sub-sectors increased over the prior year, with the lone exception of the financial activities sub-sector (down 0.5 percent or 2,400 jobs). The sub-sector with the largest absolute increase was educational & health services (up 32,500 jobs or 3.9 percent). The sub-sector with the largest percent increase was leisure & hospitality (up 25,500 jobs or 6.0 percent).

As shown in the graph below, the year-over-year growth of employment in the financial services subsector since December of 2015 has been underperforming the total private sector, and even posting a negative growth rate since June 2016. However, the financial services subsector, since August of 2011, has not tracked closely with growth in total private sector employment. The financial services subsector saw weaker, or negative, growth from September 2011 to June of 2014. Total private sector employment was clearly affected during this period, though not determinative, as the financial services subsector accounted for an average of 13 percent of total private sector employment during that period. While it may be concerning that the financial services subsector is currently experiencing weak, or negative, growth, the subsector accounted for 12.3 percent of total private sector employment since December 2015, which suggests a diminishing role of the subsector in the New York City economy.



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

9/16/2016 03:18 PM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Subway	\$283.256	\$280.163	(3.093)	(1.1)	\$0.000	\$0.000	-	-	\$283.256	\$280.163	(3.093)	(1.1)
Bus	\$82.621	\$83.569	\$0.948	1.1	\$0.000	\$0.000	-	-	\$82.621	\$83.569	\$0.948	1.1
Paratransit	\$1.544	\$1.540	(0.004)	(0.3)	\$0.000	\$0.000	-	-	\$1.544	\$1.540	(0.004)	(0.3)
Fare Liability	\$6.905	\$6.905	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.905	\$6.905	\$0.000	0.0
Farebox Revenue	\$374.326	\$372.177	(2.149)	(0.6)	\$0.000	\$0.000	-	-	\$374.326	\$372.177	(2.149)	(0.6)
Fare Reimbursement	\$1.788	(1.196)	(2.984)	-	\$0.000	\$0.000	-	-	\$1.788	(1.196)	(2.984)	-
Paratransit Reimbursement	\$15.141	\$13.008	(2.133)	(14.1)	\$0.000	\$0.000	-	-	\$15.141	\$13.008	(2.133)	(14.1)
Other Operating Revenue	\$15.460	\$13.226	(2.234)	(14.5)	\$0.000	\$0.000	-	-	\$15.460	\$13.226	(2.234)	(14.5)
Other Revenue	\$32.389	\$25.038	(7.351)	(22.7)	\$0.000	\$0.000	-	-	\$32.389	\$25.038	(7.351)	(22.7)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$95.244	\$98.633	\$3.389	3.6	\$95.244	\$98.633	\$3.389	3.6
Total Revenue	\$406.715	\$397.215	(9.501)	(2.3)	\$95.244	\$98.633	\$3.389	3.6	\$501.960	\$495.848	(6.112)	(1.2)
Expenses												
Labor:												
Payroll	\$270.250	\$268.272	\$1.977	0.7	\$39.385	\$36.696	\$2.689	6.8	\$309.635	\$304.969	\$4.666	1.5
Overtime	\$35.458	\$40.956	(5.498)	(15.5)	\$7.884	\$10.936	(3.052)	(38.7)	\$43.342	\$51.891	(8.550)	(19.7)
Total Salaries & Wages	\$305.707	\$309.228	(3.521)	(1.2)	\$47.269	\$47.632	(0.362)	(0.8)	\$352.977	\$356.860	(3.883)	(1.1)
Health and Welfare	\$69.089	\$70.510	(1.421)	(2.1)	\$1.827	\$1.730	\$0.097	5.3	\$70.916	\$72.240	(1.324)	(1.9)
OPEB Current Payment	\$35.455	\$41.120	(5.665)	(16.0)	\$0.744	\$0.590	\$0.154	20.7	\$36.199	\$41.710	(5.511)	(15.2)
Pensions	\$77.231	\$78.922	(1.691)	(2.2)	\$2.772	\$2.835	(0.063)	(2.3)	\$80.003	\$81.757	(1.754)	(2.2)
Other Fringe Benefits	\$35.002	\$35.480	(0.477)	(1.4)	\$14.685	\$14.324	\$0.360	2.5	\$49.687	\$49.804	(0.117)	(0.2)
Total Fringe Benefits	\$216.778	\$226.032	(9.254)	(4.3)	\$20.028	\$19.479	\$0.549	2.7	\$236.806	\$245.510	(8.705)	(3.7)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(18.853)	(19.600)	\$0.747	4.0	\$18.853	\$19.600	(0.747)	(4.0)	\$0.000	\$0.000	\$0.000	-
Labor	\$503.632	\$515.660	(12.028)	(2.4)	\$86.150	\$86.711	(0.560)	(0.7)	\$589.782	\$602.371	(12.588)	(2.1)
Non-Labor:												
Electric Power	\$21.932	\$20.876	\$1.056	4.8	\$0.021	\$0.047	(0.026)	-	\$21.954	\$20.924	\$1.030	4.7
Fuel	\$5.920	\$6.528	(0.608)	(10.3)	\$0.000	\$0.118	(0.118)	-	\$5.920	\$6.647	(0.727)	(12.3)
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	\$32.316	\$32.239	\$0.076	0.2	\$0.000	\$0.000	-	-	\$32.316	\$32.239	\$0.076	0.2
Maintenance and Other Operating Contracts	\$19.572	\$22.108	(2.537)	(13.0)	\$2.723	\$3.631	(0.908)	(33.3)	\$22.295	\$25.740	(3.445)	(15.5)
Professional Service Contracts	\$10.934	\$9.141	\$1.793	16.4	\$0.814	\$0.822	(0.009)	(1.1)	\$11.747	\$9.963	\$1.784	15.2
Materials & Supplies	\$25.555	\$27.902	(2.347)	(9.2)	\$5.377	\$6.904	(1.527)	(28.4)	\$30.932	\$34.806	(3.874)	(12.5)
Other Business Expenses	\$6.494	\$3.967	\$2.527	38.9	\$0.159	\$0.399	(0.240)	-	\$6.653	\$4.366	\$2.287	34.4
Non-Labor	\$141.027	\$139.253	\$1.774	1.3	\$9.094	\$11.922	(2.828)	(31.1)	\$150.121	\$151.175	(1.054)	(0.7)
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$644.659	\$654.912	(10.254)	(1.6)	\$95.244	\$98.633	(3.388)	(3.6)	\$739.903	\$753.545	(13.642)	(1.8)
Depreciation	\$146.218	\$135.530	\$10.688	7.3	\$0.000	\$0.000	-	-	\$146.218	\$135.530	\$10.688	7.3
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	\$790.877	\$790.443	\$0.434	0.1	\$95.244	\$98.633	(3.388)	(3.6)	\$886.122	\$889.075	(2.954)	(0.3)
OPERATING SURPLUS/DEFICIT	(384.162)	(393.228)	(9.066)	(2.4)	\$0.000	\$0.000	\$0.000	-	(384.162)	(393.228)	(9.066)	(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 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
 Aug - 2016 Mid_Year
 Accrual Statement of Operations By Category
 Year-To-Date - Aug 2016
 (\$ in Millions)

9/16/2016 03:18 PM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue:												
Subway	\$2,209.965	\$2,209.977	\$0.012	0.0	\$0.000	\$0.000	-	-	\$2,209.965	\$2,209.977	\$0.012	0.0
Bus	\$640.271	\$644.227	\$3.956	0.6	\$0.000	\$0.000	-	-	\$640.271	\$644.227	\$3.956	0.6
Paratransit	\$12.230	\$12.223	(0.007)	(0.1)	\$0.000	\$0.000	-	-	\$12.230	\$12.223	(0.007)	(0.1)
Fare Liability	\$45.880	\$45.880	\$0.000	0.0	\$0.000	\$0.000	-	-	\$45.880	\$45.880	\$0.000	0.0
Farebox Revenue	\$2,908.346	\$2,912.307	\$3.961	0.1	\$0.000	\$0.000	-	-	\$2,908.346	\$2,912.307	\$3.961	0.1
Fare Reimbursement	\$52.347	\$52.346	(0.001)	0.0	\$0.000	\$0.000	-	-	\$52.347	\$52.346	(0.001)	0.0
Paratransit Reimbursement	\$124.245	\$121.531	(2.714)	(2.2)	\$0.000	\$0.000	-	-	\$124.245	\$121.531	(2.714)	(2.2)
Other Operating Revenue	\$107.086	\$100.928	(6.158)	(5.8)	\$0.000	\$0.000	-	-	\$107.086	\$100.928	(6.158)	(5.8)
Other Revenue	\$283.677	\$274.805	(8.873)	(3.1)	\$0.000	\$0.000	-	-	\$283.677	\$274.805	(8.873)	(3.1)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$760.828	\$773.947	\$13.119	1.7	\$760.828	\$773.947	\$13.119	1.7
Total Revenue	\$3,192.023	\$3,187.112	(4.911)	(0.2)	\$760.828	\$773.947	\$13.119	1.7	\$3,952.851	\$3,961.058	\$8.207	0.2
Expenses												
Labor :												
Payroll	\$2,115.695	\$2,107.600	\$8.095	0.4	\$295.664	\$288.695	\$6.968	2.4	\$2,411.358	\$2,396.296	\$15.063	0.6
Overtime	\$295.573	\$301.274	(5.700)	(1.9)	\$84.769	\$96.815	(12.046)	(14.2)	\$380.343	\$398.089	(17.746)	(4.7)
Total Salaries & Wages	\$2,411.268	\$2,408.874	\$2.394	0.1	\$380.433	\$385.510	(5.077)	(1.3)	\$2,791.701	\$2,794.384	(2.683)	(0.1)
Health and Welfare	\$527.443	\$541.743	(14,300)	(2.7)	\$14.305	\$14.905	(0.600)	(4.2)	\$541.748	\$556.648	(14,900)	(2.8)
OPEB Current Payment	\$277.219	\$283.942	(6,723)	(2.4)	\$5.951	\$5,267	\$0.683	11.5	\$283.170	\$289.210	(6,040)	(2.1)
Pensions	\$324.941	\$328.382	(3,441)	(1.1)	\$13.078	\$13.138	(0.060)	(0.5)	\$338.019	\$341.521	(3,502)	(1.0)
Other Fringe Benefits	\$285.397	\$370.178	(84,781)	(29.7)	\$115.981	\$116,103	(0.121)	(0.1)	\$401.378	\$486.281	(84,903)	(21.2)
Total Fringe Benefits	\$1,414.999	\$1,524.245	(109,246)	(7.7)	\$149.316	\$149,414	(0.098)	(0.1)	\$1,564.315	\$1,673.659	(109,344)	(7.0)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(161.813)	(166.970)	\$5.158	3.2	\$161.813	\$166,970	(5.158)	(3.2)	\$0.000	\$0.000	\$0.000	(86.4)
Labor	\$3,664.455	\$3,766.149	(101.694)	(2.8)	\$691.561	\$701.894	(10.333)	(1.5)	\$4,356.016	\$4,468.043	(112.027)	(2.6)
Non-Labor :												
Electric Power	\$168.413	\$165.340	\$3.073	1.8	\$0.169	\$0.325	(0.157)	(93.0)	\$168.582	\$165.665	\$2.917	1.7
Fuel	\$54.513	\$54.975	(0.461)	(0.8)	\$0.000	\$0.131	(0.131)	-	\$54.513	\$55.105	(0.592)	(1.1)
Insurance	\$48.314	\$49.185	(0.872)	(1.8)	\$0.000	\$0.000	-	-	\$48.314	\$49.185	(0.872)	(1.8)
Claims	\$96.763	\$82.564	\$14,200	14.7	\$0.000	\$0.000	-	-	\$96.763	\$82.564	\$14,200	14.7
Paratransit Service Contracts	\$260.543	\$254.580	\$5,964	2.3	\$0.000	\$0.000	-	-	\$260.543	\$254.580	\$5,964	2.3
Maintenance and Other Operating Contracts	\$153.027	\$155.697	(2,671)	(1.7)	\$21.266	\$22,507	(1,241)	(5.8)	\$174.293	\$178.205	(3,912)	(2.2)
Professional Service Contracts	\$81.379	\$75.649	\$5,730	7.0	\$6.338	\$8,724	(2,386)	(37.6)	\$87.717	\$84.372	\$3,344	3.8
Materials & Supplies	\$216.364	\$214.307	\$2,057	1.0	\$42.199	\$40,083	\$2,116	5.0	\$258.563	\$254.390	\$4,173	1.6
Other Business Expenses	\$52.926	\$50.523	\$2,403	4.5	(0,704)	\$0.283	(0.987)	-	\$52.221	\$50.806	\$1,415	2.7
Non-Labor	\$1,132.243	\$1,102.820	\$29,423	2.6	\$69.267	\$72,052	(2,786)	(4.0)	\$1,201.509	\$1,174.872	\$26,637	2.2
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	\$4,796.698	\$4,868.968	(72.271)	(1.5)	\$760.828	\$773.947	(13.119)	(1.7)	\$5,557.526	\$5,642.916	(85.390)	(1.5)
Depreciation	\$1,131.166	\$1,103.459	\$27,707	2.4	\$0.000	\$0.000	-	-	\$1,131.166	\$1,103.459	\$27,707	2.4
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	\$6,932.271	\$6,856.821	\$75,450	1.1	\$760.828	\$773,947	(13,119)	(1.7)	\$7,693.099	\$7,630.768	\$62,331	0.8
OPERATING SURPLUS/DEFICIT	(3,740.248)	(3,669,710)	\$70,538	1.9	\$0.000	\$0.000	\$0.000	-	(3,740.248)	(3,669,710)	\$70,538	1.9

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 NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
August 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	(2.1)	(0.6)	Mostly due to lower subway ridership	4.0	0.1	Principally favorable second quarter pass average fare adjustments not anticipated in the forecast, partly offset by lower subway ridership in July and August.
Other Operating Revenue	NR	(7.4)	(22.7)	Due to lower advertising and paratransit Urban Tax revenues, as well as the unfavorable timing of fare reimbursement accrual results	(8.9)	(3.1)	Largely lower advertising and paratransit Urban Tax revenues
Payroll	NR	2.0	0.7	Mainly vacancies and the favorable timing of expenses	8.1	0.4	Mainly vacancies and the favorable timing of expenses
Overtime	NR	(5.5)	(15.5)	Overrun due to subway service delays and overcrowding, vacancy/absentee coverage requirements, and continued signals maintenance	(5.7)	(1.9)	Overrun due to subway service delays and overcrowding, and vacancy/absentee coverage requirements
Health & Welfare (including OPEB current payment)	NR	(7.1)	(6.8)	Due primarily to unfavorable rates	(21.0)	(2.6)	Due primarily to unfavorable rates
Pension	NR	(1.7)	(2.2)	Mostly the unfavorable timing of MaBSTOA expenses	(3.4)	(1.1)	Mostly the unfavorable timing of MaBSTOA expenses
Other Fringe Benefits	NR	(0.5)	(1.4)	Largely higher FICA expenses	(84.8)	(29.7)	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	0.7	4.0	Due to higher reimbursable overtime requirements	5.2	3.2	Due to higher reimbursable overtime requirements
Electric Power	NR	1.1	4.8	Mainly the favorable timing of expenses and lower prices, partly offset by higher consumption	3.1	1.8	Primarily lower prices and consumption, partly offset by the unfavorable timing of expenses
Insurance	NR				(0.9)	(1.8)	The unfavorable timing of interagency billing/payments
Claims	NR	1.7	13.8	Primarily the favorable timing of expenses	14.2	14.7	Resulting from a preliminary forecast of reserve requirements in anticipation of a June actuarial update, which has now been delayed

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
August 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	
		\$	%		\$	%		
Paratransit Service Contracts	NR					6.0	2.3	Due principally to the favorable timing of expenses
Maintenance and Other Operating Contracts	NR	(2.5)	(13.0)	Mainly the unfavorable timing of vehicle maintenance and repair contract and refuse/recycling expenses	(2.7)	(1.7)	Mainly the unfavorable timing of vehicle maintenance service contract expenses, partly offset by an underrun in subway car related purchases	
Professional Service Contracts	NR	1.8	16.4	Primarily the favorable timing of Information Technology-related expenses	5.7	7.0	Primarily the favorable timing of bond service and various professional service contract account expenses	
Materials & Supplies	NR	(2.3)	(9.2)	Principally the unfavorable timing of non-vehicle maintenance material requirements, partly offset by higher scrap/surplus sales	2.1	1.0	Principally higher scrap/surplus sales and favorable inventory adjustments	
Other Business Expenses	NR	2.5	38.9	The favorable timing of miscellaneous credits/debits	2.4	4.5	The favorable timing of miscellaneous credits/debits	
Capital and Other Reimbursements	R	3.4	3.6	Increased reimbursements consistent with an increase in reimbursable expenses	13.1	1.7	Increased reimbursements consistent with an increase in reimbursable expenses	
Payroll	R	2.7	6.8	Mainly the favorable timing of non-capital transactions and capital construction project requirements	7.0	2.4	Mainly the favorable timing of non-capital transactions and capital engineering requirements	
Overtime	R	(3.1)	(38.7)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other Capital Program support	(12.0)	(14.2)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other Capital Program support	
Maintenance Contracts	R	(0.9)	(33.3)	Largely the unfavorable timing of operating contract expenses	(1.2)	(5.8)	Largely the unfavorable timing of operating contract and maintenance services expenses	
Professional Service Contracts	R				(2.4)	(37.6)	Primarily the unfavorable timing of various professional service contract requirements	
Materials & Supplies	R	(1.5)	(28.4)	Mainly the unfavorable timing of vehicle maintenance material requirements	2.1	5.0	Mainly the favorable timing of non-vehicle maintenance material requirements	

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

9/26/2016 03:37 PM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$377.705	\$389.888	\$12.183	3.2	\$2,909.421	\$2,947.899	\$38.478	1.3
Fare Reimbursement	\$6.313	\$6.313	\$0.000	0.0	\$71.393	\$71.426	\$0.033	0.0
Paratransit Reimbursement	\$4.748	\$3.570	(1.178)	(24.8)	\$104.173	\$140.640	\$36.467	35.0
Other Operating Revenue	\$3.614	\$4.058	\$0.444	12.3	\$28.408	\$28.833	\$0.425	1.5
Other Revenue	\$14.675	\$13.941	(0.734)	(5.0)	\$203.973	\$240.899	\$36.926	18.1
Capital and Other Reimbursements	\$85.244	\$90.858	\$5.614	6.6	\$669.239	\$695.961	\$26.722	4.0
Total Revenue	\$477.624	\$494.687	\$17.063	3.6	\$3,782.634	\$3,884.759	\$102.125	2.7
Expenditures								
Labor :								
Payroll	\$274.778	\$268.364	\$6.414	2.3	\$2,338.615	\$2,327.241	\$11.374	0.5
Overtime	\$43.342	\$51.891	(8.549)	(19.7)	\$380.343	\$398.089	(17.746)	(4.7)
Total Salaries & Wages	\$318.120	\$320.255	(2.135)	(0.7)	\$2,718.957	\$2,725.330	(6.373)	(0.2)
Health and Welfare	\$70.916	\$73.878	(2.962)	(4.2)	\$541.748	\$554.209	(12.461)	(2.3)
OPEB Current Payment	\$36.199	\$41.710	(5.511)	(15.2)	\$283.170	\$289.210	(6.040)	(2.1)
Pensions	\$80.003	\$81.751	(1.748)	(2.2)	\$678.701	\$682.089	(3.388)	(0.5)
Other Fringe Benefits	\$36.517	\$37.649	(1.132)	(3.1)	\$305.674	\$306.176	(0.502)	(0.2)
Total Fringe Benefits	\$223.635	\$234.988	(11.353)	(5.1)	\$1,809.294	\$1,831.684	(22.390)	(1.2)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$541.755	\$555.243	(13.488)	(2.5)	\$4,528.251	\$4,557.014	(28.763)	(0.6)
Non-Labor :								
Electric Power	\$21.954	\$22.542	(0.588)	(2.7)	\$168.582	\$165.230	\$3.352	2.0
Fuel	\$5.920	\$4.764	\$1.156	19.5	\$54.513	\$50.198	\$4.315	7.9
Insurance	\$0.876	\$13.374	(12.498)	-	\$51.942	\$57.982	(6.040)	(11.6)
Claims	\$9.207	\$14.936	(5.729)	(62.2)	\$73.655	\$85.150	(11.495)	(15.6)
Paratransit Service Contracts	\$32.316	\$39.497	(7.181)	(22.2)	\$258.543	\$256.328	\$2.215	0.9
Maintenance and Other Operating Contracts	\$22.295	\$18.286	\$4.009	18.0	\$177.593	\$165.711	\$11.882	6.7
Professional Service Contracts	\$8.747	\$18.992	(10.245)	-	\$96.837	\$119.322	(22.485)	(23.2)
Materials & Supplies	\$24.932	\$25.288	(0.356)	(1.4)	\$250.340	\$248.730	\$1.610	0.6
Other Business Expenses	\$6.653	\$8.038	(1.385)	(20.8)	\$52.221	\$58.679	(6.458)	(12.4)
Non-Labor	\$132.901	\$165.717	(32.816)	(24.7)	\$1,184.226	\$1,207.330	(23.104)	(2.0)
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	\$674.656	\$720.960	(46.304)	(6.9)	\$5,712.477	\$5,764.344	(51.867)	(0.9)
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	\$674.656	\$720.960	(46.304)	(6.9)	\$5,712.480	\$5,764.344	(51.864)	(0.9)
Net Surplus/(Deficit)	(197.032)	(226.273)	(29.241)	(14.8)	(1,929.846)	(1,879.585)	\$50.261	2.6

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN THE MID-YEAR FORECAST AND ACTUAL CASH BASIS
August 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	12.2	3.2	Primarily the favorable timing of receipts	38.5	1.3	Primarily the favorable timing of receipts
Other Operating Receipts				36.9	18.1	Due principally to the favorable timing of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	5.6	6.6	Largely the favorable timing of capital reimbursements and increased reimbursements due to higher reimbursable expenses	26.7	4.0	Largely the favorable timing of capital reimbursements and increased reimbursements due to higher reimbursable expenses
Health & Welfare (including OPEB current payment)	(8.5)	(7.9)	Principally higher rates	(18.5)	(2.0)	Principally higher rates
Other Fringe Benefits	(1.1)	(3.1)	Largely the unfavorable timing of payments			
Electric Power				3.4	2.0	Primarily lower prices and consumption, partly offset by the unfavorable timing of expenses
Fuel	1.2	19.5	Mainly the favorable timing of payments	4.3	7.9	Mainly the favorable timing of payments
Insurance	(12.5)	n/a	Largely the unfavorable timing of interagency payments	(6.0)	(11.6)	Largely the unfavorable timing of interagency payments
Claims	(5.7)	(62.2)	The unfavorable timing of payments, partly offset by the favorable timing of expenses	(11.5)	(15.6)	The unfavorable timing of payments, partly offset by the favorable timing of expenses
Paratransit Service Contracts	(7.2)	(22.2)	Due principally to the unfavorable timing of payments	2.2	0.9	Expense savings partly offset by the unfavorable timing of payments
Maintenance Contracts	4.0	18.0	Mainly the favorable timing of payments	11.9	6.7	Mainly the favorable timing of payments
Professional Service Contracts	(10.2)	over (100.0)	Primarily the unfavorable timing of payments, partly offset by expense savings	(22.5)	(23.2)	Primarily the unfavorable timing of payments, partly offset by expense savings
Materials & Supplies				1.6	0.6	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)
Aug FY16
(\$ in Millions)

9/26/2016 03:44 PM

	Month				Year-To-Date			
	Forecast	Actual	Favorable (Unfavorable)		Forecast	Actual	Favorable (Unfavorable)	
	Mid_Year		Variance	Percent	Mid_Year		Variance	Percent
Revenue								
Farebox Revenue	\$3.378	\$17.711	\$14.333	-	\$1.076	\$35.592	\$34.516	-
Fare Reimbursement	\$4.525	\$7.509	\$2.984	65.9	\$19.046	\$19.080	\$0.034	0.2
Paratransit Reimbursement	(10.393)	(9.438)	\$0.955	9.2	(20.072)	\$19.109	\$39.181	-
Other Operating Revenue	(11.846)	(9.168)	\$2.678	22.6	(78.678)	(72.095)	\$6.583	8.4
Other Revenue	(17.714)	(11.097)	\$6.617	37.4	(79.704)	(33.906)	\$45.798	57.5
Capital and Other Reimbursements	(10.000)	(7.775)	\$2.225	22.3	(91.589)	(77.986)	\$13.603	14.9
Total Revenue	(24.336)	(1.161)	\$23.175	95.2	(170.217)	(76.299)	\$93.918	55.2
Expenses								
Labor :								
Payroll	\$34.857	\$36.605	\$1.748	5.0	\$72.744	\$69.055	(3.689)	(5.1)
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$34.857	\$36.605	\$1.748	5.0	\$72.744	\$69.054	(3.690)	(5.1)
Health and Welfare	\$0.000	(1.638)	(1.638)	-	\$0.000	\$2.438	\$2.438	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	\$0.000	\$0.006	\$0.006	-	(340.682)	(340.568)	\$0.114	0.0
Other Fringe Benefits	\$13.171	\$12.155	(1.015)	(7.7)	\$95.704	\$180.105	\$84.401	88.2
Total Fringe Benefits	\$13.171	\$10.522	(2.648)	(20.1)	(244.978)	(158.025)	\$86.954	35.5
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	\$48.027	\$47.128	(0.900)	(1.9)	(172.235)	(88.971)	\$83.264	48.3
Non-Labor :								
Electric Power	\$0.000	(1.618)	(1.618)	-	\$0.000	\$0.435	\$0.435	-
Fuel	\$0.000	\$1.883	\$1.883	-	\$0.000	\$4.907	\$4.907	-
Insurance	\$5.332	(7.312)	(12.644)	-	(3.628)	(8.797)	(5.169)	-
Claims	\$2.888	(4.507)	(7.395)	-	\$23.108	(2.586)	(25.694)	-
Paratransit Service Contracts	\$0.000	(7.258)	(7.258)	-	\$2.000	(1.748)	(3.748)	-
Maintenance and Other Operating Contracts	\$0.000	\$7.454	\$7.454	-	(3.300)	\$12.494	\$15.794	-
Professional Service Contracts	\$3.000	(9.029)	(12.029)	-	(9.120)	(34.950)	(25.830)	-
Materials & Supplies	\$6.000	\$9.518	\$3.518	58.6	\$8.223	\$5.660	(2.563)	(31.2)
Other Business Expenses	\$0.000	(3.672)	(3.672)	-	\$0.000	(7.873)	(7.873)	-
Non-Labor	\$17.220	(14.542)	(31.762)	-	\$17.283	(32.458)	(49.741)	-
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	\$65.247	\$32.585	(32.662)	(50.1)	(154.952)	(121.429)	\$33.523	21.6
Depreciation	\$146.218	\$135.530	(10.688)	(7.3)	\$1,131.165	\$1,103.459	(27.706)	(2.4)
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	\$211.465	\$168.115	(43.350)	(20.5)	\$1,980.619	\$1,866.424	(114.195)	(5.8)
Total Cash Conversion Adjustments	\$187.130	\$166.955	(20.175)	(10.8)	\$1,810.402	\$1,790.125	(20.277)	(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 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
Aug 2016

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	64	56	8	
Law	320	286	34	
Office of the EVP	46	41	5	
Human Resources	232	233	(1)	
Office of Management and Budget	42	43	(1)	
Capital Planning & Budget	35	30	5	
Corporate Communications	265	254	11	
Non-Departmental	(33)	(1)	(32)	
Labor Relations	98	96	2	
Materiel	290	270	20	
Controller	128	124	4	
Total Administration	1,487	1,432	55	
Operations				
Subways Service Delivery	8,030	7,932	98	Mostly Train Operator/Conductor Shortage
Subways Operations Support/Admin	405	405	0	
Subways Stations	2,657	2,575	82	Mostly Supervisor/Station Agent Shortage
Sub-total Subways	11,092	10,912	180	
Buses	10,976	10,830	146	Mostly Bus Operator Shortage
Paratransit	213	200	13	
Operations Planning	400	374	26	
Revenue Control	583	553	30	
Non-Departmental	51	0	51	
Total Operations	23,315	22,869	446	
Maintenance				
Subways Operations Support/Admin	162	149	13	
Subways Engineering	379	352	27	
Subways Car Equipment	4,469	4,354	115	Largely Car Inspector Shortage
Subways Infrastructure	1,594	1,558	36	
Subways Elevators & Escalators	455	412	43	
Subways Stations	3,719	3,657	62	Mostly Maintainer Shortage
Subways Track	2,831	2,786	45	
Subways Power	612	605	7	
Subways Signals	1,496	1,492	4	
Subways Electronic Maintenance	1,612	1,540	72	Primarily Maintainer/PTE Shortage
Sub-total Subways	17,329	16,905	424	
Buses	3,683	3,627	56	Largely Maintainer Shortage
Supply Logistics	559	563	(4)	
System Safety	99	81	18	
Non-Departmental	(83)	1	(84)	
Total Maintenance	21,587	21,177	410	
Engineering/Capital				
Capital Program Management	1,358	1,376	(18)	
Total Engineering/Capital	1,358	1,376	(18)	
Public Safety				
Security	662	655	7	
Total Public Safety	662	655	7	
Total Positions				
	48,409	47,509	900	
Non-Reimbursable	43,214	42,851	363	
Reimbursable	5,195	4,658	537	
Total Full-Time	48,196	47,253	943	
Total Full-Time Equivalents	213	256	(43)	

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
August 2016

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	537	458	79	
Professional, Technical, Clerical	921	949	(28)	
Operational Hourlies	29	25	4	
Total Administration	1,487	1,432	55	
Operations				
Managers/Supervisors	2,768	2,699	69	
Professional, Technical, Clerical	507	485	22	
Operational Hourlies	20,040	19,685	355	
Total Operations	23,315	22,869	446	
Maintenance				
Managers/Supervisors	3,895	3,855	40	
Professional, Technical, Clerical	1,111	1,030	81	
Operational Hourlies	16,581	16,292	289	
Total Maintenance	21,587	21,177	410	
Engineering/Capital				
Managers/Supervisors	339	340	(1)	
Professional, Technical, Clerical	1,017	1,034	(17)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,376	(18)	
Public Safety				
Managers/Supervisors	288	282	6	
Professional, Technical, Clerical	38	38	0	
Operational Hourlies	336	335	1	
Total Public Safety	662	655	7	
Total Positions				
Managers/Supervisors	7,827	7,634	193	
Professional, Technical, Clerical	3,594	3,536	58	
Operational Hourlies	36,988	36,339	649	
Total Positions	48,409	47,509	900	

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

	August					August 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>	333,872	\$10.502	343,275	\$10.941	(9,403)	(\$0.440)	2,706,165	\$85.717	2,719,988	\$86.526	(13,823)	(\$0.809)
						(4.2%)						(0.9%)
<u>Unscheduled Service</u>	303,843	\$9.727	360,077	\$11.694	(56,234)	(\$1.967)	2,389,549	\$77.020	2,495,843	\$80.765	(106,294)	(\$3.745)
						(20.2%)						(4.9%)
<u>Programmatic/Routine Maintenance</u>	370,832	\$13.040	448,564	\$15.296	(77,733)	(\$2.257)	2,809,521	\$98.029	2,842,567	\$96.755	(33,046)	\$1.274
						(17.3%)						1.3%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
						0.0%						0.0%
<u>Vacancy/Absentee Coverage</u>	41,093	\$1.223	67,702	\$2.233	(26,609)	(\$1.009)	332,547	\$10.572	403,087	\$13.294	(70,539)	(\$2.722)
						(82.5%)						(25.7%)
<u>Weather Emergencies</u>	6,338	\$0.249	4,901	\$0.169	1,437	\$0.080	552,286	\$18.574	542,472	\$18.347	9,814	\$0.227
						32.1%						1.2%
<u>Safety/Security/Law Enforcement</u>	11,149	\$0.330	10,470	\$0.288	679	\$0.042	85,346	\$2.432	86,926	\$2.408	(1,580)	\$0.024
						12.6%						1.0%
<u>Other</u>	14,486	\$0.386	9,632	\$0.333	4,854	\$0.053	100,915	\$3.230	89,543	\$3.179	11,371	\$0.050
						13.7%						1.6%
Subtotal	1,081,612	\$35.458	1,244,621	\$40.956	(163,009)	(\$5.498)	8,976,329	\$295.573	9,180,426	\$301.274	(204,098)	(\$5.700)
						(15.5%)						(1.9%)
REIMBURSABLE OVERTIME	180,121	\$7.884	313,260	\$10.936	(133,139)	(\$3.052)	2,285,697	\$84.769	2,769,596	\$96.815	(483,899)	(\$12.046)
						(38.7%)						(14.2%)
TOTAL OVERTIME	1,261,733	\$43.342	1,557,881	\$51.892	(296,148)	(\$8.550)	11,262,026	\$380.342	11,950,022	\$398.089	(687,997)	(\$17.746)
						(19.7%)						(4.7%)

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)

	August			August Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(9,403)	(\$0.4) 8.0%		(13,823)	(\$0.8) 14.2%	
<u>Unscheduled Service</u>	(56,234)	(\$2.0) 35.8%	Unfavorable variance due to subway service delays and overcrowding.	(106,294)	(\$3.7) 65.7%	Unfavorable variance due to subway service delays and overcrowding.
<u>Programmatic/Routine Maintenance</u>	(77,733)	(\$2.3) 41.0%	Unfavorable variance mainly due to continued signals maintenance.	(33,046)	\$1.3 (22.3%)	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>	(26,609)	(\$1.0) 18.4%	Unfavorable variance mainly due to vacancy/absentee coverage for Bus Operators and Bus Maintainers.	(70,539)	(\$2.7) 47.7%	Unfavorable variance mainly due to vacancy/absentee coverage for Bus Operators and Bus Maintainers.
<u>Weather Emergencies</u>	1,437	\$0.1 (1.5%)		9,814	\$0.2 (4.0%)	
<u>Safety/Security/Law Enforcement</u>	679	\$0.0 (0.8%)		(1,580)	\$0.0 (0.4%)	
<u>Other</u>	4,854	\$0.1 (1.0%)		11,371	\$0.1 (0.9%)	
Subtotal	(163,009)	(\$5.5) 64.3%		(204,097)	(\$5.7) 32.1%	
REIMBURSABLE OVERTIME	(133,139)	(\$3.1) 35.7%	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	(483,899)	(\$12.0) 67.9%	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	(296,148)	(\$8.6)		(687,997)	(\$17.7)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2016 Overtime Reporting
Overtime Legend

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



FINANCIAL AND RIDERSHIP REPORT

August 2016

(All data are preliminary and subject to audit)

In the month of August, **operating revenues** were \$0.6 million, \$0.2 million (24.0 percent) below the Mid-Year Forecast (forecast). Year-to-date, operating revenues of \$5.8 million were below forecast by \$0.3 million (4.5 percent). These variances were due mainly to the unfavorable timing of student fare reimbursements.

Total **ridership** in August 2016 was 348,237, 3.7 percent (13,372 riders) below forecast, due in part to lower ridership on Fridays than expected. Year-to-date, ridership was 2,958,179, 1.2 percent (35,258 riders) below forecast. August 2016 average weekday ridership was 13,673, 0.1 percent (19 riders) higher than in August 2015. Average weekday ridership for the twelve months ending August 2016 was 16,242, 3.0 percent (469 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 August by \$1.6 million (25.4 percent). Labor expenses underran by \$0.6 million (15.3 percent), due primarily to the favorable timing of payroll expenses of \$0.5 million (25.5 percent). Non-labor expenses were less than forecast by \$1.0 million (40.9 percent), resulting principally from the favorable timing of \$0.8 million (43.2 percent) of R44 Car Fleet maintenance expenses. Year-to-date, expenses were below forecast by \$2.7 million (6.7 percent). Labor expenses were less by \$1.2 million (4.5 percent), caused mostly by the favorable timing of payroll expenses of \$0.9 million (5.6 percent) and the favorable timing of project overtime requirements of \$0.6 million (25.5 percent). Non-labor expenses were under forecast by \$1.5 million (10.8 percent), again due largely to the timing of R44 Car Fleet maintenance expenses of \$1.2 million (14.1 percent).

Depreciation expenses were \$5.3 million year-to-date, slightly below forecast.

GASB #45 Other Post-Employment Benefit accrued expenses of \$4.0 million were recorded year-to-date, \$0.1 million (2.7 percent) below forecast.

The **net cash deficit** (excluding subsidies) year-to-date was \$40.1 million, favorable to forecast by \$0.6 million (1.4 percent).

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

9/21/2016 04:17 PM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.607	\$0.577	(0.029)	(4.8)	\$0.000	\$0.000	-	-	\$0.607	\$0.577	(0.029)	(4.8)
Other Revenue	\$0.185	\$0.025	(0.160)	(86.7)	\$0.000	\$0.000	-	-	\$0.185	\$0.025	(0.160)	(86.7)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.362	\$0.199	(0.163)	(45.0)	\$0.362	\$0.199	(0.163)	(45.0)
Total Revenue	\$0.792	\$0.602	(0.190)	(24.0)	\$0.362	\$0.199	(0.163)	(45.0)	\$1.154	\$0.801	(0.353)	(30.6)
Expenses												
Labor :												
Payroll	\$2.120	\$1.580	\$0.541	25.5	\$0.086	\$0.077	\$0.009	10.4	\$2.206	\$1.657	\$0.549	24.9
Overtime	\$0.404	\$0.236	\$0.168	41.6	\$0.147	\$0.029	\$0.118	80.3	\$0.552	\$0.265	\$0.287	52.0
Total Salaries & Wages	\$2.524	\$1.816	\$0.709	28.1	\$0.233	\$0.106	\$0.127	54.6	\$2.758	\$1.922	\$0.836	30.3
Health and Welfare	\$0.384	\$0.386	(0.002)	(0.5)	\$0.000	\$0.000	\$0.000	-	\$0.384	\$0.386	(0.002)	(0.5)
OPEB Current Payment	\$0.107	\$0.502	(0.395)	-	(0.001)	\$0.000	(0.001)	-	\$0.106	\$0.502	(0.396)	-
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	\$0.370	\$0.211	\$0.158	42.8	\$0.000	\$0.000	\$0.000	-	\$0.370	\$0.211	\$0.159	42.9
Total Fringe Benefits	\$1.366	\$1.569	(0.202)	(14.8)	(0.001)	\$0.000	(0.001)	-	\$1.365	\$1.569	(0.203)	(14.9)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.003)	(0.092)	\$0.090	-	\$0.003	\$0.092	(0.089)	-	\$0.000	\$0.000	\$0.000	-
Labor	\$3.888	\$3.292	\$0.596	15.3	\$0.235	\$0.198	\$0.037	15.8	\$4.123	\$3.490	\$0.633	15.3
Non-Labor :												
Electric Power	\$0.275	\$0.251	\$0.024	8.7	(0.001)	\$0.000	(0.001)	-	\$0.274	\$0.251	\$0.023	8.5
Fuel	\$0.016	\$0.005	\$0.011	68.7	\$0.000	\$0.000	\$0.000	-	\$0.016	\$0.005	\$0.011	68.7
Insurance	\$0.117	\$0.046	\$0.071	60.8	\$0.000	\$0.000	\$0.000	-	\$0.117	\$0.046	\$0.071	60.8
Claims	\$0.006	\$0.008	(0.002)	(36.6)	\$0.000	\$0.000	\$0.000	-	\$0.006	\$0.008	(0.002)	(36.6)
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	\$0.986	\$0.750	43.2	\$0.000	\$0.000	\$0.000	-	\$1.736	\$0.986	\$0.750	43.2
Professional Service Contracts	\$0.076	\$0.026	\$0.050	65.5	(0.001)	\$0.001	(0.002)	-	\$0.075	\$0.027	\$0.047	63.7
Materials & Supplies	\$0.297	\$0.150	\$0.147	49.5	\$0.129	\$0.000	\$0.129	-	\$0.426	\$0.150	\$0.276	64.8
Other Business Expenses	(0.006)	\$0.015	(0.021)	-	\$0.000	\$0.000	\$0.000	-	(0.006)	\$0.015	(0.021)	-
Non-Labor	\$2.517	\$1.487	\$1.030	40.9	\$0.127	\$0.001	\$0.126	-	\$2.644	\$1.488	\$1.156	43.7
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$6.405	\$4.779	\$1.626	25.4	\$0.362	\$0.199	\$0.163	45.0	\$6.767	\$4.978	\$1.788	26.4
Depreciation	\$0.737	\$0.723	\$0.014	1.9	\$0.000	\$0.000	\$0.000	-	\$0.737	\$0.723	\$0.014	1.9
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	\$7.615	\$5.502	\$2.113	27.7	\$0.362	\$0.199	\$0.163	45.0	\$7.977	\$5.701	\$2.275	28.5
OPERATING SURPLUS/DEFICIT	(6.823)	(4.900)	\$1.923	28.2	\$0.000	\$0.000	\$0.000	-	(6.823)	(4.900)	\$1.923	28.2

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

9/21/2016 04:17 PM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$4.376	\$4.317	(0.059)	(1.3)	\$0.000	\$0.000	-	-	\$4.376	\$4.317	(0.059)	(1.3)
Other Revenue	\$1.703	\$1.486	(0.217)	(12.8)	\$0.000	\$0.000	-	-	\$1.703	\$1.486	(0.217)	(12.8)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$3.534	\$3.059	(0.475)	(13.4)	\$3.534	\$3.059	(0.475)	(13.4)
Total Revenue	\$6.079	\$5.803	(0.276)	(4.5)	\$3.534	\$3.059	(0.475)	(13.4)	\$9.613	\$8.862	(0.751)	(7.8)
Expenses												
Labor :												
Payroll	\$15.305	\$14.442	\$0.863	5.6	\$0.983	\$0.979	\$0.004	0.4	\$16.287	\$15.421	\$0.867	5.3
Overtime	\$2.210	\$1.647	\$0.563	25.5	\$0.897	\$0.515	\$0.382	42.6	\$3.107	\$2.162	\$0.946	30.4
Total Salaries & Wages	\$17.515	\$16.088	\$1.426	8.1	\$1.880	\$1.494	\$0.386	20.5	\$19.395	\$17.582	\$1.813	9.3
Health and Welfare	\$2.748	\$2.928	(0.180)	(6.6)	\$0.000	\$0.000	\$0.000	-	\$2.748	\$2.928	(0.180)	(6.6)
OPEB Current Payment	\$0.974	\$1.432	(0.458)	(47.0)	\$0.005	\$0.010	(0.005)	-	\$0.979	\$1.442	(0.463)	(47.3)
Pensions	\$4.043	\$4.009	\$0.034	0.8	\$0.000	\$0.000	\$0.000	-	\$4.043	\$4.009	\$0.034	0.8
Other Fringe Benefits	\$2.622	\$2.509	\$0.113	4.3	\$0.001	\$0.000	\$0.001	-	\$2.623	\$2.509	\$0.113	4.3
Total Fringe Benefits	\$10.387	\$10.879	(0.492)	(4.7)	\$0.005	\$0.010	(0.005)	(84.2)	\$10.393	\$10.889	(0.496)	(4.8)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(1.153)	(1.426)	\$0.273	23.7	\$1.153	\$1.426	(0.273)	(23.7)	\$0.000	\$0.000	\$0.000	-
Labor	\$26.749	\$25.541	\$1.208	4.5	\$3.038	\$2.930	\$0.108	3.6	\$29.787	\$28.471	\$1.316	4.4
Non-Labor :												
Electric Power	\$2.256	\$2.230	\$0.026	1.2	\$0.003	\$0.008	(0.005)	-	\$2.259	\$2.238	\$0.021	0.9
Fuel	\$0.183	\$0.104	\$0.079	43.4	\$0.000	\$0.000	\$0.000	-	\$0.183	\$0.104	\$0.079	43.4
Insurance	\$0.700	\$0.782	(0.082)	(11.7)	\$0.000	\$0.000	\$0.000	-	\$0.700	\$0.782	(0.082)	(11.7)
Claims	\$0.062	\$0.093	(0.031)	(50.2)	\$0.000	\$0.000	\$0.000	-	\$0.062	\$0.093	(0.031)	(50.2)
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	\$8.830	\$7.585	\$1.245	14.1	\$0.000	\$0.000	\$0.000	-	\$8.830	\$7.585	\$1.245	14.1
Professional Service Contracts	\$0.458	\$0.553	(0.095)	(20.7)	\$0.005	\$0.011	(0.006)	-	\$0.463	\$0.564	(0.101)	(21.9)
Materials & Supplies	\$1.645	\$1.216	\$0.429	26.1	\$0.488	\$0.110	\$0.378	77.5	\$2.133	\$1.326	\$0.807	37.8
Other Business Expenses	\$0.056	\$0.089	(0.033)	(58.2)	\$0.000	\$0.000	\$0.000	-	\$0.056	\$0.089	(0.033)	(58.2)
Non-Labor	\$14.190	\$12.651	\$1.539	10.8	\$0.496	\$0.129	\$0.367	74.0	\$14.686	\$12.780	\$1.905	13.0
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	\$40.939	\$38.193	\$2.747	6.7	\$3.534	\$3.059	\$0.475	13.4	\$44.473	\$41.252	\$3.222	7.2
Depreciation	\$5.351	\$5.304	\$0.047	0.9	\$0.000	\$0.000	\$0.000	-	\$5.351	\$5.304	\$0.047	0.9
OPEB Liability	\$4.078	\$3.968	\$0.110	2.7	\$0.000	\$0.000	\$0.000	-	\$4.078	\$3.968	\$0.110	2.7
GASB 68 Pension Adjustment	(0.120)	\$0.096	(0.216)	-	\$0.000	\$0.000	\$0.000	-	(0.120)	\$0.096	(0.216)	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$50.249	\$47.561	\$2.688	5.3	\$3.534	\$3.059	\$0.475	13.4	\$53.783	\$50.620	\$3.163	5.9
OPERATING SURPLUS/DEFICIT	(44.170)	(41.758)	\$2.412	5.5	\$0.000	\$0.000	\$0.000	-	(44.170)	(41.758)	\$2.412	5.5

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.

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
August 2016
(\$ in millions)

Generic Revenue or Expense Category	MONTH	Favorable/ (Unfavorable) Variance		Reason for Variance	YEAR-TO-DATE		Reason for Variance	
		Non Reimb. or Reimb.	\$		%	Favorable/ (Unfavorable) Variance		
						\$		%
Farebox Revenue	Non Reimb.	(0.029)	(4.8)	Due in part to lower ridership on Fridays than expected	(0.059)	(1.3)	Mostly due to lower ridership	
Other Operating Revenue	Non Reimb.	(0.160)	(86.7)	The unfavorable timing of student fare reimbursements	(0.217)	(12.8)	The unfavorable timing of student fare reimbursements	
Payroll	Non Reimb.	0.541	25.5	Largely the favorable timing of expenses and vacancies	0.863	5.6	Largely the favorable timing of expenses and vacancies	
Overtime	Non Reimb.	0.168	41.6	Largely the favorable timing of project labor requirements	0.563	25.5	Largely the favorable timing of project labor requirements	
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.397)	(80.9)	The unfavorable timing of expenses and rates	(0.638)	(17.1)	The unfavorable timing of expenses and rates	
Pension	Non Reimb.	0.036	7.1	The favorable timing of expenses	0.034	0.8	The favorable timing of expenses	
Other Fringe Benefits	Non Reimb.	0.158	42.8	The favorable timing of interagency fringe benefit billing	0.113	4.3	The favorable timing of interagency fringe benefit billing	
Electric Power	Non Reimb.	0.024	8.7	Mostly the favorable timing of expenses and lower prices	0.026	1.2	Mostly the favorable timing of expenses and lower prices	
Fuel	Non Reimb.	0.011	68.7	Largely the timing of expenses	0.079	43.4	Largely the timing of expenses	
Insurance	Non Reimb.	0.071	60.8	The favorable timing of interagency billing	(0.082)	(11.7)	The unfavorable timing of interagency billing	
Maintenance & Other Operating Contracts	Non Reimb.	0.750	43.2	Mainly the favorable timing of R44 car fleet interagency maintenance expenses	1.245	14.1	Mainly the favorable timing of R44 car fleet interagency maintenance expenses	
Professional Service Contracts	Non Reimb.				(0.095)	(20.7)	The unfavorable timing of bridge inspection and several other professional service account expenses	
Materials and Supplies	Non Reimb.	0.147	49.5	Primarily the favorable timing of maintenance material requirements	0.429	26.1	Primarily the favorable timing of maintenance material requirements	
Capital and Other Reimbursements	Reimb.	(0.163)	(45.0)	Timing of contractor requirements	(0.475)	(13.4)	Timing of contractor requirements	
Payroll	Reimb.	0.009	10.4	Timing of contractor requirements	0.004	0.4	Timing of contractor requirements	
Overtime	Reimb.	0.118	80.3	Timing of contractor requirements	0.382	42.6	Timing of contractor requirements	
Materials & Supplies	Reimb.	0.129	n/a	The favorable timing of project material requirements	0.378	77.5	The favorable timing of project material requirements	

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

9/30/2016 12:02 PM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.550	\$0.538	(0.012)	(2.2)	\$4.225	\$4.302	\$0.077	1.8
Other Revenue	\$0.409	\$0.237	(0.172)	(42.1)	\$2.458	\$1.653	(0.805)	(32.8)
Capital and Other Reimbursements	\$0.574	\$0.138	(0.436)	(76.0)	\$3.468	\$2.805	(0.663)	(19.1)
Total Revenue	\$1.534	\$0.913	(0.621)	(40.5)	\$10.152	\$8.760	(1.392)	(13.7)
Expenditures								
Labor :								
Payroll	\$2.080	\$1.790	\$0.290	13.9	\$22.809	\$23.193	(0.384)	(1.7)
Overtime	\$0.678	\$0.224	\$0.454	66.9	\$3.231	\$2.061	\$1.170	36.2
Total Salaries & Wages	\$2.758	\$2.014	\$0.744	27.0	\$26.039	\$25.254	\$0.785	3.0
Health and Welfare	\$0.469	\$1.067	(0.598)	-	\$2.407	\$2.958	(0.551)	(22.9)
OPEB Current Payment	\$0.010	\$0.274	(0.264)	-	\$1.362	\$1.692	(0.330)	(24.2)
Pensions	\$0.506	\$0.470	\$0.036	7.1	\$4.043	\$4.009	\$0.034	0.8
Other Fringe Benefits	\$0.328	\$0.318	\$0.010	2.9	\$3.255	\$3.417	(0.162)	(5.0)
Total Fringe Benefits	\$1.312	\$2.129	(0.817)	(62.3)	\$11.067	\$12.076	(1.009)	(9.1)
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	\$4.070	\$4.143	(0.073)	(1.8)	\$37.107	\$37.330	(0.223)	(0.6)
Non-Labor :								
Electric Power	\$0.227	\$0.251	(0.024)	(10.7)	\$2.448	\$2.583	(0.135)	(5.5)
Fuel	\$0.029	\$0.001	\$0.028	96.5	\$0.217	\$0.089	\$0.128	59.1
Insurance	\$0.146	\$0.252	(0.106)	(72.1)	\$0.581	\$0.720	(0.139)	(23.9)
Claims	\$0.012	\$0.000	\$0.012	-	\$0.039	\$0.029	\$0.010	25.1
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.358	\$0.971	\$1.387	58.8	\$7.826	\$5.902	\$1.924	24.6
Professional Service Contracts	\$0.040	\$0.301	(0.261)	-	\$0.602	\$0.876	(0.274)	(45.6)
Materials & Supplies	\$0.468	\$0.326	\$0.142	30.3	\$1.964	\$1.239	\$0.725	36.9
Other Business Expenses	(0.005)	\$0.011	(0.016)	-	\$0.051	\$0.090	(0.039)	(76.5)
Non-Labor	\$3.275	\$2.113	\$1.162	35.5	\$13.729	\$11.528	\$2.201	16.0
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	\$7.344	\$6.256	\$1.088	14.8	\$50.835	\$48.858	\$1.977	3.9
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	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$7.344	\$6.256	\$1.088	14.8	\$50.836	\$48.858	\$1.978	3.9
Net Surplus/(Deficit)	(5.811)	(5.343)	\$0.468	8.0	(40.684)	(40.098)	\$0.586	1.4

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
August 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	(0.012)	(2.2%)	Primarily the unfavorable timing of cash settlements with NYCT	0.077	1.8%	Primarily the favorable timing of cash settlements with NYCT
Other Operating Revenue	(0.172)	(42.1%)	Mostly the unfavorable timing of student fare reimbursements	(0.805)	(32.8%)	Mostly the unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.436)	(76.0%)	Largely the unfavorable timing of reimbursements and lower reimbursable expenses	(0.663)	(19.1%)	Lower reimbursements, consistent with reimbursable expense underruns
Salaries & Wages	0.744	27.0%	Mainly the favorable timing of payments and vacancies	0.785	3.0%	Mainly the favorable timing of payments and vacancies
Health and Welfare (including OPEB current payment)	(0.862)	over (100.0)	The unfavorable timing of expenses and rates	(0.881)	(23.3%)	The unfavorable timing of expenses and rates
Other Fringe Benefits				(0.162)	(5.0%)	Principally the unfavorable timing of payments
Maintenance Contracts	1.387	58.8%	Mainly the favorable timing of R44 car fleet interagency maintenance expenses	1.924	24.6%	Mainly the favorable timing of R44 car fleet interagency maintenance expenses
Materials and Supplies	0.142	30.3%	Largely the favorable timing of maintenance material requirements	0.725	36.9%	Largely the favorable timing of maintenance material requirements

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

9/30/2016 12:12 PM

	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)	(0.039)	\$0.017	30.4	(0.151)	(0.015)	\$0.136	90.1
Other Revenue	\$0.224	\$0.212	(0.012)	(5.4)	\$0.755	\$0.167	(0.588)	(77.8)
Capital and Other Reimbursements	\$0.212	(0.061)	(0.273)	-	(0.066)	(0.254)	(0.188)	-
Total Revenue	\$0.380	\$0.112	(0.268)	(70.5)	\$0.539	(0.102)	(0.640)	-
Expenses								
Labor :								
Payroll	\$0.126	(0.133)	(0.259)	-	(6.521)	(7.772)	(1.251)	(19.2)
Overtime	(0.126)	\$0.041	\$0.167	-	(0.123)	\$0.101	\$0.224	-
Total Salaries & Wages	\$0.000	(0.092)	(0.092)	-	(6.644)	(7.672)	(1.027)	(15.5)
Health and Welfare	(0.085)	(0.681)	(0.596)	-	\$0.341	(0.030)	(0.370)	-
OPEB Current Payment	\$0.096	\$0.228	\$0.132	-	(0.383)	(0.250)	\$0.133	34.7
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.043	(0.107)	(0.149)	-	(0.632)	(0.908)	(0.275)	(43.6)
Total Fringe Benefits	\$0.053	(0.560)	(0.614)	-	(0.675)	(1.187)	(0.512)	(75.9)
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	21.1
Labor	\$0.053	(0.653)	(0.706)	-	(7.319)	(8.859)	(1.540)	(21.0)
Non-Labor :								
Electric Power	\$0.047	\$0.000	(0.047)	-	(0.189)	(0.345)	(0.156)	(82.3)
Fuel	(0.013)	\$0.004	\$0.017	-	(0.034)	\$0.015	\$0.049	-
Insurance	(0.030)	(0.206)	(0.177)	-	\$0.119	\$0.062	(0.057)	(48.1)
Claims	(0.006)	\$0.008	\$0.014	-	\$0.023	\$0.064	\$0.041	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	(0.622)	\$0.015	\$0.637	-	\$1.004	\$1.683	\$0.679	67.7
Professional Service Contracts	\$0.035	(0.274)	(0.309)	-	(0.139)	(0.312)	(0.173)	-
Materials & Supplies	(0.042)	(0.176)	(0.134)	-	\$0.168	\$0.087	(0.082)	(48.4)
Other Business Expenses	(0.001)	\$0.004	\$0.005	-	\$0.005	(0.001)	(0.006)	-
Non-Labor	(0.631)	(0.625)	\$0.006	0.9	\$0.957	\$1.252	\$0.295	30.9
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	(0.578)	(1.278)	(0.700)	-	(6.362)	(7.606)	(1.244)	(19.6)
Depreciation	\$0.737	\$0.723	(0.014)	(1.9)	\$5.351	\$5.304	(0.046)	(0.9)
OPEB Liability	\$0.568	\$0.000	(0.568)	-	\$4.079	\$3.968	(0.111)	(2.7)
GASB 68 Pension Adjustment	(0.095)	\$0.000	\$0.095	-	(0.120)	\$0.096	\$0.216	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$0.632	(0.555)	(1.187)	-	\$2.947	\$1.762	(1.185)	(40.2)
Total Cash Conversion Adjustments	\$1.012	(0.443)	(1.455)	-	\$3.486	\$1.660	(1.826)	(52.4)

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 STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2016 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
 August 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	6	4
Purchasing/Stores	6	5	1
Total Administration	29	21	8
Operations			
Transportation	107	114	(7)
Total Operations	107	114	(7)
Maintenance			
Mechanical	52	45	7
Electronics/Electrical	15	13	2
Power/Signals	27	16	11
Maintenance of Way	48	46	2
Infrastructure	26	27	(1)
Total Maintenance	168	147	21
Engineering/Capital			
Reimbursable Program Support	15	12	3
Total Engineering Capital	15	12	3
Total Positions	319	294	25
Non-Reimbursable	304	282	22
Reimbursable	15	12	3
Total Full-Time	319	294	25
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
 August 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	6	6	
Operational Hourlies	0	0	0	
Total Administration	29	21	8	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	99	109	(10)	
Total Operations	107	114	(7)	
Maintenance				
Managers/Supervisors	13	12	1	
Professional, Technical, Clerical	6	4	2	
Operational Hourlies	149	131	18	
Total Maintenance	168	147	21	
Engineering/Capital (Reimb. Prog. Supprt)				
Managers/Supervisors	3	3	0	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	10	7	3	
Total Engineering/Capital	15	12	3	
Total Positions				
Managers/Supervisors	38	33	5	
Professional, Technical, Clerical	23	14	9	
Operational Hourlies	258	247	11	
Total Positions	319	294	25	

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

Month of August				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.362	0.348	(0.013)	(3.7%)	Due in part to lower ridership on Fridays than expected
Year-to-Date				
2.993	2.958	(0.035)	(1.2%)	

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

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

	<u>Month of August</u>				<u>Explanation</u>
	<u>2015</u>	<u>2016</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.014	0.014	0.000	0.1%	
Average Weekend	0.009	0.008	(0.001)	(6.0%)	Mostly due to high ridership on one weekend in 2015
	<u>12-Month Rolling Average</u>				
Average Weekday	0.016	0.016	0.000	3.0%	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)	(5.8%)	More weekends with service changes in the current 12-month period than in the prior 12-month period; and the January 2016 weekend snowstorm

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

FINANCIAL AND RIDERSHIP REPORT**August 2016**

(All data are preliminary and subject to audit)

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

Operating revenue was \$20.6 million in August, \$1.6 million (8.7 percent) above forecast, including increased farebox revenue of \$0.7 million (3.8 percent), due to higher ridership, and an increase in Other Operating revenue of \$0.9 million (over 100.0%), caused by higher advertising revenue and shuttle service reimbursements. Year-to-date, operating revenue was \$155.8 million, in excess of forecast by \$2.3 million (1.5 percent), due primarily to increased farebox revenue of \$1.9 million (1.3 percent), again caused by higher ridership.

Total MTA Bus **ridership** in August 2016 was 10.5 million, 5.2 percent (0.5 million riders) above forecast. Year-to-date, ridership was 83.4 million, 1.3 percent (1.1 million riders) above forecast. August 2016 average weekday ridership was 381,719, an increase of 1.3 percent (4,889 riders) from August 2015. Average weekday ridership for the twelve months ending August 2016 was 408,175, a decrease of 0.2 percent (1,002 riders) from the twelve months ending August 2015.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$57.9 million in August, \$0.9 million (1.5 percent) under forecast. Labor expenses exceeded forecast by \$3.0 million (7.3 percent), including an overrun in other fringe benefit expenses of \$1.3 million (32.9 percent), due mostly an increase in Workers' Compensation reserve requirements, based on a current actuarial estimate. Overtime expenses exceeded forecast by \$0.8 million (17.1 percent), resulting mostly from increased running time/traffic and vacancy/absentee coverage requirements. Payroll expenses were also higher by \$0.6 million (2.5 percent), due to an unfavorable rate variance and a delay in reimbursable project work. Non-labor expenses were favorable by \$3.9 million (22.6 percent), due largely to the favorable timing of expenses reported in maintenance contracts of \$1.4 million (32.0 percent), professional service contracts of \$1.1 million (38.7 percent), and materials & supplies of \$1.0 million (21.4 percent). Year-to-date, expenses of \$443.1 million were below forecast by a net \$0.5 million (0.1 percent). Labor expenses overran forecast by \$9.6 million (2.9 percent), including unfavorable payroll results of \$4.0 million (2.3 percent), due mostly to an unfavorable rate variance and a delay in reimbursable projects. Other fringe benefits were higher by \$3.7 million (10.2 percent), due largely to higher Workers' Compensation reserve requirements. Non-labor expenses were favorable by \$10.1 million (9.4 percent), including an underrun in maintenance contract expenses of \$5.1 million (21.9 percent), due to the timing of project and inter-agency bus part charges. Materials & supplies expenses were less by \$3.1 million (9.6 percent), due mainly to the timing of general maintenance material expenses.

Depreciation expenses year-to-date exceeded forecast by \$5.4 million (17.7 percent).

Other Post-Employment Benefit accrued expenses of \$61.1 million year-to-date were \$4.9 million (7.4 percent) below forecast.

The **operating cash deficit** (excluding subsidies) was \$288.5 million year-to-date, \$10.9 million (3.6 percent) favorable to forecast.

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 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	\$ 18.312	\$ 19.016	\$ 0.704	3.8	\$ -	\$ -	\$ -	-	\$ 18.312	\$ 19.016	\$ 0.704	3.8
Other Operating Income	0.664	1.607	0.943	*	-	-	-	-	0.664	1.607	0.943	*
Capital and Other Reimbursements			-	-	0.668	0.361	(0.307)	(46.0)	0.668	0.361	(0.307)	(46.0)
Total Revenue	\$ 18.976	\$ 20.623	\$ 1.647	8.7	\$ 0.668	\$ 0.361	\$ (0.307)	(46.0)	\$ 19.644	\$ 20.984	\$ 1.340	6.8
Labor:												
Payroll	\$ 22.224	\$ 22.791	\$ (0.567)	(2.5)	\$ 0.292	\$ 0.221	\$ 0.071	24.3	\$ 22.516	\$ 23.012	\$ (0.496)	(2.2)
Overtime	4.517	5.290	(0.773)	(17.1)	-	-	-	-	4.517	5.290	(0.773)	(17.1)
Health and Welfare	5.128	6.016	(0.888)	(17.3)	0.119	0.065	0.054	45.4	5.247	6.081	(0.834)	(15.9)
OPEB Current Payment	2.120	1.766	0.354	16.7	-	-	-	-	2.120	1.766	0.354	16.7
Pensions	3.768	3.663	0.105	2.8	0.054	0.033	0.021	38.9	3.822	3.696	0.126	3.3
Other Fringe Benefits	3.825	5.085	(1.260)	(32.9)	0.052	0.032	0.020	38.5	3.877	5.117	(1.240)	(32.0)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 41.584	\$ 44.611	\$ (3.027)	(7.3)	\$ 0.517	\$ 0.351	\$ 0.166	32.1	\$ 42.101	\$ 44.962	\$ (2.861)	(6.8)
Non-Labor:												
Electric Power	\$ 0.159	\$ 0.134	\$ 0.025	15.7	\$ -	\$ -	\$ -	-	\$ 0.159	\$ 0.134	\$ 0.025	15.7
Fuel	1.806	1.676	0.130	7.2	-	-	-	-	1.806	1.676	0.130	7.2
Insurance	0.582	0.294	0.288	49.5	-	-	-	-	0.582	0.294	0.288	49.5
Claims	2.424	2.400	0.024	1.0	-	-	-	-	2.424	2.400	0.024	1.0
Maintenance and Other Operating Contracts	4.455	3.030	1.425	32.0	0.034	-	0.034	100.0	4.489	3.030	1.459	32.5
Professional Service Contracts	2.729	1.673	1.056	38.7	-	-	-	-	2.729	1.673	1.056	38.7
Materials & Supplies	4.884	3.837	1.047	21.4	0.117	0.010	0.107	91.5	5.001	3.847	1.154	23.1
Other Business Expense	0.163	0.267	(0.104)	(63.8)	-	-	-	-	0.163	0.267	(0.104)	(63.8)
Total Non-Labor Expenses	\$ 17.202	\$ 13.311	\$ 3.891	22.6	\$ 0.151	\$ 0.010	\$ 0.141	93.4	\$ 17.353	\$ 13.321	\$ 4.032	23.2
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 58.786	\$ 57.922	\$ 0.864	1.5	\$ 0.668	\$ 0.361	\$ 0.307	46.0	\$ 59.454	\$ 58.283	\$ 1.171	2.0
Depreciation	2.886	4.631	(1.745)	(60.5)	-	-	-	-	2.886	4.631	(1.745)	(60.5)
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	\$ 75.961	\$ 69.468	\$ 6.493	8.5	\$ 0.668	\$ 0.361	\$ 0.307	46.0	\$ 76.629	\$ 69.829	\$ 6.800	8.9
Net Surplus/(Deficit)	\$ (56.985)	\$ (48.845)	\$ 8.140	14.3	\$ -	\$ -	\$ -	-	\$ (56.985)	\$ (48.845)	\$ 8.140	14.3

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
August 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	\$ 140.288	\$ 142.162	\$ 1.874	1.3	\$ -	\$ -	\$ -	-	\$ 140.288	\$ 142.162	\$ 1.874	1.3	
Other Operating Income	13.172	13.598	0.426	3.2	-	-	-	-	13.172	13.598	0.426	3.2	
Capital and Other Reimbursements	-	-	-	-	3.465	2.350	(1.115)	(32.2)	3.465	2.350	(1.115)	(32.2)	
Total Revenue	\$ 153.460	\$ 155.760	\$ 2.300	1.5	\$ 3.465	\$ 2.350	\$ (1.115)	(32.2)	\$ 156.925	\$ 158.110	\$ 1.185	0.8	
Expenses													
<i>Labor:</i>													
Payroll	\$ 177.569	\$ 181.603	\$ (4.034)	(2.3)	1.767	1.417	\$ 0.350	19.8	\$ 179.336	\$ 183.020	\$ (3.684)	(2.1)	
Overtime	36.573	37.877	(1.304)	(3.6)	-	-	-	-	36.573	37.877	(1.304)	(3.6)	
Health and Welfare	41.136	41.837	(0.701)	(1.7)	0.634	0.438	0.196	30.9	41.770	42.275	(0.505)	(1.2)	
OPEB Current Payment	15.735	15.619	0.116	0.7	-	-	-	-	15.735	15.619	0.116	0.7	
Pensions	29.715	29.723	(0.008)	(0.0)	0.289	0.208	0.081	28.0	30.004	29.931	0.073	0.2	
Other Fringe Benefits	35.877	39.544	(3.667)	(10.2)	0.283	0.206	0.077	27.2	36.160	39.750	(3.590)	(9.9)	
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	
Reimbursable Overhead	(0.516)	(0.516)	-	0.0	-	-	-	-	(0.516)	(0.516)	-	0.0	
Total Labor Expenses	\$ 336.091	\$ 345.687	\$ (9.596)	(2.9)	\$ 2.973	\$ 2.269	\$ 0.704	23.7	\$ 339.064	\$ 347.956	\$ (8.892)	(2.6)	
<i>Non-Labor:</i>													
Electric Power	\$ 1.110	\$ 1.018	\$ 0.092	8.3	\$ -	\$ -	\$ -	-	\$ 1.110	\$ 1.018	\$ 0.092	8.3	
Fuel	10.588	10.131	0.457	4.3	-	-	-	-	10.588	10.131	0.457	4.3	
Insurance	3.174	2.300	0.874	27.5	-	-	-	-	3.174	2.300	0.874	27.5	
Claims	19.272	19.200	0.072	0.4	-	-	-	-	19.272	19.200	0.072	0.4	
Maintenance and Other Operating Contracts	23.193	18.105	5.088	21.9	0.099	-	0.099	100.0	23.292	18.105	5.187	22.3	
Professional Service Contracts	16.432	15.646	0.786	4.8	-	-	-	-	16.432	15.646	0.786	4.8	
Materials & Supplies	31.712	28.652	3.060	9.6	0.393	0.081	0.312	79.4	32.105	28.733	3.372	10.5	
Other Business Expense	1.976	2.314	(0.338)	(17.1)	-	-	-	-	1.976	2.314	(0.338)	(17.1)	
Total Non-Labor Expenses	\$ 107.457	\$ 97.366	\$ 10.092	9.4	\$ 0.492	\$ 0.081	\$ 0.411	83.5	\$ 107.949	\$ 97.447	\$ 10.503	9.7	
Other Expense Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Total Expenses before Non-Cash Liability Adjs.	\$ 443.548	\$ 443.053	\$ 0.495	0.1	\$ 3.465	\$ 2.350	\$ 1.115	32.2	\$ 447.013	\$ 445.403	\$ 1.610	0.4	
Depreciation	30.689	36.135	(5.446)	(17.7)	-	-	-	-	30.689	36.135	(5.446)	(17.7)	
OPEB Obligation	65.956	61.060	4.896	7.4	-	-	-	-	65.956	61.060	4.896	7.4	
GASB 68 Pension Expense Adjustment	17.226	-	17.226	100.0	-	-	-	-	17.226	-	17.226	100.0	
Environmental Remediation	-	0.026	(0.026)	-	-	-	-	-	-	0.026	(0.026)	-	
Total Expenses	\$ 557.419	\$ 540.274	\$ 17.145	3.1	\$ 3.465	\$ 2.350	\$ 1.115	32.2	\$ 560.884	\$ 542.624	\$ 18.260	3.3	
Net Surplus/(Deficit)	\$ (403.959)	\$ (384.514)	\$ 19.445	4.8	\$ -	\$ -	\$ -	-	\$ (403.959)	\$ (384.514)	\$ 19.445	4.8	

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	August 2016			Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%		\$	%		
Farebox Revenue	NR	\$ 0.704	3.8	Higher than planned ridership	\$ 1.874	1.3	Higher than planned ridership	
Other Operating Revenue	NR	\$ 0.943	*	Higher advertising revenue and shuttle services reimbursements	\$ 0.426	3.2	Shuttle services reimbursements	
Capital and Other Reimbursements	R	\$ (0.307)	(46.0)	Timing/delay in reimbursable projects and vacancies	\$ (1.115)	(32.2)	Timing/delay in reimbursable projects and vacancies	
Total Revenue Variance		\$ 1.340	6.8		\$ 1.185	0.8		
Payroll	NR	\$ (0.567)	(2.5)	Mainly due to rate variance and delay in reimbursable projects	\$ (4.034)	(2.3)	Mainly due to rate variance and delay in reimbursable projects	
Overtime	NR	\$ (0.773)	(17.1)	Mainly due to running time/traffic, vacancy, absentee coverage requirements and rate variances	\$ (1.304)	(3.6)	Mainly due to running time/traffic, vacancy, absentee coverage requirements and rate variances	
Health and Welfare (including OPEB Current)	NR	\$ (0.534)	(7.4)	Higher medical expenses	\$ (0.585)	(1.0)	Higher medical expenses	
Pension	NR	\$ 0.105	2.8	(a)	\$ (0.008)	(0.0)	(a)	
Other Fringe Benefits	NR	\$ (1.260)	(32.9)	Higher workers compensation accruals per updated actuarial estimate and timing of inter-agency billings	\$ (3.667)	(10.2)	Higher workers compensation accruals per updated actuarial estimate and timing of inter-agency billings	
Reimbursable Overhead	NR	\$ -	-	(a)	\$ -	-	(a)	
Electric Power	NR	\$ 0.025	15.7	(a)	\$ 0.092	8.3	(a)	
Fuel	NR	\$ 0.130	7.2	Lower rates	\$ 0.457	4.3	Lower rates	
Insurance	NR	\$ 0.288	49.5	Timing of payments	\$ 0.874	27.5	Timing of payments	
Claims	NR	\$ 0.024	1.0	(a)	\$ 0.072	0.4	(a)	
Maintenance and Other Operating Contracts	NR	\$ 1.425	32.0	Delay in projects and timing of inter-agency bus parts charges.	\$ 5.088	21.9	Delay in projects and timing of inter-agency bus parts charges.	
Professional Service Contracts	NR	\$ 1.056	38.7	Primarily due to timing interagency billing	\$ 0.786	4.8	Primarily due to timing interagency billing	
Materials & Supplies	NR	\$ 1.047	21.4	Mainly due to timing of general maintenance material expenses	\$ 3.060	9.6	Mainly due to timing of general maintenance material expenses	
Other Business Expense	NR	\$ (0.104)	(63.8)	Higher AFC collection fees	\$ (0.338)	(17.1)	Higher AFC collection fees and mobility tax	
Depreciation	NR	\$ (1.745)	(60.5)	Non cash expense	\$ (5.446)	(17.7)	Non cash expense	
Other Post Employment Benefits	NR	\$ 1.632	19.1	Non cash expense	\$ 4.896	7.4	Non cash expense	
GASB 68 Pension Expense Adjustment		\$ 5.742	100.0	Non cash expense	\$ 17.226	100.0	Non cash expense	
Environmental Remediation		\$ -	-		\$ (0.026)	-		
Payroll	R	\$ 0.071	24.3	Timing/delay in reimbursable projects and vacancies	\$ 0.350	19.8	Timing/delay in reimbursable projects and vacancies	
Health and Welfare	R	\$ 0.054	45.4	}	\$ 0.196	30.9	} Timing/delay in reimbursable projects	
Pension	R	\$ 0.021	38.9		(a)	\$ 0.081		28.0
Other Fringe Benefits	R	\$ 0.020	38.5			\$ 0.077		27.2
Maintenance and Other Operating Contracts	R	\$ 0.034	*	Timing/delay in reimbursable projects	\$ 0.099	*	Timing/delay in reimbursable projects	
Materials & Supplies	R	\$ 0.107	*	Timing/delay in reimbursable projects	\$ 0.312	*	Timing/delay in reimbursable projects	
Total Expense Variance		\$ 6.800	8.9		\$ 18.260	3.3		
Net Variance		\$ 8.140	14.3		\$ 19.445	4.8		

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

MTA BUS COMPANY
July FINANCIAL PLAN 2016 MID YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	August 2016				Year-To-Date				
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		
			Variance	Percent			Variance	Percent	
Receipts									
Farebox Revenue	\$ 18.314	\$ 20.863	\$ 2.549	13.9	\$ 139.531	\$ 142.534	\$ 3.003	2.2	
Other Operating Revenue	1.164	1.026	(0.138)	(11.9)	12.954	14.819	1.865	14.4	
Capital and Other Reimbursements	0.500	0.346	(0.154)	(30.8)	3.408	3.184	(0.224)	(6.6)	
Total Receipts	\$ 19.978	\$ 22.235	\$ 2.257	11.3	\$ 155.893	\$ 160.537	\$ 4.644	3.0	
Expenditures									
<i>Labor:</i>									
Payroll	\$ 19.983	\$ 28.201	\$ (8.218)	(41.1)	\$ 190.089	\$ 199.930	\$ (9.841)	(5.2)	
Overtime	4.517	5.290	(0.773)	(17.1)	36.497	37.753	(1.256)	(3.4)	
Health and Welfare	6.112	4.972	1.140	18.7	37.135	34.228	2.907	7.8	
OPEB Current Payment	2.050	1.766	0.284	13.9	15.708	14.928	0.780	5.0	
Pensions	3.690	3.663	0.027	0.7	29.807	29.721	0.086	0.3	
Other Fringe Benefits	4.358	4.843	(0.485)	(11.1)	33.509	33.519	(0.010)	(0.0)	
GASB Account	-	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	-	
Total Labor Expenditures	\$ 40.710	\$ 48.735	\$ (8.025)	(19.7)	\$ 342.745	\$ 350.079	\$ (7.334)	(2.1)	
<i>Non-Labor:</i>									
Electric Power	\$ 0.153	\$ 0.134	\$ 0.019	12.4	\$ 1.110	\$ 1.018	\$ 0.092	8.3	
Fuel	1.806	1.267	0.539	29.8	10.612	9.790	0.822	7.7	
Insurance	1.176	0.104	1.072	91.2	4.219	0.923	3.296	78.1	
Claims	2.426	3.312	(0.886)	(36.5)	15.296	20.862	(5.566)	(36.4)	
Maintenance and Other Operating Contracts	4.080	2.373	1.707	41.8	24.872	20.333	4.539	18.2	
Professional Service Contracts	3.996	2.988	1.008	25.2	22.648	17.064	5.584	24.7	
Materials & Supplies	5.037	3.492	1.545	30.7	31.967	26.814	5.153	16.1	
Other Business Expenses	0.199	0.391	(0.192)	(96.5)	1.837	2.196	(0.359)	(19.5)	
Total Non-Labor Expenditures	\$ 18.873	\$ 14.061	\$ 4.812	25.5	\$ 112.561	\$ 99.000	\$ 13.561	12.0	
Other Expenditure Adjustments:									
Other	-	-	-	-	-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 59.583	\$ 62.796	\$ (3.213)	(5.4)	\$ 455.306	\$ 449.079	\$ 6.227	1.4	
Operating Cash Surplus/(Deficit)	\$ (39.605)	\$ (40.561)	\$ (0.956)	(2.4)	\$ (299.413)	\$ (288.542)	\$ 10.871	3.6	

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)

	August 2016			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Operating Receipts or Disbursements						
Farebox Revenue	\$ 2.549	13.9	Timing of fare reimbursements and higher ridership	\$ 3.003	2.2	Timing of fare reimbursements and higher ridership
Other Operating Revenue	(0.138)	(11.9)	Timing of shuttle service reimbursements	1.865	14.4	Reimbursements from prior periods/student fares and shuttle service reimbursements
Capital and Other Reimbursements	(0.154)	(30.8)	Timing/delay in reimbursable projects and vacancies	(0.224)	(6.6)	Timing/delay in reimbursable projects and vacancies
Total Receipts	\$ 2.257	11.3		\$ 4.644	3.0	
Payroll	\$ (8.218)	(41.1)	August was a 3 Payroll month that was budgeted later in the year	\$ (9.841)	(5.2)	August was a 3 Payroll month that was budgeted later in the year
Overtime	(0.773)	(17.1)	Mainly due to running time/traffic, vacancy, absentee coverage requirements and rate variances	(1.256)	(3.4)	Mainly due to running time/traffic, vacancy, absentee coverage requirements and rate variances
Health and Welfare (including OPEB)	1.424	17.4	Timing of payments	3.687	7.0	Timing of payments
Pension	0.027	0.7	(a)	0.086	0.3	(a)
Other Fringe Benefits	(0.485)	(11.1)	See payroll variance	(0.010)	(0.0)	(a)
GASB	-	-		-	-	
Electric Power	0.019	12.4	(a)	0.092	8.3	(a)
Fuel	0.539	29.8	Lower rates	0.822	7.7	Lower rates
Insurance	1.072	91.2	Timing of payments	3.296	78.1	Timing of payments
Claims	(0.886)	(36.5)	Payout of a large claim	(5.566)	(36.4)	Payout of multiple claims
Maintenance and Other Operating Contracts	1.707	41.8	Delay in projects and timing of inter-agency bus parts charges.	4.539	18.2	Delay in projects and timing of inter-agency bus parts charges.
Professional Service Contracts	1.008	25.2	Primarily due to timing interagency billing	5.584	24.7	Primarily due to timing interagency billing
Materials & Supplies	1.545	30.7	Mainly due to timing of general maintenance material expenses	5.153	16.1	Mainly due to timing of general maintenance material expenses
Other Business Expenditure	(0.192)	(96.5)	Higher AFC collection fees	(0.359)	(19.5)	Higher AFC collection fees and mobility tax
Total Expenditures	\$ (3.213)	(5.4)		\$ 6.227	1.4	
Net Cash Variance	\$ (0.956)	(2.4)		\$ 10.871	3.6	

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

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

(\$ in millions)

	August 2016				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ 0.002	\$ 1.847	\$ 1.845	*	\$ (0.757)	\$ 0.372	\$ 1.129	*
Other Operating Revenue	0.500	(0.581)	(1.081)	*	(0.218)	1.221	1.439	*
Capital and Other Reimbursements	(0.168)	(0.015)	0.153	91.1	(0.057)	0.834	0.891	*
Total Receipts	\$ 0.334	\$ 1.251	\$ 0.917	*	\$ (1.032)	\$ 2.427	\$ 3.459	*
Expenditures								
<i>Labor:</i>								
Payroll	\$ 2.534	\$ (5.189)	\$ (7.723)	*	\$ (10.753)	\$ (16.910)	\$ (6.157)	(57.3)
Overtime	0.000	-	(0.000)	(100.0)	0.076	0.124	0.048	62.3
Health and Welfare	(0.865)	1.109	1.974	*	4.635	8.047	3.412	73.6
OPEB Current Payment	0.070	-	(0.070)	(100.0)	0.027	0.691	0.664	*
Pensions	0.132	0.033	(0.099)	(75.0)	0.197	0.210	0.013	6.4
Other Fringe Benefits	(0.481)	0.274	0.755	*	2.651	6.231	3.580	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	(0.516)	(0.516)	-	0.0
Total Labor Expenditures	\$ 1.390	\$ (3.773)	\$ (5.163)	*	\$ (3.681)	\$ (2.123)	\$ 1.558	42.3
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ 0.006	\$ -	(0.006)	(100.0)	\$ -	\$ (0.000)	(0.000)	-
Fuel for Buses and Trains	-	0.409	0.409	*	(0.024)	0.341	0.365	*
Insurance	(0.594)	0.190	0.784	*	(1.045)	1.377	2.422	*
Claims	(0.002)	(0.912)	(0.910)	*	3.976	(1.662)	(5.638)	*
Maintenance and Other Operating Contracts	0.409	0.657	0.248	60.6	(1.580)	(2.228)	(0.648)	(41.0)
Professional Service Contracts	(1.267)	(1.315)	(0.048)	(3.8)	(6.216)	(1.418)	4.798	77.2
Materials & Supplies	(0.036)	0.355	0.391	*	0.138	1.919	1.781	*
Other Business Expenditures	(0.036)	(0.124)	(0.088)	*	0.139	0.118	(0.021)	(15.1)
Total Non-Labor Expenditures	\$ (1.520)	\$ (0.740)	\$ 0.780	51.3	\$ (4.612)	\$ (1.554)	\$ 3.059	66.3
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	\$ (0.130)	\$ (4.513)	\$ (4.383)	*	\$ (8.293)	\$ (3.677)	\$ 4.617	55.7
Depreciation Adjustment	2.886	4.631	1.745	60.5	30.689	36.135	5.446	17.7
Other Post Employment Benefits	8.547	6.915	(1.632)	(19.1)	65.956	61.060	(4.896)	(7.4)
GASB 68 Pension Expense Adjustment	5.742	-	(5.742)	(100.0)	17.226	-	(17.226)	(100.0)
Environmental Remediation	-	-	-	-	-	0.026	0.026	-
Total Expenses/Expenditures	\$ 17.045	\$ 7.033	\$ (10.012)	(58.7)	\$ 105.578	\$ 93.545	\$ (12.033)	(11.4)
Total Cash Conversion Adjustments	\$ 17.379	\$ 8.284	\$ (9.095)	(52.3)	\$ 104.546	\$ 95.972	\$ (8.574)	(8.2)

NOTE: Totals may not add due to rounding

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

	<u>August 2016</u>			<u>Year-to-date as of August 2016</u>		
	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Mid Year Forecast</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$ 18.312	\$ 19.016	\$ 0.704	\$ 140.288	\$ 142.162	\$ 1.874
Total Farebox Revenue	\$ 18.312	\$ 19.016	\$ 0.704	\$ 140.288	\$ 142.162	\$ 1.874
 <u>Ridership</u>						
Fixed Route	9.975	10.491	0.516	82.297	83.370	1.073
Total Ridership	9.975	10.491	0.516	82.297	83.370	1.073

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2016 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME EQUIVALENTS
AUGUST 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	17	1	
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	15	9	
Non-Departmental	23	-	23	
Total Administration	154	112	42	Vacancies to be filled
Operations				
Buses	2,247	2,307	(60)	
Office of the Executive VP	4	4	-	
Safety & Training	29	33	(4)	
Road Operations	120	122	(2)	
Transportation Support	22	26	(4)	
Operations Planning	31	30	1	
Revenue Control	27	25	2	
Total Operations	2,480	2,547	(67)	Students in Training
Maintenance				
Buses	757	742	15	
Maintenance Support/CMF	218	203	15	
Facilities	74	66	8	
Supply Logistics	95	92	3	
Total Maintenance	1,144	1,103	41	Vacancies to be filled
Capital Program Management	37	26	11	
Total Engineering/Capital	37	26	11	Vacancies to be filled
Security	18	18	-	
Total Public Safety	18	18	-	
Total Positions	3,833	3,806	27	
Non-Reimbursable	3,793	3,770	23	
Reimbursable	40	36	4	
Total Full-Time	3,818	3,792	26	
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
AUGUST 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	73	65	8	
Operational Hourlies	18	-	18	
Total Administration	154	112	42	Vacancies to be filled
Operations				
Managers/Supervisors	302	307	(5)	
Professional, Technical, Clerical	50	51	(1)	
Operational Hourlies	2,128	2,189	(61)	
Total Operations	2,480	2,547	(67)	Students in Training
Maintenance				
Managers/Supervisors	225	223	2	
Professional, Technical, Clerical	23	23	-	
Operational Hourlies	896	857	39	
Total Maintenance	1,144	1,103	41	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	15	6	
Professional, Technical, Clerical	16	11	5	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	26	11	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	606	19	
Professional, Technical, Clerical	166	154	12	
Operational Hourlies	3,042	3,046	(4)	
Total Baseline Positions	3,833	3,806	27	

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

	August						August 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	50,855	\$2.501	3,616	(\$0.249)	403,194	\$17.649	390,791	\$18.362	12,404	(\$0.713)
					6.6%	-11.1%					3.1%	-4.0%
<u>Unscheduled Service</u>	11,465	\$0.492	10,228	\$0.468	1,237	\$0.024	80,885	\$3.895	80,582	\$3.496	303	\$0.399
					10.8%	4.9%					0.4%	10.2%
<u>Programmatic/Routine Maintenance</u>	16,216	\$0.712	22,151	\$1.098	(5,935)	(\$0.385)	142,161	\$6.845	157,868	\$7.571	(15,707)	(\$0.726)
					-36.6%	-54.1%					-11.0%	-10.6%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	\$0.000
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	18,417	\$0.914	25,102	\$1.187	(6,685)	(\$0.273)	145,239	\$6.608	155,567	\$7.232	(10,328)	(\$0.624)
					-36.3%	-29.9%					-7.1%	-9.4%
<u>Weather Emergencies</u>	3,090	\$0.108	0	\$0.000	3,090	\$0.108	27,345	\$1.283	18,245	\$0.837	9,100	\$0.446
					100.0%	100.0%					33.3%	34.8%
<u>Safety/Security/Law Enforcement</u>	232	\$0.011	92	\$0.006	140	\$0.006	1,211	\$0.083	792	\$0.045	419	\$0.038
					60.5%	49.7%					34.6%	46.2%
<u>Other</u>	323	\$0.027	248	\$0.030	75	(\$0.003)	2,378	\$0.211	2,115	\$0.334	263	(\$0.124)
					23.3%	-11.5%					11.1%	-58.8%
Subtotal	104,213	\$4.517	108,675	\$5.290	(4,462)	(\$0.773)	802,413	\$36.573	805,960	\$37.877	(3,547)	(\$1.304)
					-4.3%	-17.1%					-0.4%	-3.6%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
TOTAL OVERTIME	104,213	\$4.517	108,675	\$5.290	(4,462)	(\$0.773)	802,413	\$36.573	805,960	\$37.877	(3,547)	(\$1.304)
					-4.3%	-17.1%					-0.4%	-3.6%

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)

	August			August Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	3,616 6.6%	(\$0.249) -11.1%		12,404 3.1%	(\$0.713) -4.0%	
<u>Unscheduled Service</u>	1,237 10.8%	\$0.024 4.9%		303 0.4%	\$0.399 10.2%	
<u>Programmatic/Routine Maintenance</u>	(5,935) -36.6%	(\$0.385) -54.1%		(15,707) -11.0%	(\$0.726) -10.6%	
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	(6,685) -36.3%	(\$0.273) -29.9%		(10,328) -7.1%	(\$0.624) -9.4%	
<u>Weather Emergencies</u>	3,090 100.0%	\$0.108 100.0%		9,100 33.3%	\$0.446 34.8%	
<u>Safety/Security/Law Enforcement</u>	140 60.5%	\$0.006 49.7%		419 34.6%	\$0.038 46.2%	
<u>Other</u>	75 23.3%	(\$0.003) -11.5%		263 11.1%	(\$0.124) -58.8%	
Subtotal	(4,462) -4.3%	(\$0.773) -17.1%		(3,547) -0.4%	(\$1.304) -3.6%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
TOTAL OVERTIME	(4,462)	(\$0.773)		(3,547)	(\$1.304)	

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 <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.
<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 August 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	\$143.5	\$96.6	67
Design Completions	\$191.8	\$174.4	91
Construction Awards	\$2,422.9	\$1,362.2	56
Substantial Completions	\$1,791.6	\$1,374.7	77
Closeouts	\$4,840.2	\$297.2	6

During August, NYCT awarded projects totaling \$22.5 million, including:

- Mainline Switch Replacement on the 8th Avenue Line and Mainline Track Replacement on the West End Line; and
- Installation of Track Component Video Recording System and Platform Measuring System on Track Inspection Car 3.

During the same period, NYCT substantially completed projects totaling \$76.1 million, including:

- Station Improvements at Smith-9th Street Station on the Prospect Park Line and 4th Avenue Station on the Culver Line; and
- Two Small Business Federal Program contracts for Sandy Mitigation: Hatch Replacement at 14 Fan Plants.

Also during August, NYCT started four design projects for \$5.6 million, completed nine design projects for \$28.1 million, and closed out five projects for \$35.0 million.

Capital Program Status
October 2016
(August 2016)

During August, NYCT awarded \$22.5 million in projects, including \$8.3 million for Mainline Switch Replacement on the 8th Avenue Line and \$3.6 million for Mainline Track Replacement on the West End Line. On the 8th Avenue Line in Manhattan, switch replacement will include replacement of six switches. On the West End Line in Brooklyn, mainline track replacement will include replacement of 17 Type III panels.

NYCT also awarded a \$4.5 million project for the Installation of Track Component Video Recording System and Platform Measuring System on Track Inspection Car 3. Together with the track component video system previously installed on Track Inspection Car 4, installation of the track component video recording system will provide for complete, flexible and uninterrupted detailed video inspection of mainline tracks. Installation of the platform measuring system will provide a continuous and accurate inspection of platform edges in order to compute accurate distances between tracks and platform edges. Both systems will support system safety and reliability by providing an accurate assessment of platform conditions without the need for extensive surveys, which can be costly and disruptive to regular service.

During August, NYCT substantially completed projects totaling \$76.1 million, including \$44.2 million for Station Improvements at Smith-9th Street on the Prospect Park Line and 4th Avenue on the Culver Line. Rehabilitation at Smith-9th Street Station on the Prospect Park Line involved replacement of the control house, rehabilitation of the stair/escalator enclosure and platforms, and improvements to the architectural treatments, communications and lighting. Component repairs at 4th Avenue Station on the Culver Line included new platform lighting and public address systems, replacement of platform canopies, rehabilitation of platform edges and platform surfaces, repair/restoration of the historical arch over 4th Avenue, and roof replacement at office towers.

NYCT also completed two Small Business Federal Program contracts for Sandy Resiliency at 14 Fan Plants for \$9.6 million. One contract furnished and installed watertight emergency egress and equipment/personnel access hatches across three fan plants in Queens and one fan plant in Manhattan. The second contract furnished and installed emergency egress hatches equipment/personnel access hatches, and mechanical closure devices across an additional seven fan plants in Manhattan.

Also during August, NYCT started four design projects for \$5.6 million, completed nine design projects for \$28.1 million, and closed out five projects for \$35.0 million.

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

Projects Closed During August 2016
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Help Point: Allerton Av & Burke Av /White Plains Rd [SBMP]	\$1.43	\$1.36	12/2014	20
Sandy Repairs: 1 Fan Plant BCT (Greenpoint Tube)	\$9.30	\$10.10	12/2015	8
Sandy Repairs: 2 Circuit Breaker Houses (207-8 & 209)	\$5.70	\$6.03	6/2016	2
Sandy Repairs: 2 Circuit Breaker Houses (206 & 212)	\$5.60	\$5.96	6/2016	2
DOS Roof Replacement Phase 3	\$12.67	\$11.60	6/2016	2

The closeout of Help Point at Allerton and Burke Avenues on the White Plains Road Line was delayed by 20 months due to a delay in the submission and final acceptance of closeout deliverables. The closeout of Sandy Repairs at 1 Fan Plant in the Greenpoint Tube was delayed by 8 months due to a delay in the completion of several punchlist items, submittal of final closeout deliverables, and facility commissioning.

**CAPITAL PROJECT MILESTONE SUMMARY
2016
(THROUGH AUGUST 31, 2016)**

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

August

Design Starts	\$14.1	11	\$5.6	4	39.9	36.4
Design Completions	10.1	16	28.1	9	279.6	56.3
Construction Awards	85.7	7	22.5	7	26.2	100.0
Substantial Completions	120.8	12	76.1	12	63.0	100.0
Closeouts	39.5	6	35.0	5	88.8	83.3

2016 Year-To-Date

Design Starts	\$143.5	113	\$96.6	79	67.3	69.9
Design Completions	191.8	108	174.4	67	90.9	62.0
Construction Awards	2,422.9	117	1,362.2	80	56.2	68.4
Substantial Completions	1,791.6	116	1,374.7	78	76.7	67.2
Closeouts	4,840.2	132	297.2	61	6.1	46.2

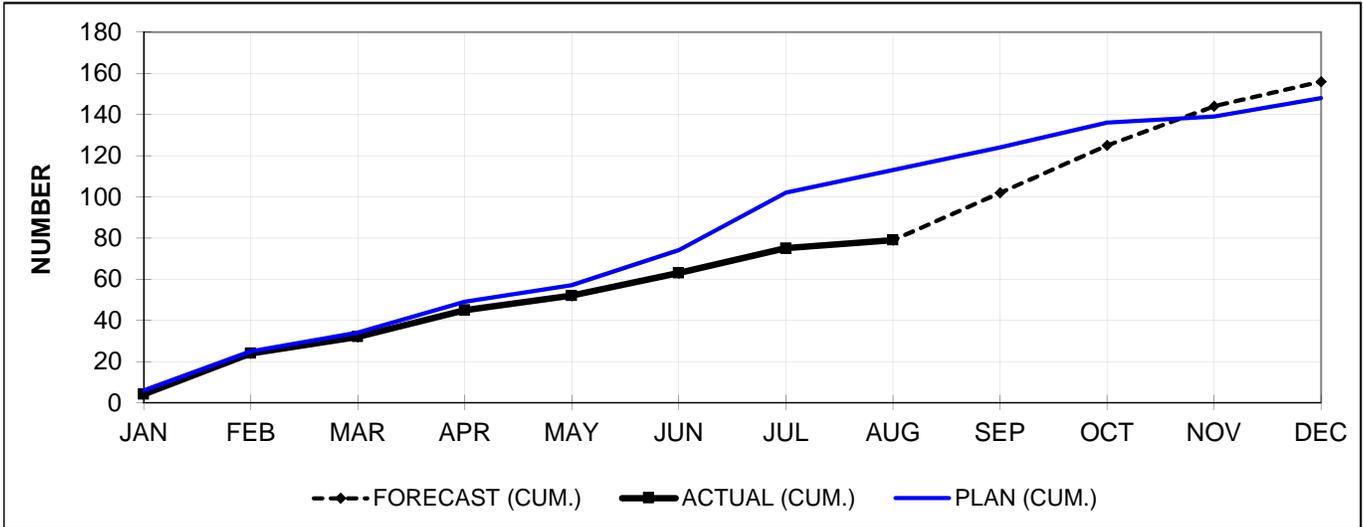
2016 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$188.1	148	\$198.6	156	105.5	105.4
Design Completions	249.7	152	263.0	134	105.3	88.2
Construction Awards	4,429.4	171	4,445.7	186	100.4	108.8
Substantial Completions	2,513.4	166	2,510.1	159	99.9	95.8
Closeouts	6,039.3	206	1,931.9	181	32.0	87.9

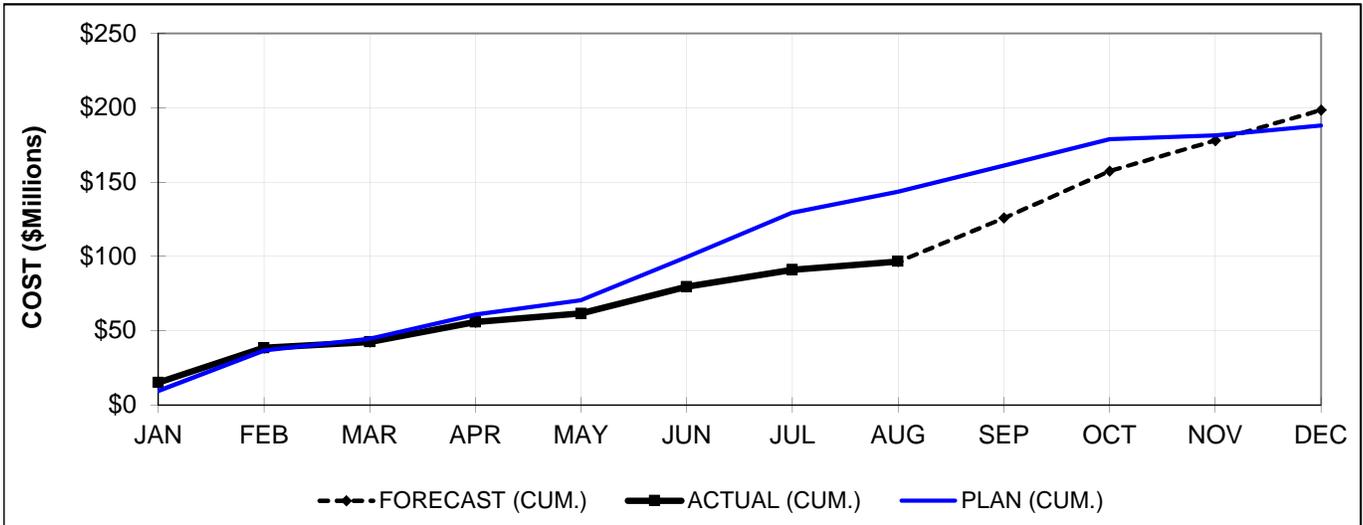
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2016 Design Starts Charts

As of August 2016



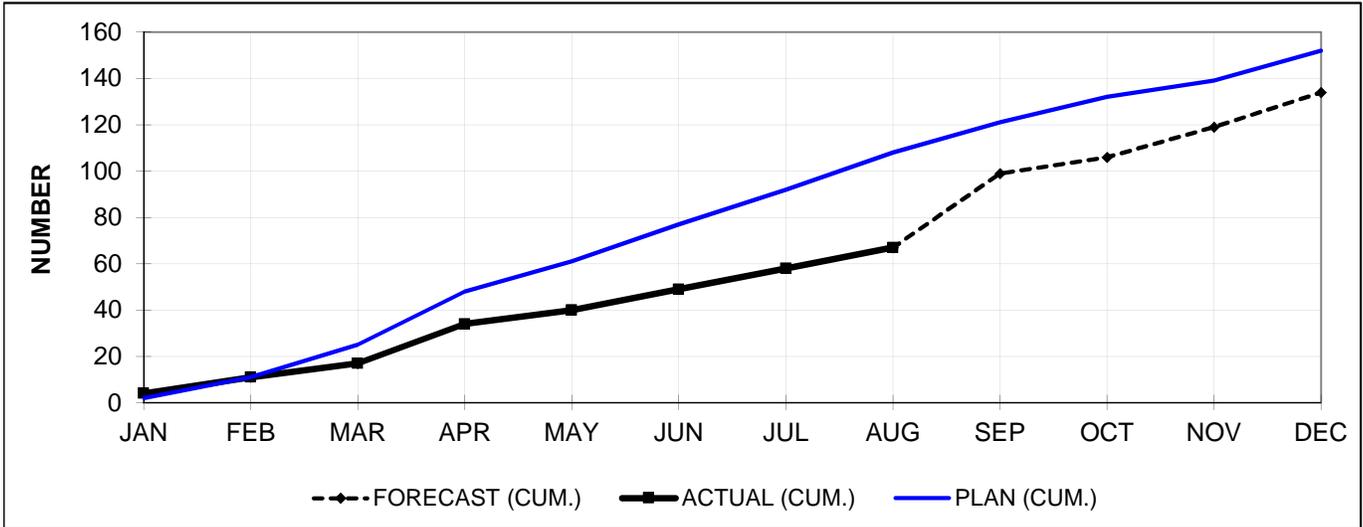
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									23	23	19	12
ACTUAL (NON-CUM.)	4	20	8	13	7	11	12	4				
PLAN (NON-CUM.)	6	19	9	15	8	17	28	11				
FORECAST (CUM.)									102	125	144	156
ACTUAL (CUM.)	4	24	32	45	52	63	75	79				
PLAN (CUM.)	6	25	34	49	57	74	102	113	124	136	139	148



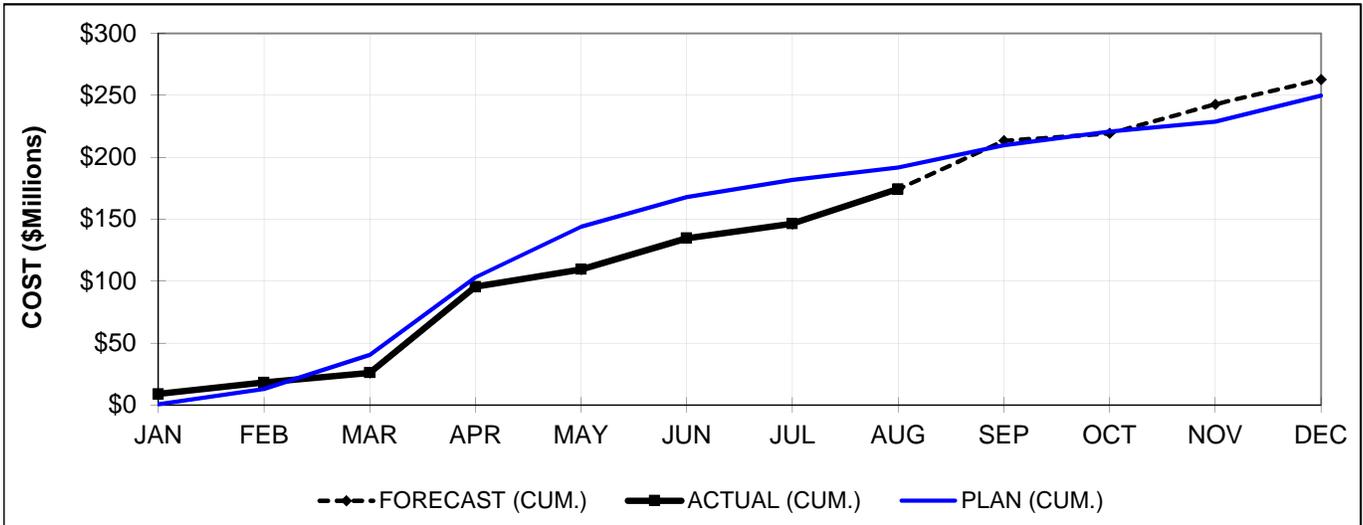
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									29.3	31.6	20.5	20.5
ACTUAL (NON-CUM.)	15.0	23.5	3.9	13.4	5.8	18.0	11.4	5.6				
PLAN (NON-CUM.)	9.5	27.3	7.8	16.3	9.5	29.1	29.9	14.1				
FORECAST (CUM.)									125.9	157.5	178.0	198.6
ACTUAL (CUM.)	15.0	38.5	42.4	55.8	61.6	79.6	91.0	96.6				
PLAN (CUM.)	9.5	36.8	44.6	60.9	70.4	99.5	129.4	143.5	161.0	178.9	181.3	188.1

2016 Design Completions Charts

As of August 2016



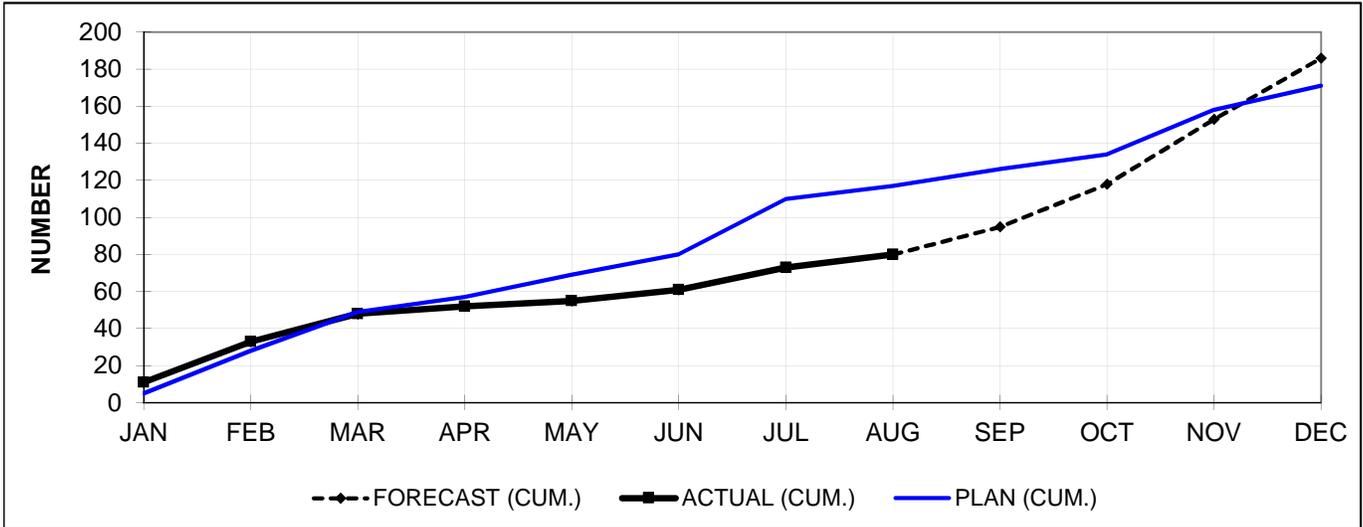
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									32	7	13	15
ACTUAL (NON-CUM.)	4	7	6	17	6	9	9	9	13	11	7	13
PLAN (NON-CUM.)	2	9	14	23	13	16	15	16	13	11	7	13
FORECAST (CUM.)									99	106	119	134
ACTUAL (CUM.)	4	11	17	34	40	49	58	67	99	106	119	134
PLAN (CUM.)	2	11	25	48	61	77	92	108	121	132	139	152



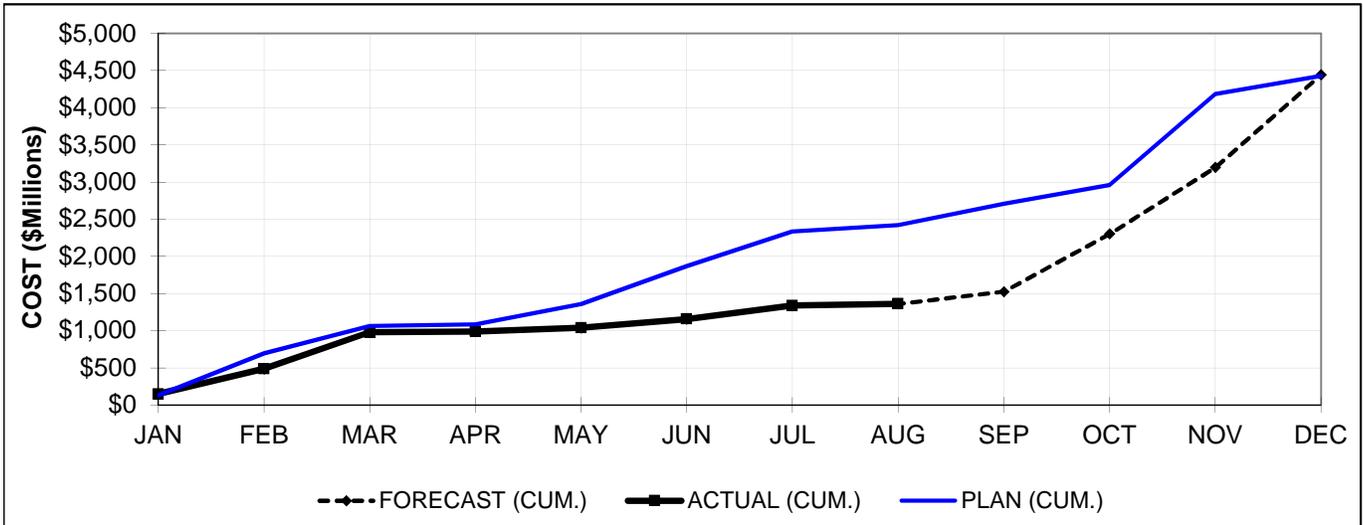
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									39.1	5.9	23.5	20.2
ACTUAL (NON-CUM.)	8.9	9.3	7.8	69.4	14.1	25.2	11.6	28.1	18.0	11.0	7.8	21.1
PLAN (NON-CUM.)	0.6	12.3	27.5	62.7	41.0	23.9	13.9	10.1	18.0	11.0	7.8	21.1
FORECAST (CUM.)									213.5	219.4	242.9	263.0
ACTUAL (CUM.)	8.9	18.2	26.0	95.5	109.5	134.7	146.3	174.4	213.5	219.4	242.9	263.0
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 August 2016



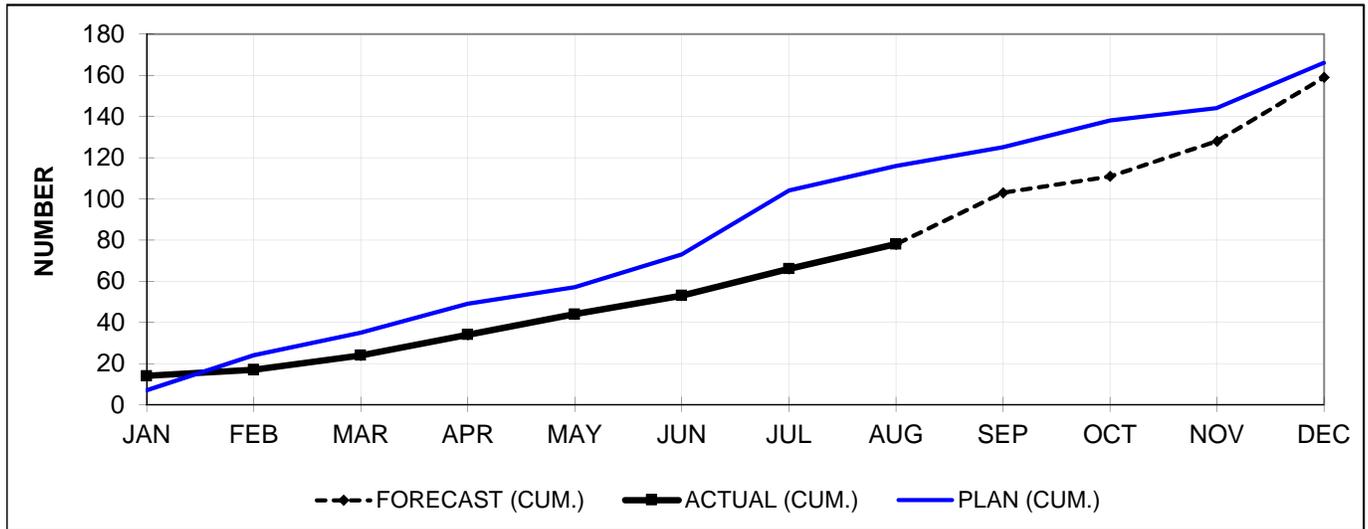
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									15	23	35	33
ACTUAL (NON-CUM.)	11	22	15	4	3	6	12	7	9	8	24	13
PLAN (NON-CUM.)	5	23	21	8	12	11	30	7	9	8	24	13
FORECAST (CUM.)									95	118	153	186
ACTUAL (CUM.)	11	33	48	52	55	61	73	80	89	97	121	134
PLAN (CUM.)	5	28	49	57	69	80	110	117	126	134	158	171



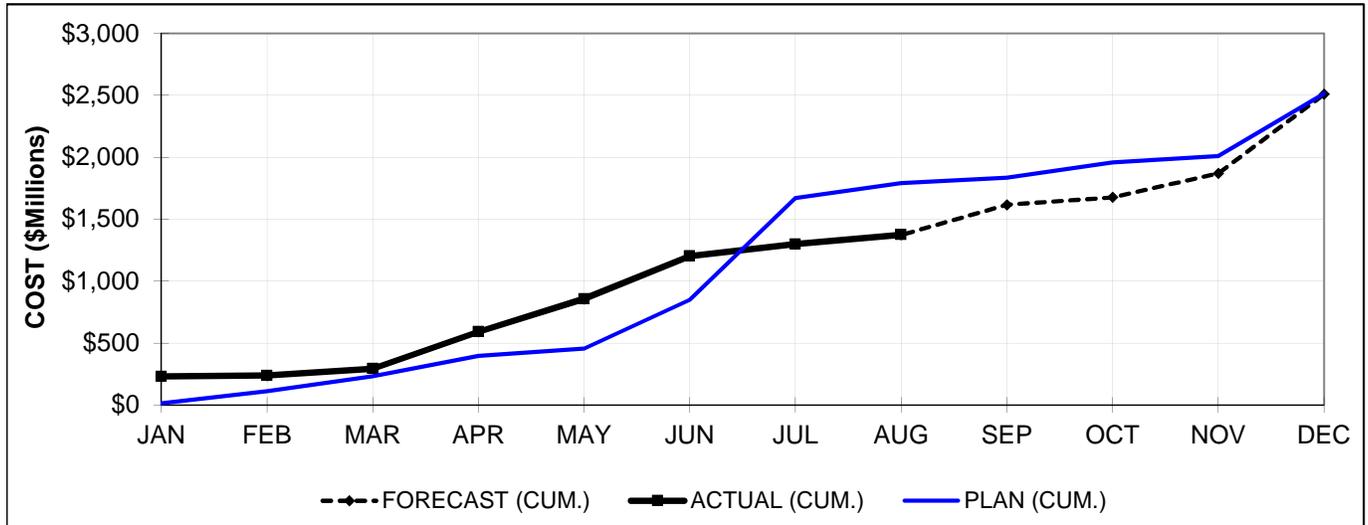
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									164.0	778.9	894.2	1246.5
ACTUAL (NON-CUM.)	149.1	336.7	493.9	9.8	48.7	118.7	182.9	22.5	283.8	253.4	1225.3	243.9
PLAN (NON-CUM.)	128.6	565.3	370.6	19.5	274.1	509.7	469.4	85.7	283.8	253.4	1225.3	243.9
FORECAST (CUM.)									1,526.1	2,305.0	3,199.2	4,445.7
ACTUAL (CUM.)	149.1	485.8	979.7	989.5	1,038.2	1,156.8	1,339.7	1,362.2	1,546.0	1,799.4	3,014.6	3,258.5
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 August 2016



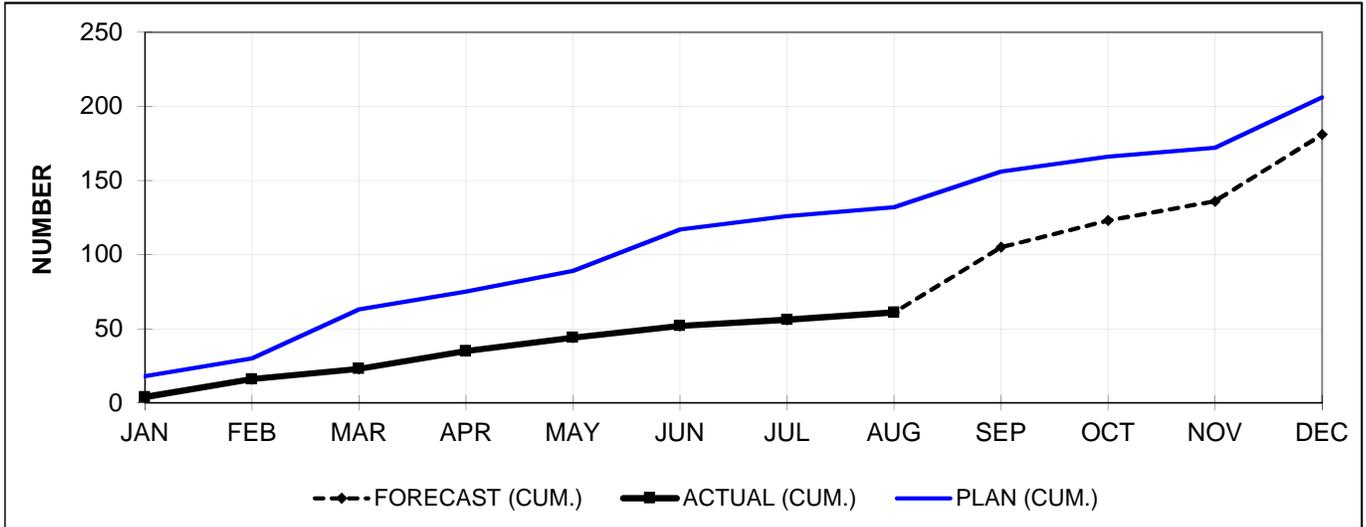
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									25	8	17	31
ACTUAL (NON-CUM.)	14	3	7	10	10	9	13	12	9	13	6	22
PLAN (NON-CUM.)	7	17	11	14	8	16	31	12	9	13	6	22
FORECAST (CUM.)									103	111	128	159
ACTUAL (CUM.)	14	17	24	34	44	53	66	78	125	138	144	166
PLAN (CUM.)	7	24	35	49	57	73	104	116	125	138	144	166



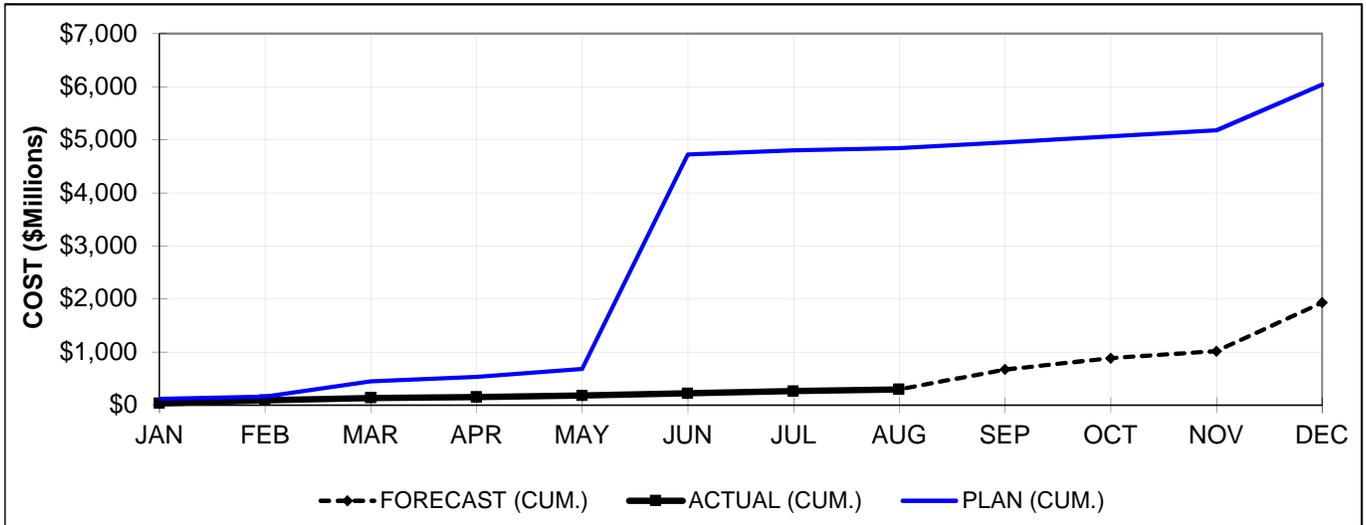
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									243.2	59.8	194.8	637.6
ACTUAL (NON-CUM.)	230.9	7.4	55.6	297.1	266.0	345.4	96.3	76.1	44.0	123.6	52.1	502.1
PLAN (NON-CUM.)	15.0	96.9	119.4	166.3	57.6	393.8	821.8	120.8				
FORECAST (CUM.)									1,617.9	1,677.7	1,872.5	2,510.1
ACTUAL (CUM.)	230.9	238.2	293.9	591.0	857.0	1,202.4	1,298.6	1,374.7				
PLAN (CUM.)	15.0	111.9	231.2	397.6	455.2	849.0	1,670.8	1,791.6	1,835.5	1,959.1	2,011.3	2,513.4

2016 Closeouts Charts

As of August 2016



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									44	18	13	45
ACTUAL (NON-CUM.)	4	12	7	12	9	8	4	5				
PLAN (NON-CUM.)	18	12	33	12	14	28	9	6	24	10	6	34
FORECAST (CUM.)									105	123	136	181
ACTUAL (CUM.)	4	16	23	35	44	52	56	61				
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.)									375.8	212.6	131.3	915.0
ACTUAL (NON-CUM.)	33.4	56.8	43.5	17.8	24.9	42.3	43.5	35.0				
PLAN (NON-CUM.)	118.0	43.1	285.8	85.5	148.6	4039.5	80.4	39.5	111.0	113.1	114.2	860.8
FORECAST (CUM.)									673.0	885.6	1,016.9	1,931.9
ACTUAL (CUM.)	33.4	90.2	133.7	151.5	176.4	218.7	262.1	297.2				
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 15 actions for a proposed expenditure of \$66.5M.

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	10/26/16			
2	Board	10/28/16			

October 19, 2016			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Internal Approvals			
	Approval		Approval
	President NYCT 		President MTACC
	Executive VP 		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:

<u>Procurements Requiring Majority Vote:</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule H: Modifications to Personal/Miscellaneous Service Contracts		1	40.3 M
• Cubic Transportation Systems.	\$ 40.3 M		
SUBTOTAL		1	\$ 40.3 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 H: Modifications to Personal/Miscellaneous Service Contracts	13	\$ 21.9 M
SUBTOTAL	13	\$ 21.9 M

MTA Capital Construction proposes to award Competitive procurements in the following categories:

Schedule I: Modifications to Purchase and Public Work Contracts	1	\$ 4.3 M
SUBTOTAL	1	\$ 4.3 M
TOTAL	15	\$ 66.5 M

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

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

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

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

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

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

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

BOARD RESOLUTION

WHEREAS, in accordance with Section 1265-a and 1209 of the Public Authorities Law and the All-Agency Procurement Guidelines, the Board authorizes the award of certain 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.

OCTOBER 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. Cubic Transportation Systems | \$40,300,000 (Est.) | <u>Staff Summary Attached</u> |
| Contract# A-33778/05F9210.10 | | |
| Modification to the contract for software and maintenance support of the Automated Fare Collection System, in order to extend the contract term. | | |

Item Number: 1

Vendor Name (Location) Cubic Transportation Systems, Inc. (New York, New York)
Description Automatic Fare Collection Indefinite Quantity Contract
Contract Term (including Options, if any) September 1, 2005–October 31, 2016
Option(s) included in Total Amt.? <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 checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: FTA
Requesting Dept./Div., Dept./Div. Head Name: Fare Payment Programs, Craig Stewart

Contract Number A-33778/05F9210	AWO/Mod.# 10
Original Amount:	\$ 15,000,000
Prior Modifications:	\$ 42,300,000
Prior Budgetary Increases:	\$ 38,000,000
Current Amount:	\$ 95,300,000
This Request:	\$ 40,300,000 (Est.)
% of This Request to Current Amount:	42.2%
% of Modifications (including This Request) to Original Amount:	804%

Discussion:

This modification is to extend the Automated Fare Collection (“AFC”) Indefinite Quantity contract for six years, from November 1, 2016 to October 31, 2022. This extension is necessary to provide continued support for the MetroCard system until it is decommissioned, which is anticipated to occur in 2022.

This sole-source contract is for software programming and maintenance support for NYC Transit’s MetroCard/AFC System on an as-needed basis. The work can include computer programming and software development to update and enhance the AFC System, furnishing and delivering automated fare collection equipment, and providing engineering services for updating AFC equipment configurations. The contract is an indefinite quantity task order contract that includes audited labor rates. All work is conducted via task orders issued on an as-needed basis. Prices for task orders are negotiated using the audited labor rates and task orders are not issued until the price is found to be fair and reasonable.

In June 2005, the Board approved the award of this indefinite quantity contract to Cubic for a five-year term in the estimated amount of \$15 million. Since award of the contract, the Board has approved three budget adjustments, totaling \$38 million, as well as a three-year contract extension in the amount of \$20 million. The three-year extension included a two-year option, which was also approved by the Board in the amount of \$22.3 million. As a result, the adjusted contract value is \$95.3 million.

The original contract value of \$15 million represented the software modifications and enhancements that were foreseen in 2005. Subsequently, approximately \$80 million of AFC equipment has been purchased under this contract including \$29.5 million for MetroCard Fare Collectors to support Select Bus Service; \$11.1 million for AFC equipment to support the Second Avenue Subway Project, the No. 7 Line Extension, Barclay Center, South Ferry Terminal, Tompkinsville Station, and the Fulton Street Transit Center; \$9.6 million for AFC equipment damaged by Superstorm Sandy; \$8.9 million for AFC equipment for the Westchester Bee-Line (funded by Westchester County); \$5.8 million for Bus Integrated Farebox Units; \$3.7 million for High Production Encoding Machines; and \$11.4 million for other miscellaneous equipment purchases.

The estimated expenditure under this extension includes the following: (1) the purchase of equipment to support continued roll out of Select Bus Service, (2) an upgrade to system security standards, (3) a purchase of turnstiles and end cabinets to allow for fare control area improvements to support various station-related programs, (4) new AFC equipment to support the Cortlandt Street Station project, (5) software and technical support services for the AFC System, and (6) ongoing state of good repair work. The estimated expenditure during this six-year extension is \$41.5 million; however, there is \$1.2 million remaining in this contract, which will be applied to this extension, yielding a net amount for the extension of \$40.3 million.

Only Cubic has the requisite knowledge of the programs that make up the AFC System to perform maintenance on those programs. In addition, there are no other sources that could provide AFC equipment, as the format of the electronic communications between the AFC System and the AFC devices such as the turnstiles and MetroCard Vending Machines is proprietary to Cubic.

MTA-Audit has performed several audits of Cubic’s direct labor rates, and overhead general and administrative rates during the contract term, an action that has resulted in negotiated reductions in the profit from 10% to 8.5% and in the annual escalation from 5% to 3% during the previous extension. In addition, reductions were negotiated in four of the five overhead rates. The labor rates have been found to be fair and reasonable.

OCTOBER 2016

LIST OF COMPETITIVE 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.)

- | | |
|---|--|
| <p>1. Aon Consulting, Inc. \$1,850,000</p> <p>2. The Segal Company (Eastern States), Inc.</p> <p>3. Mercer Health & Benefit, LLC</p> <p>Contract# CMM-1567A/B/C.6</p> <p style="padding-left: 40px;">Modification to the contracts for employee benefits consulting services, in order to extend the term of the contracts.</p>
<p>HEPCO, Inc. \$20,000,000 (Aggregate)</p> <p>PEAK Technical Staffing USA</p> <p>Rotator Staffing Services, Inc.</p> <p>Metro Tech Consultant Services, Inc.</p> <p>L.J. Gonzer Associates</p> | <p><u>Staff Summary Attached</u></p> <p>↓</p> <p>↓</p>
<p><u>Staff Summary Attached</u></p> <p>↓</p> <p>↓</p> <p>↓</p> <p>↓</p> |
|---|--|
- 4–13. **Contracts CM-1413/14/15/16/17.1 (Federally Funded)**
Contracts CM-1418/19/20/21/22.1 (State Funded)
 Modification to the contracts for Professional and Technical Staffing Consultant services for Capital Projects.

Item Number: 1-3

Vendor Name (Location) Aon Consulting, Inc. (New York, New York) The Segal Company (Eastern States), Inc. (New York, New York) Mercer Health & Benefits, LLC (New York, New York)
Description Employee Benefits Consulting Services
Contract Term (including Options, if any) December 7, 2009 – October 31, 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 <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: Human Resources, Patricia Lodge

Contract Number CMM-1567A/B/C	AWO/Mod.#: 6
Original Amount:	\$ 2,700,000
Prior Modifications:	\$ 1,686,111
Prior Budgetary Increases:	\$ 6,270,000
Current Amount:	\$ 10,656,111
This request:	\$ 1,850,000
% of This Request to Current Amount:	17.4%
% of Modifications (Including This Request) to Original Amount:	363.2%

Discussion:

This modification is for an 18-month extension (November 1, 2016–April 30, 2018) of the three multi-agency personal service contracts awarded to Aon Consulting, Inc. (“Aon”), The Segal Company (Eastern States), Inc. (“Segal”), and Mercer Health & Benefits, LLC (“Mercer”). These contracts are utilized by NYC Transit and MTA Headquarters (“MTA-HQ”).

The three firms provide advice on the cost impact of proposed changes in benefits discussed during labor negotiations, as well as technical assistance and expertise in the following areas: conducting competitive Requests for Proposals (“RFPs”) for new benefit contracts including negotiations with benefit providers; interpretation of applicable state, local, and federal regulations; calculation of various benefit funding methods; renewal of insurance policies; evaluation and monitoring of provider performance; professional advice and consultation in developing strategies and successful implementation of new benefit programs; audits of paid claims to ensure compliance with benefit plans and identification of potential fraud; and assistance in planning and implementing wellness initiatives.

After award of these contracts, NYC Transit embarked on an aggressive schedule to compete its health benefit contracts and undertook other steps to rein in rising benefit costs. The agency relied extensively on the consultants to support these initiatives, which included: a 2010 competitive RFP for new medical benefits contracts; a Dependent Eligibility Verification Audit under which members with family medical coverage were required to provide proof that each of their dependents was eligible for coverage; implementation of Medicare coordination services; renegotiation of an existing pharmacy benefits contract to introduce fixed discounts and dispensing fees; implementation of the Employer Group Waiver plus Wrap prescription drug plan for Medicare retirees and their dependents to take advantage of financial incentives related to the Affordable Care Act; a competitive RFP for a new pharmacy benefits contract; and the competitive RFP for a new medical benefits contract. Actual and projected savings from these consultant-related projects far outweigh the associated expenditures.

Because of extensive use of the consultants in connection with the cost-saving actions described above, several budget adjustments, including two approved by the Board, have been processed and the contracts have been modified and extended several times.

For this modification, Aon, Segal, and Mercer agreed to the same hourly rates, terms, and conditions as those of the base contract. The relevant Consumer Price Index has increased by approximately 12% over the term of this contract. The contract rates for this extension have been found to be fair and reasonable.

The requested 18-month extension will allow the MTA Business Service Center time to solicit and award new multi-agency benefit consulting contracts after conducting a competitive RFP. Of the \$1,850,000 estimated for these consultant services, \$1,350,000 is for use by NYC Transit and \$500,000 is for use by MTA-HQ. Of the NYC Transit portion, an estimated \$525,000 is for Aon and \$825,000 is for Mercer. Of the MTA-HQ portion, an estimated \$100,000 is for Aon, \$50,000 is for Segal, and \$350,000 is for Mercer.

In connection with the original award of the base contract to Aon, that firm was found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility finding was approved by the MTA Chairman/CEO in consultation with the MTA General Counsel. In addition, as a result of the review of Aon’s responsibility since the base contract award, new significant adverse information was identified and Aon was found to be responsible notwithstanding such new significant adverse information and such responsibility finding was subsequently approved by the MTA Chairman/CEO in consultation with the MTA General Counsel.

Item Number: 4-13

Vendor Name (Location) HEPCO, Inc. (Saddle Brook, New Jersey) PEAK Technical Staffing USA (Pittsburgh, Pennsylvania) Rotator Staffing Services, Inc. (East Brunswick, New Jersey) Metro Tech Consulting Services, Inc. (New York, New York) L.J. Gonzer Associates (Cranford, New Jersey)	
Description Professional and Technical Staffing for Capital Projects	
Contract Term (including Options, if any) 60 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> 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: Capital Program Management, John O’Grady	

Contract Number	AWO/Mod. #
Federal: CM-1413; CM-1414; CM-1415; CM-1416; CM-1417 State: CM-1418; CM-1419; CM-1420; CM-1421; CM-1422	1
Original Amount:	\$ 55,000,000
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 55,000,000
This Request:	\$ 20,000,000 (Est.)
% of This Request to Current Amount:	36.4%
% of Modifications (Including This Request) to Original Amount:	36.4%

Discussion:

This modification will extend the below-listed five federal-funded and five state-funded professional and technical staffing contracts by 12 months. The aggregate funding across all 10 contracts will increase by \$20,000,000 (from \$55,000,000 to \$75,000,000) for NYC Transit/MTA Capital Construction (“MTACC”) and MTA Bus Company’s (“MTABC”) staffing needs.

In September 2011, the Board approved the award of 10 competitively solicited contracts to five staffing firms to provide professional and technical staffing to support NYC Transit/MTACC, MTABC, and Metro-North Railroad’s (“MNR”) federal- and state-funded capital projects on an as-needed basis for a period of 60 months for a not-to-exceed aggregate pool of \$63,000,000. The NYC Transit/MTACC portion is \$50,000,000 (\$25,000,000 federal and \$25,000,000 state); MTABC’s portion is \$5,000,000; and MNR’s portion is \$8,000,000. The five awardees were: HEPCO, Inc. (CM-1413/1418); PEAK Technical Staffing USA (CM-1414/1419); Rotator Staffing Services, Inc. (CM-1415/1420); Metro Tech Consulting Services, Inc. (CM-1416/1421); and L.J. Gonzer Associates (CM-1417/1422).

Under these contracts, the staffing firms compete with one another to provide the required professional and technical staffing needs for the respective MTA agencies. The types of staffing provided may include: architects, safety engineers, electrical engineers, graphic designers, mechanical engineers, project managers, and many other engineering and construction-related positions.

There is currently a solicitation in process for staffing services which will be awarded in 2nd Quarter 2017. This modification will allow sufficient time to solicit, negotiate, and award the replacement contracts.

Additional funding is needed for NYC Transit/MTACC and MTABC projects as, based on the current rate of expenditure, current funding will be essentially depleted by the existing expiration dates in November and December of 2016. Due to the increased volume of work associated with the approval of the 2015–2019 Capital Plan and other new initiatives, more staffing has been required than originally estimated. The additional \$20,000,000 across both federal and state contracts will be added to the NYC Transit/MTACC and MTABC estimated aggregate total. This will provide the funding capacity necessary to support the required additional staff, as well as maintain the existing staffing until the new contracts are in place in 2017.

SEPTEMBER 2016

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

I. Modifications to Purchase and Public Work Contracts

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

- | | | |
|--------------------------------|--------------------|--------------------------------------|
| 1. Skanska/Railworks JV | \$4,280,000 | <u>Staff Summary Attached</u> |
| Contract# C-26505.333 | | |

Modification to the contract for the furnishing and installation of finishes and systems, Number 7 (Flushing) Line Extension, in order to extend the contract term and resolve claims associated with impact costs.

Item Number: 1

Vendor Name (Location) Skanska/Railworks JV (New York, New York)
Furnishing and Installation of Finishes and Systems – No.7 Line Extension
Contract Term (including Options, if any) August 10, 2011–February 24, 2015
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> 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 type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: HYDC
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number C-26505	AWO/Mod. # 333
Original Amount:	\$ 513,700,497
Prior Modifications:	\$ 43,728,484
Prior Budgetary Increases:	\$ 44,275,025
Current Amount:	\$ 557,428,981
This Request:	\$ 4,280,000
% of This Request to Current Amount:	0.8%
% of Modifications (including This Request) to Original Amount:	9.3%

Discussion:

This modification will (1) extend the Substantial Completion Date of the contract to May 5, 2016, and (2) resolve claims asserted by Skanska/Railworks Joint Venture (“SRJV”), including claims for associated impact costs. Funding for this modification will be provided by Hudson Yards Development Corporation.

The base contract, awarded to SRJV, addresses Furnishing and Installation of Finishes and Systems, Number 7 (Flushing) Line Extension. The work includes (1) furnishing and installing elevators, escalators, HVAC systems, tunnel ventilation, (2) fire protection, plumbing, electrical power and lighting, instrumentation and controls, signal systems, (3) communication systems, traction power systems, (4) track work for the No. 7 Line Extension, and (5) construction of the ventilation building at Site A. The 34th Street Hudson Yards Station was put into revenue service as of September 13, 2015.

SRJV has asserted that many unforeseen and unexpected circumstances beyond its control resulted in schedule impacts, extra work, extended third-party commissioning costs, software modifications, and additional permanent power costs for which SRJV is entitled to compensation. SRJV submitted its claim for all of these issues, totaling \$22,008,685.

MTA Capital Construction (“MTACC”) Law and Procurement reviewed and analyzed SRJV’s claim together with MTACC’s estimators, schedulers, and consultants. Based on that analysis, MTACC prepared an independent time-impact analysis which established a new Substantial Completion Date of May 5, 2016, and an estimate of compensable impact costs and claims with a reasonable likelihood of success in the total amount of \$4,455,000. MTACC then met with SRJV to negotiate a resolution. The parties agreed, subject to Board approval, to settle these claims with a revised Substantial Completion date of May 5, 2016, which the contractor has achieved, and at a total cost of \$4,280,000. MTACC believes this result to be fair and reasonable.

This is MTACC’s most advantageous alternative as it provides a favorable result and will facilitate close out of the contract. The alternative would be to permit SRJV to proceed with its claims under the contract’s dispute resolution process which would be time consuming and could result in a less-favorable result.

In connection with previous contracts awarded to Skanska and Railworks, both contractors were found to be responsible notwithstanding significant adverse information pursuant to the All-Agency Responsibility Guidelines and such responsibility findings were approved by the MTA Chairman/CEO in consultation with the MTA General Counsel. No new SAI has been found relating to these contractors and they have both been found to be responsible.

SERVICE CHANGES:**Q59 REROUTE IN WILLIAMSBURG****Service Issue**

Currently the westbound Q59 has circuitous routing in Williamsburg. It travels north on Union Avenue, makes a sharp left turn to travel south on Meeker Avenue and then turns onto Metropolitan Avenue. The eastbound Q59 travels east on Metropolitan Avenue, makes a right turn to travel south on Union Avenue and then continues its routing. NYCDOT will implement left turn improvements at the intersection of Union Avenue and Metropolitan Avenue that will allow for the westbound Q59 to mirror the service pattern of the eastbound Q59. These left turn improvements include installation of a left turn signal, signal timing changes, and an additional westbound traffic lane on Union Avenue. Therefore, we propose to reroute the Q59 in Williamsburg, Brooklyn.

Recommendation

Simplify the westbound routing of the Q59 so that it travels north on Union Avenue, makes a left turn on Metropolitan Avenue and continues via its current route.

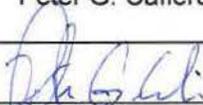
Budget Impact

The proposed Q59 reroute is cost neutral.

Proposed Implementation Date

November 2016.

Staff Summary

Subject	Revise Q59 Service in Williamsburg
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	September 28, 2016
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
	To	Date	Approval	Info	Other
1	President		X		
2	Chairman			X	
3	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President	4	VP General Counsel <i>X 10/5/16</i>
7	Executive VP <i>MPC 10/1/16</i> <i>ACT/Dir</i>	3	Director OMB <i>AM</i>
6	SVP Buses <i>10/1/16</i>	2	VP GCR <i>AM</i>
5	VP Corp. Comm. <i>10/1/16</i>	1	Chief OP <i>10/1/16</i>

Purpose

To obtain presidential approval and inform the chairman and the board of a recommendation to permanently revise westbound Q59 bus service in Williamsburg.

Discussion

The Q59 provides local bus service to and from Williamsburg Bridge Plaza, Brooklyn and Rego Park, Queens. The Q59 is an east-west route that provides weekday, Saturday, and Sunday local bus service at all times. The Q59 travels along Broadway, Kent Avenue, Wythe Avenue, Grand Street, Roebling Street, Metropolitan Avenue, Meeker Avenue, Union Avenue, Grand Street, Grand Avenue, and Queens Boulevard. The Q59 has approximately 8,600 customers on an average weekday.

NYCDOT has left turn and other safety improvements planned in the Williamsburg area that will specifically help to enhance bus service along the corridor. A second westbound lane will be added on Metropolitan Avenue and a left turn signal will be installed at northbound Union Avenue as it approaches Metropolitan Avenue. Together, these improvements will help to improve bus operations and mitigate congestion along Metropolitan Avenue.

In an effort to improve operating efficiency and to utilize NYCDOT left turn improvements, we are proposing to reroute the Q59.

Recommendation

Currently, westbound Q59 buses travel north on Union Avenue, stops at Union Avenue, farside, Metropolitan Avenue, continue southwest (left) on Meeker Avenue, west (right) on Metropolitan Avenue, and curb at Metropolitan Avenue, farside, N 5th Street, and continue their routing to Williamsburg Bridge Plaza. This is a circuitous route path.

Eastbound Q59 buses travel along a more direct and efficient route path, operating east on Metropolitan Avenue, south (right) on Union Avenue, and continuing on their routing. Following implementation of NYCDOT left turn improvements, we are proposing that the Q59 westbound stop at Union Avenue, farside, Metropolitan Avenue be discontinued and all westbound Q59 buses travel north on Union Avenue, west (left) on Metropolitan Avenue, and curb at a proposed new Q59 bus stop to be shared with an existing B24 stop at Metropolitan Avenue, farside, Union Street. From this stop, westbound Q59 buses would continue along Metropolitan Avenue with their regular routing to Williamsburg Bridge Plaza.

The proposed Q59 reroute will help to improve bus operations and allow for westbound service to match the service pattern of eastbound service.

Alternatives to the Proposed Service Change

1. *Continue to operate the Q59 with no change to existing alignments.*
 - A. *The Q59 would continue to operate on a less direct, more circuitous route path, traveling north on Union Avenue, south (left) on Meeker Avenue, and west (right) on Metropolitan Avenue.*
 - B. *The Q59 would not take advantage of the new left turn signal at Union Avenue onto Metropolitan and the additional westbound traffic lane provided.*

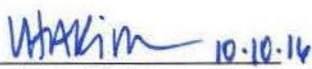
Budget Impact

The proposed Q59 reroute is cost neutral.

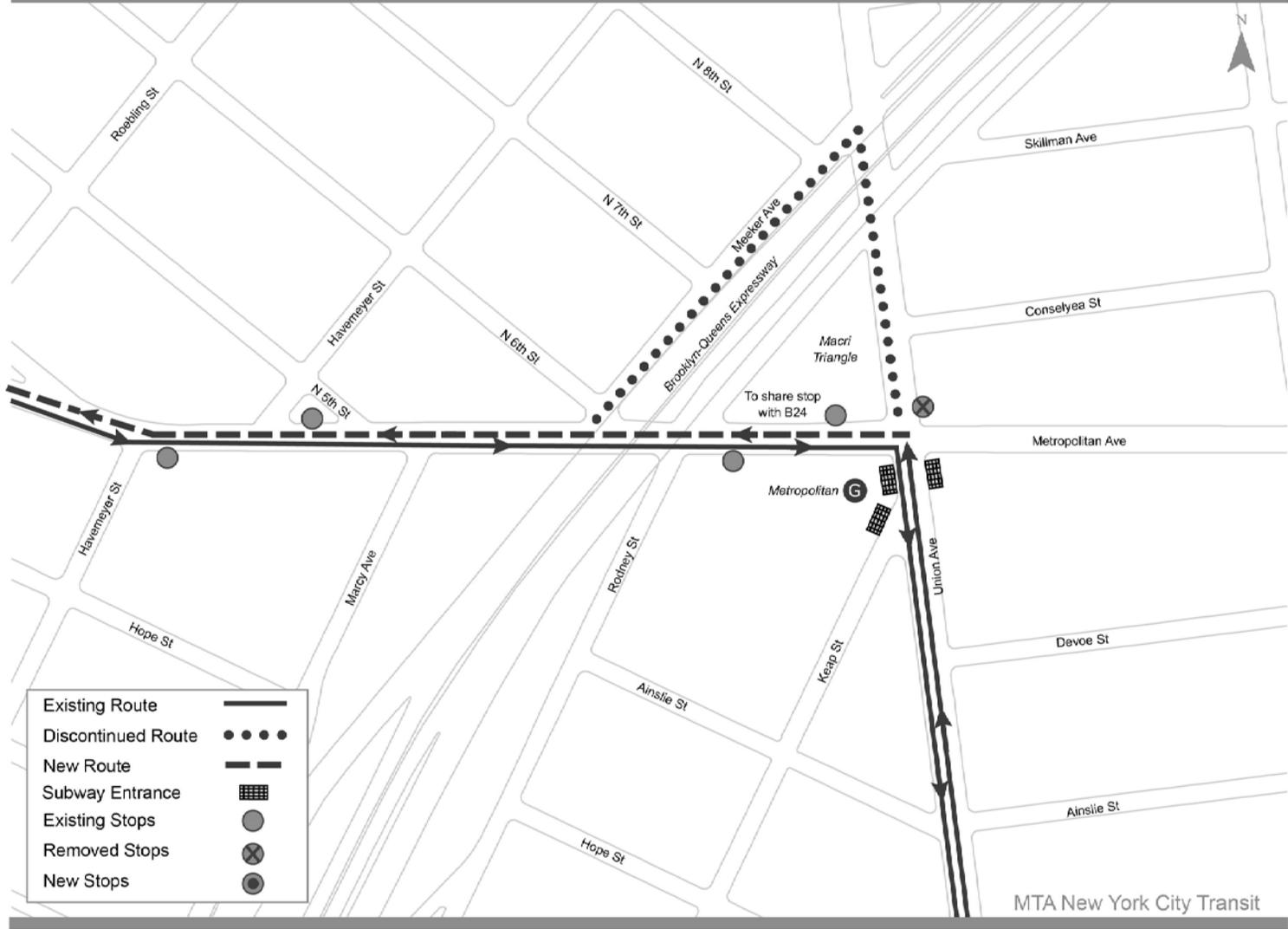
Proposed Implementation Date

November 2016.

Approved:


Veronique Hakim
President

Q59 Reroute from Meeker Avenue to Metropolitan Avenue





SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>August 2015</u>	<u>August 2016*</u>	<u>Difference</u>
Cash	2.6%	2.4%	(0.3%)
Single-Ride Ticket	0.9%	0.8%	(0.1%)
Bonus Pay-Per-Ride	39.2%	39.4%	0.2%
Non-Bonus Pay-Per-Ride	6.4%	5.9%	(0.5%)
7-Day Farecard	23.4%	23.3%	(0.1%)
30-Day Farecard	<u>27.5%</u>	<u>28.2%</u>	0.7%
Total	100.0%	100.0%	

* Preliminary

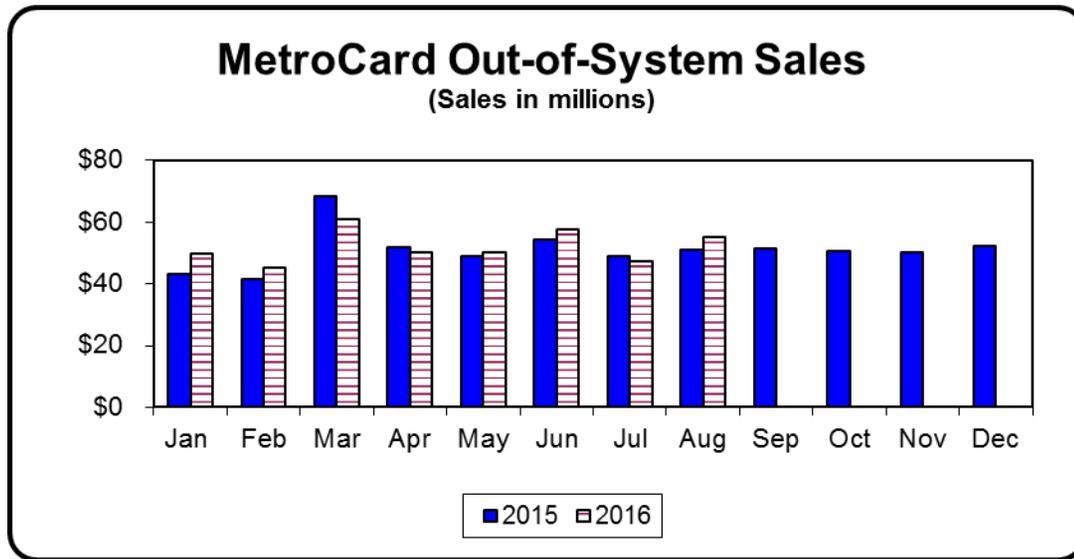
Note: Percentages may not add due to rounding.

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 August 2016 was 4,578, a 9.76 percent increase from the same period last year. The average value of a credit issued was \$69.30.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$55.2 million in August 2016, an 8.2 percent increase compared to August of 2015. Year to dates sales totaled \$417.3 million, a 2.2 percent increase compared to the same period last year.



Retail Sales

There were 4,401 active out-of-system sales and distribution locations for MetroCards, generating \$27.9 million in sales revenue during August 2016.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 159,440 MetroCards valued at approximately \$14.0 million were made in August 2016 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$87.92. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 101,396 for August 2016, generating an additional \$11.8 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$203.7 million, a 3.0 percent increase when compared to last year.

Mobile Sales Program

In August 2016, the Mobile Sales unit completed 202 site visits, of which 145 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$112,000 in revenue was generated. In August 2016, the Mobile Sales unit assisted and enabled 2,065 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events including the Fountain House (New York, NY).

Reduced-Fare Program

During August 2016 enrollment in the Reduced-Fare Program increased by 6,606 new customers. The total number of customers in the program is 1,034,756. Seniors account for 852,763 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 181,993 customers. Of those, a total of 38,727 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 \$7.9 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In August 2016, the EasyPay Reduced Fare program enrollment totaled 161,312 accounts. During the month, active EasyPay customers accounted for approximately 2.1 million subway and bus rides with \$2.0 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In August 2016, the EasyPay Xpress PPR program enrollment totaled 93,451 accounts. During this month, active Xpress PPR customers accounted for approximately 1.5 million subway, express bus and local bus rides with \$3.8 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$54.

EasyPay Xpress Unlimited Program

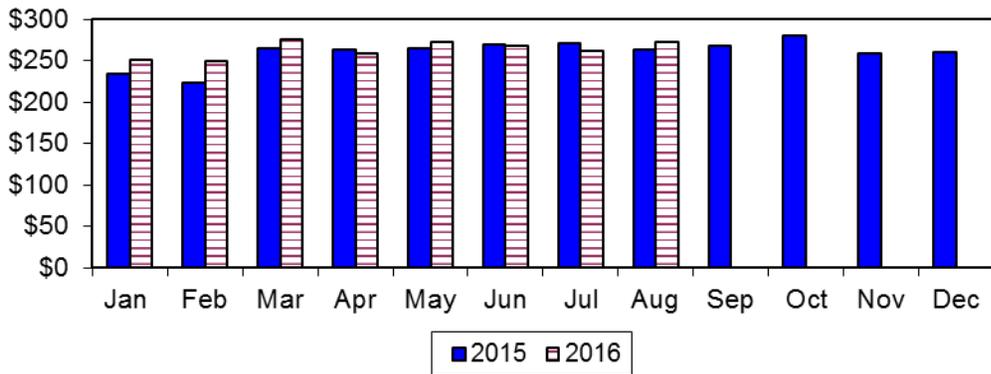
In August 2016, the EasyPay Xpress Unlimited program enrollment totaled 19,906 accounts. During this month, active Xpress Unlimited customers accounted for approximately 898,000 subway and local bus rides with \$1.9 million charged to their accounts. Each active account averaged 50 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during August 2016 totaled \$272.2 million, on a base of 15.5 million customer transactions. This represents 2.2 percent decrease in vending machine transactions compared to the same period last year. During August 2016, MEMs accounted for 2,242,896 transactions resulting in \$57,531,829 in sales. Debit/credit card purchases accounted for 78.3 percent of total vending machine revenue, while cash purchases accounted for 21.7 percent. Debit/credit card transactions account for 55.2 percent of total vending machine transactions, while cash transactions account for 44.8 percent. The average credit sale was \$28.31, more than three times the average cash sale of \$8.49. The average debit sale was \$19.96.

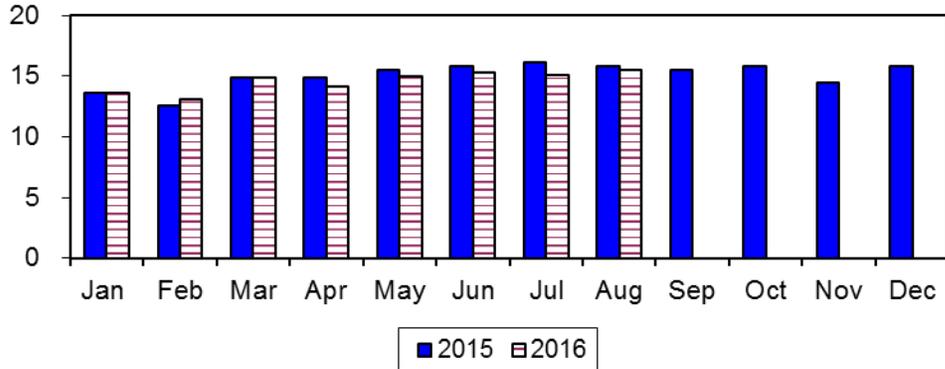
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



MTA HOMELESS OUTREACH

New York City Transit

October 2016



MTA HOMELESS OUTREACH

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

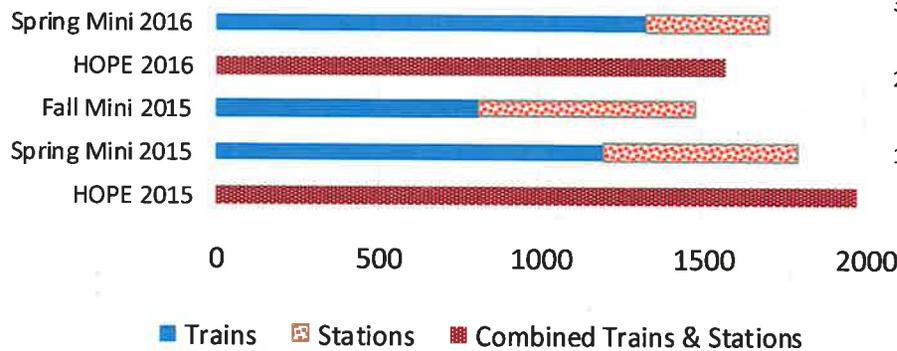


MTA HOMELESS OUTREACH

Subway Population Estimate

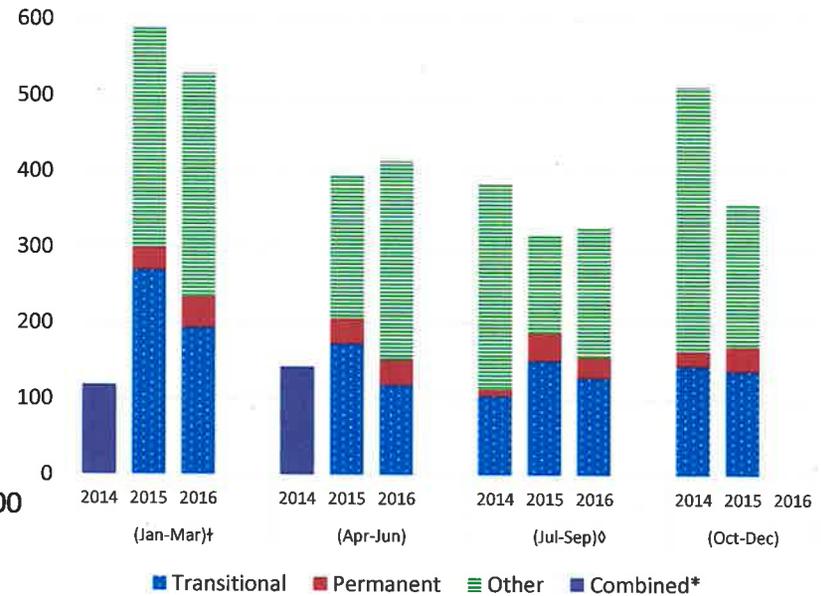
- City-Wide Hope Count February 2016:
 - 1573 (56% of total count – street plus subway)

System Wide Counts



Total Placements

NYCT Placements



† Preliminary March 2016 data has been updated
 * Combined placement types prior to DHS NYCT contract
 ‡ September 2016 preliminary data



MTACC MONTHLY PROJECT STATUS REPORTS:

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

7 Line Extension Active Construction Contracts

Report to the Transit Committee - October 2016

data thru September 2016; \$s in million

	Budget	Expenditures
Final Design	\$ 121.2	119.5
Construction	1,910.0	1,860.8
Construction Management	56.5	51.6
Subway Project Reserve	13.1	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 2,031.9
HYDC-Funded Non-Subway Work [†]	266.0	246.8
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,278.8
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,331.8

	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^{††} <i>John P. Picone Inc.</i>	\$98.1	\$92.6	\$5.5	\$54.8	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.

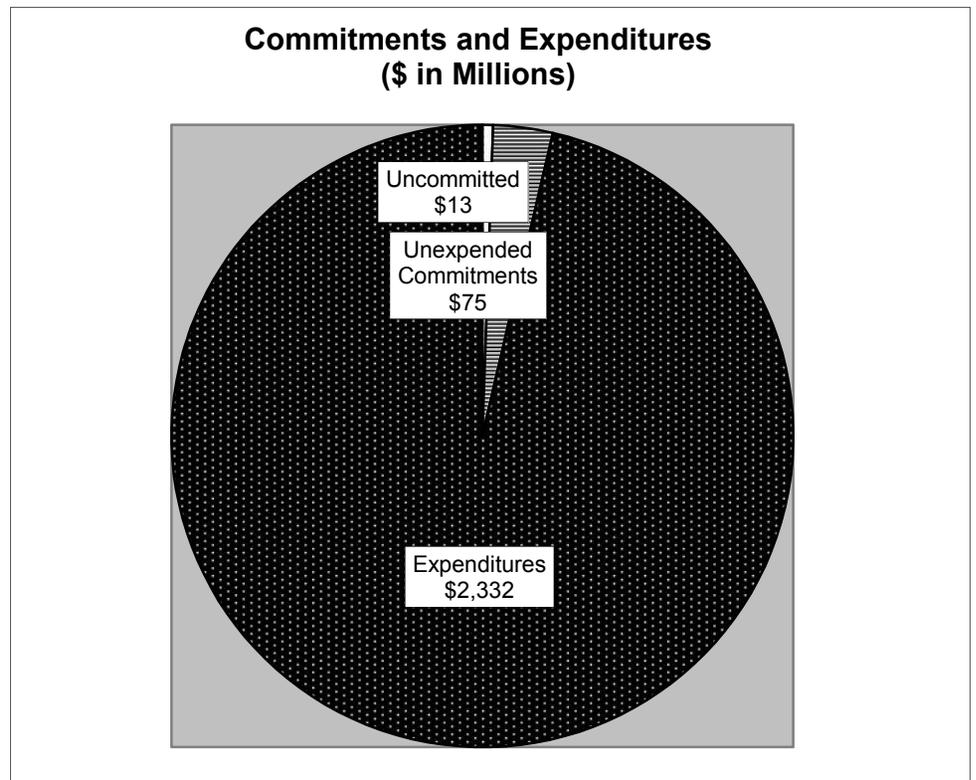
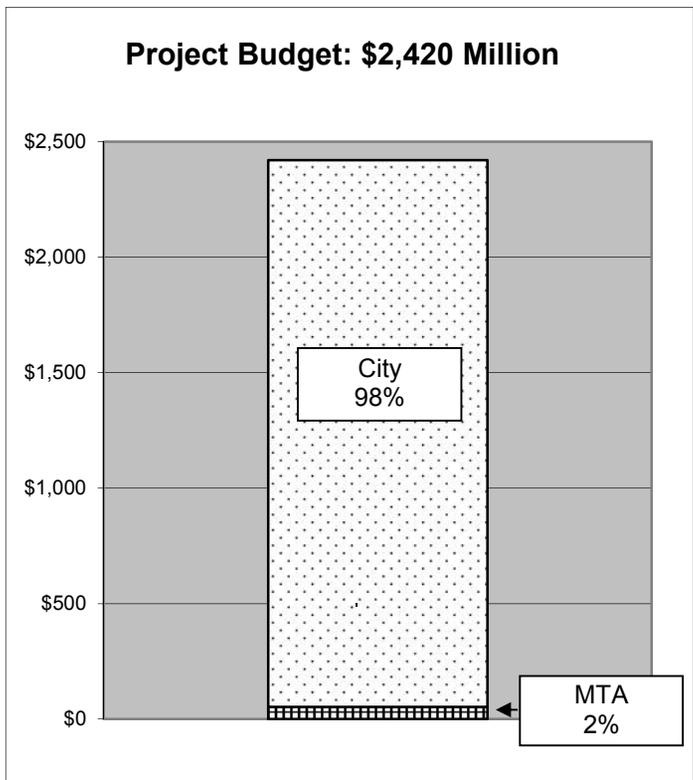
7 Line Extension Status

Report to the Transit Committee - October 2016

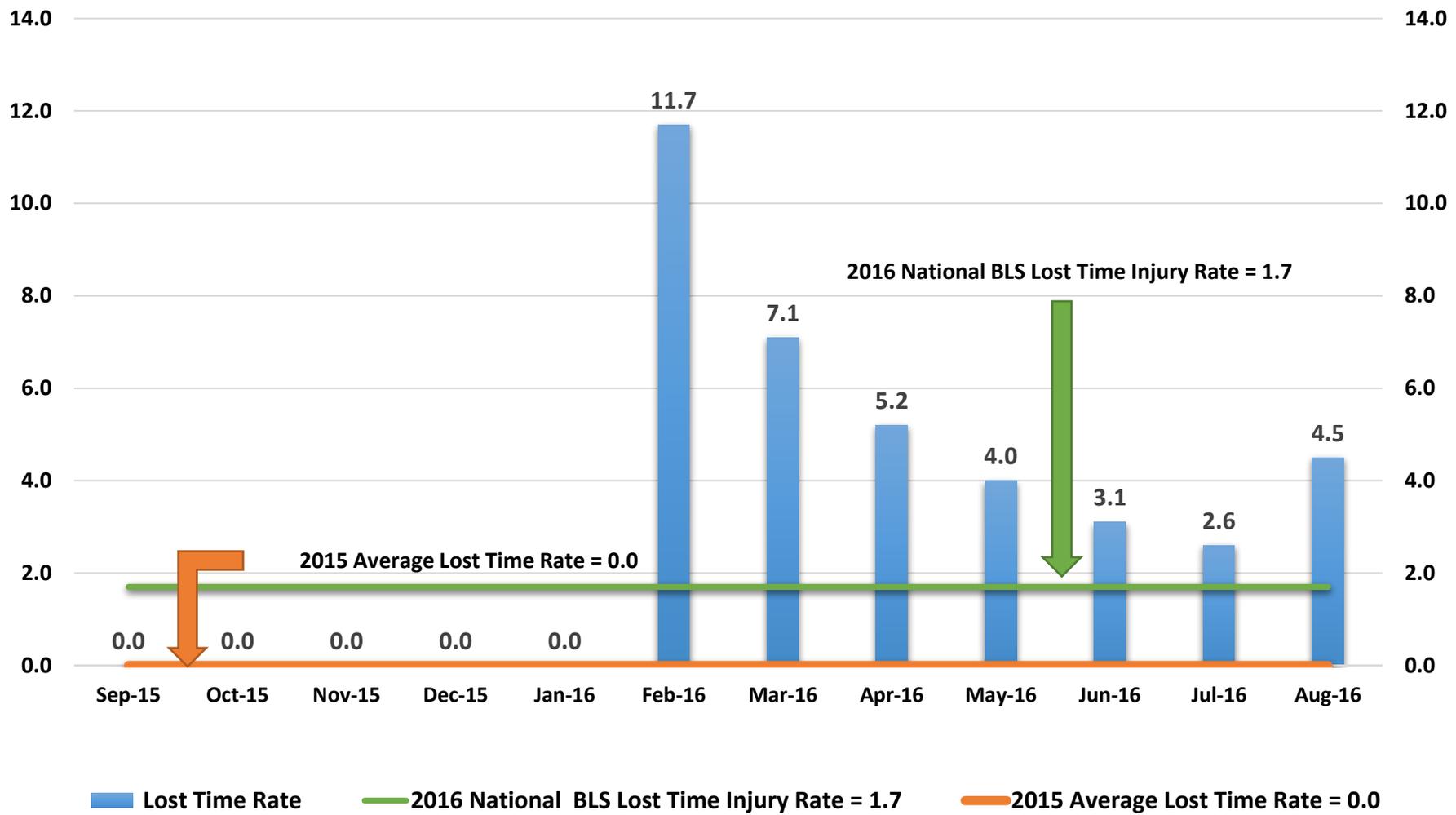
data thru September 2016

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	2,354	2,354	13	2,279
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,354	\$ 2,407	\$ 13	\$ 2,332

* 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 - October 2016

data thru September 2016; \$s in million

	Budget	Expenditures
Construction	\$ 3,379.6	\$ 3,069.9
Design	\$ 519.5	505.8
Construction Management	\$ 270.4	222.8
Real Estate	\$ 281.5	240.3
Total	\$ 4,451.0	\$ 4,038.8

	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	\$208.8	\$0.3	\$197.9	Jul-2010	Jan-2011	May-2014	Oct-2016
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$298.9	\$289.1	\$9.8	\$250.8	Mar-2011	Jan-2012	Aug-2016	Dec-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$386.0	\$383.7	\$2.3	\$351.0	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>	\$244.7	\$240.7	\$3.9	\$199.9	Oct-2013	Jun-2013	May-2016	Dec-2016

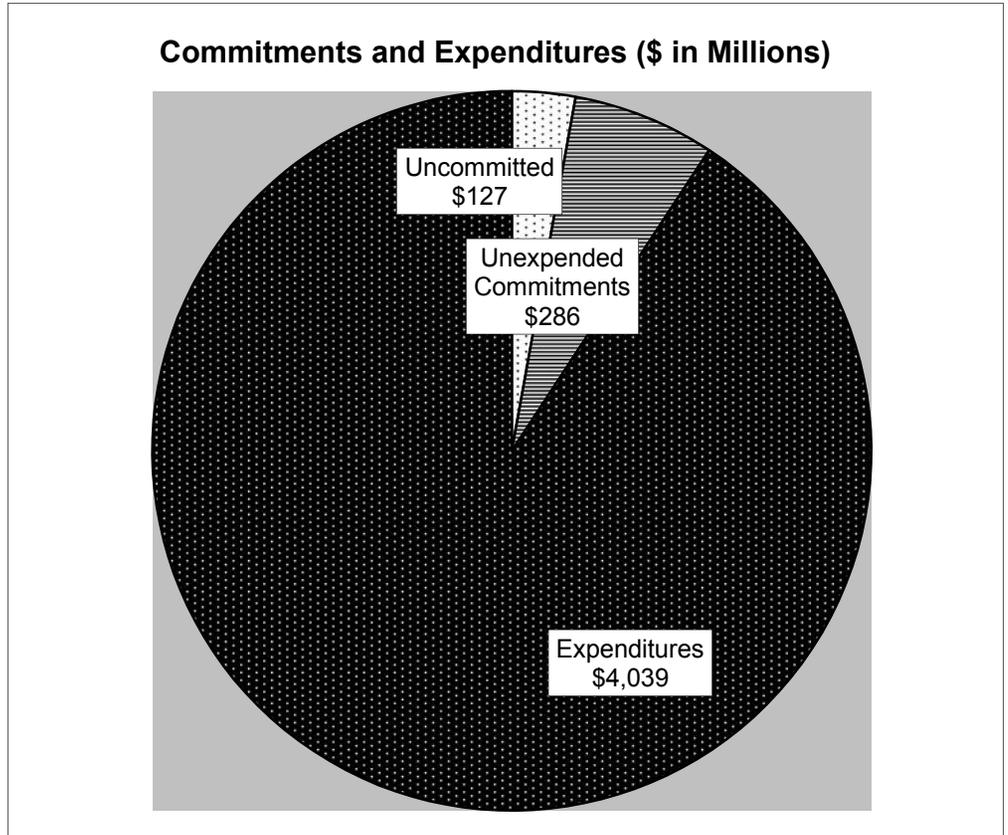
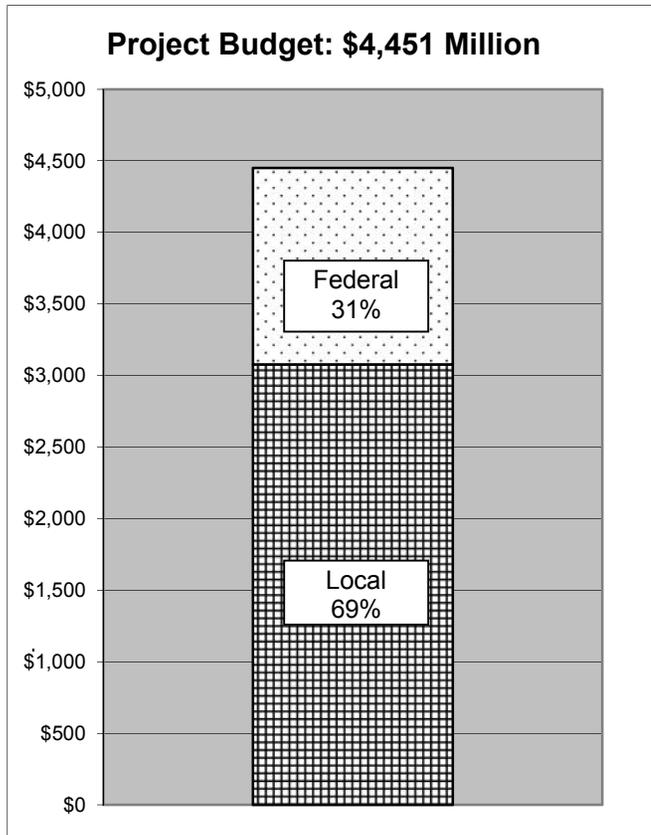
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - October 2016

data thru September 2016

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 724	\$ 326	\$ 326	\$ 1,049	\$ 1	\$ 1,044
2005-2009	1,914	866	1,048	925	1,882	32	1,780
2010-2014	1,487	1,487	-	-	1,393	94	1,215
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,324	\$ 127	\$ 4,039



SAS Annual Cumulative Profile of Lost Time Injury Rates

