



Transit & Bus Committee Meeting

July 2016

New York City Transit and Bus Committee Meeting

**2 Broadway - 20th Floor Board Room
New York, NY 10004**

**Monday, 7/25/2016
10:30 AM - 12:00 PM ET**

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JUNE 20, 2016

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3. COMMITTEE WORK PLAN

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4. OPERATIONS PERFORMANCE SUMMARY

a. May Operations Report

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5. FINANCIAL REPORTS

a. May NYCT Financial & Ridership Report

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b. May SIR Financial & Ridership Report

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c. May MTA Bus Financial & Ridership Report

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d. Capital Program Status Report

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6. PROCUREMENTS

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a. Non-Competitive

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b. Competitive

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c. Ratifications

NYCT, MTACC Ratifications - Page 120

7. SERVICE CHANGES

a. NYCT M5 Service Revisions Approve

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b. NYCT Revise B26 & Q55 in Ridgewood/Bushwick

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c. NYCT Q59 Reroute in Rego Park, Queens

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d. MTA Bus Schedule Changes - Effective September 2016

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8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

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9. MTACC Report

a. MTACC Report

MTACC Report - Page 150

**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
June 20, 2016**

Meeting Held at:
Metropolitan Transportation Authority
Two Broadway
New York, New York 10004
10:00 AM

The following Members were present:

Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Polly Trottenberg

The following Members were absent:

Hon. John H. Banks III, Vice-Chair

Also present were:

Board members Ira Greenberg, David R. Jones and Veronica Vanterpool










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


Peter Cafiero, Chief, Operations Planning
Michael Chubak, Acting Executive Vice President
Joseph Fox, Chief, NYPD Transit Bureau
Wynton Habersham, Senior Vice President, Subways
Kent Haggas, Senior Project Manager, McKissack Group Inc., IEC
James Henly, VP & General Counsel, Law
John Soucheck, Director, 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.


Chairman Prendergast advised the Committee that David Jones and Veronica Vanterpool were appointed to the MTA Board on the recommendation of the Mayor of the City of New York.

II. Public Speakers

Omar Vera thanked Member Albert for his role in the restoration of  service, and  train express service. He also requested that weekday  train service be provided to the Old South Ferry loop station once the new South Ferry station opens next year; that weekend  service be offered; that the  train be extended to Lefferts Boulevard; that the  train service only the Rockaways; that  service be extended to the Bronx on weekdays; that  service the LaGuardia Airport Marine Air Terminal, and that the  service all other LaGuardia terminals.

Jason Anthony Pineiro spoke in favor of the implementation of M23 Select Bus Service (SBS), as well as Q70 SBS service to LaGuardia Airport, noting the importance, however, of running 60', not 40', buses on the Q70 route to accommodate luggage. Mr. Pineiro also thanked Member Albert for his efforts in connection with the extension of late night  service to Whitehall Street.

John Raskin, Executive Director of the Riders Alliance, requested that the Committee modify the new fare payment system RFP to require features that would facilitate paperless all-door boarding on bus routes citywide, including technology that would allow for fare sensors at every bus door, and mobile on-board validation of payment. He also submitted a letter in this regard to the Committee for its consideration.

Vincent Gentile, New York City Councilmember, spoke in support of extending late night  service to Whitehall Street, and the restoration of weekend service on the X28 express bus route.

Marnie Pavia, DM of Brooklyn Community Board #7, spoke in support of the restoration of the X28 weekend express bus service.

Murray Bodin thanked the Committee members for offering support and positively influencing his grandson's life.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the May 23, 2016 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

IV. Agenda Items

President Hakim and Chair Ferrer introduced Mr. Jones and Ms. Vanterpool.

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

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

President Hakim updated the Committee on the inspection of areas posing a potential fire threat to NYCT structures, noting that, consistent with the efforts undertaken by the other MTA agencies, physical inspections of New York City Transit locations were conducted in tandem with MTA Real Estate, its contractor Greystone Management, and the City of New York, with a number of New York City agencies, including the FDNY, also reviewing all City-owned property underneath elevated transportation infrastructure to ensure that no unlawful conditions exist which could contribute to a future incident. President Hakim advised the Committee that, at the moment, 90% of the inspections have been performed, with an expected completion date of June 22, 2016. She added that only minimal issues have been found to-date, and that all concerns raised during the inspections were immediately mitigated. Committee members were advised that a formal report of findings and ongoing activities will be provided at the July Safety Committee meeting.

In response to questions from Members Albert and Moerdler, President Hakim noted that the inspections include areas beneath both the platforms and elevated structures, and that performing regular inspections is under consideration.

John Soucheck presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

President Hakim advised the Committee of internal follow up measures to track the prosecution of recidivist criminals and those who assault MTA employees.

In response to a question from Member Albert, Chief Fox agreed to provide the Committee with information regarding the duration that a recidivist criminal is typically banned from using the transit system.

In response to a question from Board Member Greenberg, Chief Fox explained that when there has been an infraction of the rules, officers check a suspect's record at the scene through their radios, adding that 70% of those stopped for fare evasion are given Transit Adjudication Bureau summonses.

Member Moerdler commented on the need to inform the public of the ongoing efforts being made to make the transit system safe, and the positive results that are being achieved.

B. Financial Reports

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

In response to a question from Member Moerdler regarding ridership statistics, Acting EVP Chubak noted that the reasons for ridership not moving in lock step with job growth are being considered. Member Metzger commented that there may be fewer people commuting to work, and Board Member Greenberg noted that a decrease in ridership may be due to other factors, such as geographical shifts in the job market, a perception that the system is unsafe, competition with car service companies or real time reporting on system delays. President Hakim indicated that all such factors are under evaluation.

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

Member Moerdler suggested that MTA Bus and NYC DOT collaborate on means to keep buses moving well through traffic, and that they offer a joint briefing on the issue.

Board Member Vanterpool expressed her support for a modification of the new fare payment RFP which would require proposers to include an option for on-board paperless fare media, suggesting that the Committee move to amend the RFP to include this requirement.

VP Plochochi agreed to consider Member Trottenberg's recommendation that inclusion of the option should be made mandatory. Craig Stewart, MTA's Senior Director, Capital Programs, advised the Committee that he would be meeting with Chairman Prendergast on the issue and would report back to the Board on his discussions.

Member Moerdler expressed his concern regarding the potential effect that the option could have on fare evasion, stressing the need for appropriate enforcement measures.

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 four actions totaling \$6.6 million in expenditures. VP Plochochi highlighted for the Committee two procurement agenda items: the award of three contracts for the testing and evaluation of digital information screens to be installed on a total of 131 buses for a total estimated amount of \$1.6 million, and the award of a competitively negotiated 77 month

contract with AECOM USA, Inc. for design, solicitation and construction phase engineering support for Module 3 of the Integrated Service Information and Management project, known as "ISIM-B," for an estimated cost of \$4.98 million.

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

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

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

In response to a question from Member Albert, VP Plochochi clarified that the AECOM contract will support the program management for ISIM-B.


Member Trottenberg reiterated her position that the new fare media RFP should be the subject of further discussion, stressing that it requires careful evaluation due to its policy ramifications.

In response to a question from Board Member Greenberg regarding the bus digital information screen pilot, VP Plochochi explained that the screens are scheduled to be functional by year's end and that the intention is to develop a specification that can be included in future competitive bus procurements.

In response to a question from Member Moerdler, VP Plochochi explained that the information for the digital bus screens can be retrieved via cellular data communication while in service or can be downloaded at the bus depots.

In response to a question from Member Moerdler, President Irick noted that 75 buses in Queens already have Wi-Fi service available.

V. Service Changes

Mr. Cafiero presented four NYCT staff summaries for the Committee's information addressing: (1) a service change to make the M23 Manhattan crosstown bus a Select Bus Service route; (2) the reinstatement of weekend service on the X28 express bus route; (3) 103 bus schedule changes on 91 routes, scheduled to go into effect in September of 2016; and (4) a service change to extend late night  Shuttle service from Brooklyn to Manhattan.

In addition, Mr. Cafiero announced that NYCT, in partnership with NYC DOT, will launch its next Select Bus Service route on July 3, 2016, operating on the B46 between Kings Plaza and DeKalb Avenue in Brooklyn. Local bus service will operate between Kings Plaza and the Williamsburg Bridge Bus Plaza.

Mark Holmes also presented four staff summaries for the Committee's information: (1) the conversion of the Q70 Limited Bus to the Q70 SBS, which will be known as the "LaGuardia Link"; (2) a travel path revision to the northern end of the Q65 bus route in College Point, Queens; (3) a revision to the northern terminus and turnaround of the Q34 bus, a local route which operates between Jamaica and Whitestone, via Parsons and Kissena Boulevards, and (4) a revision to the southbound travel path of the Q47 bus to address traffic issues on 77th Street in north Jackson Heights.

Member Albert applauded the extension of the R train to Whitehall Street, while noting his disappointment in cuts to M104 bus service. In response to Member Albert's request, Mr. Cafiero agreed to look into the possibility of including 10th Avenue as a westbound pick-up stop on the M23 SBS route.

Member Albert recommended advertising the Q70 SBS service on the Long Island Rail Road, and Chair Ferrer suggested that NYCT and Metro North also consider advertising the M60 as an alternate means to access LaGuardia Airport.

In response to a question from Board Member Greenberg, Mr. Holmes and Mr. Cafiero advised that there are MetroCard vending machines at LaGuardia Airport, and that the Port Authority is working cooperatively with the MTA.

Member Trottenberg expressed her thanks for the service enhancements, and agreed with Member Albert that cutting M104 service due to decreases in ridership could create a self-perpetuating cycle.

Board Member Vanterpool spoke in favor of expanded SBS service and the application of technological improvements to improve the customer experience.

VI. Special Reports and Presentations

President Hakim presented the MetroCard Report.

VII. MTA CC Project Report

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

In response to requests from Chair Ferrer, Board Member Greenberg, and Members Moerdler and Trottenberg, President Horodniceanu agreed to update the Committee regularly on significant issues that could impact the completion of the Second Avenue Subway.

In response to a question from Board Member Vanterpool, President Horodniceanu noted that there are contractual remedies for contractor delay.

In response to a question from Member Moerdler, VP Plochochi advised the Committee that past performance is taken into consideration when evaluating contractor bids.

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

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

Respectfully submitted,

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

Bettina Quintas
Assistant Secretary



2016 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

July 2016

No Items

August 2016

No Meetings Held

September 2016

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

October 2016

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

November 2016

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

Law
Subways
Law

December 2016

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

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

January 2017

Approval of 2017 NYC Transit
Committee Work Plan

Committee Chair & Members

February 2017

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

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

March 2017

No Items

April 2017

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

Management & Budget
Management & Budget
Management & Budget

May 2017

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

Law
Subways
EEO & Human Resources

June 2017

No Items



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

JULY 2016

No Agenda Items

AUGUST 2016

No Meetings Held

SEPTEMBER 2016

2016 NYC Transit Mid-Year Forecast Monthly Allocation

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

2016 SIR Mid-Year Forecast Monthly Allocation

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

2016 MTA Bus Mid-Year Forecast Monthly Allocation

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

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 SIR Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 MTA Bus Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report, 2nd Qtr, 2016

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

Transit Adjudication Bureau Report, 2nd Qtr, 2016

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

II. SPECIFIC AGENDA ITEMS (con't)

EEO & Diversity Report, 2nd Qtr, 2016

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

OCTOBER 2016

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget

2017 SIR Preliminary Budget

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

2017 MTA Bus Preliminary Budget

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

NOVEMBER 2016

Charter for Transit Committee

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

Elevator & Escalator Service Report, 3rd Qtr, 2016

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

Transit Adjudication Bureau Report, 3rd Qtr, 2016

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

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.

II. SPECIFIC AGENDA ITEMS (con't)

SIR 2017 Adopted Budget/Financial Plan 2017-2020

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

MTA Bus 2017 Adopted Budget/Financial Plan 2017-2020

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

EEO & Diversity Report, 3rd Qtr, 2016

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

JANUARY 2017

Approval of Committee Work Plan

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

FEBRUARY 2017

Preliminary Review of NYC Transit's 2016 Operating Results

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

Preliminary Review of SIR 2016 Operating Results

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

Preliminary Review of MTA Bus 2016 Operating Results

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

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.

II. SPECIFIC AGENDA ITEMS (con't)

SIR Adopted Budget/Financial Plan 2017-2020

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

MTA Bus Adopted Budget/Financial Plan 2017-2020

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

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report- 2016 Year-End Report

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

MARCH 2017

No Agenda Items

II. SPECIFIC AGENDA ITEMS (con't)

APRIL 2017

Final Review of NYC Transit 2016 Operating Results

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

Final Review of SIR 2016 Operating Results

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

Final Review of MTA Bus 2016 Operating Results

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

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.

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

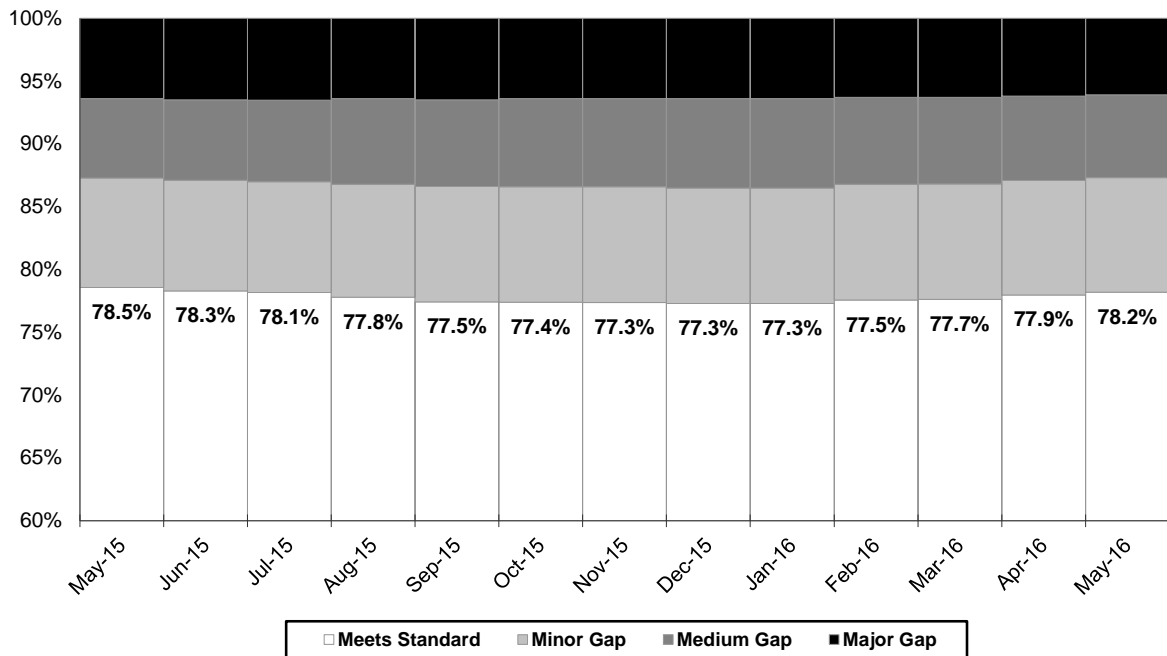
No Agenda Items

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: May 2016			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				78.2%	78.5%	-0.3%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	71.4%	72.6%	-1.2%	71.9%	72.5%	-0.6%
A Division Weekday Wait Assessment - (All Lines)				74.7%	75.2%	-0.5%
B Division Weekday Wait Assessment	83.3%	77.4%	+5.9%	80.1%	80.3%	-0.2%
System Weekend Wait Assessment (Chart 3)				84.6%	85.7%	-1.1%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	81.3%	79.8%	+1.5%	81.1%	82.5%	-1.4%
A Division Weekend Wait Assessment - (All Lines)				83.2%	84.6%	-1.4%
B Division Weekend Wait Assessment	88.3%	84.8%	+3.5%	85.6%	86.5%	-0.9%
System Weekday Terminal On-Time Performance (Charts 4-5)	68.8%	69.9%	-1.1%	69.0%	72.8%	-3.8%
A Division Weekday Terminal On-Time Performance	63.3%	66.4%	-3.1%	64.8%	68.6%	-3.8%
B Division Weekday Terminal On-Time Performance	73.4%	72.8%	+0.6%	72.4%	76.2%	-3.8%
System Number of Terminal Delays (Chart 6)	50,436	46,884	+7.6%	51,212	44,777	+14.4%
System Weekend Terminal On-Time Performance (Charts 7-8)	71.3%	72.2%	-0.9%	73.6%	78.5%	-4.9%
A Division Weekend Terminal On-Time Performance	70.6%	70.3%	+0.3%	72.0%	75.4%	-3.4%
B Division Weekend Terminal On-Time Performance	71.8%	73.5%	-1.7%	74.7%	80.6%	-5.9%
System Number of Weekend Terminal Delays (Chart 9)	14,931	16,663	-10.4%	13,267	11,106	+19.5%
Mean Distance Between Failures (Charts 10-11)	140,193	161,720	-13.3%	122,280	144,395	-15.3%
A Division Mean Distance Between Failures	166,432	119,228	+39.6%	115,734	126,472	-8.5%
B Division Mean Distance Between Failures	125,483	220,863	-43.2%	127,627	161,157	-20.8%
System Weekday Service-KPI (Charts 12-13)	75.7%	77.1%	-1.4%	75.8%	78.0%	-2.2%
A Division Weekday Service-KPI	71.5%	72.9%	-1.4%	72.0%	73.6%	-1.6%
B Division Weekday Service-KPI	78.6%	80.0%	-1.4%	78.3%	81.0%	-2.7%
System Weekday PES-KPI (Charts 14-16)				92.1%	91.3%	+0.8%
Staten Island Railway						
24 Hour On-Time Performance	98.2%	96.1%	+2.1%	96.0%	92.2%	+3.8%
AM Rush On-Time Performance	99.7%	98.9%	+0.8%	95.5%	93.0%	+2.5%
PM Rush On-Time Performance	99.3%	97.4%	+1.9%	98.5%	94.6%	+3.9%
Percentage of Completed Trips	99.9%	99.6%	+0.3%	99.9%	99.7%	+0.2%
Mean Distance Between Failures	31,939	43,055	-25.8%	87,578	49,054	+78.5%
Staten Island Railway PES-KPI (Chart 17)				92.1%	90.9%	+1.2%

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



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

Systemwide*					
12-Month Average					
	<u>Meets Standard</u>	<u>GAP</u>			Annual Results (Meets Standard)
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Jun '15 - May '16	78.2%	9.1%	6.6%	6.1%	2016 TARGET: 80.7%
Jun '14 - May '15	78.5%	8.7%	6.3%	6.4%	2015 ACTUAL: 77.3%

Chart 1

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

Jun '15 - May '16					Jun '14 - May '15				
Line	Meets	Headways*			Meets	Headways*			Standard
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	Difference
①	78.4%	9.4%	6.9%	5.4%	79.3%	8.8%	6.3%	5.5%	-0.9%
②	71.7%	10.1%	9.6%	8.5%	72.4%	10.0%	9.0%	8.5%	-0.7%
③	77.2%	9.9%	7.3%	5.6%	78.2%	9.4%	6.8%	5.6%	-1.0%
④	70.4%	9.8%	8.9%	10.9%	71.3%	9.6%	8.6%	10.6%	-0.9%
⑤	66.1%	10.2%	10.8%	12.9%	66.9%	9.9%	10.4%	12.7%	-0.8%
⑥	67.5%	9.7%	10.4%	12.3%	66.7%	9.3%	10.2%	13.7%	0.8%
⑦	74.3%	10.4%	7.7%	7.7%	76.0%	9.6%	7.1%	7.3%	-1.7%
⑤ 42nd	91.9%	4.0%	2.1%	2.0%	90.8%	3.8%	2.4%	3.1%	1.1%
Subdivision A	74.7%	9.2%	8.0%	8.2%	75.2%	8.8%	7.6%	8.4%	-0.5%
①	71.0%	9.1%	9.1%	10.8%	69.0%	10.1%	8.5%	12.4%	2.0%
②	78.6%	10.0%	6.7%	4.7%	79.6%	9.3%	5.8%	5.2%	-1.0%
③	77.3%	11.0%	6.4%	5.2%	81.0%	9.4%	5.2%	4.4%	-3.7%
④	80.6%	10.5%	5.7%	3.1%	80.8%	8.9%	6.3%	4.0%	-0.2%
⑤	74.6%	10.4%	7.7%	7.3%	76.0%	9.2%	7.3%	7.4%	-1.4%
⑥	74.0%	9.6%	8.4%	8.0%	72.5%	9.0%	7.6%	10.8%	1.5%
⑤ Fkln	96.2%	1.7%	0.8%	1.2%	95.4%	1.9%	1.0%	1.7%	0.8%
⑦	83.1%	10.1%	4.5%	2.4%	81.8%	10.4%	5.0%	2.8%	1.3%
⑤ Rock	92.3%	4.3%	2.0%	1.5%	91.8%	4.9%	1.6%	1.6%	0.5%
① ②	80.1%	9.3%	6.8%	3.9%	79.6%	10.1%	5.7%	4.5%	0.5%
③	78.0%	10.0%	6.8%	5.2%	81.7%	9.4%	5.5%	3.4%	-3.7%
④	79.1%	8.8%	6.3%	5.8%	77.9%	9.6%	7.5%	4.9%	1.2%
⑤	79.9%	10.1%	6.4%	3.6%	79.6%	9.3%	5.8%	5.3%	0.3%
⑥	80.2%	10.7%	4.9%	4.2%	79.8%	9.5%	5.6%	5.1%	0.4%
⑦	76.9%	9.4%	6.7%	7.0%	78.0%	9.6%	6.3%	6.1%	-1.1%
Subdivision B	80.1%	9.0%	5.9%	4.9%	80.3%	8.7%	5.7%	5.3%	-0.2%
Systemwide	78.2%	9.1%	6.6%	6.1%	78.5%	8.7%	6.3%	6.4%	-0.3%

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

* Headway
Definitions

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

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

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

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

Jun '15 - May '16					Jun '14 - May '15				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	88.4%	6.6%	3.3%	1.7%	87.3%	6.9%	3.7%	2.1%	+1.1%
②	76.7%	10.6%	8.3%	4.4%	79.7%	10.3%	6.4%	3.6%	-3.0%
③	85.5%	8.3%	4.2%	2.0%	87.1%	7.5%	3.4%	2.0%	-1.6%
④	74.6%	10.1%	8.3%	7.0%	76.9%	9.6%	7.4%	6.1%	-2.3%
⑤	81.4%	8.1%	6.1%	4.4%	84.5%	7.6%	4.7%	3.3%	-3.1%
⑥	80.3%	9.1%	6.4%	4.2%	79.8%	8.9%	6.5%	4.9%	+0.5%
⑦	80.2%	10.7%	4.5%	4.6%	82.5%	9.1%	4.3%	4.1%	-2.3%
⑤ 42nd	98.6%	0.4%	0.3%	0.7%	98.8%	0.8%	0.3%	0.2%	-0.2%
Subdivision A	83.2%	8.0%	5.2%	3.6%	84.6%	7.6%	4.6%	3.3%	-1.4%
①	76.7%	10.8%	6.9%	5.6%	74.8%	9.9%	7.4%	7.9%	+1.9%
③	81.6%	9.8%	4.8%	3.8%	83.5%	8.7%	4.1%	3.7%	-1.9%
④	86.9%	7.3%	4.7%	1.2%	85.1%	6.7%	3.8%	4.5%	+1.8%
⑤	83.5%	10.3%	3.5%	2.6%	82.7%	7.4%	4.5%	5.4%	+0.8%
⑥	83.7%	7.9%	4.2%	4.2%	85.1%	7.2%	2.5%	5.1%	-1.4%
⑤ Fkln	93.2%	3.4%	2.1%	1.3%	94.7%	3.5%	0.7%	1.1%	-1.5%
⑦	91.2%	6.7%	1.5%	0.7%	93.0%	4.4%	1.1%	1.4%	-1.8%
① ②	89.4%	5.4%	2.1%	3.1%	90.7%	6.9%	1.8%	0.7%	-1.3%
③	83.0%	6.1%	6.0%	4.9%	86.7%	6.7%	3.3%	3.2%	-3.7%
④	85.6%	8.8%	3.6%	2.0%	89.8%	5.5%	3.4%	1.4%	-4.2%
⑤	86.5%	4.6%	4.4%	4.6%	86.8%	7.6%	3.4%	2.2%	-0.3%
⑥	85.5%	7.1%	4.7%	2.7%	85.0%	6.8%	3.4%	4.9%	+0.5%
Subdivision B	85.6%	7.3%	4.0%	3.1%	86.5%	6.8%	3.3%	3.5%	-0.9%
Systemwide	84.6%	7.6%	4.5%	3.3%	85.7%	7.1%	3.8%	3.4%	-1.1%

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

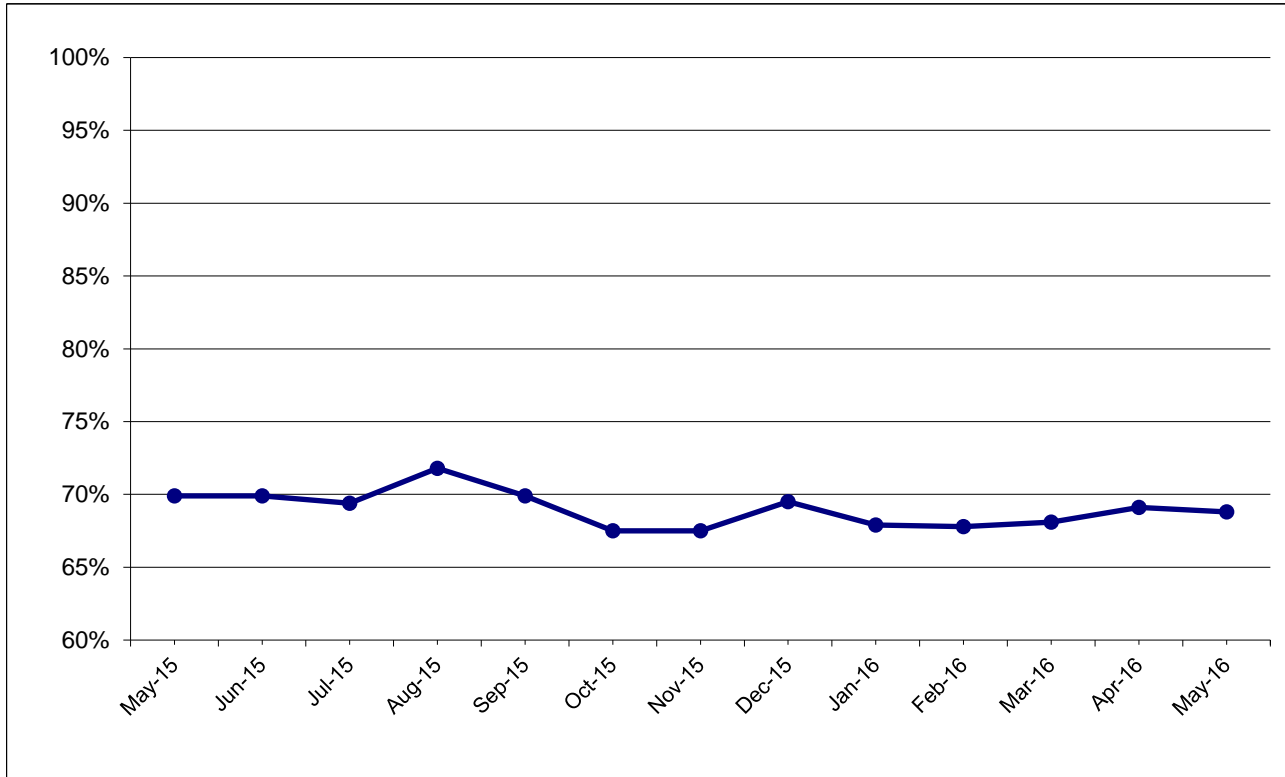
* Headway Definitions

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

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

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

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



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide Monthly Results

May 2016: 68.8%
May 2015: 69.9%
12-Mon Avg: 69.0%
(Jun '15-May '16)

Subdivision A Monthly Results

May 2016: 63.3%
May 2015: 66.4%
12-Mon Avg: 64.8%
(Jun '15-May '16)

Subdivision B Monthly Results

May 2016: 73.4%
May 2015: 72.8%
12-Mon Avg: 72.4%
(Jun '15-May '16)

Discussion of Results

In May 2016, Over Crowding (20,679 delays), Right-Of-Way (7,538 delays), and Track Gangs (7,348 delays) were the highest categories of delays, representing 70.5% of the total 50,436 delays.

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

<u>Line</u>	<u>Jun '15 - May '16</u>	<u>Jun '14 - May '15</u>	<u>% Difference</u>
①	75.5%	78.2%	-2.7%
②	40.8%	48.5%	-7.7%
③	63.8%	68.6%	-4.8%
④	41.6%	46.7%	-5.1%
⑤	37.6%	43.7%	-6.1%
⑥	47.9%	51.0%	-3.1%
⑦	80.5%	85.4%	-4.9%
⑤ 42 St	99.1%	98.3%	+0.8%
Subdivision A	64.8%	68.6%	-3.8%
①	65.5%	69.7%	-4.2%
②	74.7%	75.8%	-1.1%
③	75.7%	82.7%	-7.0%
④	71.5%	74.7%	-3.2%
⑤	69.0%	72.3%	-3.3%
⑥	58.8%	57.4%	+1.4%
⑤ Fkln	99.6%	99.5%	+0.1%
⑦	73.5%	72.6%	+0.9%
⑤ Rock	95.8%	95.5%	+0.3%
① ②	67.7%	82.3%	-14.6%
①	91.3%	93.2%	-1.9%
③	69.8%	72.5%	-2.7%
④	64.4%	70.2%	-5.8%
⑤	70.3%	73.8%	-3.5%
⑥	60.1%	72.2%	-12.1%
Subdivision B	72.4%	76.2%	-3.8%
Systemwide	69.0%	72.8%	-3.8%

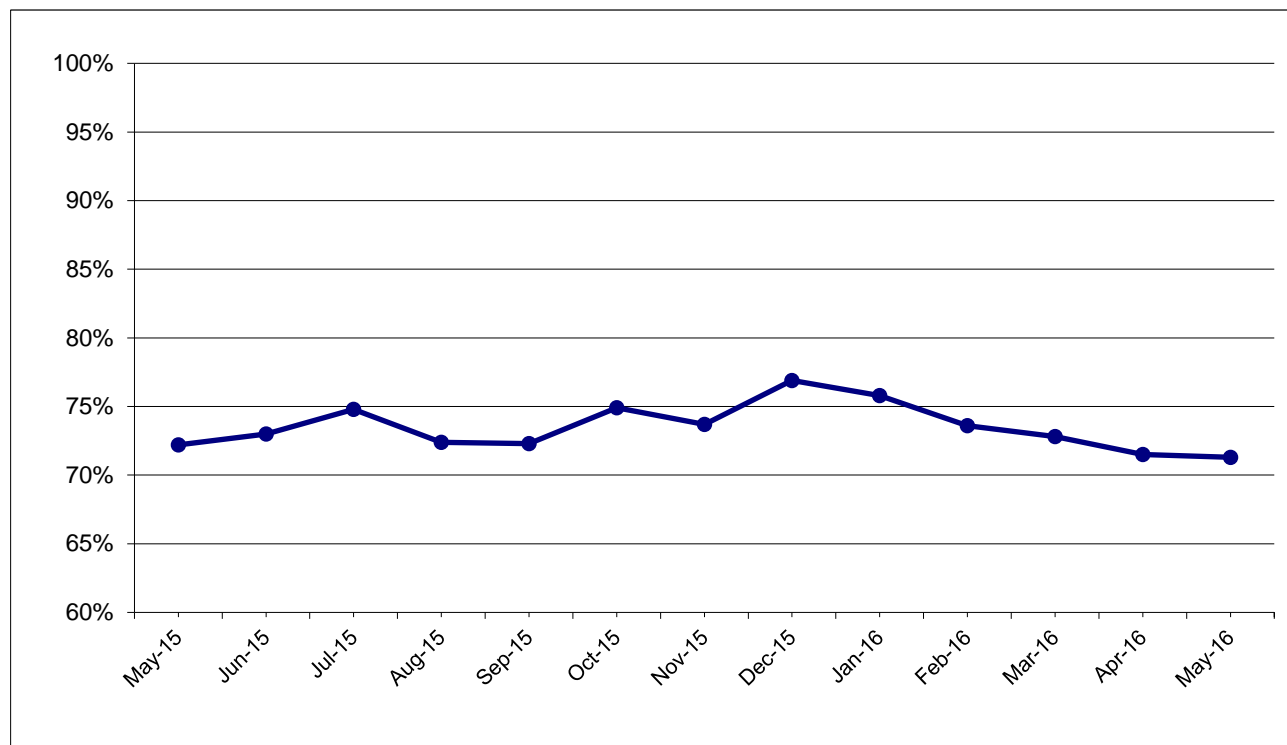
Chart 5

Subway Weekday Terminal Delays Monthly (24 hours)

<u>Categories</u>	<u>May '16 Delays</u>
Over Crowding	20,679
ROW Delays	7,538
Track Gangs	7,348
Work Equipment/G. O.	2,688
Sick Customer	2,516
Car Equipment	2,222
Unruly Customer	1,515
Police	1,496
Operational Diversions	1,437
Employee	908
Inclement Weather	751
Fire	697
Infrastructure	470
External	171
Total Delays	50,436

* Total may differ slightly due to rounding.

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



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide Monthly Results

May 2016: 71.3%
May 2015: 72.2%
12-Mon Avg: 73.6%
(Jun '15-May '16)

Subdivision A Monthly Results

May 2016: 70.6%
May 2015: 70.3%
12-Mon Avg: 72.0%
(Jun '15-May '16)

Subdivision B Monthly Results

May 2016: 71.8%
May 2015: 73.5%
12-Mon Avg: 74.7%
(Jun '15-May '16)

Discussion of Results

In May 2016, Work Equipment/G.O. (4,490 delays), Track Gangs (3,053 delays), and Over Crowding (2,760 delays) were the highest categories of delays, representing 69.0% of the total 14,931 delays.

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

<u>Line</u>	<u>Jun '15 - May '16</u>	<u>Jun '14 - May '15</u>	<u>% Difference</u>
①	88.2%	86.5%	+1.7%
②	45.4%	38.3%	+7.1%
③	59.8%	70.4%	-10.6%
④	51.7%	55.0%	-3.3%
⑤	72.0%	73.8%	-1.8%
⑥	59.0%	65.7%	-6.7%
⑦	84.1%	91.4%	-7.3%
④ S 42 St	99.6%	99.8%	-0.2%
Subdivision A	72.0%	75.4%	-3.4%
① A	61.1%	67.9%	-6.8%
① C	49.1%	72.1%	-23.0%
① D	69.0%	75.1%	-6.1%
① E	63.1%	67.1%	-4.0%
① F	35.8%	55.4%	-19.6%
④ S Fkln	99.5%	99.5%	0.0
① G	86.2%	86.5%	-0.3%
④ S Rock	97.6%	97.6%	0.0
① J Z	86.4%	93.2%	-6.8%
① L	88.4%	94.8%	-6.4%
① M	97.3%	96.8%	0.5%
① N	70.5%	74.4%	-3.9%
① Q	82.6%	82.7%	-0.1%
① R	70.3%	75.2%	-4.9%
Subdivision B	74.7%	80.6%	-5.9%
Systemwide	73.6%	78.5%	-4.9%

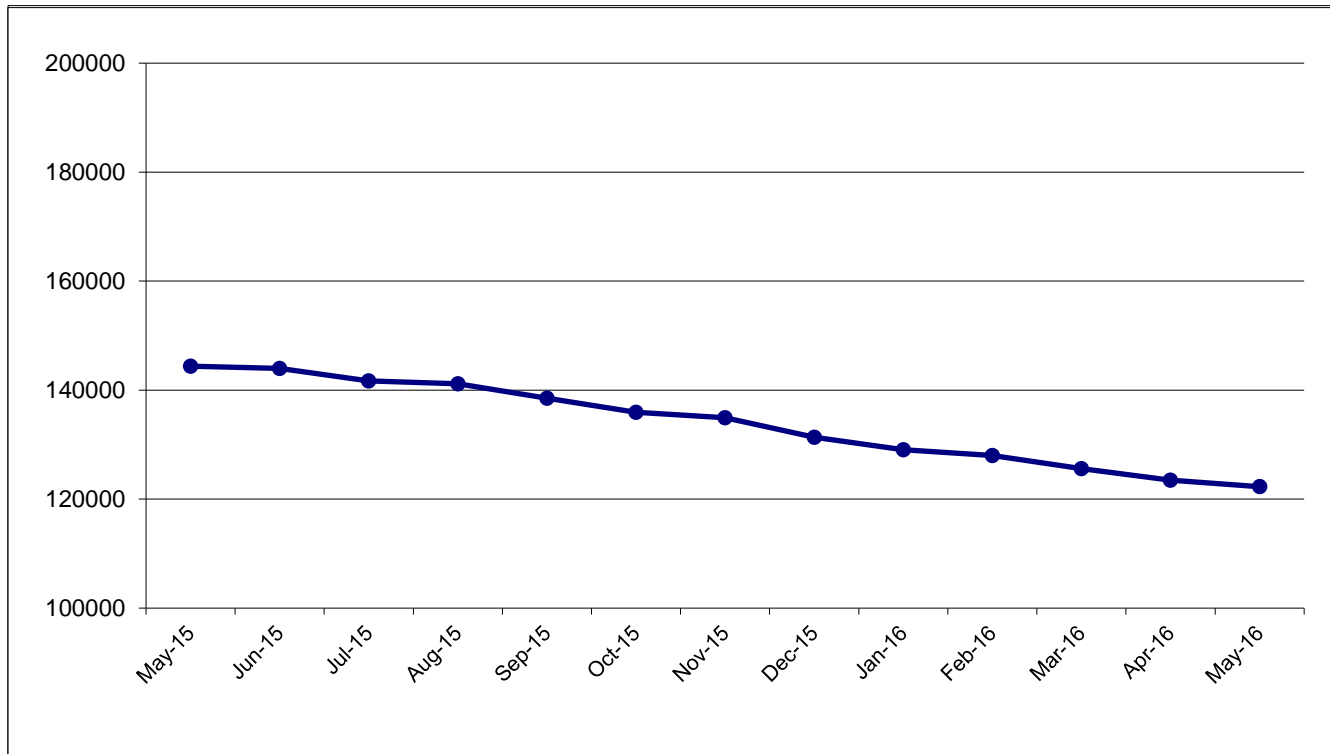
Chart 8

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

<u>Categories</u>	<u>May '16 Delays</u>
Work Equipment/G. O.	4,490
Track Gangs	3,053
Over Crowding	2,760
ROW Delays	1,311
Car Equipment	646
Unruly Customer	644
Police	567
Sick Customer	417
Employee	408
Operational Diversions	405
Inclement Weather	140
External	56
Infrastructure	22
Fire	12
Total Delays	14,931

* Total may differ slightly due to rounding.

Subway Mean Distance Between Failure 12 Month Rolling Average



Definition

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

Monthly Results

May 2016: 140,193

May 2015: 161,720

12-Month Average

Jun 15 - May 16: 122,280

Jun 14 - May 15: 144,395

Annual Result

2016 TARGET: 150,000

2015 ACTUAL: 131,325

Discussion of Results

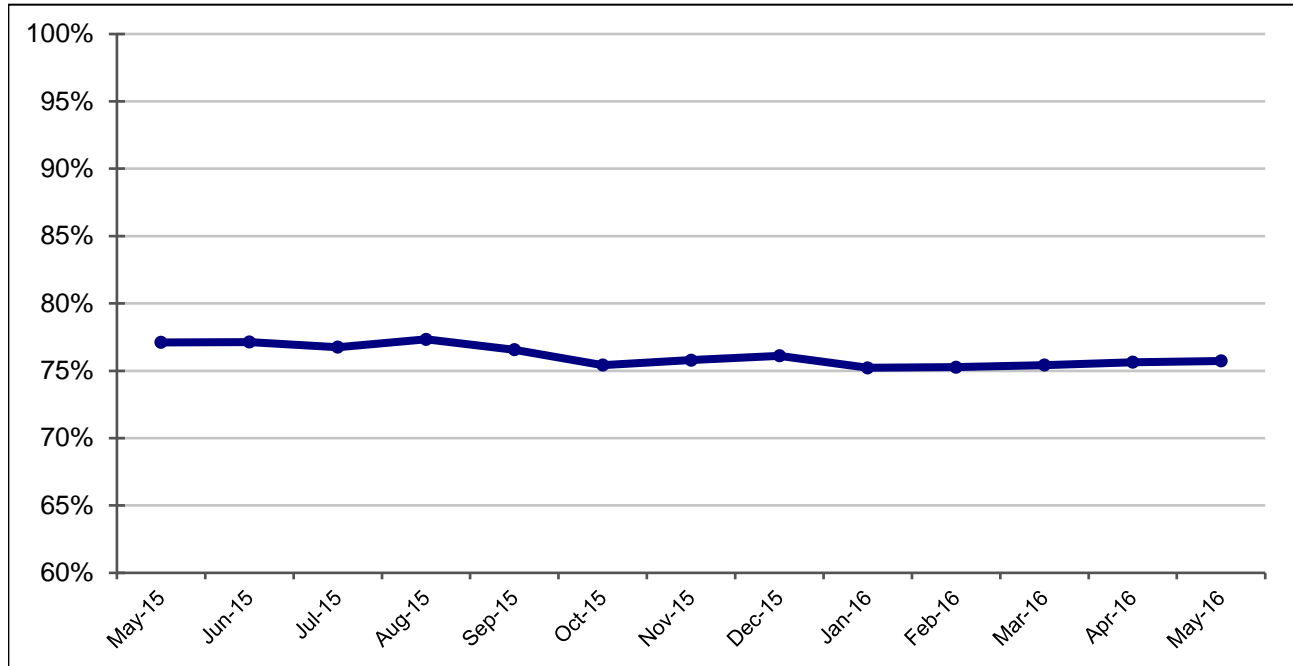
MDBF in May 2016 decreased 13.3% from May 2015. Over the past year, the MDBF 12-month average decreased 15.3%.

Subway Mean Distance Between Failure 12 Month Rolling Average

<u>Car Class</u>	<u># of Cars</u>	<u>May '16</u>	<u>May '15</u>	<u>% Change</u>
R32	222	33,996	58,101	-41.5%
R42	50	37,603	53,973	-30.3%
R46	752	86,062	96,435	-10.8%
R62	315	195,744	184,716	6.0%
R62A	824	92,333	115,029	-19.7%
R68	425	118,007	150,795	-21.7%
R68A	200	123,228	80,590	52.9%
R142	1,030	154,637	154,485	0.1%
R142A	220	54,081	82,715	-34.6%
R143	212	61,346	89,140	-31.2%
R160	1,662	315,794	397,362	-20.5%
R188 - New	124	436,023	277,870	56.9%
R188 - Conversion	360	142,293	88,003	61.7%
FLEET	6,396	122,280	144,395	-15.3%

Chart 11

Service - Key Performance Indicator (S-KPI) Monthly



S-KPI Definition

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

- 60%** Wait Assessment (WA) is measured weekdays between 6:00 am - midnight and is defined as the percent of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12-month rolling sample data except for the monthly ATS-A ① thru ⑥ lines and 42nd Street Shuttle.
- 30%** Terminal On-Time Performance (OTP) is calculated as the percentage of scheduled trains, based on the schedule in effect, either the regular weekday schedule or a supplemental schedule, arriving at the terminal locations within five minutes of their scheduled arrival time during a 24-hour weekday period. An on-time train is defined as a train arriving at its destination terminal on-time, early, or no more than five minutes late, and that has not skipped any planned station stops.
- 10%** Mean Distance Between Failures (MDBF) measures the average number of miles a subway car travels in service before a mechanical failure and will be reported as a percentage of the systemwide goal, based on a 12 month rolling average.

S-KPI Results

Systemwide

Monthly Results

May 2016: 75.7%
 May 2015: 77.1%
 12 Mon Avg: 75.8%
 (Jun '15 - May '16)

Subdivision A

Monthly Results

May 2016: 71.5%
 May 2015: 72.9%
 12 Mon Avg: 72.0%
 (Jun '15 - May '16)

Subdivision B

Monthly Results

May 2016: 78.6%
 May 2015: 80.0%
 12 Mon Avg: 78.3%
 (Jun '15 - May '16)

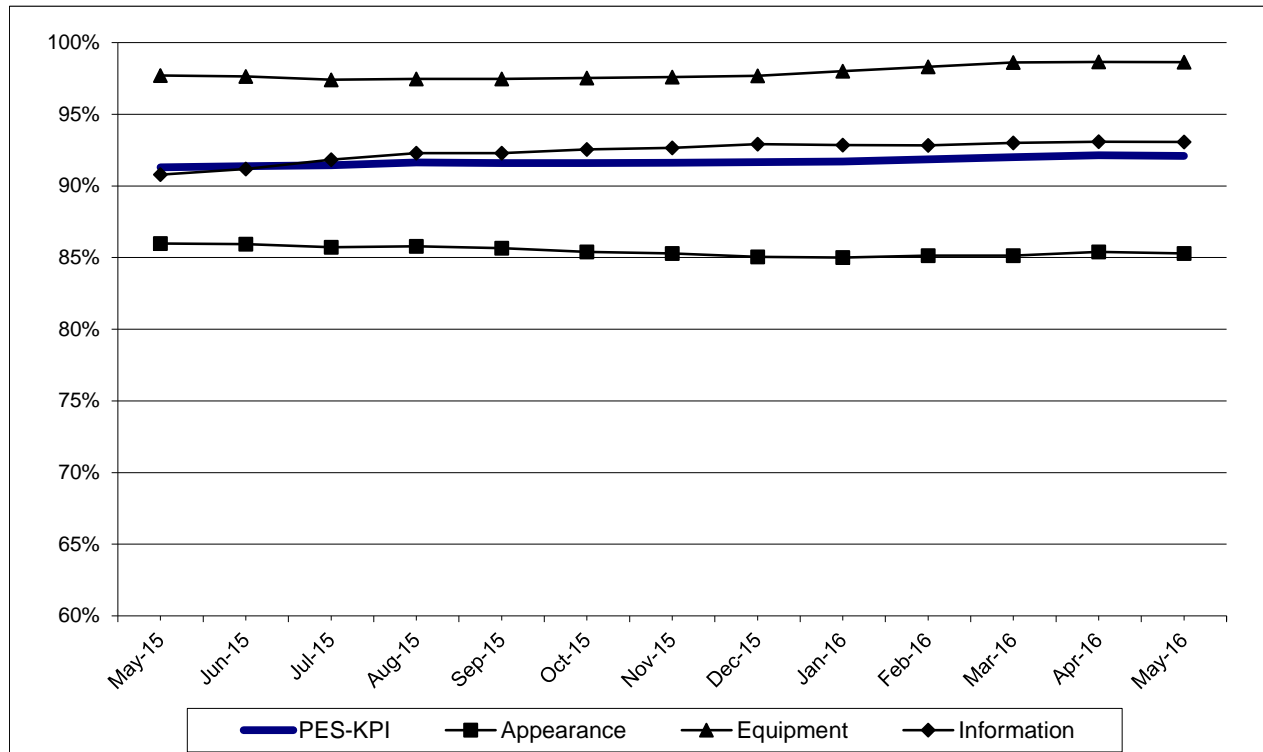
Chart 12

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

<u>Line</u>	<u>May '15 - Apr '16</u>	<u>May '14 - Apr '15</u>	<u>% Difference</u>
①	78.0%	78.6%	-0.6%
②	65.3%	67.0%	-1.7%
③	75.5%	77.5%	-2.0%
④	60.0%	64.5%	-4.5%
⑤	61.0%	63.1%	-2.1%
⑥	59.1%	60.4%	-1.3%
⑦	78.7%	81.2%	-2.5%
⑤ 42nd	87.5%	86.9%	+0.6%
Subdivision A	72.0%	73.6%	-1.6%
①	68.0%	68.4%	-0.4%
②	78.1%	76.0%	+2.1%
③	72.8%	77.6%	-4.8%
④	79.8%	80.9%	-1.1%
⑤	75.5%	77.3%	-1.8%
⑥	72.1%	70.8%	+1.3%
⑤ Fkln	90.6%	89.5%	+1.1%
⑦	75.8%	77.6%	-1.8%
⑤ Rock	87.7%	88.2%	-0.5%
① ②	71.7%	81.7%	-10.0%
③	78.9%	83.2%	-4.3%
④	78.4%	78.5%	-0.1%
⑤	77.3%	78.8%	-1.5%
⑥	79.2%	80.0%	-0.8%
⑦	70.3%	77.7%	-7.4%
Subdivision B	78.3%	81.0%	-2.7%
Systemwide	75.8%	78.0%	-2.2%

Chart 13

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



PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
May 2016:	92.1%	85.3%	98.6%	93.1%
May 2015:	91.3%	86.0%	97.7%	90.8%
% Difference:	+0.8%	-0.7%	+0.9%	+2.3%

PES-KPI - Subway Car 12 Month Rolling Average

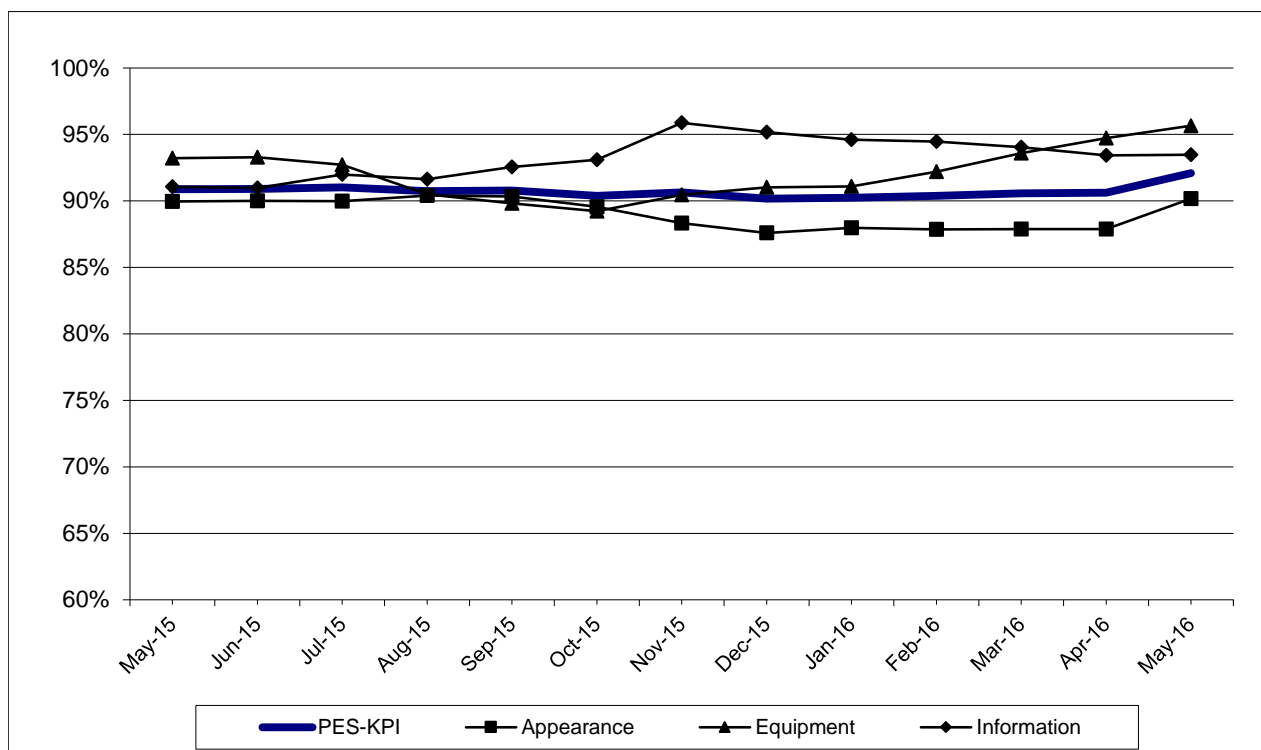
<u>Line</u>	<u>May 2016</u>				<u>May 2015</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
1	94.9%	96.4%	98.2%	90.0%	93.1%	94.3%	93.8%	91.3%	+1.8%
2	97.2%	95.3%	99.0%	97.4%	95.0%	91.1%	97.4%	96.6%	+2.2%
3	95.1%	95.2%	99.6%	90.5%	95.9%	96.5%	97.3%	94.0%	-0.8%
4	95.6%	93.4%	98.0%	95.4%	95.9%	93.3%	95.1%	99.3%	-0.3%
5	96.0%	95.0%	97.2%	95.9%	95.7%	92.8%	98.1%	96.3%	+0.3%
6	95.2%	94.8%	98.1%	92.6%	95.1%	91.7%	96.6%	97.0%	+0.1%
7	98.2%	98.2%	99.9%	96.4%	96.6%	96.6%	98.5%	94.7%	+1.6%
S 42nd	94.1%	96.5%	95.2%	90.7%	95.2%	94.9%	97.4%	93.3%	-1.1%
Subdivision A	95.9%	95.5%	98.4%	93.7%	95.2%	93.6%	96.6%	95.4%	+0.7%
A	95.1%	93.2%	99.3%	93.0%	93.7%	92.8%	94.1%	94.1%	+1.4%
B	93.1%	91.0%	95.9%	92.5%	93.2%	93.0%	94.8%	92.0%	-0.1%
C	96.4%	95.3%	98.7%	95.2%	94.6%	94.3%	96.5%	93.1%	+1.8%
D	93.2%	91.4%	98.4%	89.7%	91.4%	90.3%	92.2%	91.6%	+1.8%
E	96.7%	93.9%	98.0%	98.2%	96.1%	94.3%	98.1%	95.9%	+0.6%
F	96.5%	95.1%	98.7%	95.7%	95.4%	91.6%	98.2%	96.5%	+1.1%
S Fkn	95.5%	92.0%	99.3%	95.2%	92.3%	93.0%	95.1%	88.8%	+3.2%
G	95.5%	96.0%	98.1%	92.5%	93.7%	93.3%	93.5%	94.1%	+1.8%
J/Z	94.6%	91.5%	98.8%	93.4%	97.8%	95.4%	99.5%	98.4%	-3.2%
L	96.7%	93.8%	98.4%	98.0%	94.8%	90.7%	96.4%	97.6%	+1.9%
M	96.6%	92.5%	98.1%	99.2%	95.6%	90.9%	97.7%	98.5%	+1.0%
N	96.8%	93.5%	99.0%	98.0%	95.8%	90.7%	97.5%	99.5%	+1.0%
O	96.7%	91.1%	99.6%	99.6%	95.0%	89.9%	98.5%	96.8%	+1.7%
R	95.8%	96.3%	98.6%	92.5%	94.3%	91.1%	96.7%	95.2%	+1.5%
Subdivision B	95.7%	93.5%	98.4%	95.4%	94.7%	92.1%	96.5%	95.5%	+1.0%
Systemwide	95.8%	94.2%	98.4%	94.7%	94.9%	92.7%	96.5%	95.5%	+0.9%

Chart 15

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

<u>Borough</u>	<u>May 2016</u>				<u>May 2015</u>				<u>% Difference</u>
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	86.0%	71.0%	98.6%	91.0%	86.1%	77.0%	98.3%	84.7%	-0.1%
Manhattan	88.4%	77.7%	98.6%	90.8%	86.8%	78.0%	99.1%	85.1%	+1.6%
Brooklyn	89.0%	77.4%	99.2%	92.6%	87.7%	80.4%	98.3%	86.1%	+1.3%
Queens	89.2%	80.1%	99.3%	89.9%	90.2%	84.5%	99.6%	87.7%	-1.0%
Systemwide	88.4%	77.0%	98.8%	91.4%	87.7%	79.8%	99.0%	86.0%	+0.7%

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>
May 2016:	92.1%	90.2%	95.7%	93.5%
May 2015:	90.9%	90.0%	93.2%	91.1%
% Difference:	+1.2%	+0.2%	+2.5%	+2.4%

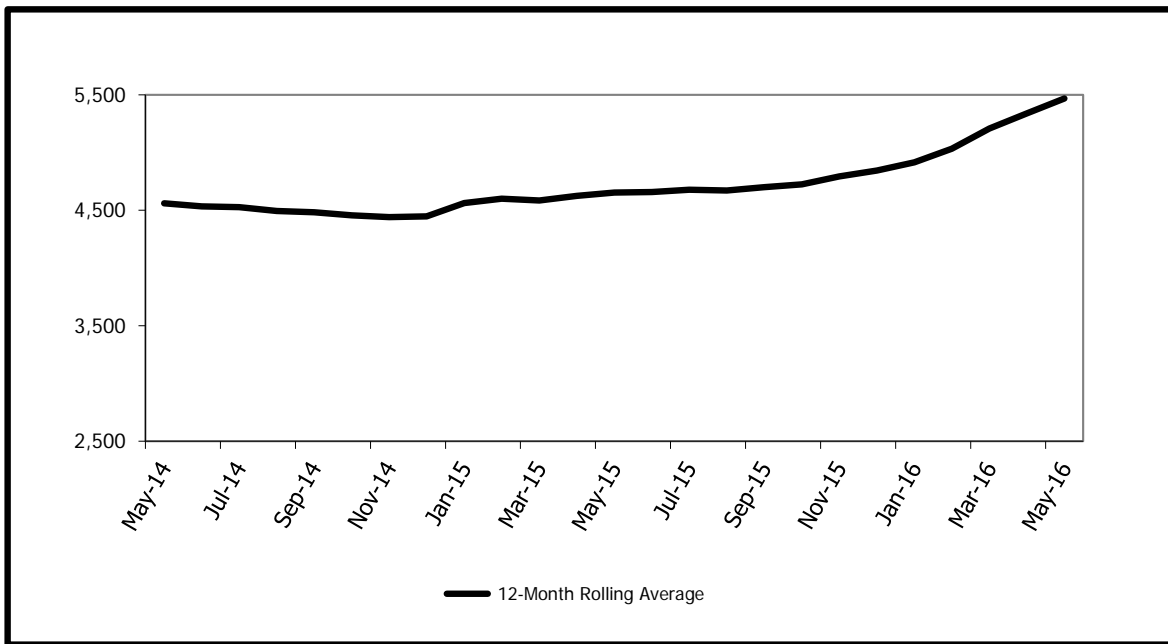
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: May 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	6,283	4,708	+33.5%	5,468	4,654	+17.5%
NYCT Bus	6,026	4,497	+34.0%	5,231	4,415	+18.5%
MTA Bus	7,279	5,548	+31.2%	6,392	5,633	+13.5%
System MDBSI (chart 2)	2,790	2,473	+12.8%	2,614	2,469	+5.9%
NYCT Bus	2,609	2,403	+8.6%	2,485	2,397	+3.7%
MTA Bus	3,589	2,727	+31.6%	3,135	2,730	+14.8%
System Trips Completed (chart 3)	99.30%	98.90%	+0.4%	99.06%	98.82%	+0.2%
NYCT Bus	99.27%	99.00%	+0.3%	99.07%	98.93%	+0.1%
MTA Bus	99.41%	98.51%	+0.9%	99.00%	98.36%	+0.6%
System AM Pull Out (chart 4)	99.85%	99.39%	+0.5%	99.77%	99.43%	+0.3%
NYCT Bus	99.84%	99.36%	+0.5%	99.81%	99.52%	+0.3%
MTA Bus	99.87%	99.49%	+0.4%	99.66%	99.11%	+0.6%
System PM Pull Out (chart 5)	99.95%	99.62%	+0.3%	99.88%	99.64%	+0.2%
NYCT Bus	99.95%	99.81%	+0.1%	99.93%	99.84%	+0.1%
MTA Bus	99.93%	98.96%	+1.0%	99.71%	98.92%	+0.8%
System Buses >= 12 years	17%	26%				
NYCT Bus	19%	30%				
MTA Bus	9%	13%				
System Fleet Age	7.36	8.89				
NYCT Bus	6.92	8.95				
MTA Bus	8.91	8.68				
Paratransit						
% of Trips Completed	94.71%	94.66%	+0.0%	94.80%	94.51%	+0.3%
Trips Requested	681,317	668,717	+1.9%	654,386	650,743	+0.6%
Trips Scheduled	589,664	582,277	+1.3%	564,857	564,802	+0.0%
Trips Completed	558,454	551,171	+1.3%	535,457	533,771	+0.3%
Early Cancellations as a Percentage of Trips Requested	12.64%	12.09%	+0.5%	12.89%	12.42%	+0.5%
Late Cancellations as a Percentage of Trips Scheduled	3.01%	2.77%	+0.2%	2.86%	3.21%	-0.3%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.42%	1.45%	-0.0%	1.54%	1.47%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.87%	1.12%	-0.2%	0.80%	0.82%	-0.0%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.81%	0.84%	-0.0%	0.79%	0.78%	+0.0%
New Applications Received	3,180	3,271	-2.8%	2,989	3,057	-2.2%

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

May 2016: 6,283
May 2015: 4,708

12-Month Average

June 15 - May 16: 5,468
June 14 - May 15: 4,654

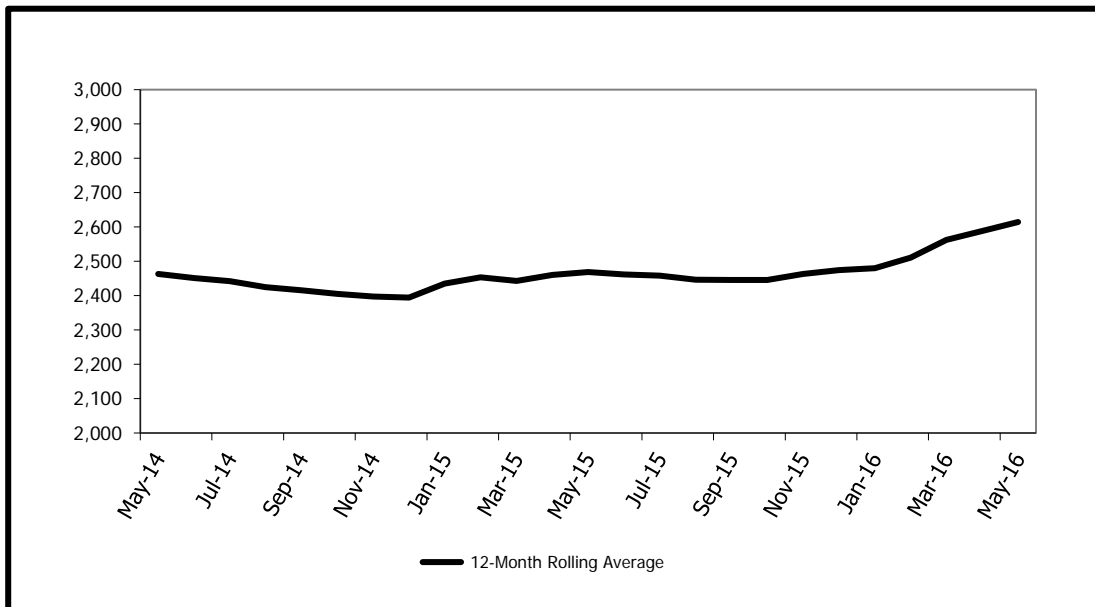
Annual Results

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

May 2016: 2,790
May 2015: 2,473

12-Month Average

June 15 - May 16: 2,614
June 14 - May 15: 2,469

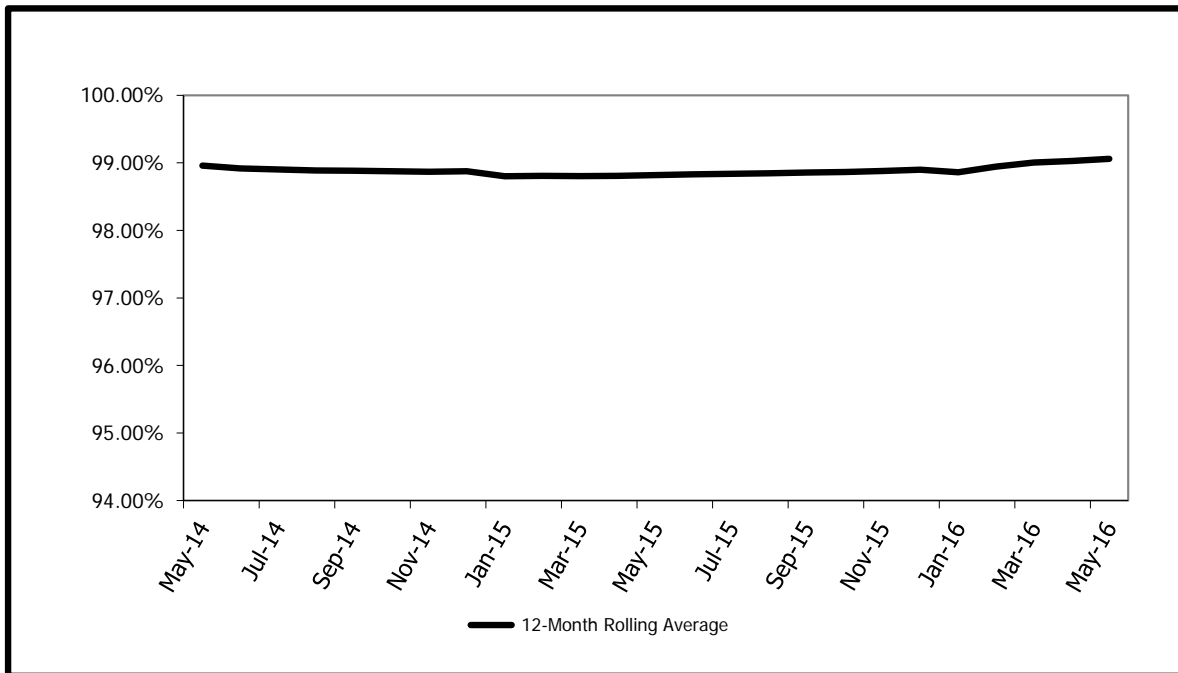
Annual Results

2016 YTD: 2,799
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

May 2016: 99.30%

May 2015: 98.90%

12-Month Average

June 15 - May 16

June 14 - May 15

99.06%

98.82%

Annual Results

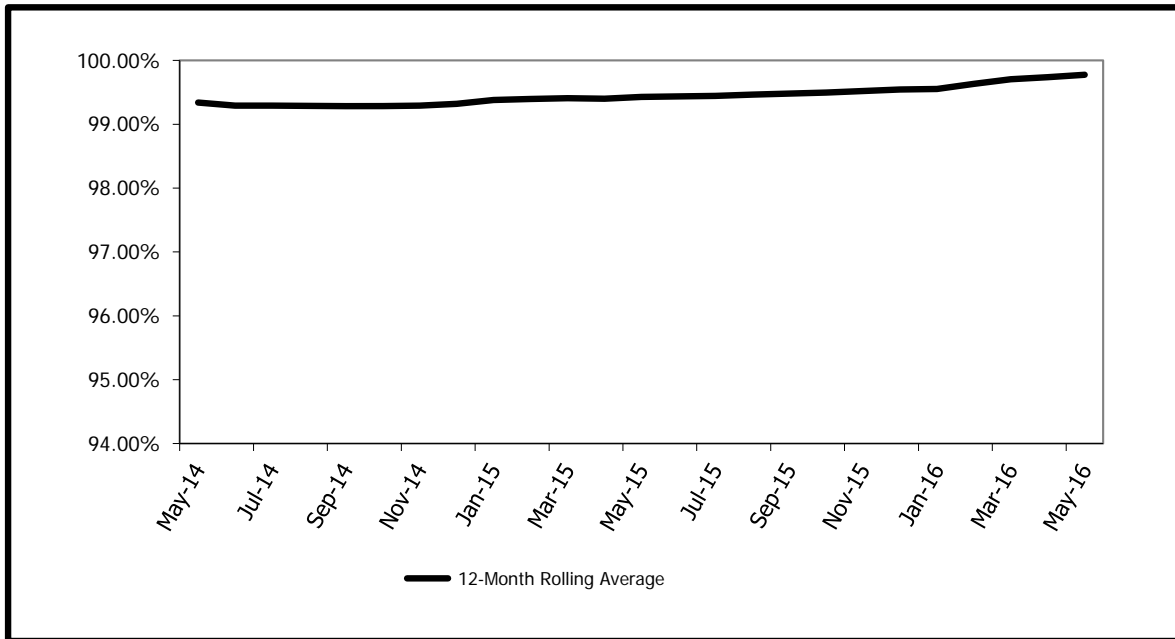
2016 YTD: 98.90%

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

May 2016: 99.85%
May 2015: 99.39%

12-Month Average

June 15 - May 16: 99.77%
June 14 - May 15: 99.43%

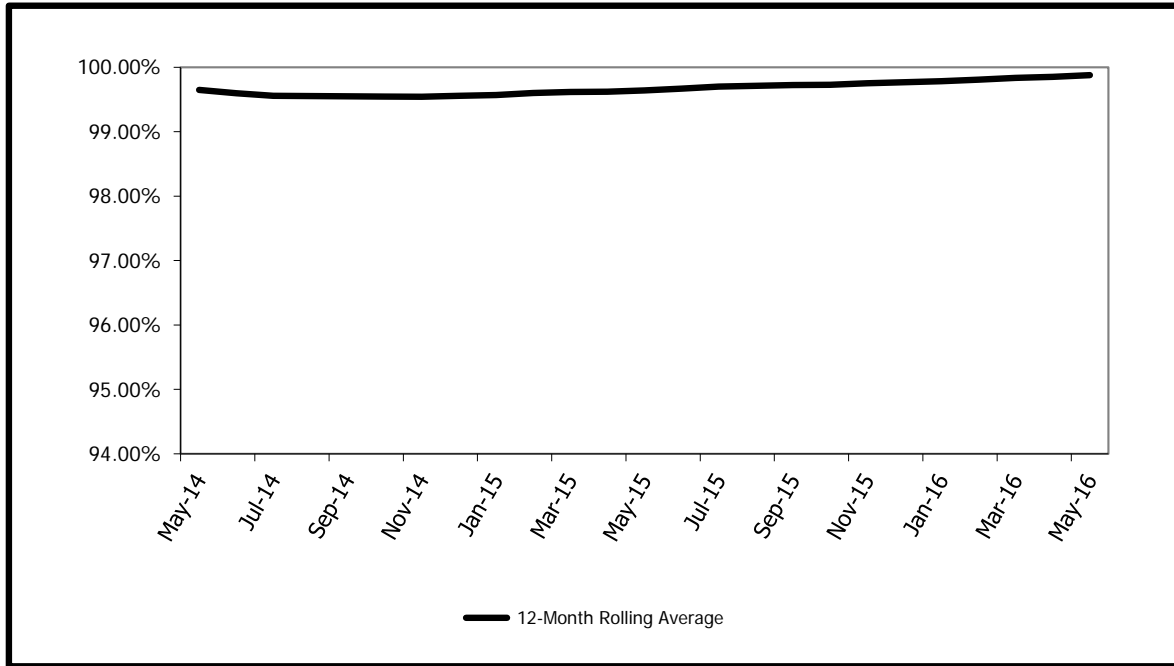
Annual Results

2016 YTD: 99.83%
2015 Actual: 99.55%

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

Chart 4

Bus PM Weekday Pull Out Performance - System*



Definition

The percent of required buses and operators available in the PM peak period.

Monthly Results		12-Month Average		Annual Results	
May 2016:	99.95%	June 15 - May 16	99.88%	2016 YTD:	99.92%
May 2015:	99.62%	June 14 - May 15	99.64%	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		
	Jun 2013 - May 2014	Jun 2014 - May 2015	Jun 2015 - May 2016
Subways			
Subway Customer Accidents per Million Customers ¹	2.61	2.68	2.48
Subway Collisions ^{2,3}	1	0	0
Subway Derailments ^{2,3}	1	2	2
Subway Fires ²	975	1,033	918
Buses			
Bus Collisions Per Million Miles Regional	49.85	50.16	54.99
Bus Collision Injuries Per Million Miles Regional	7.21	6.33	6.36
Bus Customer Accidents Per Million Customers Regional	1.07	1.07	1.20
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees	3.69	3.64	3.89

¹ 12-Month Average data from May through April.

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

³ Data from July through June.

Leading Indicators				
Subways	June	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	34	191	336	56.8%
Joint Track Safety Audits -- Compliance Rate	98.3%	98.9%	100.0%	98.9%
Mainline Collision/Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	6,516	30,945	61,178	50.6%
Station -- Emergency Communication				
Help Point Installations	12	55	130	42.3%
Buses	June	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	551	2,941	6,000	49.0%

⁴ Statement of Work has been reviewed, updated and resubmitted to the vendor to ensure that Bus Technology requirements are met. All NYC requirements have been accepted. In parallel, vendor has been in negotiations with Procurement with respect to finessing contract language, terms and conditions and pricing details. Installs slated to begin September. Target is to install at least 40 buses of 200 by end of year.

⁵ Statement of Work completed and being readied for publication as an IFB mid-July. IFB vendor bus surveys planned for July 26th. Target is to install at least 20 buses of 145 by end of year.

Monthly Operations Report

Safety Report Definitions:

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

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

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

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

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

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



Police Department
City of New York

MTA Report

CRIME STATISTICS JUNE

	2016	2015	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	57	49	8	16.3%
GL	107	115	-8	-7.0%
FELASSAULT	26	29	-3	-10.3%
BURGLARY	0	1	-1	-100.0%
<u>TOTAL MAJOR FELONIES</u>	<u>190</u>	<u>194</u>	<u>-4</u>	<u>-2.1%</u>

During June, the daily Robbery average increased from 1.6 to 1.8

During June, the daily Major Felony average decreased from 6.3 to 6.1

CRIME STATISTICS JANUARY THRU JUNE

	2016	2015	Diff	% Change
MURDER	1	0	1	***. *%
RAPE	0	0	0	0.0%
ROBBERY	258	244	14	5.7%
GL	727	755	-28	-3.7%
FELASSAULT	155	130	25	19.2%
BURGLARY	10	7	3	42.9%
<u>TOTAL MAJOR FELONIES</u>	<u>1151</u>	<u>1136</u>	<u>15</u>	<u>1.3%</u>

Year to date the daily Robbery average increased from 1.3 to 1.4

Year to date the daily Major Felony average increased from 6.2 to 6.3

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

JUNE ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	2768	3914	-1146	-29.3%
TOS Arrests	2087	2321	-234	-10.1%
Summons	7259	7062	197	2.8%

JANUARY THRU JUNE ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	19852	23387	-3535	-15.1%
TOS Arrests	13085	12501	584	4.7%
Summons	43729	39826	3903	9.8%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-JUNE																			
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016
<i>Murder</i>	1	0	4	1	1	0	1	2	4	1	2	2	1	0	0	0	1	1	0	1
<i>Rape</i>	1	8	0	3	1	0	2	1	3	3	0	2	0	0	2	6	3	5	0	0
<i>Robbery</i>	1046	961	852	683	641	624	588	532	622	490	421	384	346	361	354	444	309	212	244	258
<i>Assault</i>	229	248	211	178	143	145	143	142	129	97	100	87	91	105	106	98	94	99	130	155
<i>Burglary</i>	20	10	2	4	16	6	3	5	1	1	0	4	0	2	0	18	15	7	7	10
<i>GL</i>	1629	1273	1152	1205	1080	1017	823	882	907	679	609	640	563	561	707	816	777	760	755	727
<i>TOTAL MAJOR FELONIES</i>	2926	2500	2221	2074	1882	1792	1560	1564	1666	1271	1132	1119	1001	1029	1169	1382	1199	1084	1136	1151
<i>Major Fel Per Day</i>	16.17	13.81	12.27	11.40	10.40	9.90	8.62	8.59	9.20	7.02	6.25	6.15	5.53	5.69	6.46	7.59	6.62	5.99	6.28	6.32



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

June 2016 vs. 2015

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

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	7	-5	-71%
Felony Assault	1	1	0	0%
Burglary	0	0	0	0%
Grand Larceny	5	3	2	67%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	11	-3	-27%



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	May Results		May Year-to-Date Results			
	Variance	Fav/(Unfav)	Budget	Prel Actual	Variance	Fav/(Unfav)
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(6.9)	(1.8)	1,839.3	1,794.1	(45.2)	(2.5)
Nonreimb. Exp. before Dep./OPEB	(5.4)	(0.9)	2,846.6	2,791.4	55.3	1.9
Net Cash Deficit*	(59.7)	(29.7)	(1,062.8)	(1,122.9)	(60.1)	(5.7)
*Excludes Subsidies and Debt Service						

May 2016 **farebox revenue** was \$369.1 million, \$6.9 million (1.8 percent) below budget. Subway revenue was \$5.5 million (1.9 percent) below budget, bus revenue was \$1.3 million (1.5 percent) below budget, and paratransit revenue was \$0.1 million (6.5 percent) below budget. Accrued fare media liability was equal to budget. Year-to-date revenue of \$1,794.1 million was \$45.2 million (2.5 percent) below budget. The May 2016 non-student **average fare** of \$1.857 decreased 0.4¢ from May 2015; the subway fare decreased 0.8¢, the local bus fare decreased 0.2¢, and the express bus fare decreased 2.4¢.

Total **ridership** in May 2016 of 209.3 million was 4.6 million trips (2.1 percent) below budget. Average weekday ridership in May 2016 was 8.1 million, 1.3 percent lower than May 2015. Average weekday ridership for the twelve months ending May 2016 was 7.8 million, 0.1 percent higher than the twelve months ending May 2015.

Nonreimbursable expenses before depreciation, OPEB and GASB #68 Pension Adjustment in May were above budget by \$5.4 million (0.9 percent). Labor expenses exceeded budget by a net \$6.7 million (1.5 percent), due largely to the unfavorable timing of health & welfare/OPEB current expenses, partly offset by favorable pension expense timing results. Non-labor expenses were under budget by a net \$1.3 million (0.9 percent), as favorable results were reported in energy-related costs and paratransit service contract expenses. These positive results were mostly offset by unfavorable expense timing in professional service contract and maintenance contract expenses and unfavorable material inventory adjustments.

Year-to-date, nonreimbursable expenses were less than budget by \$55.3 million (1.9 percent). Labor expenses were under budget by a \$22.5 million (1.1 percent), principally due to favorable rates and the timing of health & welfare/OPEB current expenses, and the favorable timing of pension expenses. Non-labor expenses were below budget by \$32.8 million (4.6 percent), mostly from lower energy costs.

The **net cash deficit** for May year-to-date was \$1,122.9 million, unfavorable to budget by \$60.1 million (5.7 percent).

FINANCIAL RESULTS

Farebox Revenue

May 2016 Farebox Revenue - (\$ in millions)

	May				May Year-to-Date			
	Budget	Preliminary	Favorable/(Unfavorable)		Budget	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	286.3	280.7	(5.5)	(1.9%)	1,402.0	1,364.8	(37.2)	(2.7%)
NYCT Bus	83.0	81.7	(1.3)	(1.5%)	403.8	396.5	(7.3)	(1.8%)
Paratransit	1.7	1.6	(0.1)	(6.5%)	8.3	7.7	(0.7)	(8.0%)
Subtotal	371.0	364.1	(6.9)	(1.9%)	1,814.1	1,768.9	(45.2)	(2.5%)
Fare Media Liability	5.0	5.0	0.0	0.0%	25.2	25.2	0.0	0.0%
Total - NYCT	376.0	369.1	(6.9)	(1.8%)	1,839.3	1,794.1	(45.2)	(2.5%)
MTA Bus Company	18.3	17.9	(0.4)	(2.3%)	88.2	86.5	(1.7)	(2.0%)
<i>Total - Regional Bus</i>	<i>101.3</i>	<i>99.6</i>	<i>(1.7)</i>	<i>(1.7%)</i>	<i>492.1</i>	<i>483.0</i>	<i>(9.1)</i>	<i>(1.8%)</i>

Note: Totals may not add due to rounding.

- Lower than anticipated ridership on weekends and the Memorial Day Holiday accounted for about half of the subway revenue variance and nearly 75 percent of the bus revenue variance (due, in part, to lower-than-budgeted bus average fares on weekends).

Average Fare

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

	NYC Transit				MTA Bus Company			
	2015	Prelim.	Change		2015	Prelim.	Change	
		2016	Amount	Percent		2016	Amount	Percent
Subway	1.948	1.941	(0.008)	(0.4%)				
Local Bus	1.554	1.552	(0.002)	(0.1%)	1.579	1.576	(0.002)	(0.1%)
Subway & Local Bus	1.846	1.841	(0.005)	(0.2%)	1.579	1.576	(0.002)	(0.1%)
Express Bus	5.099	5.075	(0.024)	(0.5%)	5.106	5.085	(0.021)	(0.4%)
Total	1.861	1.857	(0.004)	(0.2%)	1.831	1.829	(0.002)	(0.1%)

- May 2016 non-student subway and bus average fares were slightly lower than May 2015, mainly due to the continuing shift from pay-per-ride MetroCards to passes since the March 2015 fare increase.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the preliminary May average fare of \$1.17 was 21¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of May, other operating revenue was slightly above budget by less than \$0.1 million (0.1 percent), due mostly to higher paratransit Urban Tax revenue essentially offset by lower advertising revenue. Year-to-date, other operating revenue was less than budget by \$9.0 million (4.7 percent), caused mainly by lower advertising revenue and the unfavorable timing of paratransit Urban Tax revenues recorded in December 2015.

Nonreimbursable Expenses

In the month of May, nonreimbursable expenses before depreciation, OPEB and GASB #68 Pension Adjustment were higher than budget by \$5.4 million (0.9 percent). Year-to-date, expenses were under budget by \$55.3 million (1.9 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of May were above budget by \$6.7 million (1.5 percent). Health & welfare/OPEB current expenses were over budget by \$8.6 million (8.5 percent), due largely to the unfavorable timing of expenses. Other fringe benefit expenses were in excess of budget by \$1.7 million (7.0 percent), due to unfavorable direct overhead credits. Overtime expenses were also above budget by \$1.1 million (3.0 percent), caused by additional signals maintenance and vacancy/absentee coverage requirements. Pension expenses were under budget by \$2.5 million (12.4 percent), resulting from the favorable timing of NYCERS expenses. Payroll expenses were also under budget by \$1.4 million (0.5 percent), mainly from vacancies, partly offset by the unfavorable timing of vacation payments. Year-to-date, labor expenses were below budget by \$22.5 million (1.1 percent), including lower health & welfare/OPEB current expenses of \$14.6 million (2.9 percent), due to favorable rates and the timing of expenses, and less pension expenses of \$7.9 million (8.1 percent), due again to the favorable timing of NYCERS expenses. Payroll expenses were under by \$5.8 million (0.4 percent), due largely to vacancies. Overtime expenses were higher by \$6.2 million (3.5 percent), due primarily to overtime requirements in response to the January blizzard, subway service delays and overcrowding, and vacancy/absentee coverage requirements. Other fringe benefits were higher by \$4.4 million (3.5 percent), mainly from unfavorable direct overhead credits due to reimbursable payroll underruns, and higher FICA costs.

Non-labor expenses were below budget in May by \$1.3 million (0.9 percent). Electric power expenses were below budget by \$5.4 million (22.8 percent), due primarily to lower prices and favorable billing/timing adjustments. Fuel expenses were less than budget by \$2.1 million (22.7 percent), mainly from lower prices. Paratransit service contract expenses were under by \$1.9 million (5.4 percent), due principally to lower trips. Professional service contracts overran budget by \$3.8 million (50.5 percent), mainly from the unfavorable timing of bond and office-related expenses. Materials and supplies expenses exceeded budget by \$2.8 million (10.7 percent), mostly from unfavorable inventory obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements. Maintenance contract expenses were above budget by \$2.8 million (15.0 percent), largely from the unfavorable timing of maintenance services and tires & tube expenses. Year-to-date, non-labor expenses were under budget by \$32.8 million (4.6 percent), including the following:

- Electric power expenses were under budget by \$28.3 million (21.6 percent), due mainly to lower consumption and prices, and favorable billing/timing adjustments.
- Fuel expenses were lower than budget by \$13.3 million (27.9 percent), mainly from lower prices.

- Paratransit service contract expenses were below budget by \$11.5 million (6.8 percent), due principally to lower trips.
- Other business expenses were favorable by \$3.1 million (9.3 percent), due largely to the favorable timing of reimbursable job closing adjustments and underruns in MVM debit/credit card fees.
- Maintenance contract expenses were in excess of budget by \$14.0 million (16.8 percent), primarily involving the unfavorable timing of non-vehicle maintenance & repair and tires & tube expenses.
- Materials and supplies expenses were more than budget by \$10.2 million (7.9 percent), due mostly to unfavorable inventory/obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements.
- Professional service contract expenses were over by a net \$0.6 million (1.5 percent), due principally to the unfavorable timing of IT data communication and office-related expenses, mostly offset by the favorable timing of various professional services account expenses.

Depreciation expenses were higher than budget year-to-date by \$40.6 million (6.2 percent), due to the unfavorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. For May year-to-date, \$272.2 million of accrued expenses were recorded, which were under budget by \$148.1 million (35.2 percent). This significant underrun was based on a year-end 2015 actuarial update. A GASB #68 Pension Expense Adjustment of \$282.9 million was recorded year-to-date.

Net Cash Deficit

The net cash deficit for May year-to-date was \$1,122.9 million, unfavorable to budget by \$60.1 million (5.7 percent).

Incumbents

Excluding 168 temporary May paid incumbents, there were 47,424 full-time paid incumbents at the end of May, representing an increase of 235 from April and an increase of 273 from December 2015 (excluding 164 December temporary paid incumbents).

RIDERSHIP RESULTS

May 2016 Ridership vs. Budget - (millions)

	May				May Year-to-Date			
	Budget	Preliminary	More/(Less)		Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	154.9	151.9	(3.0)	(1.9%)	750.0	728.5	(21.4)	(2.9%)
NYCT Bus	58.2	56.6	(1.6)	(2.7%)	277.5	269.0	(8.5)	(3.1%)
Subtotal	213.0	208.5	(4.5)	(2.1%)	1,027.5	997.6	(29.9)	(2.9%)
Paratransit	0.8	0.8	(0.1)	(6.8%)	4.0	3.7	(0.3)	(8.2%)
Total - NYCT	213.9	209.3	(4.6)	(2.1%)	1,031.5	1,001.3	(30.3)	(2.9%)
MTA Bus Company	11.2	11.0	(0.2)	(1.6%)	53.5	52.1	(1.4)	(2.6%)
<i>Total - Regional Bus</i>	<i>69.4</i>	<i>67.6</i>	<i>(1.7)</i>	<i>(2.5%)</i>	<i>331.0</i>	<i>321.1</i>	<i>(9.9)</i>	<i>(3.0%)</i>

Notes: Totals may not add due to rounding.

- On Memorial Day, subway ridership was 11.1 percent below budget and bus ridership was 6.6 percent below budget, as nearly 1.7 inches of rain may have disrupted holiday plans for many customers. It is unclear why ridership on Sunday, May 1 was 13.2 percent below budget on subway and 15.8 percent lower on buses. The day had light rain and cooler-than-normal temperatures, and the Five Boro Bike Tour ran throughout the City. However, none of these factors would normally be expected to have such a significant effect on ridership.

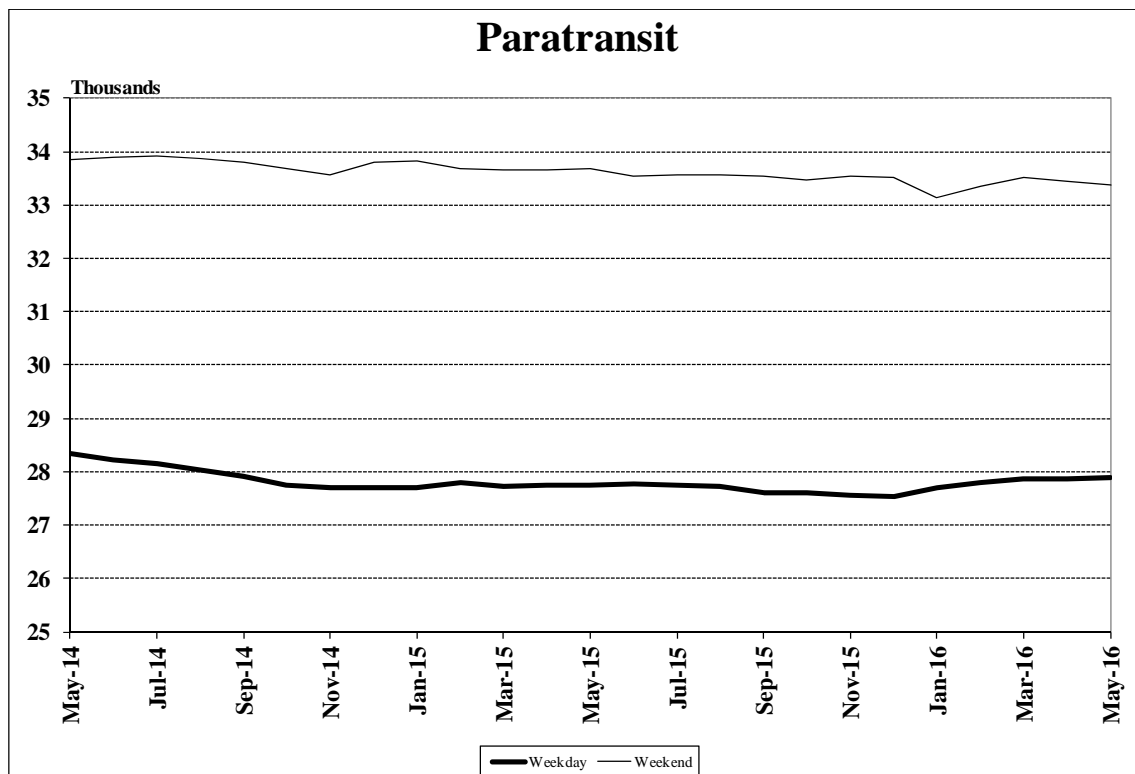
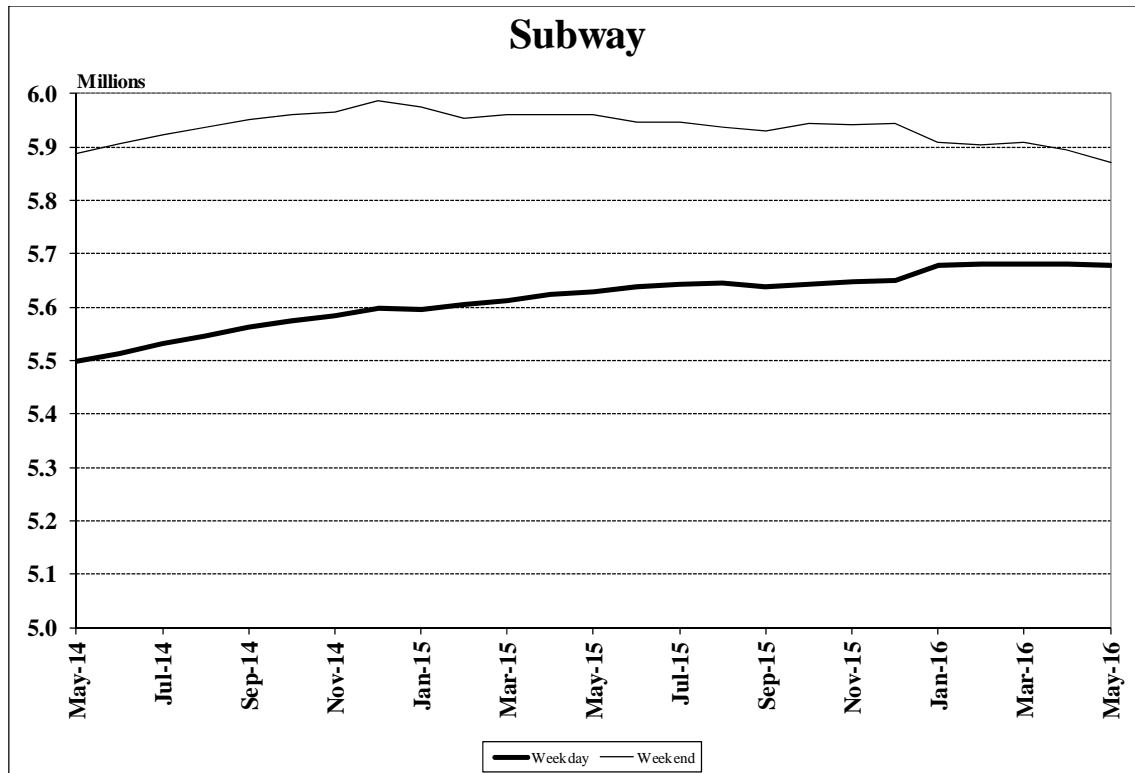
May Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2015	Preliminary	Change		2015	Preliminary	Change	
		2016	Amount	Percent		2016	Amount	Percent
Subway	5,909	5,866	-43	-0.7%	6,125	5,900	-225	-3.7%
NYCT Local Bus	2,188	2,123	-65	-3.0%	2,381	2,269	-112	-4.7%
NYCT Express Bus	42	42	+0	+0.3%	12	12	+0	+4.2%
Paratransit	29	29	+0	+0.4%	36	35	-0	-1.2%
TOTAL - NYCT	8,169	8,060	-108	-1.3%	8,554	8,217	-337	-3.9%
MTABC Local Bus	402	398	-4	-1.0%	405	402	-4	-0.9%
MTABC Express Bus	31	31	-1	-2.3%	13	13	+0	+1.5%
Total - MTA Bus	434	429	-5	-1.1%	418	415	-3	-0.8%
<i>Total - Regional Bus</i>	<i>2,664</i>	<i>2,594</i>	<i>-70</i>	<i>-2.6%</i>	<i>2,811</i>	<i>2,696</i>	<i>-115</i>	<i>-4.1%</i>
12-Month Rolling Average								
Subway	5,630	5,678	+49	+0.9%	5,961	5,872	-89	-1.5%
Local Bus	2,069	2,029	-40	-1.9%	2,285	2,223	-62	-2.7%
Express Bus	42	41	-1	-2.5%	12	12	+0	+1.6%
Paratransit	28	28	+0	+0.4%	34	33	-0	-0.9%
TOTAL - NYCT	7,768	7,776	+8	+0.1%	8,291	8,140	-151	-1.8%
MTABC Local Bus	379	378	-0	-0.1%	390	391	+1	+0.4%
MTABC Express Bus	31	30	-2	-5.4%	12	12	-0	-2.4%
Total - MTA Bus	410	408	-2	-0.5%	402	403	+1	+0.3%
<i>Total - Regional Bus</i>	<i>2,520</i>	<i>2,477</i>	<i>-43</i>	<i>-1.7%</i>	<i>2,699</i>	<i>2,638</i>	<i>-60</i>	<i>-2.2%</i>

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

- Though subway ridership exceeded 6 million on six days in both May 2015 and 2016, weekday ridership was consistently higher throughout the month in 2015, due, in part, to pleasant weather that included above-average temperatures on 16 of 20 weekdays and a trace of rain on one weekday. In contrast, temperatures were below average on 9 of 21 weekdays and 1.4 inches of rain fell over six weekdays in May 2016.
- The average weekend subway and bus ridership decreases occurred despite less than one-half inch of rain on weekends in 2016, compared to 1.5 inches in 2015.

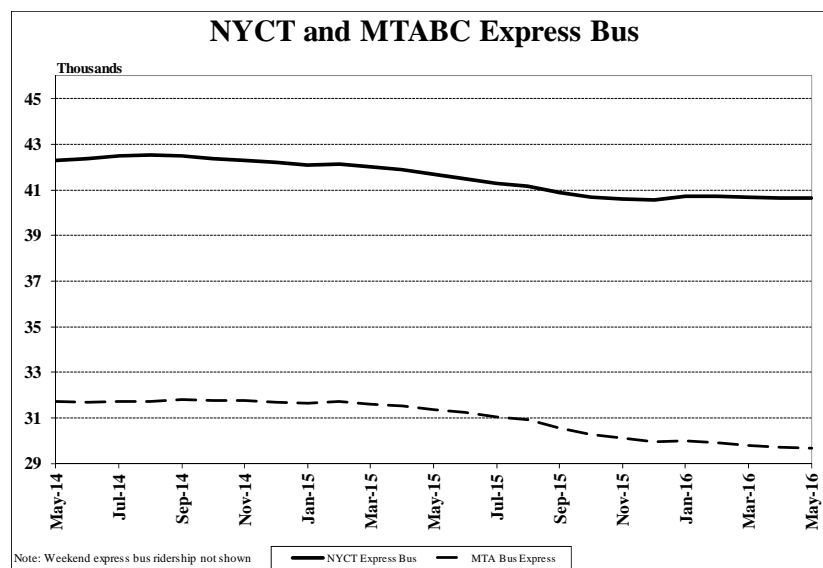
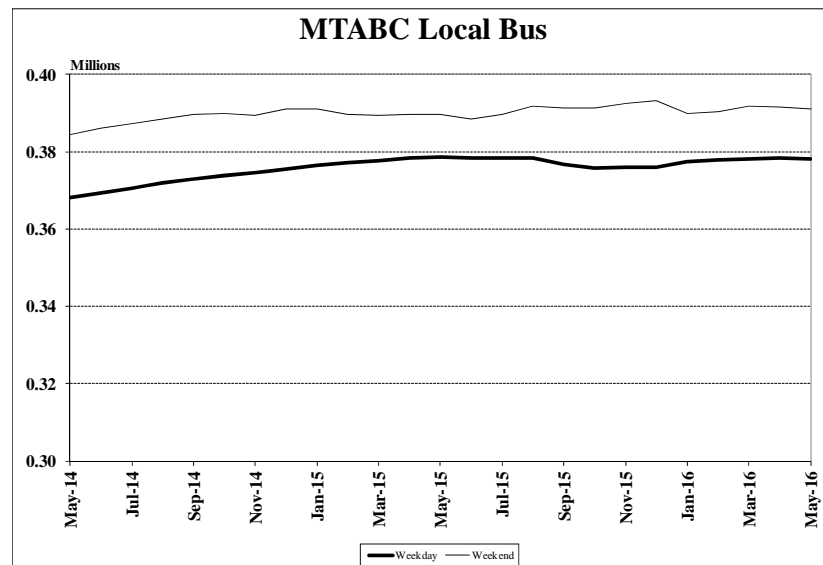
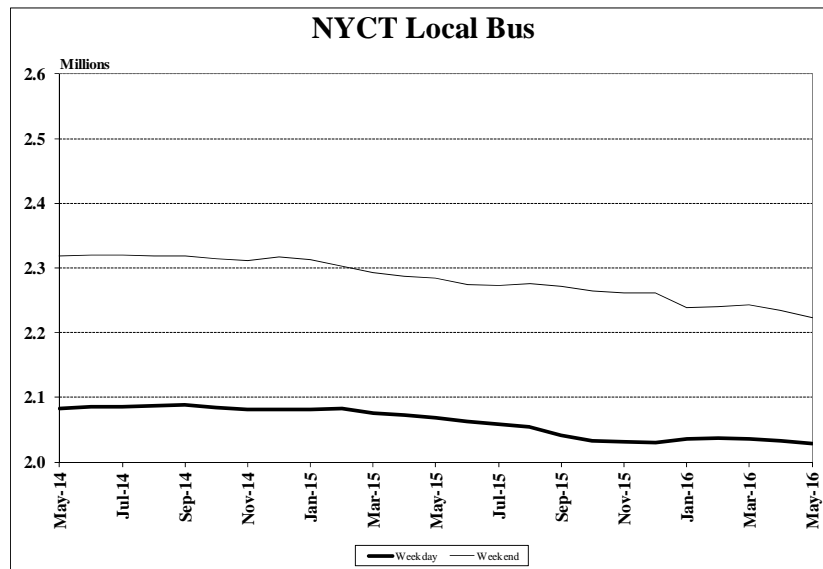
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From May 2015 to May 2016, weekday ridership had mixed results on area services, including Metro-North reporting a decline of over 4 percent. PATH has reported an increase in average weekday ridership for every month of 2016. Weekend ridership had similarly mixed results, with NYCT Express Bus posting three percent or higher year over year growth for the fourth month in a row, while the Staten Island Railway reported a nearly 9 percent decline despite mostly normal weather.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	May-15	Preliminary May-16	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,909	5,866	-0.7%	+0.9%
NYCT Local Bus	2,188	2,123	-3.0%	-1.9%
NYCT Express Bus	42	42	+0.3%	-2.5%
NYCT Paratransit	29	29	+0.4%	+0.4%
Staten Island Railway	17	17	-0.8%	+4.7%
MTA Local Bus	402	398	-1.0%	-0.1%
MTA Express Bus	31	31	-2.3%	-5.4%
Long Island Rail Road	314	311	-1.0%	+2.3%
Metro-North Railroad	287	275	-4.1%	+0.3%
PATH	264	272	+2.9%	+4.5%
<u>Average Weekend</u>				
NYCT Subway	6,125	5,900	-3.7%	-1.5%
NYCT Local Bus	2,381	2,269	-4.7%	-2.7%
NYCT Express Bus	12	12	+4.2%	+1.6%
NYCT Paratransit	36	35	-1.2%	-0.9%
Staten Island Railway	9	8	-8.7%	-5.2%
MTA Local Bus	405	402	-0.9%	+0.4%
MTA Express Bus	13	13	+1.5%	-2.4%
Long Island Rail Road	208	206	-1.0%	+0.7%
Metro-North Railroad	238	223	-6.3%	+1.2%
PATH	215	207	-3.9%	+7.1%

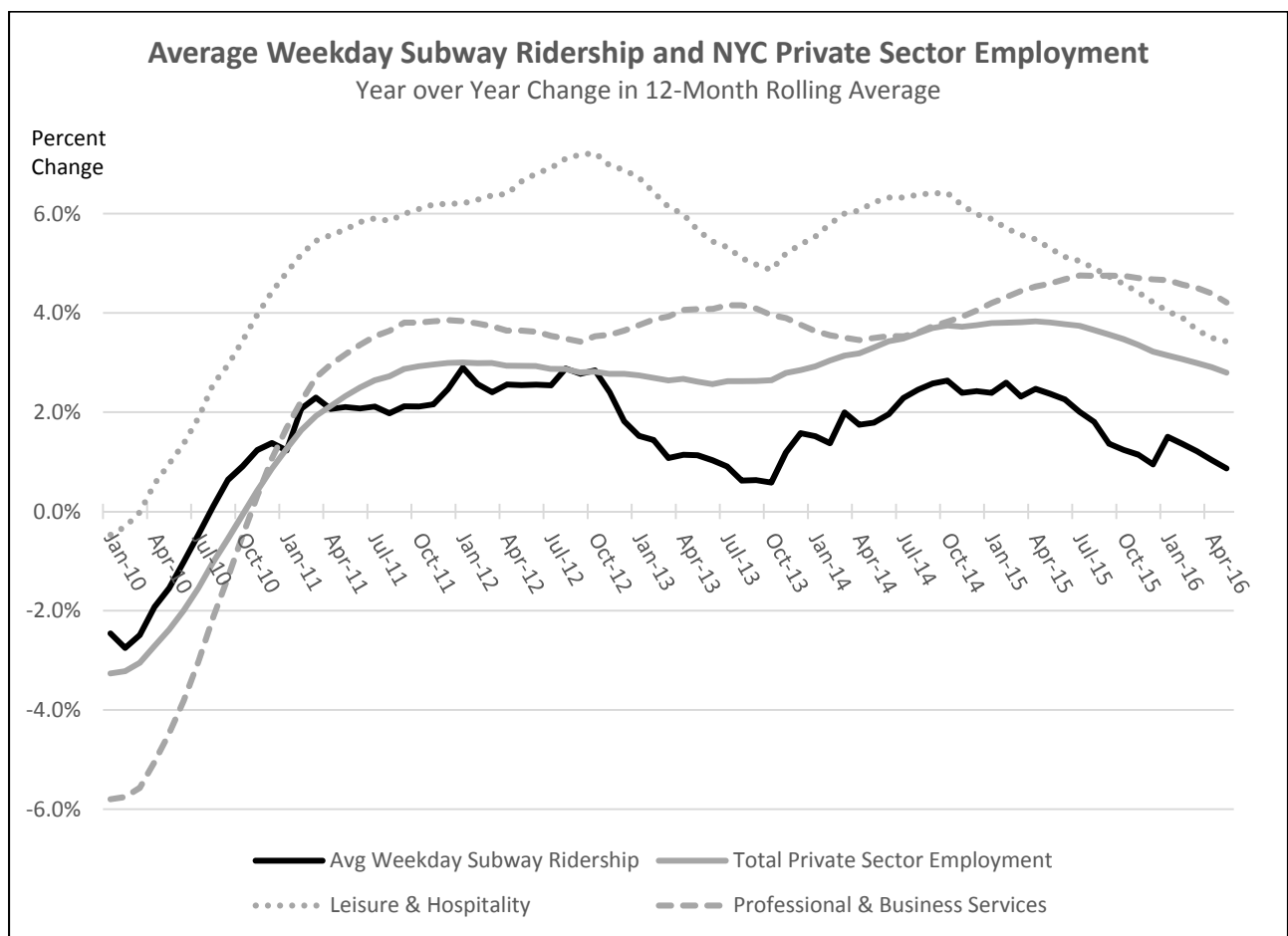
MTA Bridges and Tunnels (thousands)				
Average Weekday	881	898	+2.0%	+4.8%
Average Weekend	1,645	1,666	+1.3%	+4.3%

Note: Percentages are based on unrounded data.

Economy

From May 2015 to May 2016, New York City employment increased 2.0 percent (85,400 jobs). Private sector employment increased 2.2 percent (80,900 jobs) and government employment increased 0.8 percent (4,500 jobs). Nearly all of the private employment sub-sectors increased over the prior year, with the exception of the trade, transportation, and utilities sub-sector (down 0.1 percent or 800 jobs). The sub-sector with the largest absolute increase was educational & health services (up 30,400 jobs or 3.5 percent). The sub-sector with the largest percentage increase was construction (up 5.0 percent or 6,900 jobs).

As shown in the graph below, since around October of 2012, the year-over-year change in the 12-month rolling average of New York City private sector employment has outpaced average weekday ridership. Historically, however, these metrics have tracked fairly closely since 2003. In the lead up to the Great Recession (late 2004 to mid-2009), ridership growth even eclipsed that of total private sector employment. In the period since October 2012, the leisure and hospitality and professional and business services sub-sectors have had strong growth, and, together, combine for around 30% share of total private sector jobs. Workers in these sectors, particularly professional and business services, may be increasingly working from home, utilizing flexible scheduling, or other non-traditional work arrangements.



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

6/24/2016 12:29 PM

	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$286.264	\$280.718	(5.546)	(1.9)	\$0.000	\$0.000	-	-	\$286.264	\$280.718	(5.546)	(1.9)
Bus	\$83.003	\$81.738	(1.265)	(1.5)	\$0.000	\$0.000	-	-	\$83.003	\$81.738	(1.265)	(1.5)
Paratransit	\$1.729	\$1.617	(0.112)	(6.5)	\$0.000	\$0.000	-	-	\$1.729	\$1.617	(0.112)	(6.5)
Fare Liability	\$5.033	\$5.033	\$0.000	0.0	\$0.000	\$0.000	-	-	\$5.033	\$5.033	\$0.000	0.0
Farebox Revenue	\$376.028	\$369.106	(6.922)	(1.8)	\$0.000	\$0.000	-	-	\$376.028	\$369.106	(6.922)	(1.8)
Fare Reimbursement	\$8.956	\$8.956	\$0.000	0.0	\$0.000	\$0.000	-	-	\$8.956	\$8.956	\$0.000	0.0
Paratransit Reimbursement	\$15.753	\$16.577	\$0.824	5.2	\$0.000	\$0.000	-	-	\$15.753	\$16.577	\$0.824	5.2
Other Operating Revenue	\$13.308	\$12.512	(0.796)	(6.0)	\$0.000	\$0.000	-	-	\$13.308	\$12.512	(0.796)	(6.0)
Other Revenue	\$38.017	\$38.045	\$0.028	0.1	\$0.000	\$0.000	-	-	\$38.017	\$38.045	\$0.028	0.1
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$98.689	\$100.926	\$2.237	2.3	\$98.689	\$100.926	\$2.237	2.3
Total Revenue	\$414.045	\$407.151	(6.894)	(1.7)	\$98.689	\$100.926	\$2.237	2.3	\$512.734	\$508.077	(4.657)	(0.9)
Expenses												
Labor :												
Payroll	\$271.615	\$270.208	\$1.408	0.5	\$42.099	\$36.094	\$6.005	14.3	\$313.714	\$306.302	\$7.412	2.4
Overtime	\$35.657	\$36.733	(1.076)	(3.0)	\$7.480	\$13.374	(5.894)	(78.8)	\$43.137	\$50.107	(6.970)	(16.2)
Total Salaries & Wages	\$307.272	\$306.940	\$0.332	0.1	\$49.578	\$49.468	\$0.110	0.2	\$356.851	\$356.409	\$0.442	0.1
Health and Welfare	\$66.690	\$77.510	(10.819)	(16.2)	\$1.803	\$1.385	\$0.418	23.2	\$68.493	\$78.894	(10.401)	(15.2)
OPEB Current Payment	\$34.894	\$32.665	\$2.229	6.4	\$0.761	\$0.661	\$0.100	13.1	\$35.655	\$33.326	\$2.329	6.5
Pensions	\$20.421	\$17.898	\$2.523	12.4	\$0.537	\$0.658	(0.121)	(22.4)	\$20.958	\$18.556	\$2.403	11.5
Other Fringe Benefits	\$24.474	\$26.192	(1.719)	(7.0)	\$16.029	\$14.264	\$1.765	11.0	\$40.503	\$40.456	\$0.047	0.1
Total Fringe Benefits	\$146.479	\$154.265	(7.786)	(5.3)	\$19.130	\$16.968	\$2.163	11.3	\$165.609	\$171.232	(5.623)	(3.4)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(21.384)	(22.173)	\$0.789	3.7	\$21.384	\$22.173	(0.789)	(3.7)	\$0.000	\$0.000	\$0.000	-
Labor	\$432.367	\$439.032	(6.665)	(1.5)	\$90.093	\$88.609	\$1.484	1.6	\$522.460	\$527.641	(5.181)	(1.0)
Non-Labor :												
Electric Power	\$23.452	\$18.098	\$5.355	22.8	\$0.020	\$0.037	(0.017)	(84.2)	\$23.472	\$18.135	\$5.337	22.7
Fuel	\$9.275	\$7.170	\$2.105	22.7	\$0.000	\$0.002	(0.002)	-	\$9.275	\$7.171	\$2.104	22.7
Insurance	\$6.575	\$6.862	(0.287)	(4.4)	\$0.000	\$0.000	-	-	\$6.575	\$6.862	(0.287)	(4.4)
Claims	\$10.429	\$9.562	\$0.866	8.3	\$0.000	\$0.000	-	-	\$10.429	\$9.562	\$0.866	8.3
Paratransit Service Contracts	\$34.627	\$32.757	\$1.869	5.4	\$0.000	\$0.000	-	-	\$34.627	\$32.757	\$1.869	5.4
Maintenance and Other Operating Contracts	\$18.333	\$21.087	(2.754)	(15.0)	\$2.538	\$2.868	(0.330)	(13.0)	\$20.870	\$23.954	(3.084)	(14.8)
Professional Service Contracts	\$7.626	\$11.475	(3.849)	(50.5)	\$0.601	\$1.147	(0.546)	(90.9)	\$8.227	\$12.622	(4.395)	(53.4)
Materials & Supplies	\$25.901	\$28.666	(2.765)	(10.7)	\$5.279	\$7.904	(2.626)	(49.7)	\$31.180	\$36.570	(5.391)	(17.3)
Other Business Expenses	\$6.395	\$5.674	\$0.722	11.3	\$0.159	\$0.359	(0.200)	-	\$6.555	\$6.033	\$0.522	8.0
Non-Labor	\$142.612	\$141.351	\$1.261	0.9	\$8.596	\$12.317	(3.721)	(43.3)	\$151.208	\$153.668	(2.459)	(1.6)
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$574.979	\$580.383	(5.404)	(0.9)	\$98.689	\$100.926	(2.237)	(2.3)	\$673.669	\$681.309	(7.640)	(1.1)
Depreciation	\$133.361	\$134.899	(1.538)	(1.2)	\$0.000	\$0.000	-	-	\$133.361	\$134.899	(1.538)	(1.2)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$56.780	(56.780)	-	\$0.000	\$0.000	-	-	\$0.000	\$56.780	(56.780)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$708.340	\$772.063	(63.723)	(9.0)	\$98.689	\$100.926	(2.237)	(2.3)	\$807.029	\$872.988	(65.959)	(8.2)
OPERATING SURPLUS/DEFICIT	(294.295)	(364.912)	(70.616)	(24.0)	\$0.000	\$0.000	\$0.000	-	(294.295)	(364.912)	(70.616)	(24.0)

Note: Totals may not add due to rounding

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

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

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	Nonreimbursable				Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$1,401.971	\$1,364.777	(37.194)	(2.7)	\$0.000	\$0.000	-	-	\$1,401.971	\$1,364.777	(37.194)	(2.7)
Bus	\$403.816	\$396.491	(7.326)	(1.8)	\$0.000	\$0.000	-	-	\$403.816	\$396.491	(7.326)	(1.8)
Paratransit	\$8.320	\$7.653	(0.666)	(8.0)	\$0.000	\$0.000	-	-	\$8.320	\$7.653	(0.666)	(8.0)
Fare Liability	\$25.165	\$25.165	\$0.000	0.0	\$0.000	\$0.000	-	-	\$25.165	\$25.165	\$0.000	0.0
Farebox Revenue	\$1,839.271	\$1,794.086	(45.186)	(2.5)	\$0.000	\$0.000	-	-	\$1,839.271	\$1,794.086	(45.186)	(2.5)
Fare Reimbursement	\$40.108	\$40.109	\$0.001	0.0	\$0.000	\$0.000	-	-	\$40.108	\$40.109	\$0.001	0.0
Paratransit Reimbursement	\$81.945	\$78.822	(3.123)	(3.8)	\$0.000	\$0.000	-	-	\$81.945	\$78.822	(3.123)	(3.8)
Other Operating Revenue	\$66.540	\$60.706	(5.834)	(8.8)	\$0.000	\$0.000	-	-	\$66.540	\$60.706	(5.834)	(8.8)
Other Revenue	\$188.693	\$179.636	(8.957)	(4.7)	\$0.000	\$0.000	-	-	\$188.693	\$179.636	(8.957)	(4.7)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$479.480	\$484.108	\$4.629	1.0	\$479.480	\$484.108	\$4.629	1.0
Total Revenue	\$2,027.864	\$1,973.722	(54.142)	(2.7)	\$479.480	\$484.108	\$4.629	1.0	\$2,507.344	\$2,457.830	(49.514)	(2.0)
Expenses												
Labor:												
Payroll	\$1,316.879	\$1,311.099	\$5.780	0.4	\$203.302	\$179.906	\$23.396	11.5	\$1,520.181	\$1,491.006	\$29.176	1.9
Overtime	\$179.600	\$185.819	(6.219)	(3.5)	\$41.771	\$61.818	(20.047)	(48.0)	\$221.371	\$247.637	(26.266)	(11.9)
Total Salaries & Wages	\$1,496.480	\$1,496.919	(0.439)	0.0	\$245.073	\$241.724	\$3.349	1.4	\$1,741.652	\$1,738.642	\$2.910	0.2
Health and Welfare	\$332.358	\$332.165	\$0.194	0.1	\$8.947	\$9.594	(0.647)	(7.2)	\$341.305	\$341.758	(0.453)	(0.1)
OPEB Current Payment	\$175.991	\$161.571	\$14.419	8.2	\$3.805	\$3.393	\$0.411	10.8	\$179.795	\$164.965	\$14.831	8.2
Pensions	\$97.479	\$69.620	\$27.859	28.5	\$2.685	\$3.168	(0.483)	(18.0)	\$100.164	\$92.788	\$7.376	7.4
Other Fringe Benefits	\$125.647	\$130.071	(4.424)	(3.5)	\$76.600	\$72.877	\$3.723	4.9	\$202.247	\$202.947	(0.700)	(0.3)
Total Fringe Benefits	\$731.475	\$713.427	\$18.048	2.5	\$92.037	\$89.031	\$3.005	3.3	\$823.512	\$802.458	\$21.054	2.6
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(101.960)	(106.807)	\$4.848	4.8	\$101.960	\$106.807	(4.848)	(4.8)	\$0.000	\$0.000	\$0.000	(18.1)
Labor	\$2,125.995	\$2,103.538	\$22.457	1.1	\$439.069	\$437.562	\$1.506	0.3	\$2,565.064	\$2,541.101	\$23.963	0.9
Non-Labor:												
Electric Power	\$131.248	\$102.927	\$28.321	21.6	\$0.106	\$0.188	(0.082)	(77.9)	\$131.354	\$103.115	\$28.239	21.5
Fuel	\$47.654	\$34.361	\$13.294	27.9	\$0.000	\$0.008	(0.008)	-	\$47.654	\$34.369	\$13.286	27.9
Insurance	\$31.521	\$31.000	\$0.521	1.7	\$0.000	\$0.000	-	-	\$31.521	\$31.000	\$0.521	1.7
Claims	\$52.144	\$51.277	\$0.866	1.7	\$0.000	\$0.000	-	-	\$52.144	\$51.277	\$0.866	1.7
Paratransit Service Contracts	\$170.149	\$158.655	\$11.493	6.8	\$0.000	\$0.000	-	-	\$170.149	\$158.655	\$11.493	6.8
Maintenance and Other Operating Contracts	\$83.434	\$97.453	(14.018)	(16.8)	\$12.308	\$13.714	(1.405)	(11.4)	\$95.743	\$111.166	(15.424)	(16.1)
Professional Service Contracts	\$42.604	\$43.251	(0.647)	(1.5)	\$2.644	\$5.498	(2.854)	-	\$45.248	\$48.750	(3.501)	(7.7)
Materials & Supplies	\$128.398	\$138.552	(10.154)	(7.9)	\$26.548	\$25.061	\$1.487	5.6	\$154.946	\$163.613	(8.667)	(5.6)
Other Business Expenses	\$33.475	\$30.349	\$3.126	9.3	(1.196)	\$2.077	(3.273)	-	\$32.280	\$32.427	(0.147)	(0.5)
Non-Labor	\$720.628	\$687.827	\$32.801	4.6	\$40.411	\$46.546	(6.135)	(15.2)	\$761.038	\$734.373	\$26.666	3.5
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$2,846.623	\$2,791.365	\$55.258	1.9	\$479.480	\$484.108	(4.629)	(1.0)	\$3,326.102	\$3,275.473	\$50.629	1.5
Depreciation	\$655.873	\$696.477	(40.604)	(6.2)	\$0.000	\$0.000	-	-	\$655.873	\$696.477	(40.604)	(6.2)
OPEB Liability	\$420.228	\$272.163	\$148.065	35.2	\$0.000	\$0.000	-	-	\$420.228	\$272.163	\$148.065	35.2
GASB 68 Pension Adjustment	\$0.000	\$282.876	(282.876)	-	\$0.000	\$0.000	-	-	\$0.000	\$282.876	(282.876)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$3,922.724	\$4,042.881	(120.157)	(3.1)	\$479.480	\$484.108	(4.629)	(1.0)	\$4,402.203	\$4,526.989	(124.786)	(2.8)
OPERATING SURPLUS/DEFICIT	(1,894.859)	(2,069.159)	(174.300)	(9.2)	\$0.000	\$0.000	\$0.000	-	(1,894.859)	(2,069.159)	(174.300)	(9.2)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
May 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	(6.9)	(1.8)	Budgeted ridership increase not realized	(45.2)	(2.5)	Due primarily to budgeted ridership not realized as well as the impacts of the January blizzard and extreme cold weather during the President's Day three day holiday weekend in February
Other Operating Revenue	NR	0.0	0.1	Higher paratransit Urban Tax revenue, essentially offset by lower advertising revenue	(9.0)	(4.7)	Caused mainly by lower advertising revenue and the unfavorable timing of paratransit Urban Tax revenues recorded in December 2015
Payroll	NR	1.4	0.5	Largely vacancies, partly offset by the unfavorable timing of vacation payments	5.8	0.4	Largely vacancies
Overtime	NR	(1.1)	(3.0)	Primarily due to additional signals maintenance and vacancy/absentee coverage requirements	(6.2)	(3.5)	Due mostly to overtime requirements in response to the January blizzard, subway service delays and overcrowding, and vacancy/absentee coverage requirements
Health & Welfare (including OPEB current payment)	NR	(8.6)	(8.5)	Mostly the unfavorable timing of expenses	14.6	2.9	Mostly favorable rates and the timing of expenses
Pension	NR	2.5	12.4	Largely the favorable timing of NYCERS expenses	7.9	8.1	Largely the favorable timing of NYCERS expenses
Other Fringe Benefits	NR	(1.7)	(7.0)	Primarily unfavorable direct overhead credits	(4.4)	(3.5)	Mainly unfavorable direct overhead credits, due to reimbursable payroll underruns, and higher FICA costs
Electric Power	NR	5.4	22.8	Primarily lower prices and favorable billing/timing adjustments	28.3	21.6	Primarily lower consumption and prices, and favorable billing/timing adjustments
Fuel	NR	2.1	22.7	Mainly lower prices	13.3	27.9	Mainly lower prices
Claims	NR	0.9	8.3	The favorable timing of expenses	0.9	1.7	The favorable timing of expenses
Paratransit Service Contracts	NR	1.9	5.4	Due principally to lower trips	11.5	6.8	Due principally to lower trips
Maintenance and Other Operating Contracts	NR	(2.8)	(15.0)	Mainly the unfavorable timing of maintenance services and tires & tube expenses	(14.0)	(16.8)	Primarily the unfavorable timing of non-vehicle maintenance & repair and tires & tube expenses
Professional Service Contracts	NR	(3.8)	(50.5)	Mainly the unfavorable timing of bond and office-related expenses	(0.6)	(1.5)	Primarily the unfavorable timing of IT data communication and office-related expenses, mostly offset by the favorable timing of various professional services accounts

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
May 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
		\$	%		\$	%	
Materials and Supplies	NR	(2.8)	(10.7)	Mostly unfavorable inventory obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements	(10.2)	(7.9)	Mostly due to unfavorable inventory obsolescence adjustments, partly offset by the favorable timing of maintenance material requirements
Other Business Expenses	NR	0.7	11.3	Largely underruns in MVM debit/credit card fees and stationery expenses	3.1	9.3	Largely the favorable timing of reimbursable job closing adjustments and underruns in MVM debit/credit card fees
Capital and Other Reimbursements	R	2.2	2.3	Increased reimbursements consistent with an increase in reimbursable expenses	4.6	1.0	Increased reimbursements consistent with an increase in reimbursable expenses
Payroll	R	6.0	14.3	Mainly the timing of capital construction project requirements and non-capital transactions	23.4	11.5	Mainly the timing of capital engineering and capital construction project requirements and non-capital transactions
Overtime	R	(5.9)	(78.8)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other capital program support	(20.0)	(48.0)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other capital program support
Other Fringe Benefits	R	1.8	11.0	Mostly from favorable direct overhead expenses	3.7	4.9	Mostly from favorable direct overhead expenses, due to reimbursable payroll underruns
Maintenance Contracts	R				(1.4)	(11.4)	Largely the unfavorable timing of construction services requirements
Professional Service Contracts	R	(0.5)	(90.9)	Primarily the unfavorable timing of furniture purchases	(2.9)	over (100.0)	Primarily higher IT hardware requirements and the unfavorable timing of various professional service account expenses and furniture purchases
Materials & Supplies	R	(2.6)	(49.7)	Primarily the unfavorable timing of maintenance material requirements, especially communications equipment purchases	1.5	5.6	Primarily the favorable timing of maintenance material requirements
Other Business Expenses	R				(3.3)	over (100.0)	Primarily the unfavorable timing of reimbursable job closing adjustments and various miscellaneous expenses

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

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$378.733	\$355.311	(23.422)	(6.2)	\$1,839.817	\$1,793.848	(45.969)	(2.5)
Fare Reimbursement	\$0.000	\$6.313	\$6.313	-	\$6.312	\$6.313	\$0.001	0.0
Paratransit Reimbursement	\$4.360	\$3.818	(0.542)	(12.4)	\$59.980	\$89.928	\$29.948	49.9
Other Operating Revenue	\$3.264	\$4.340	\$1.076	33.0	\$16.320	\$17.566	\$1.246	7.6
Other Revenue	\$7.624	\$14.471	\$6.847	89.8	\$82.612	\$113.807	\$31.195	37.8
Capital and Other Reimbursements	\$98.689	\$70.880	(27.809)	(28.2)	\$479.480	\$422.520	(56.960)	(11.9)
Total Revenue	\$485.046	\$440.662	(44.384)	(9.2)	\$2,401.909	\$2,330.175	(71.734)	(3.0)
<u>Expenditures</u>								
<u>Labor :</u>								
Payroll	\$278.536	\$270.171	\$8.365	3.0	\$1,389.584	\$1,366.861	\$22.723	1.6
Overtime	\$43.137	\$50.107	(6.970)	(16.2)	\$221.371	\$247.637	(26.266)	(11.9)
Total Salaries & Wages	\$321.673	\$320.278	\$1.395	0.4	\$1,610.955	\$1,614.498	(3.543)	(0.2)
Health and Welfare	\$68.493	\$65.273	\$3.220	4.7	\$341.305	\$344.238	(2.933)	(0.9)
OPEB Current Payment	\$35.655	\$33.326	\$2.329	6.5	\$179.795	\$164.965	\$14.831	8.2
Pensions	\$77.715	\$75.329	\$2.386	3.1	\$383.948	\$376.595	\$7.353	1.9
Other Fringe Benefits	\$34.593	\$35.469	(0.876)	(2.5)	\$184.182	\$186.894	(2.712)	(1.5)
Total Fringe Benefits	\$216.456	\$209.397	\$7.059	3.3	\$1,089.231	\$1,072.692	\$16.539	1.5
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	-	-
Labor	\$538.129	\$529.675	\$8.454	1.6	\$2,700.185	\$2,687.190	\$12.995	0.5
<u>Non-Labor :</u>								
Electric Power	\$23.472	\$18.384	\$5.088	21.7	\$131.354	\$104.295	\$27.059	20.6
Fuel	\$9.275	\$7.467	\$1.808	19.5	\$47.654	\$33.046	\$14.608	30.7
Insurance	\$3.920	\$9.080	(5.160)	-	\$42.517	\$42.630	(0.113)	(0.3)
Claims	\$9.543	\$18.297	(8.754)	(91.7)	\$47.714	\$51.181	(3.467)	(7.3)
Paratransit Service Contracts	\$34.627	\$30.966	\$3.661	10.6	\$169.649	\$150.779	\$18.870	11.1
Maintenance and Other Operating Contracts	\$20.870	\$24.177	(3.307)	(15.8)	\$95.743	\$109.919	(14.176)	(14.8)
Professional Service Contracts	\$8.227	\$26.057	(17.830)	-	\$39.248	\$74.369	(35.121)	(89.5)
Materials & Supplies	\$31.638	\$31.723	(0.085)	(0.3)	\$158.320	\$165.390	(7.070)	(4.5)
Other Business Expenses	\$6.555	\$5.724	\$0.831	12.7	\$32.280	\$34.248	(1.968)	(6.1)
Non-Labor	\$148.125	\$171.875	(23.750)	(16.0)	\$764.478	\$765.857	(1.379)	(0.2)
<u>Other Expense Adjustments:</u>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$686.254	\$701.550	(15.296)	(2.2)	\$3,464.664	\$3,453.047	\$11.617	0.3
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$686.254	\$701.550	(15.296)	(2.2)	\$3,464.664	\$3,453.047	\$11.617	0.3
Net Surplus/(Deficit)	(201.208)	(260.888)	(59.680)	(29.7)	(1,062.755)	(1,122.872)	(60.117)	(5.7)

Note: Totals may not add due to rounding

Table 5

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
May 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	(23.4)	(6.2)	Mostly from a budgeted ridership increase not realized	(46.0)	(2.5)	Due largely to a budgeted ridership increase not realized, the impact of the January blizzard and severe cold weather in February around the President's Day Holiday weekend
Other Operating Receipts	6.8	89.8	Due principally to the favorable timing of student fare reimbursements	31.2	37.8	Due principally to the favorable timing of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	(27.8)	(28.2)	Largely the unfavorable timing of capital reimbursements	(57.0)	(11.9)	Largely the unfavorable timing of capital reimbursements
Salaries & Wages				(3.5)	(0.2)	Caused largely by higher overtime expenditures, partly offset by payroll underruns
Health & Welfare (including OPEB current payment)	5.6	5.4	Mostly the favorable timing of payments, partly offset by the unfavorable timing of expenses	11.9	2.3	Mostly favorable rates and the timing of expenses, partly offset by the unfavorable timing of payments
Pension	2.4	3.1	Largely the favorable timing of NYCERS expenses/payments	7.4	1.9	Largely the favorable timing of NYCERS expenses/payments
Electric Power	5.1	21.7	Primarily lower prices and favorable billing/timing adjustments	27.1	20.6	Primarily lower consumption and prices, and favorable billing/timing adjustments
Fuel	1.8	19.5	Mainly lower prices	14.6	30.7	Mainly lower prices
Insurance	(5.2)	over (100.0)	Predominantly the unfavorable timing of interagency payments			
Claims	(8.8)	(91.7)	The unfavorable timing of payments	(3.5)	(7.3)	The unfavorable timing of payments
Paratransit Service Contracts	3.7	10.6	Expense savings and the favorable timing of payments	18.9	11.1	Expense savings and the favorable timing of payments
Maintenance Contracts	(3.3)	(15.8)	Mainly the unfavorable timing of maintenance services and tires & tube expenses	(14.2)	(14.8)	Primarily the unfavorable timing of non-vehicle maintenance & repair and tires & tube expenses
Professional Service Contracts	(17.8)	over (100.0)	Primarily the unfavorable timing of payments	(35.1)	(89.5)	Primarily the unfavorable timing of payments

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

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$2.705	(13.795)	(16.500)	-	\$0.546	(0.238)	(0.784)	-
Fare Reimbursement	(8.956)	(2.643)	\$6.313	70.5	(33.796)	(33.796)	\$0.000	0.0
Paratransit Reimbursement	(11.393)	(12.759)	(1.366)	(12.0)	(21.965)	\$11.106	\$33.071	-
Other Operating Revenue	(10.044)	(8.172)	\$1.872	18.6	(50.220)	(43.140)	\$7.080	14.1
Other Revenue	(30.393)	(23.574)	\$6.819	22.4	(105.981)	(65.829)	\$40.152	37.9
Capital and Other Reimbursements	\$0.000	(30.046)	(30.046)	-	\$0.000	(61.588)	(61.588)	-
Total Revenue	(27.688)	(67.415)	(39.727)	-	(105.435)	(127.655)	(22.220)	(21.1)
Expenses								
Labor :								
Payroll	\$35.178	\$36.131	\$0.953	2.7	\$130.597	\$124.145	(6.453)	(4.9)
Overtime	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Salaries & Wages	\$35.178	\$36.131	\$0.953	2.7	\$130.597	\$124.144	(6.453)	(4.9)
Health and Welfare	\$0.000	\$13.622	\$13.622	-	\$0.000	(2.480)	(2.480)	-
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	(56.757)	(56.773)	(0.017)	0.0	(283.784)	(283.807)	(0.023)	0.0
Other Fringe Benefits	\$5.910	\$4.987	(0.923)	(15.6)	\$18.065	\$16.053	(2.012)	(11.1)
Total Fringe Benefits	(50.846)	(38.165)	\$12.682	24.9	(265.719)	(270.234)	(4.515)	(1.7)
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	(15.669)	(2.034)	\$13.635	87.0	(135.122)	(146.089)	(10.968)	(8.1)
Non-Labor :								
Electric Power	\$0.000	(0.249)	(0.249)	-	\$0.000	(1.180)	(1.180)	-
Fuel	\$0.000	(0.296)	(0.296)	-	\$0.000	\$1.323	\$1.323	-
Insurance	\$2.655	(2.218)	(4.873)	-	(10.996)	(11.630)	(0.634)	(5.8)
Claims	\$0.886	(8.735)	(9.621)	-	\$4.430	\$0.096	(4.334)	(97.8)
Paratransit Service Contracts	\$0.000	\$1.791	\$1.791	-	\$0.500	\$7.876	\$7.376	-
Maintenance and Other Operating Contracts	\$0.000	(0.223)	(0.223)	-	\$0.000	\$1.247	\$1.247	-
Professional Service Contracts	\$0.000	(13.435)	(13.435)	-	\$6.000	(25.619)	(31.619)	-
Materials & Supplies	(0.458)	\$4.847	\$5.305	-	(3.374)	(1.777)	\$1.597	47.3
Other Business Expenses	\$0.000	\$0.309	\$0.309	-	\$0.000	(1.821)	(1.821)	-
Non-Labor	\$3.083	(18.207)	(21.290)	-	(3.440)	(31.484)	(28.044)	-
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	(12.586)	(20.241)	(7.655)	(60.8)	(138.562)	(177.574)	(39.012)	(28.2)
Depreciation	\$133.361	\$134.899	\$1.538	1.2	\$655.873	\$696.477	\$40.604	6.2
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$420.228	\$272.163	(148.065)	(35.2)
GASB 68 Pension Adjustment	\$0.000	\$56.780	\$56.780	-	\$0.000	\$282.876	\$282.876	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$120.775	\$171.438	\$50.663	41.9	\$937.539	\$1,073.942	\$136.403	14.5
Total Cash Conversion Adjustments	\$93.087	\$104.024	\$10.936	11.7	\$832.104	\$946.287	\$114.182	13.7

Note: Totals may not add due to rounding

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

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	66	54	12	
Law	303	294	9	
Office of the EVP	46	40	6	
Human Resources	231	233	(2)	
Office of Management and Budget	42	43	(1)	
Capital Planning & Budget	35	31	4	
Corporate Communications	260	255	5	
Non-Departmental	(36)	(2)	(34)	
Labor Relations	98	90	8	
Materiel	289	274	15	
Controller	131	124	7	
Total Administration	1,465	1,436	29	
Operations				
Subways Service Delivery	7,986	7,943	43	
Subways Operations Support/Admin	405	400	5	
Subways Stations	2,650	2,627	23	
Sub-total Subways	11,041	10,970	71	
Buses	11,013	11,027	(14)	
Paratransit	213	201	12	
Operations Planning	402	383	19	
Revenue Control	579	551	28	
Non-Departmental	51	0	51	
Total Operations	23,299	23,132	167	
Maintenance				
Subways Operations Support/Admin	154	150	4	
Subways Engineering	377	347	30	
Subways Car Equipment	4,455	4,428	27	
Subways Infrastructure	1,589	1,545	44	
Subways Elevators & Escalators	452	409	43	
Subways Stations	3,728	3,654	74	Shortage of Avail. Station Maintainer Candidates
Subways Track	2,804	2,828	(24)	
Subways Power	607	605	2	
Subways Signals	1,507	1,478	29	
Subways Electronic Maintenance	1,592	1,542	50	
Sub-total Subways	17,265	16,986	279	
Buses	3,686	3,639	47	
Supply Logistics	559	560	(1)	
System Safety	99	84	15	
Non-Departmental	(91)	(1)	(90)	
Total Maintenance	21,518	21,268	250	
Engineering/Capital				
Capital Program Management	1,358	1,373	(15)	
Total Engineering/Capital	1,358	1,373	(15)	
Public Safety				
Security	651	637	14	
Total Public Safety	651	637	14	
Total Positions	48,291	47,846	445	
Non-Reimbursable	43,120	42,852	268	
Reimbursable	5,171	4,994	177	
Total Full-Time	48,088	47,592	496	
Total Full-Time Equivalents	203	254	(51)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	542	463	79	
Professional, Technical, Clerical	894	948	(54)	
Operational Hourlies	29	25	4	
Total Administration	1,465	1,436	29	
Operations				
Managers/Supervisors	2,755	2,669	86	
Professional, Technical, Clerical	505	482	23	
Operational Hourlies	20,039	19,981	58	
Total Operations	23,299	23,132	167	
Maintenance				
Managers/Supervisors	3,869	3,883	(14)	
Professional, Technical, Clerical	1,099	1,030	69	
Operational Hourlies	16,550	16,355	195	
Total Maintenance	21,518	21,268	250	
Engineering/Capital				
Managers/Supervisors	339	344	(5)	
Professional, Technical, Clerical	1,017	1,027	(10)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,358	1,373	(15)	
Public Safety				
Managers/Supervisors	275	264	11	
Professional, Technical, Clerical	40	37	3	
Operational Hourlies	336	336	0	
Total Public Safety	651	637	14	
Total Positions				
Managers/Supervisors	7,780	7,623	157	
Professional, Technical, Clerical	3,555	3,524	31	
Operational Hourlies	36,956	36,699	257	
Total Positions	48,291	47,846	445	

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

	May						May Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	344,644	\$10.904	342,115	\$10.884	2,529	\$0.020 0.2%	1,706,852	\$53.913	1,706,234	\$54.256	618	(\$0.342) (0.6%)
<u>Unscheduled Service</u>	316,512	\$10.305	322,635	\$10.409	(6,123)	(\$0.103) (1.0%)	1,434,368	\$46.457	1,459,774	\$47.233	(25,405)	(\$0.776) (1.7%)
<u>Programmatic/Routine Maintenance</u>	339,396	\$12.332	380,827	\$12.955	(41,431)	(\$0.623) -5.1%	1,656,478	\$56.560	1,655,864	\$56.220	614	\$0.340 0.6%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000 0.0%	0	\$0.000	0	\$0.000	0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	41,410	\$1.290	53,760	\$1.773	(12,350)	(\$0.483) -37.5%	207,052	\$6.437	209,268	\$6.902	(2,216)	(\$0.465) -7.2%
<u>Weather Emergencies</u>	3,029	\$0.100	1,503	\$0.052	1,526	\$0.048 47.8%	380,104	\$12.608	522,955	\$17.682	(142,851)	(\$5.074) (40.2%)
<u>Safety/Security/Law Enforcement</u>	11,242	\$0.325	9,644	\$0.263	1,598	\$0.063 19.3%	56,200	\$1.624	51,892	\$1.443	4,308	\$0.181 11.2%
<u>Other</u>	13,289	\$0.401	11,349	\$0.398	1,940	\$0.003 0.7%	66,769	\$2.002	57,899	\$2.085	8,870	(\$0.083) (4.1%)
Subtotal	1,069,521	\$35.657	1,121,833	\$36.733	(52,312)	(\$1.076) -3.0%	5,507,822	\$179.600	5,663,885	\$185.819	(156,063)	(\$6.219) (3.5%)
REIMBURSABLE OVERTIME	244,509	\$7.480	383,782	\$13.374	(139,274)	(\$5.894) (78.8%)	1,214,079	\$41.771	1,766,823	\$61.818	(552,743)	(\$20.047) (48.0%)
TOTAL OVERTIME	1,314,030	\$43.137	1,505,615	\$50.106	(191,585)	(\$6.970) (16.2%)	6,721,902	\$221.371	7,430,708	\$247.637	(708,806)	(\$26.266) (11.9%)

Totals may not add due to rounding

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

* Exceeds 100%

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

NON-REIMBURSABLE OVERTIME	May			May Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<u>Scheduled Service</u>	2,529	\$0.0 (1.9%)		618	(\$0.3) 5.5%	
<u>Unscheduled Service</u>	(6,123)	(\$0.1) 9.6%		(25,405)	(\$0.8) 12.5%	Unfavorable variance due to subway service delays and overcrowding.
<u>Programmatic/Routine Maintenance</u>	(41,431)	(\$0.6) 57.9%	Continued Signals Maintenance	614	\$0.3 (5.5%)	
<u>Unscheduled Maintenance</u>	0	\$0.0 0%		0	\$0.0 .0%	
<u>Vacancy/Absentee Coverage</u>	(12,350)	(\$0.5) 44.9%	Mainly due to vacancy / absentee coverage for station agents, bus operators, signal and stations maintenance.	(2,216)	(\$0.5) 7.5%	Mainly due to vacancy / absentee coverage for station agents, bus operators, signal and stations maintenance.
<u>Weather Emergencies</u>	1,526	\$0.0 (4.4%)		(142,851)	(\$5.1) 81.6%	Unfavorable results mainly due to response to the January blizzard.
<u>Safety/Security/Law Enforcement</u>	1,598	\$0.1 (5.8%)		4,308	\$0.2 (2.9%)	
<u>Other</u>	1,940	\$0.0 (0.3%)		8,870	(\$0.1) 1.3%	
Subtotal	(52,312)	(\$1.1) 15.4%		(156,063)	(\$6.2) 23.7%	
REIMBURSABLE OVERTIME	(139,274)	(\$5.9) 84.6%	Mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability, and other capital program support.	(552,743)	(\$20.0) 76.3%	Mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability, and other capital program support.
TOTAL OVERTIME	(191,585)	(\$7.0)		(708,806)	(\$26.3)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2016 Overtime Reporting
Overtime Legend

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



FINANCIAL AND RIDERSHIP REPORT

May 2016

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.8 million in May, was less than \$0.1 million (2.1 percent) below the Adopted Budget (budget), due mostly to an underrun in farebox revenue. Year-to-date, operating revenue was \$3.8 million, \$0.1 million (3.7 percent) below budget, also due mostly to an underrun in farebox revenue, caused by lower-than-anticipated ridership.

Total **ridership** in May 2016 was 393,314 riders, 3.3 percent (13,618 riders) below budget, due mainly to lower student ridership. Year-to-date, ridership was 1,880,359 riders, 3.5 percent (67,731 riders) below budget, due mainly to poor weekend ridership resulting from the historic blizzard in January and the President's Day weekend service shutdown in February. May 2016 average weekday ridership was 16,949, 0.8 percent (128 riders) lower than May 2015. Average weekday ridership for the twelve months ending May 2016 was 16,305 riders, 4.7 percent (729 riders) higher than the previous twelve-month period, due to the residual impact of a 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 in excess of budget in May by \$0.7 million (11.5 percent). Labor expenses were slightly over budget by a net \$0.1 million (2.9 percent), as a catch-up of pension expenses of \$1.0 million (over 100.0 percent) was mostly offset by the favorable timing of payroll expenses of \$0.5 million (28.2 percent), overtime expenses of \$0.2 million (63.8 percent) and other fringe benefit expenses of \$0.1 million (34.1 percent). Non-labor expenses overran budget by \$0.6 million (23.3 percent), due primarily to a catch-up in maintenance contract expenses of \$0.7 million (39.5 percent), involving the timing of R44 car fleet maintenance inter-agency expenses. Year-to-date, non-reimbursable expenses were below budget by \$4.6 million (16.5 percent). Labor expenses were less than budget by \$0.5 million (3.2 percent), resulting largely from increased reimbursable overhead credits of \$0.4 million (50.1 percent), generated from a more favorable mix of reimbursable project work. Non-labor expenses were favorable to budget by \$4.1 million (34.0 percent), due substantially to an underrun in maintenance contract expenses of \$3.7 million (44.7 percent), resulting from the favorable timing of R44 car fleet maintenance inter-agency expenses.

Depreciation expenses of \$3.1 million year-to-date were below budget by \$0.3 million (9.2 percent). Other Post-Employment Benefit expenses of \$1.8 million were \$1.2 million (over 100.0 percent) above budget, based on a year-end 2015 actuarial update. GASB #68 Pension Adjustment accrued expenses of \$0.2 million were recorded year-to-date.

The **operating cash deficit** (excluding subsidies) was \$25.1 million through May, \$0.9 million (3.8 percent) unfavorable to budget.

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

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.566	\$0.544	(0.022)	(3.8)	\$0.000	\$0.000	-	-	\$0.566	\$0.544	(0.022)	(3.8)
Other Revenue	\$0.242	\$0.247	\$0.005	1.9	\$0.000	\$0.000	-	-	\$0.242	\$0.247	\$0.005	1.9
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.629	\$0.623	(0.006)	(1.0)	\$0.629	\$0.623	(0.006)	(1.0)
Total Revenue	\$0.808	\$0.791	(0.017)	(2.1)	\$0.629	\$0.623	(0.006)	(1.0)	\$1.437	\$1.414	(0.023)	(1.6)
Expenses												
Labor :												
Payroll	\$1.825	\$1.310	\$0.515	28.2	\$0.150	\$0.273	(0.123)	(82.5)	\$1.975	\$1.583	\$0.392	19.8
Overtime	\$0.321	\$0.116	\$0.205	63.8	\$0.150	\$0.043	\$0.107	71.3	\$0.471	\$0.159	\$0.312	66.2
Total Salaries & Wages	\$2.146	\$1.426	\$0.720	33.5	\$0.300	\$0.316	(0.016)	(5.5)	\$2.446	\$1.742	\$0.704	28.8
Health and Welfare	\$0.359	\$0.470	(0.111)	(30.9)	\$0.000	\$0.000	-	-	\$0.359	\$0.470	(0.111)	(30.9)
OPEB Current Payment	\$0.118	\$0.093	\$0.025	21.4	\$0.000	\$0.001	(0.001)	-	\$0.118	\$0.094	\$0.024	20.5
Pensions	\$0.511	\$1.500	(0.989)	-	\$0.000	\$0.000	-	-	\$0.511	\$1.500	(0.989)	-
Other Fringe Benefits	\$0.312	\$0.205	\$0.107	34.1	\$0.009	\$0.000	\$0.009	-	\$0.321	\$0.205	\$0.116	36.0
Total Fringe Benefits	\$1.300	\$2.268	(0.968)	(74.5)	\$0.009	\$0.001	\$0.008	88.9	\$1.309	\$2.269	(0.960)	(73.3)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.153)	(0.304)	\$0.151	99.0	\$0.153	\$0.304	(0.151)	(98.7)	\$0.000	\$0.000	\$0.000	-
Labor	\$3.293	\$3.390	(0.097)	(2.9)	\$0.462	\$0.621	(0.159)	(34.5)	\$3.755	\$4.011	(0.256)	(6.8)
Non-Labor :												
Electric Power	\$0.330	\$0.233	\$0.097	29.4	\$0.000	\$0.000	\$0.000	-	\$0.330	\$0.233	\$0.097	29.4
Fuel	\$0.025	\$0.031	(0.006)	(23.5)	\$0.000	\$0.000	-	-	\$0.025	\$0.031	(0.006)	(23.5)
Insurance	\$0.080	\$0.031	\$0.049	61.5	\$0.000	\$0.000	-	-	\$0.080	\$0.031	\$0.049	61.5
Claims	\$0.008	\$0.008	\$0.000	0.0	\$0.000	\$0.000	-	-	\$0.008	\$0.008	\$0.000	0.0
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.671	\$2.331	(0.660)	(39.5)	\$0.000	\$0.000	-	-	\$1.671	\$2.331	(0.660)	(39.5)
Professional Service Contracts	\$0.064	\$0.019	\$0.045	70.6	\$0.000	\$0.001	(0.001)	-	\$0.064	\$0.020	\$0.044	69.1
Materials & Supplies	\$0.218	\$0.295	(0.077)	(35.5)	\$0.167	\$0.001	\$0.166	-	\$0.385	\$0.296	\$0.089	23.0
Other Business Expenses	\$0.002	\$0.008	(0.006)	-	\$0.000	\$0.000	-	-	\$0.002	\$0.008	(0.006)	-
Non-Labor	\$2.398	\$2.956	(0.558)	(23.3)	\$0.167	\$0.002	\$0.165	98.8	\$2.565	\$2.958	(0.393)	(15.3)
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$5.691	\$6.346	(0.655)	(11.5)	\$0.629	\$0.623	\$0.006	0.9	\$6.320	\$6.969	(0.649)	(10.3)
Depreciation	\$0.692	\$0.660	\$0.032	4.6	\$0.000	\$0.000	-	-	\$0.692	\$0.660	\$0.032	4.6
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	(1.500)	\$1.500	-	\$0.000	\$0.000	-	-	\$0.000	(1.500)	\$1.500	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$6.383	\$5.507	\$0.877	13.7	\$0.629	\$0.623	\$0.006	0.9	\$7.012	\$6.130	\$0.882	12.6
OPERATING SURPLUS/DEFICIT	(5.576)	(4.716)	\$0.860	15.4	\$0.000	\$0.000	\$0.000	-	(5.575)	(4.716)	\$0.859	15.4

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
may - 2016 Adopted
Accrual Statement of Operations By Category
Year-To-Date - may 2016
(\$ in Millions)

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	Nonreimbursable		Var Percent		Reimbursable				Total			
	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent	Adopted	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$2,730	\$2,610	(0.120)	(4.4)	\$0.000	\$0.000	-	-	\$2,730	\$2,610	(0.120)	(4.4)
Other Revenue	\$1.175	\$1.151	(0.024)	(2.1)	\$0.000	\$0.000	-	-	\$1.175	\$1.151	(0.024)	(2.1)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$2.606	\$2.385	(0.221)	(8.5)	\$2.606	\$2.385	(0.221)	(8.5)
Total Revenue	\$3.905	\$3.761	(0.144)	(3.7)	\$2.606	\$2.385	(0.221)	(8.5)	\$6.511	\$6.146	(0.365)	(5.6)
Expenses												
Labor :												
Payroll	\$9.020	\$9.111	(0.091)	(1.0)	\$0.731	\$0.730	\$0.001	0.1	\$9.751	\$9.841	(0.090)	(0.9)
Overtime	\$1.095	\$1.071	\$0.024	2.2	\$0.750	\$0.412	\$0.338	45.1	\$1.845	\$1.483	\$0.362	19.6
Total Salaries & Wages	\$10.115	\$10.182	(0.067)	(0.7)	\$1.481	\$1.142	\$0.339	22.9	\$11.596	\$11.324	\$0.272	2.3
Health and Welfare	\$1.795	\$1.597	\$0.198	11.0	\$0.000	\$0.000	-	-	\$1.795	\$1.597	\$0.198	11.0
OPEB Current Payment	\$0.590	\$0.653	(0.063)	(10.7)	\$0.000	\$0.008	(0.008)	-	\$0.590	\$0.661	(0.071)	(12.1)
Pensions	\$2.555	\$2.526	\$0.029	1.1	\$0.000	\$0.000	-	-	\$2.555	\$2.526	\$0.029	1.1
Other Fringe Benefits	\$1.550	\$1.515	\$0.035	2.3	\$0.045	\$0.000	\$0.045	-	\$1.595	\$1.515	\$0.080	5.0
Total Fringe Benefits	\$6.490	\$6.291	\$0.199	3.1	\$0.045	\$0.008	\$0.037	82.2	\$6.535	\$6.299	\$0.236	3.6
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.746)	(1.120)	\$0.374	50.1	\$0.746	\$1.120	(0.374)	(50.1)	\$0.000	\$0.000	\$0.000	-
Labor	\$15.859	\$15.352	\$0.507	3.2	\$2.272	\$2.270	\$0.002	0.1	\$18.131	\$17.622	\$0.509	2.8
Non-Labor :												
Electric Power	\$2.030	\$1.547	\$0.483	23.8	\$0.000	\$0.005	(0.005)	-	\$2.030	\$1.552	\$0.478	23.5
Fuel	\$0.134	\$0.088	\$0.046	34.1	\$0.000	\$0.000	-	-	\$0.134	\$0.088	\$0.046	34.1
Insurance	\$0.480	\$0.590	(0.110)	(22.9)	\$0.000	\$0.000	-	-	\$0.480	\$0.590	(0.110)	(22.9)
Claims	\$0.040	\$0.040	\$0.000	0.0	\$0.000	\$0.000	-	-	\$0.040	\$0.040	\$0.000	0.0
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$8.355	\$4.621	\$3.734	44.7	\$0.000	\$0.000	-	-	\$8.355	\$4.621	\$3.734	44.7
Professional Service Contracts	\$0.320	\$0.231	\$0.089	27.7	\$0.000	\$0.008	(0.008)	-	\$0.320	\$0.239	\$0.081	25.2
Materials & Supplies	\$0.694	\$0.773	(0.079)	(11.4)	\$0.334	\$0.102	\$0.232	69.5	\$1.028	\$0.875	\$0.153	14.8
Other Business Expenses	\$0.012	\$0.076	(0.064)	-	\$0.000	\$0.000	-	-	\$0.012	\$0.076	(0.064)	-
Non-Labor	\$12.065	\$7.967	\$4.098	34.0	\$0.334	\$0.115	\$0.219	65.6	\$12.399	\$8.082	\$4.317	34.8
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$27.924	\$23.320	\$4.604	16.5	\$2.606	\$2.385	\$0.221	8.5	\$30.530	\$25.705	\$4.825	15.8
Depreciation	\$3.456	\$3.140	\$0.316	9.2	\$0.000	\$0.000	-	-	\$3.456	\$3.140	\$0.316	9.2
OPEB Liability	\$0.575	\$1.800	(1.225)	-	\$0.000	\$0.000	-	-	\$0.575	\$1.800	(1.225)	-
GASB 68 Pension Adjustment	\$0.000	\$0.165	(0.165)	-	\$0.000	\$0.000	-	-	\$0.000	\$0.165	(0.165)	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$31.955	\$28.424	\$3.531	11.1	\$2.606	\$2.385	\$0.221	8.5	\$34.561	\$30.809	\$3.752	10.9
OPERATING SURPLUS/DEFICIT	(28.050)	(24.663)	\$3.388	12.1	\$0.000	\$0.000	\$0.000	-	(28.050)	(24.663)	\$3.387	12.1

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.

Table 3

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.	(0.022)	(3.8)	Mostly due to lower ridership	(0.120)	(4.4)	Mostly due to lower ridership from adverse weather early in the year
Other Operating Revenue	Non Reimb.	0.005	1.9	The favorable timing of student fare reimbursements	(0.024)	(2.1)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.515	28.2	Largely the favorable timing of expenses and vacancies	(0.091)	(1.0)	Primarily a higher-than-estimated retro-wage adjustment, effective mid-2010, based on new labor contract agreements, mostly offset by vacancy savings and the timing of expenses
Overtime	Non Reimb.	0.205	63.8	Largely the favorable timing of project labor requirements	0.024	2.2	Largely the favorable timing of project labor requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.086)	(14.9)	The unfavorable timing of expenses	0.135	5.7	The favorable timing of expenses
Pension	Non Reimb.	(0.989)	over (100.0)	The unfavorable timing of expenses/payments	0.029	1.1	The favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.107	34.1	Timing of interagency fringe benefit billing	0.035	2.3	Timing of interagency fringe benefit billing
Electric Power	Non Reimb.	0.097	29.4	Mostly the timing of expenses and lower prices	0.483	23.8	Mostly the timing of expenses and lower prices
Fuel	Non Reimb.				0.046	34.1	Largely lower prices
Insurance	Non Reimb.	0.049	61.5	The favorable timing of interagency billing	(0.110)	(22.9)	The unfavorable timing of interagency billing
Maintenance & Other Operating Contracts	Non Reimb.	(0.660)	(39.5)	Mainly the unfavorable timing of R44 car fleet maintenance interagency billing/payments	3.734	44.7	Mainly the favorable timing of R44 car fleet maintenance interagency billing/payments
Professional Service Contracts	Non Reimb.	0.045	70.6	The favorable timing of various professional service contract account expenses	0.089	27.7	The favorable timing of various professional service contract account expenses
Materials and Supplies	Non Reimb.	(0.077)	(35.5)	Primarily the unfavorable timing of maintenance material requirements	(0.079)	(11.4)	Primarily the unfavorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	(0.006)	(1.0)	Timing of contractor requirements	(0.221)	(8.5)	Timing of contractor requirements
Payroll	Reimb.	(0.123)	(82.5)	Timing of contractor requirements			
Overtime	Reimb.	0.107	71.3	Timing of contractor requirements	0.338	45.1	Timing of contractor requirements
Materials & Supplies	Reimb.	0.166	n/a	The favorable timing of project material requirements	0.232	69.5	The favorable timing of project material requirements

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

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	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.566	\$0.526	(0.040)	(7.0)	\$2.730	\$2.628	(0.102)	(3.7)
Other Revenue	\$0.242	\$0.075	(0.167)	(69.0)	\$1.175	\$1.233	\$0.058	4.9
Capital and Other Reimbursements	\$0.629	\$0.013	(0.616)	(97.9)	\$2.606	\$1.683	(0.923)	(35.4)
Total Revenue	\$1.437	\$0.614	(0.823)	(57.3)	\$6.511	\$5.544	(0.967)	(14.8)
Expenditures								
Labor :								
Payroll	\$1.805	\$1.708	\$0.097	5.4	\$9.922	\$16.788	(6.866)	(69.2)
Overtime	\$0.471	\$0.152	\$0.319	67.7	\$1.845	\$1.480	\$0.365	19.8
Total Salaries & Wages	\$2.276	\$1.860	\$0.416	18.3	\$11.767	\$18.268	(6.501)	(55.2)
Health and Welfare	\$0.359	\$1.001	(0.642)	-	\$1.795	\$1.001	\$0.794	44.2
OPEB Current Payment	\$0.118	\$1.114	(0.996)	-	\$0.590	\$1.332	(0.742)	-
Pensions	\$0.511	\$0.526	(0.015)	(2.9)	\$2.555	\$2.526	\$0.029	1.1
Other Fringe Benefits	\$0.308	\$0.227	\$0.081	26.3	\$1.607	\$2.297	(0.690)	(42.9)
Total Fringe Benefits	\$1.296	\$2.868	(1.572)	-	\$6.547	\$7.156	(0.609)	(9.3)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$3.572	\$4.728	(1.156)	(32.4)	\$18.314	\$25.424	(7.110)	(38.8)
Non-Labor :								
Electric Power	\$0.330	\$0.271	\$0.059	17.9	\$2.030	\$1.884	\$0.146	7.2
Fuel	\$0.025	\$0.024	\$0.001	4.0	\$0.134	\$0.085	\$0.049	36.6
Insurance	\$0.080	\$0.019	\$0.061	76.2	\$0.480	\$0.382	\$0.098	20.4
Claims	\$0.008	\$0.000	\$0.008	-	\$0.040	\$0.000	\$0.040	-
Paratransit Service Contracts	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Maintenance and Other Operating Contracts	\$1.671	\$0.038	\$1.633	97.7	\$8.355	\$1.752	\$6.603	79.0
Professional Service Contracts	\$0.064	\$0.141	(0.077)	-	\$0.320	\$0.482	(0.162)	(50.6)
Materials & Supplies	\$0.385	\$0.171	\$0.214	55.6	\$1.028	\$0.581	\$0.447	43.5
Other Business Expenses	\$0.002	\$0.007	(0.005)	-	\$0.012	\$0.066	(0.054)	-
Non-Labor	\$2.565	\$0.671	\$1.894	73.8	\$12.399	\$5.232	\$7.167	57.8
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$6.137	\$5.399	\$0.738	12.0	\$30.713	\$30.656	\$0.057	0.2
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
GASB 68 Pension Adjustment	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$6.137	\$5.399	\$0.738	12.0	\$30.713	\$30.656	\$0.057	0.2
Net Surplus/(Deficit)	(4.700)	(4.785)	(0.085)	(1.8)	(24.202)	(25.112)	(0.910)	(3.8)

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
MAY 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	(0.040)	(7.0%)	Primarily the unfavorable timing of cash settlements with NYCT	(0.102)	(3.7%)	Primarily the unfavorable timing of cash settlements with NYCT
Other Operating Revenue	(0.167)	(69.0%)	Mostly the unfavorable timing of student fare reimbursements	0.058	4.9%	Mostly the favorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.616)	(97.9%)	The unfavorable timing of reimbursements	(0.923)	(35.4%)	The unfavorable timing of reimbursements
Payroll				(6.866)	(69.2%)	Mostly the unfavorable timing of retro-wage payments effective mid-2010, based on new labor contract agreements. These forecasted 2015 payments have been reported as favorable year-end 2015 timing adjustments and will be included in the July 2016 Financial Plan
Health and Welfare (including OPEB current payment)	(1.638)	over (100.0)	Mostly the unfavorable timing of payments			
Other Fringe Benefits				(0.690)	(42.9%)	Mostly the unfavorable timing of FICA payments pertaining to retro-wage payments reported in payroll above
Maintenance Contracts	1.633	97.7%	Primarily the favorable timing of R44 car fleet maintenance interagency billing/payments	6.603	79.0%	Primarily the favorable timing of R44 car fleet maintenance interagency billing/payments
Materials and Supplies	0.214	55.6%	Largely the favorable timing of maintenance material requirements and payments	0.447	43.5%	Largely the favorable timing of payments and maintenance material requirements

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

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	Month				Year-To-Date			
	Adopted	Actual	Favorable (Unfavorable)		Adopted	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	(0.018)	(0.018)	-	\$0.000	\$0.018	\$0.018	-
Other Revenue	\$0.000	(0.172)	(0.172)	-	\$0.000	\$0.082	\$0.082	-
Capital and Other Reimbursements	\$0.000	(0.610)	(0.610)	-	\$0.000	(0.702)	(0.702)	-
Total Revenue	\$0.000	(0.800)	(0.800)	-	\$0.000	(0.602)	(0.602)	-
Expenses								
Labor :								
Payroll	\$0.170	(0.125)	(0.295)	-	(0.171)	(6.947)	(6.776)	-
Overtime	\$0.000	\$0.007	\$0.007	-	\$0.000	\$0.003	\$0.003	-
Total Salaries & Wages	\$0.170	(0.118)	(0.288)	-	-	(6.944)	(6.773)	-
Health and Welfare	\$0.000	(0.531)	(0.531)	-	\$0.000	\$0.596	\$0.596	-
OPEB Current Payment	\$0.000	(1.020)	(1.020)	-	\$0.000	(0.671)	(0.671)	-
Pensions	\$0.000	\$0.974	\$0.974	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.013	(0.022)	(0.035)	-	(0.012)	(0.782)	(0.770)	-
Total Fringe Benefits	\$0.013	(0.599)	(0.612)	-	(0.012)	(0.857)	(0.845)	-
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Labor	\$0.183	(0.717)	(0.900)	-	(0.183)	(7.802)	(7.619)	-
Non-Labor :								
Electric Power	\$0.000	(0.038)	(0.038)	-	\$0.000	(0.332)	(0.332)	-
Fuel	\$0.000	\$0.007	\$0.007	-	\$0.000	\$0.003	\$0.003	-
Insurance	\$0.000	\$0.012	\$0.012	-	\$0.000	\$0.208	\$0.208	-
Claims	\$0.000	\$0.008	\$0.008	-	\$0.000	\$0.040	\$0.040	-
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.000	\$2.293	\$2.293	-	\$0.000	\$2.869	\$2.869	-
Professional Service Contracts	\$0.000	(0.121)	(0.121)	-	\$0.000	(0.243)	(0.243)	-
Materials & Supplies	\$0.000	\$0.125	\$0.125	-	\$0.000	\$0.294	\$0.294	-
Other Business Expenses	\$0.000	\$0.001	\$0.001	-	\$0.000	\$0.010	\$0.010	-
Non-Labor	\$0.000	\$2.287	\$2.287	-	\$0.000	\$2.850	\$2.850	-
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$0.183	\$1.570	\$1.387	-	(0.183)	(4.951)	(4.768)	-
Depreciation	\$0.692	\$0.660	(0.032)	(4.6)	\$3.456	\$3.140	(0.316)	(9.2)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.575	\$1.225	\$1.225	-
GASB 68 Pension Adjustment	\$0.000	(1.500)	(1.500)	-	\$0.000	\$0.165	\$0.165	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$0.875	\$0.731	(0.144)	(16.5)	\$3.848	\$0.153	(3.695)	(96.0)
Total Cash Conversion Adjustments	\$0.875	(0.069)	(0.944)	-	\$3.848	(0.449)	(4.297)	-

Note: Totals may not add due to rounding

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

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

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	11	2
General Office	10	9	1
Purchasing/Stores	6	5	1
Total Administration	29	25	4
Operations			
Transportation	107	113	(6)
Total Operations	107	113	(6)
Maintenance			
Mechanical	52	45	7
Electronics/Electrical	15	13	2
Power/Signals	26	17	9
Maintenance of Way	48	47	1
Infrastructure	25	28	(3)
Total Maintenance	166	150	16
Engineering/Capital			
Reimbursable Program Support	26	13	13
Total Engineering Capital	26	13	13
Total Positions	328	301	27
Non-Reimbursable	302	288	14
Reimbursable	26	13	13
Total Full-Time	328	301	27
Total Full-Time-Equivalents	0	0	0

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	18	(1)	
Professional, Technical, Clerical	12	7	5	
Operational Hourlies	0	0	0	
Total Administration	29	25	4	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	99	108	(9)	
Total Operations	107	113	(6)	
Maintenance				
Managers/Supervisors	12	11	1	
Professional, Technical, Clerical	6	3	3	
Operational Hourlies	148	136	12	
Total Maintenance	166	150	16	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	8	12	
Total Engineering/Capital	26	13	13	
Total Positions				
Managers/Supervisors	38	35	3	
Professional, Technical, Clerical	23	14	9	
Operational Hourlies	267	252	15	
Total Positions	328	301	27	

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

Month of May				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.407	0.393	(0.014)	(3.3%)	Mostly due to lower student ridership than budgeted
Year-to-Date				
1.948	1.880	(0.068)	(3.5%)	Mostly due to poor weekend ridership (the historic blizzard in January and the President's Day weekend G.O. in February)

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

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

	Month of May				Explanation
	2015	2016	Variance		
			Amount	Percent	
Average Weekday	0.017	0.017	(0.000)	(0.8%)	
Average Weekend	0.009	0.008	(0.001)	(8.7%)	Lower ridership than expected despite favorable weather
12-Month Rolling Average					
Average Weekday	0.016	0.016	0.001	4.7%	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)	(5.2%)	More weekends with service changes in the current 12-month period than in the prior 12-month period

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

FINANCIAL AND RIDERSHIP REPORT**May 2016**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$20.0 million in May, less than \$0.1 million (0.1 percent) below budget. Year-to-date, operating revenue was \$96.3 million, lower than budget by \$0.5 million (0.5 percent), due primarily to a farebox revenue underrun of \$1.7 million (2.0 percent), caused by lower ridership including an adverse weather impact occurring early in the year. Other operating revenue increased by \$1.2 million (14.4 percent), due to higher student fare reimbursements.

Total MTA Bus **ridership** in May 2016 was 11.0 million, 1.6 percent (0.2 million riders) below budget. Year-to-date, ridership was 52.1 million, 2.6 percent (1.4 million riders) below budget. May 2016 average weekday ridership was 428,947, a decrease of 1.1 percent (4,709 riders) from May 2015. Average weekday ridership for the twelve months ending May 2016 was 407,736, a decrease of 0.5 percent (2,200 riders) from the twelve months ending May 2015.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$52.5 million in May, \$3.9 million (6.9 percent) below budget. Labor expenses were over budget by a net \$0.2 million (0.5 percent), including an increase in other fringe benefits of \$0.8 million (18.3 percent), caused by accrued higher Workers' Compensation reserve requirements, based on a current actuarial update, and the unfavorable timing of inter-agency billings. Health & welfare/OPEB current expenses exceeded budget by \$0.4 million (5.5 percent), due to higher medical expenses. Mostly offsetting these increases was an underrun in payroll expenses of \$0.8 million (3.4 percent), due to accrual adjustments. Non-labor expenses were below budget by \$4.1 million (28.0 percent), including lower fuel prices/CNG rebates of \$1.9 million (95.4 percent), favorable maintenance contract expense timing of \$1.0 million (31.6 percent), favorable professional service contract expense/billing timing of \$0.5 million (22.4 percent), and lower maintenance material expenses of \$0.5 million (13.7 percent). Year-to-date, expenses were below budget by \$6.9 million (2.5 percent). Labor expenses exceeded budget by \$8.6 million (4.2 percent), due primarily to an overrun in payroll expenses of \$4.5 million (4.1 percent), caused by higher wage rates and the unfavorable timing of reimbursable projects. Other Fringe benefits exceeded budget by \$4.0 million (19.5 percent), resulting mostly from accrued higher Workers' Compensation reserve requirements, based on a current actuarial update, and the timing of interagency billings. Non-labor expenses were under budget by \$15.4 million (21.3 percent), including favorable maintenance contract expenses of \$5.7 million (35.7 percent), due largely to the timing of expenses, and lower fuel prices of \$4.7 million (46.5 percent).

Depreciation expenses year-to-date were \$4.5 million (25.9 percent) above budget. GASB #45 Other Post-Employment Benefit accrued expenses of \$40.3 million year-to-date were \$1.4 million (3.4 percent) below budget.

The **operating cash deficit** (excluding subsidies) was \$183.5 million year-to-date, \$1.8 million (1.0 percent) above budget.

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 18.308	\$ 17.884	\$ (0.424)	(2.3)	\$ -	\$ -	\$ -	-	\$ 18.308	\$ 17.884	\$ (0.424)	(2.3)
Other Operating Income	1.741	2.137	0.396	22.7	-	-	-	-	1.741	2.137	0.396	22.7
Capital and Other Reimbursements	-	-	-	-	0.507	0.284	(0.223)	(44.0)	0.507	0.284	(0.223)	(44.0)
Total Revenue	\$ 20.049	\$ 20.021	\$ (0.028)	(0.1)	\$ 0.507	\$ 0.284	\$ (0.223)	(44.0)	\$ 20.556	\$ 20.305	\$ (0.251)	(1.2)
Labor:												
Payroll	\$ 21.974	\$ 21.220	\$ 0.754	3.4	\$ 0.243	\$ 0.173	\$ 0.070	28.8	\$ 22.217	\$ 21.393	\$ 0.824	3.7
Overtime	4.596	4.868	(0.272)	(5.9)	-	-	-	-	4.596	4.868	(0.272)	(5.9)
Health and Welfare	4.943	5.509	(0.566)	(11.4)	0.092	0.063	0.029	31.5	5.035	5.572	(0.537)	(10.7)
OPEB Current Payment	1.996	1.810	0.186	9.3	-	-	-	-	1.996	1.810	0.186	9.3
Pensions	3.990	3.660	0.330	8.3	0.041	0.021	0.020	48.8	4.031	3.681	0.350	8.7
Other Fringe Benefits	4.146	4.906	(0.760)	(18.3)	0.041	0.021	0.020	48.8	4.187	4.927	(0.740)	(17.7)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.099)	0.099	-	-	-	-	-	-	(0.099)	0.099	-
Total Labor Expenses	\$ 41.646	\$ 41.874	\$ (0.228)	(0.5)	\$ 0.417	\$ 0.278	\$ 0.139	33.3	\$ 42.063	\$ 42.152	\$ (0.089)	(0.2)
Non-Labor:												
Electric Power	\$ 0.154	\$ 0.117	\$ 0.037	24.0	\$ -	\$ -	\$ -	-	\$ 0.154	\$ 0.117	\$ 0.037	24.0
Fuel	2.028	0.094	1.934	95.4	-	-	-	-	2.028	0.094	1.934	95.4
Insurance	0.518	0.290	0.228	44.0	-	-	-	-	0.518	0.290	0.228	44.0
Claims	2.437	2.400	0.037	1.5	-	-	-	-	2.437	2.400	0.037	1.5
Maintenance and Other Operating Contracts	3.222	2.204	1.018	31.6	0.019	-	0.019	100.0	3.241	2.204	1.037	32.0
Professional Service Contracts	2.202	1.708	0.494	22.4	-	-	-	-	2.202	1.708	0.494	22.4
Materials & Supplies	3.935	3.394	0.541	13.7	0.071	0.006	0.065	91.5	4.006	3.400	0.606	15.1
Other Business Expense	0.215	0.383	(0.168)	(78.1)	-	-	-	-	0.215	0.383	(0.168)	(78.1)
Total Non-Labor Expenses	\$ 14.711	\$ 10.590	\$ 4.121	28.0	\$ 0.090	\$ 0.006	\$ 0.084	93.3	\$ 14.801	\$ 10.596	\$ 4.205	28.4
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 56.357	\$ 52.464	\$ 3.893	6.9	\$ 0.507	\$ 0.284	\$ 0.223	44.0	\$ 56.864	\$ 52.748	\$ 4.116	7.2
Depreciation	3.549	4.590	(1.041)	(29.3)	-	-	-	-	3.549	4.590	(1.041)	(29.3)
OPEB Obligation	8.346	6.915	1.431	17.1	-	-	-	-	8.346	6.915	1.431	17.1
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 68.252	\$ 63.969	\$ 4.283	6.3	\$ 0.507	\$ 0.284	\$ 0.223	44.0	\$ 68.759	\$ 64.253	\$ 4.506	6.6
Net Surplus/(Deficit)	\$ (48.203)	\$ (43.948)	\$ 4.255	8.8	\$ -	\$ -	\$ -	-	\$ (48.203)	\$ (43.948)	\$ 4.255	8.8

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 88.242	\$ 86.509	\$ (1.733)	(2.0)	\$ -	\$ -	\$ -	-	\$ 88.242	\$ 86.509	\$ (1.733)	(2.0)
Other Operating Income	8.586	9.826	1.240	14.4	-	-	-	-	8.586	9.826	1.240	14.4
Capital and Other Reimbursements	-	-	-	-	2.501	1.519	(0.982)	(39.3)	2.501	1.519	(0.982)	(39.3)
Total Revenue	\$ 96.828	\$ 96.335	\$ (0.493)	(0.5)	\$ 2.501	\$ 1.519	\$ (0.982)	(39.3)	\$ 99.329	\$ 97.854	\$ (1.475)	(1.5)
Expenses												
<i>Labor:</i>												
Payroll	\$ 108.348	\$ 112.821	\$ (4.473)	(4.1)	1.198	0.915	\$ 0.283	23.6	\$ 109.546	\$ 113.736	\$ (4.190)	(3.8)
Overtime	22.633	23.289	(0.656)	(2.9)	-	-	-	-	22.633	23.289	(0.656)	(2.9)
Health and Welfare	24.666	26.195	(1.529)	(6.2)	0.453	0.288	0.165	36.4	25.119	26.483	(1.364)	(5.4)
OPEB Current Payment	9.980	9.558	0.422	4.2	-	-	-	-	9.980	9.558	0.422	4.2
Pensions	19.911	18.737	1.174	5.9	0.206	0.133	0.073	35.4	20.117	18.870	1.247	6.2
Other Fringe Benefits	20.689	24.730	(4.041)	(19.5)	0.200	0.132	0.068	34.0	20.889	24.862	(3.973)	(19.0)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.516)	0.516	-	-	-	-	-	-	(0.516)	0.516	-
Total Labor Expenses	\$ 206.228	\$ 214.814	\$ (8.586)	(4.2)	\$ 2.056	\$ 1.468	\$ 0.588	28.6	\$ 208.284	\$ 216.282	\$ (7.998)	(3.8)
<i>Non-Labor:</i>												
Electric Power	\$ 0.761	\$ 0.646	\$ 0.115	15.1	\$ -	\$ -	\$ -	-	\$ 0.761	\$ 0.646	\$ 0.115	15.1
Fuel	9.997	5.344	4.653	46.5	-	-	-	-	9.997	5.344	4.653	46.5
Insurance	2.554	1.428	1.126	44.1	-	-	-	-	2.554	1.428	1.126	44.1
Claims	12.015	12.000	0.015	0.1	-	-	-	-	12.015	12.000	0.015	0.1
Maintenance and Other Operating Contracts	15.888	10.213	5.675	35.7	0.095	-	0.095	100.0	15.984	10.213	5.771	36.1
Professional Service Contracts	10.859	8.481	2.378	21.9	-	-	-	-	10.859	8.481	2.378	21.9
Materials & Supplies	19.402	17.483	1.919	9.9	0.349	0.051	0.298	85.4	19.751	17.534	2.217	11.2
Other Business Expense	1.059	1.502	(0.443)	(41.9)	-	-	-	-	1.059	1.502	(0.443)	(41.9)
Total Non-Labor Expenses	\$ 72.536	\$ 57.097	\$ 15.439	21.3	\$ 0.445	\$ 0.051	\$ 0.394	88.5	\$ 72.981	\$ 57.148	\$ 15.833	21.7
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 278.764	\$ 271.911	\$ 6.853	2.5	\$ 2.501	\$ 1.519	\$ 0.982	39.3	\$ 281.265	\$ 273.430	\$ 7.835	2.8
Depreciation	17.499	22.031	(4.532)	(25.9)	-	-	-	-	17.499	22.031	(4.532)	(25.9)
OPEB Obligation	41.730	40.315	1.415	3.4	-	-	-	-	41.730	40.315	1.415	3.4
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 337.993	\$ 334.257	\$ 3.736	1.1	\$ 2.501	\$ 1.519	\$ 0.982	39.3	\$ 340.494	\$ 335.776	\$ 4.718	1.4
Net Surplus/(Deficit)	\$ (241.165)	\$ (237.922)	\$ 3.243	1.3	\$ -	\$ -	\$ -	-	\$ (241.165)	\$ (237.922)	\$ 3.243	1.3

NOTE: Totals may not add due to rounding

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

Generic Revenue or Expense Category	Nonreimb or Reimb	May 2016			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (0.424)	(2.3)	Lower than planned ridership	\$ (1.733)	(2.0)	Lower than plan ridership and the impact of weather
Other Operating Revenue	NR	\$ 0.396	22.7	Higher student fares reimbursement/allocation	\$ 1.240	14.4	Higher student fares reimbursement/allocation
Capital and Other Reimbursements	R	\$ (0.223)	(44.0)	Timing/deferral in reimbursable projects	\$ (0.982)	(39.3)	Timing/deferral in reimbursable projects
Total Revenue Variance		\$ (0.251)	(1.2)		\$ (1.475)	(1.5)	
Payroll	NR	\$ 0.754	3.4	Favorable accrual adjustment	\$ (4.473)	(4.1)	Mainly due to rate variance and delay/deferral in reimbursable projects
Overtime	NR	\$ (0.272)	(5.9)	Mainly due to running time/traffic, and absentee coverage requirements	\$ (0.656)	(2.9)	Mainly due to winter storms, running time/traffic, vacancy and absentee coverage requirements
Health and Welfare (including OPEB Current)	NR	\$ (0.380)	(5.5)	Higher medical expenses	\$ (1.106)	(3.2)	Higher medical expenses
Pension	NR	\$ 0.330	8.3	Lower expenses due to revised actuarial update.	\$ 1.174	5.9	Lower expenses due to revised actuarial update.
Other Fringe Benefits	NR	\$ (0.760)	(18.3)	Higher workers compensation accruals per updated actuarial estimate and timing of inter-agency billings	\$ (4.041)	(19.5)	Higher workers compensation accruals per updated actuarial estimate and timing of inter-agency billings
Reimbursable Overhead	NR	\$ 0.099	- (a)		\$ 0.516	- (a)	
Electric Power	NR	\$ 0.037	24.0 (a)		\$ 0.115	15.1	Lower rates
Fuel	NR	\$ 1.934	95.4	Lower rates and receipt of CNG rebate	\$ 4.653	46.5	Lower rates, timing of payments, CNG rebate and reduced service as a result of winter storms
Insurance	NR	\$ 0.228	44.0	Lower expenses	\$ 1.126	44.1	Lower expenses
Claims	NR	\$ 0.037	1.5 (a)		\$ 0.015	0.1 (a)	
Maintenance and Other Operating Contracts	NR	\$ 1.018	31.6	Primarily due to inter-agency timing of bus parts charges and the pending of the July Plan reallocation of expenses to Material & Supplies	\$ 5.675	35.7	Primarily due to inter-agency timing of bus parts charges and the pending of the July Plan reallocation of expenses to Material & Supplies
Professional Service Contracts	NR	\$ 0.494	22.4	Mainly due to timing interagency billing	\$ 2.378	21.9	Mainly due to timing interagency billing
Materials & Supplies	NR	\$ 0.541	13.7	Mainly due to lower general maintenance material expenses	\$ 1.919	9.9	Mainly due to lower general maintenance material expenses
Other Business Expense	NR	\$ (0.168)	(78.1)	Higher AFC collection fees	\$ (0.443)	(41.9)	Higher AFC collection fees and mobility tax
Depreciation	NR	\$ (1.041)	(29.3)	Non cash expense	\$ (4.532)	(25.9)	Non cash expense
Other Post Employment Benefits	NR	\$ 1.431	17.1	Non cash expense	\$ 1.415	3.4	Non cash expense
Environmental Remediation		\$ -	-		\$ -	-	
Payroll	R	\$ 0.070	28.8	Timing/deferral in reimbursable projects	\$ 0.283	23.6	Timing/deferral in reimbursable projects
Health and Welfare	R	\$ 0.029	31.5	(a)	\$ 0.165	36.4	Timing/deferral in reimbursable projects
Pension	R	\$ 0.020	48.8		\$ 0.073	35.4	
Other Fringe Benefits	R	\$ 0.020	48.8		\$ 0.068	34.0	
Maintenance and Other Operating Contracts	R	\$ 0.019	*	Timing/deferral in reimbursable projects	\$ 0.095	*	Timing/deferral in reimbursable projects
Materials & Supplies	R	\$ 0.065	*	Timing/deferral in reimbursable projects	\$ 0.298	*	Timing/deferral in reimbursable projects
Total Expense Variance		\$ 4.506	6.6		\$ 4.718	1.4	
Net Variance		\$ 4.255	8.8		\$ 3.243	1.3	

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

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

	May 2016				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ 18.308	\$ 16.625	\$ (1.683)	(9.2)	\$ 88.242	\$ 84.174	\$ (4.068)	(4.6)
Other Operating Revenue	1.727	0.643	(1.084)	(62.8)	8.635	8.608	(0.027)	(0.3)
Capital and Other Reimbursements	0.769	0.147	(0.622)	(80.9)	3.845	1.908	(1.937)	(50.4)
Total Receipts	\$ 20.804	\$ 17.415	\$ (3.389)	(16.3)	\$ 100.722	\$ 94.690	\$ (6.032)	(6.0)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 20.183	\$ 17.893	\$ 2.290	11.3	\$ 111.006	\$ 130.140	\$ (19.134)	(17.2)
Overtime	4.596	4.849	(0.253)	(5.5)	22.633	23.213	(0.580)	(2.6)
Health and Welfare	5.058	2.105	2.953	58.4	25.290	18.799	6.491	25.7
OPEB Current Payment	1.996	1.810	0.186	9.3	9.980	9.558	0.422	4.2
Pensions	4.065	3.660	0.405	10.0	20.325	18.737	1.588	7.8
Other Fringe Benefits	3.896	2.781	1.115	28.6	21.428	20.435	0.993	4.6
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 39.794	\$ 33.098	\$ 6.696	16.8	\$ 210.662	\$ 220.882	\$ (10.220)	(4.9)
<i>Non-Labor:</i>								
Electric Power	\$ 0.153	\$ 0.117	\$ 0.036	23.5	\$ 0.765	\$ 0.647	\$ 0.118	15.4
Fuel	2.011	(0.013)	2.024	*	10.055	5.368	4.687	46.6
Insurance	0.514	-	0.514	100.0	2.570	0.748	1.822	70.9
Claims	2.083	2.306	(0.223)	(10.7)	10.415	8.018	2.397	23.0
Maintenance and Other Operating Contracts	3.215	1.773	1.442	44.9	16.075	12.985	3.090	19.2
Professional Service Contracts	2.184	1.583	0.601	27.5	10.920	11.006	(0.086)	(0.8)
Materials & Supplies	3.973	3.097	0.876	22.0	19.865	17.292	2.573	13.0
Other Business Expenses	0.213	0.259	(0.046)	(21.6)	1.065	1.258	(0.193)	(18.1)
Total Non-Labor Expenditures	\$ 14.346	\$ 9.122	\$ 5.224	36.4	\$ 71.730	\$ 57.322	\$ 14.408	20.1
Other Expenditure Adjustments :								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 54.140	\$ 42.220	\$ 11.920	22.0	\$ 282.392	\$ 278.204	\$ 4.188	1.5
Operating Cash Surplus/(Deficit)	\$ (33.336)	\$ (24.805)	\$ 8.531	25.6	\$ (181.670)	\$ (183.514)	\$ (1.844)	(1.0)

NOTE: Totals may not add due to rounding

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

Operating Receipts or Disbursements	May 2016			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (1.683)	(9.2)	Lower ridership due to lower growth than planned	\$ (4.068)	(4.6)	Lower than plan ridership and the impact of weather
Other Operating Revenue	(1.084)	(62.8)	Timing of receipts	(0.027)	(0.3)	(a)
Capital and Other Reimbursements	(0.622)	(80.9)	Timing/deferral in reimbursable projects	(1.937)	(50.4)	Timing/deferral in reimbursable projects
Total Receipts	\$ (3.389)	(16.3)		\$ (6.032)	(6.0)	
Payroll	\$ 2.290	11.3	Timing of interagency payments	\$ (19.134)	(17.2)	RWA payment for TWU contract settled in 2015 and budgeted in 2016 in July plan .
Overtime	(0.253)	(5.5)	Mainly due to running time/traffic and absentee coverage requirements	(0.580)	(2.6)	Mainly due to winter storms, running/time, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	3.139	44.5	Timing of payments	6.913	19.6	Timing of payments
Pension	0.405	10.0	Timing of payments	1.588	7.8	Timing of payments
Other Fringe Benefits	1.115	28.6	Lower Workers' Comp payments and timing of interagency fringe benefit billings.	0.993	4.6	Lower Workers' Comp payments and timing of interagency fringe benefit billings.
GASB	-	-		-	-	
Electric Power	0.036	23.5	(a)	0.118	15.4	Lower expenses
Fuel	2.024	*	Lower rates and receipt of CNG rebate	4.687	46.6	Lower rates, CNG rebate and reduced service as the result of winter storms
Insurance	0.514	100.0	Timing of payments	1.822	70.9	Timing of payments
Claims	(0.223)	(10.7)	Higher Claim expenses	2.397	23.0	Lower Claim expenses
Maintenance and Other Operating Contracts	1.442	44.9	Lower expenses	3.090	19.2	Lower expenses
Professional Service Contracts	0.601	27.5	Lower expenses	(0.086)	(0.8)	(a)
Materials & Supplies	0.876	22.0	Mainly due to lower general maintenance material expenses and timing	2.573	13.0	Mainly due to lower general maintenance material expenses and timing
Other Business Expenditure	(0.046)	(21.6)	(a)	(0.193)	(18.1)	Higher AFC collection fees and Mobility Tax
Total Expenditures	\$ 11.920	22.0		\$ 4.188	1.5	
Net Cash Variance	\$ 8.531	25.6		\$ (1.844)	(1.0)	

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

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

(\$ in millions)

	May 2016				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ -	\$ (1.259)	\$ (1.259)	-	\$ -	\$ (2.335)	\$ (2.335)	-
Other Operating Revenue	(0.014)	(1.494)	(1.480)	*	0.049	(1.218)	(1.267)	*
Capital and Other Reimbursements	0.262	(0.137)	(0.399)	*	1.344	0.389	(0.955)	(71.1)
Total Receipts	\$ 0.248	\$ (2.890)	\$ (3.138)	*	\$ 1.393	\$ (3.164)	\$ (4.557)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$ 2.035	\$ 3.500	\$ 1.465	72.0	\$ (1.460)	\$ (16.404)	\$ (14.944)	*
Overtime	-	0.019	0.019	-	-	0.076	0.076	-
Health and Welfare	(0.023)	3.467	3.490	*	(0.171)	7.684	7.855	*
OPEB Current Payment	-	-	-	-	0.000	-	(0.000)	(100.0)
Pensions	(0.034)	0.021	0.055	*	(0.208)	0.133	0.341	*
Other Fringe Benefits	0.291	2.146	1.855	*	(0.539)	4.427	4.966	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.099)	(0.099)	-	-	(0.516)	(0.516)	-
Total Labor Expenditures	\$ 2.269	\$ 9.054	\$ 6.786	*	\$ (2.378)	\$ (4.600)	\$ (2.222)	(93.5)
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ 0.001	\$ -	(0.001)	(100.0)	\$ (0.004)	\$ (0.001)	0.003	75.0
Fuel for Buses and Trains	0.017	0.107	0.090	*	(0.058)	(0.024)	0.034	58.3
Insurance	0.004	0.290	0.286	*	(0.016)	0.680	0.696	*
Claims	0.354	0.094	(0.260)	(73.4)	1.600	3.982	2.382	*
Maintenance and Other Operating Contracts	0.026	0.431	0.405	*	(0.091)	(2.772)	(2.681)	*
Professional Service Contracts	0.018	0.125	0.107	*	(0.061)	(2.525)	(2.464)	*
Materials & Supplies	0.033	0.303	0.270	*	(0.114)	0.242	0.356	*
Other Business Expenditures	0.002	0.124	0.122	*	(0.006)	0.244	0.250	*
Total Non-Labor Expenditures	\$ 0.455	\$ 1.474	\$ 1.019	*	\$ 1.251	\$ (0.174)	\$ (1.425)	*
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures:								
¹ Additional Actions for Budget Balance: Expenditures Impact	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Expenses before Depreciation and OPEB	\$ 2.724	\$ 10.528	\$ 7.805	*	\$ (1.127)	\$ (4.774)	\$ (3.647)	*
Depreciation Adjustment	3.549	4.590	1.041	29.3	17.499	22.031	4.532	25.9
Other Post Employment Benefits	8.346	6.915	(1.431)	(17.1)	41.730	40.315	(1.415)	(3.4)
Environmental Remediation	-	-	-	-	-	-	-	-
Total Expenses/Expenditures	\$ 14.619	\$ 22.033	\$ 7.415	50.7	\$ 58.102	\$ 57.572	\$ (0.530)	(0.9)
Total Cash Conversion Adjustments	\$ 14.867	\$ 19.143	\$ 4.277	28.8	\$ 59.495	\$ 54.408	\$ (5.087)	(8.6)

NOTE: Totals may not add due to rounding

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

	<u>May 2016</u>			<u>Year-to-date as of May 2016</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 18.308	\$ 17.884	\$ (0.424)	\$ 88.242	\$ 86.509	\$ (1.733)
Total Farebox Revenue	\$ 18.308	\$ 17.884	\$ (0.424)	\$ 88.242	\$ 86.509	\$ (1.733)
Other Revenue	\$ 1.741	\$ 2.137	\$ 0.396	\$ 8.586	\$ 9.826	\$ 1.240
Capital & Other	0.507	0.284	(0.223)	2.501	1.519	(0.982)
Total Revenue	\$ 20.556	\$ 20.305	\$ (0.251)	\$ 99.329	\$ 97.854	\$ (1.475)
<u>Ridership</u>						
Fixed Route	11.204	11.022	(0.182)	53.484	52.098	(1.386)
Total Ridership	11.204	11.022	(0.182)	53.484	52.098	(1.386)

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

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	6	3	3	
Human Resources	16	15	1	
Office of Management and Budget	17	12	5	
Technology & Information Services	-	-	-	
Material	18	15	3	
Controller	15	21	(6)	
Office of the President	2	3	(1)	
System Safety Administration	5	1	4	
Law	21	21	-	
Corporate Communications	-	-	-	
Labor Relations	4	4	-	
Strategic Office	23	15	8	
Non-Departmental	22	-	22	
Total Administration	149	110	39	Vacancies to be filled
Operations				
Buses	2,235	2,266	(31)	
Office of the Executive VP	4	4	-	
Safety & Training	29	78	(49)	Students in Training
Road Operations	120	121	(1)	
Transportation Support	22	25	(3)	
Operations Planning	31	30	1	
Revenue Control	27	28	(1)	
Total Operations	2,468	2,552	(84)	
Maintenance				
Buses	757	760	(3)	
Maintenance Support/CMF	209	208	1	
Facilities	74	66	8	
Supply Logistics	95	92	3	
Total Maintenance	1,135	1,126	9	Vacancies to be filled
Capital Program Management	37	24	13	
Total Engineering/Capital	37	24	13	Vacancies to be filled
Security	18	18	-	
Total Public Safety	18	18	-	
Total Positions	3,807	3,830	(23)	
Non-Reimbursable	3,767	3,796	(29)	
Reimbursable	40	34	6	
Total Full-Time	3,792	3,816	(24)	
Total Full-Time Equivalents	15	14	1	

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

FEBRUARY 2016

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	60	47	13	
Professional, Technical, Clerical	71	63	8	
Operational Hourlies	18	-	18	
Total Administration	149	110	39	Vacancies to be filled
Operations				
Managers/Supervisors	302	306	(4)	
Professional, Technical, Clerical	50	51	(1)	
Operational Hourlies	2,116	2,195	(79)	
Total Operations	2,468	2,552	(84)	
Maintenance				
Managers/Supervisors	218	221	(3)	
Professional, Technical, Clerical	21	22	(1)	
Operational Hourlies	896	883	13	
Total Maintenance	1,135	1,126	9	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	15	6	
Professional, Technical, Clerical	16	9	7	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	24	13	Vacancies to be filled
Public Safety				
Managers/Supervisors	14	14	-	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	-	-	-	
Total Public Safety	18	18	-	
Total Baseline Positions				
Managers/Supervisors	615	603	12	
Professional, Technical, Clerical	162	149	13	
Operational Hourlies	3,030	3,078	(48)	
Total Baseline Positions	3,807	3,830	(23)	

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

	May					May Year-to-Date				
	Adopted Budget		Actuals		Var. - Fav./(Unfav)	Adopted Budget		Actuals		Var. - Fav./(Unfav)
	Hours	\$	Hours	\$	Hours \$	Hours	\$	Hours	\$	Hours \$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	53,833	\$2.232	49,199	\$2.514	4,634 (\$0.282) 8.6% -12.6%	262,340	\$10.872	243,004	\$11.524	19,336 (\$0.652) 7.4% -6.0%
<u>Unscheduled Service</u>	10,989	\$0.470	12,329	\$0.529	(1,339) (\$0.060) -12.2% -12.7%	53,627	\$2.338	47,239	\$2.011	6,389 \$0.328 11.9% 14.0%
<u>Programmatic/Routine Maintenance</u>	20,450	\$0.923	18,794	\$0.904	1,656 \$0.019 8.1% 2.0%	102,276	\$4.442	93,361	\$4.474	8,915 (\$0.031) 8.7% -0.7%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0 - 0.0% 0.0%	0	\$0.000	0	\$0.000	0 \$0.000 0.0% 0.0%
<u>Vacancy/Absentee Coverage</u>	16,508	\$0.827	19,221	\$0.887	(2,713) (\$0.061) -16.4% -7.3%	77,545	\$3.952	91,546	\$4.215	(14,001) (\$0.263) -18.1% -6.7%
<u>Weather Emergencies</u>	3,060	\$0.107	0	\$0.002	3,060 \$0.106 *	22,038	\$0.849	18,245	\$0.835	3,793 \$0.015 *
<u>Safety/Security/Law Enforcement</u>	232	\$0.011	88	\$0.006	143 \$0.005 61.8% 48.7%	1,041	\$0.050	523	\$0.028	518 \$0.022 49.7% 44.9%
<u>Other</u>	323	\$0.027	220	\$0.026	102 \$0.001 *	1,573	\$0.131	1,420	\$0.204	153 (\$0.073) *
Subtotal	105,395	\$4.596	99,851	\$4.868	5,544 (\$0.272) 5.3% -5.9%	520,440	\$22.634	495,337	\$23.289	25,103 (\$0.655) 4.8% -2.9%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0 \$0.000	0	\$0.000	0	\$0.000	0 \$0.000
TOTAL OVERTIME	105,395	\$4.596	99,851	\$4.868	5,544 (\$0.272) 5.3% -5.9%	520,440	\$22.634	495,337	\$23.289	25,103 (\$0.655) 4.8% -2.9%

Totals may not add due to rounding.

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

* Exceeds 100%

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

	May			May Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	4,634 8.6%	(\$0.282) -12.6%		19,336 7.4%	(\$0.652) -6.0%	Increased Running Time/Traffic
<u>Unscheduled Service</u>	(1,339) -12.2%	(\$0.060) -12.7%		6,389 11.9%	\$0.328 14.0%	
<u>Programmatic/Routine Maintenance</u>	1,656 8.1%	\$0.019 2.0%		8,915 8.7%	(\$0.031) -0.7%	
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.000 0.0%		- 0.0%	\$0.000 0.0%	
<u>Vacancy/Absentee Coverage</u>	(2,713) -16.4%	(\$0.061) -7.3%		(14,001) -18.1%	(\$0.263) -6.7%	Vacancy and Absentee Coverage
<u>Weather Emergencies</u>	3,060 *	\$0.106 *		3,793 *	\$0.015 *	Winter Storm
<u>Safety/Security/Law Enforcement</u>	143 61.8%	\$0.005 48.7%		518 49.7%	\$0.022 44.9%	
<u>Other</u>	102 *	\$0.001 *		153 *	(\$0.073) *	
Subtotal	5,544 5.3%	(\$0.272) -5.9%		25,103 4.8%	(\$0.655) -2.9%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.000 0.0%		0 0.0%	\$0.000 0.0%	
TOTAL OVERTIME	5,544	(\$0.272)		25,103	(\$0.655)	

METROPOLITAN TRANSPORTATION AUTHORITY
2016 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through May 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	\$70.4	\$55.5	79
Design Completions	\$144.0	\$109.5	76
Construction Awards	\$1,358.1	\$1,009.6	74
Substantial Completions	\$455.2	\$680.5	149
Closeouts	\$680.9	\$169.9	25

During May, NYCT awarded projects totaling \$48.7 million, including:

- Sandy Resiliency: 17 Fan Plants and Adjacent Tunnels;
- Enterprise Asset Management software acquisition; and
- Station ventilator rehabilitation at two stations in Brooklyn.

During the same period, NYCT substantially completed projects totaling \$86.5 million, including:

- Station Renewal: 5 locations – Liberty Line;
- Acceptance of two R188 railcars for service on the A-Division as part of the ongoing delivery of the new R188 fleet; and
- Sandy Resiliency: Lower Manhattan flood doors and hatches (Small Business Federal Program).

Also during May, NYCT started six design projects for \$6.4 million, completed five design projects for \$14.0 million, and closed out seven projects for \$17.8 million.

Capital Program Status
July 2016
(May 2016)

During May, NYCT awarded \$48.7 million in projects, including a \$39.2 million for Sandy Resiliency project to address 17 fan plants and adjacent tunnels. This project will involve the implementation of long-term measures to protect 17 fan plants in vulnerable areas of Manhattan, Brooklyn and Queens from future storm surge events. The project scope will include fabrication and installation of permanent methods of protection, such as mechanical closure devices, water tight doors, manhole inserts, and hatches.

NYCT also awarded \$6.5 million for the acquisition of software and licensing agreement for Enterprise Asset Management (EAM). Enterprise Asset Management is an all-agency initiative to optimize capital replacement and maintenance investments, in order to minimize life-cycle costs and to maximize asset performance and reliability. This procurement will include off-the-shelf computer software to enable functionalities ranging from asset inventory and work management to performance measurement and performance management. Enterprise Asset Management supports both improved service reliability and customer safety.

In addition, NYCT awarded \$2.9 million for Phase 9 of station ventilator rehabilitation. Under this project, in-house forces will reconstruct or replace ventilators at Nostrand Avenue and Kingston-Throop Avenues on the Fulton Line in Brooklyn. This scope is part of ongoing repair and reconstruction of station ventilators to achieve a state of good repair.

During May, NYCT substantially completed projects totaling \$86.5 million, including \$77.7 million for Station Renewal at 5 locations on the Liberty Line in Queens. The project scope involved repair or replacement of stairs, mezzanine, platform, and ancillary components, as well as, select steel repairs and station painting. Station Renewal involves the repair of all deficient components and serves to improve customer safety and service reliability.

NYCT also accepted two R188 cars for service on the A-Division for \$5.3 million. These railcars are part of an option exercised for the procurement of 103 R188 Communication Based Train Control (CBTC)-ready cars and for the retrofit of 370 R142A cars with CBTC compatible equipment. These CBTC-ready cars will run on the IRT on the numbered lines throughout the transit system. A total of 101 cars have been accepted to date and the acceptance of additional cars will continue through July 2016.

In addition, NYCT completed a \$2.2 million (Small Business Federal Program) Sandy Resiliency project for installation of flood doors and hatches in lower Manhattan. This project involved hardening of openings at vulnerable stations by replacing existing doors with flood doors and watertight access hatches at South Ferry, Bowling Green and Whitehall Street Stations, to protect these locations from damage by future storm surge events.

Also during May, NYCT started six design projects for \$6.4 million, completed five design projects for \$14.0 million, and closed out seven projects for \$17.8 million.

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

Projects Closed During May 2016 (\$ in millions)				
Project	Base Budget	Current Budget	Original Date	Months Delay
Roof Replacement at Maspeth Office Building	\$1.02	\$1.95	4/2014	25
Structure Repairs at Maspeth Storage Area	\$0.94	\$0.91	4/2014	25
Substation Roof and Enclosure Repair: E. 180th Street, Morris Park [SBMP]	\$2.52	\$2.52	7/2015	10
Station Signage	\$4.83	\$4.24	5/2016	0
Water Condition Remedy - 2013	\$2.86	\$2.70	5/2016	0
1 Street Stair: Jay Street-Metro Tech / Broadway [SBMP]	\$1.01	\$1.11	5/2016	0
Roof and Enclosure: Jerome/Kingsbridge [SBFP]	\$4.17	\$4.33	5/2016	0

The closeout of Roof Replacement at Maspeth Office Building and Structure Repairs at Maspeth Storage Area were delayed by 25 months due to protracted negotiations to resolve a contractor dispute. The closeout of Substation Roof and Enclosure Repair at East 180th Street/Morris Park was delayed by 10 months due to resolution of a legal settlement.

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

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

May

Design Starts	\$9.5	8	\$6.4	6	67.7	75.0
Design Completions	41.0	13	14.0	5	34.2	38.5
Construction Awards	274.1	12	48.7	3	17.8	25.0
Substantial Completions	57.6	8	86.5	9	150.0	112.5
Closeouts	148.6	14	17.8	7	12.0	50.0

2016 Year-To-Date

Design Starts	\$70.4	57	\$55.5	48	78.8	84.2
Design Completions	144.0	61	109.5	39	76.0	63.9
Construction Awards	1,358.1	69	1,009.6	48	74.3	69.6
Substantial Completions	455.2	57	680.5	42	149.5	73.7
Closeouts	680.9	89	169.9	42	25.0	47.2

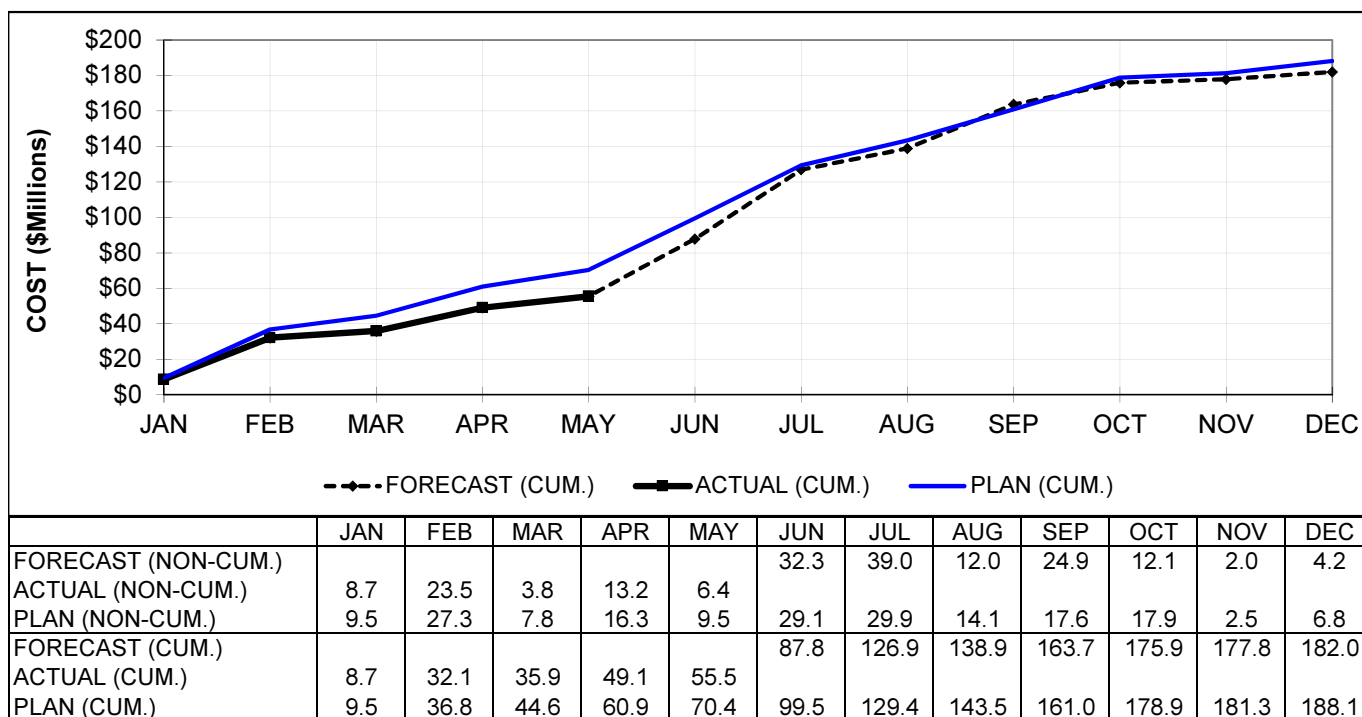
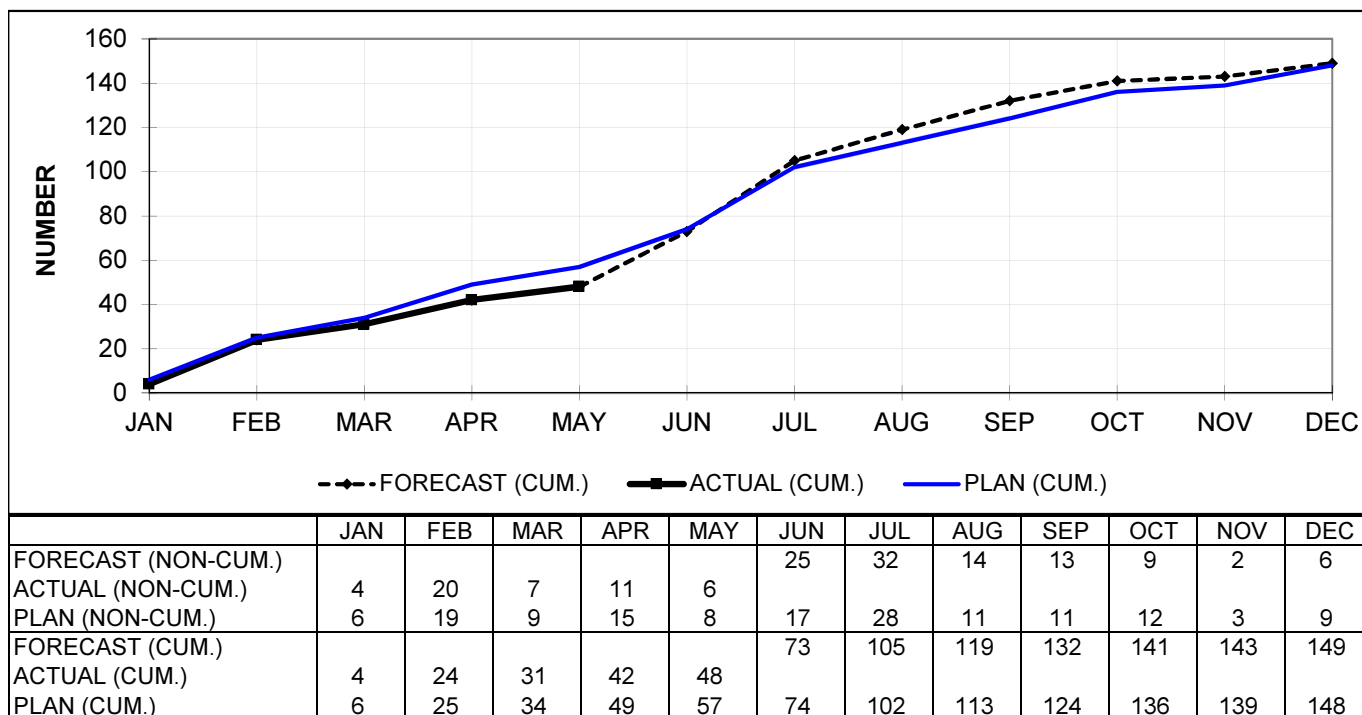
2016 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$188.1	148	\$182.0	149	96.8	100.7
Design Completions	249.7	152	277.6	145	111.1	95.4
Construction Awards	4,429.4	171	4,440.8	169	100.3	98.8
Substantial Completions	2,513.4	166	2,530.4	163	100.7	98.2
Closeouts	6,039.3	206	5,895.1	197	97.6	95.6

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

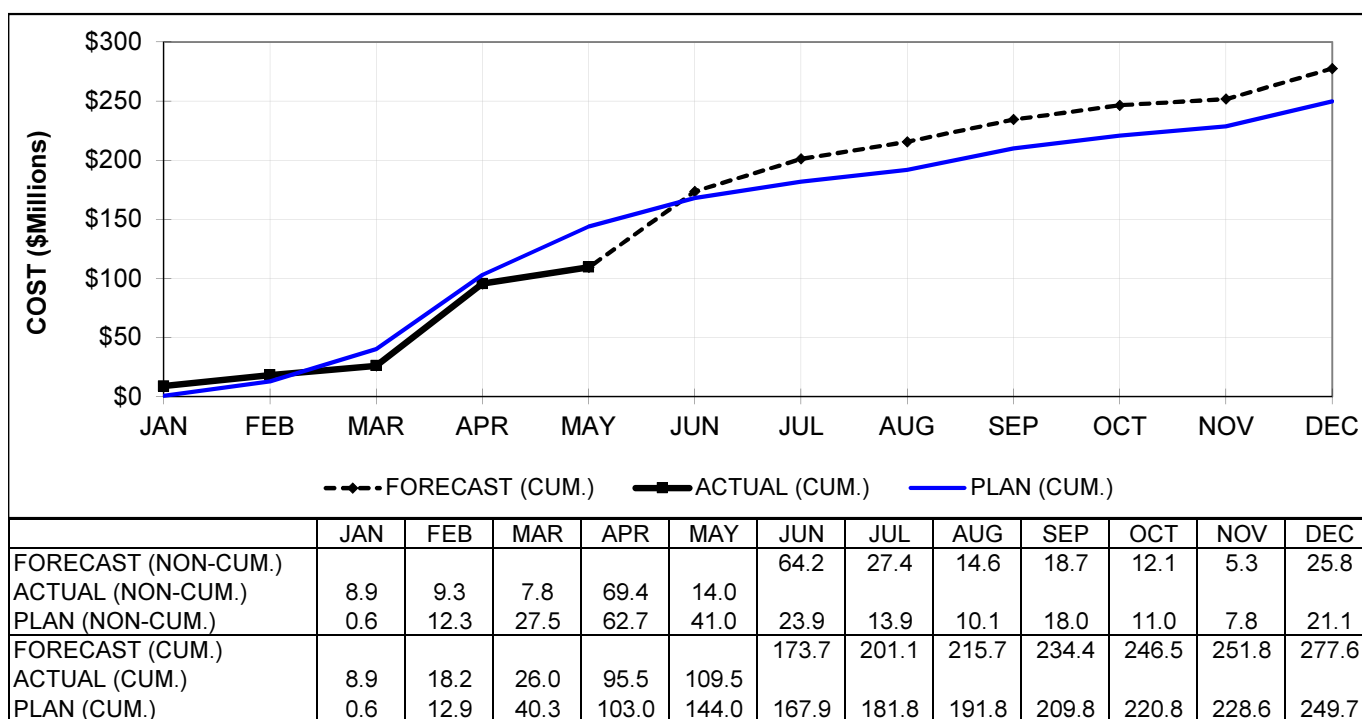
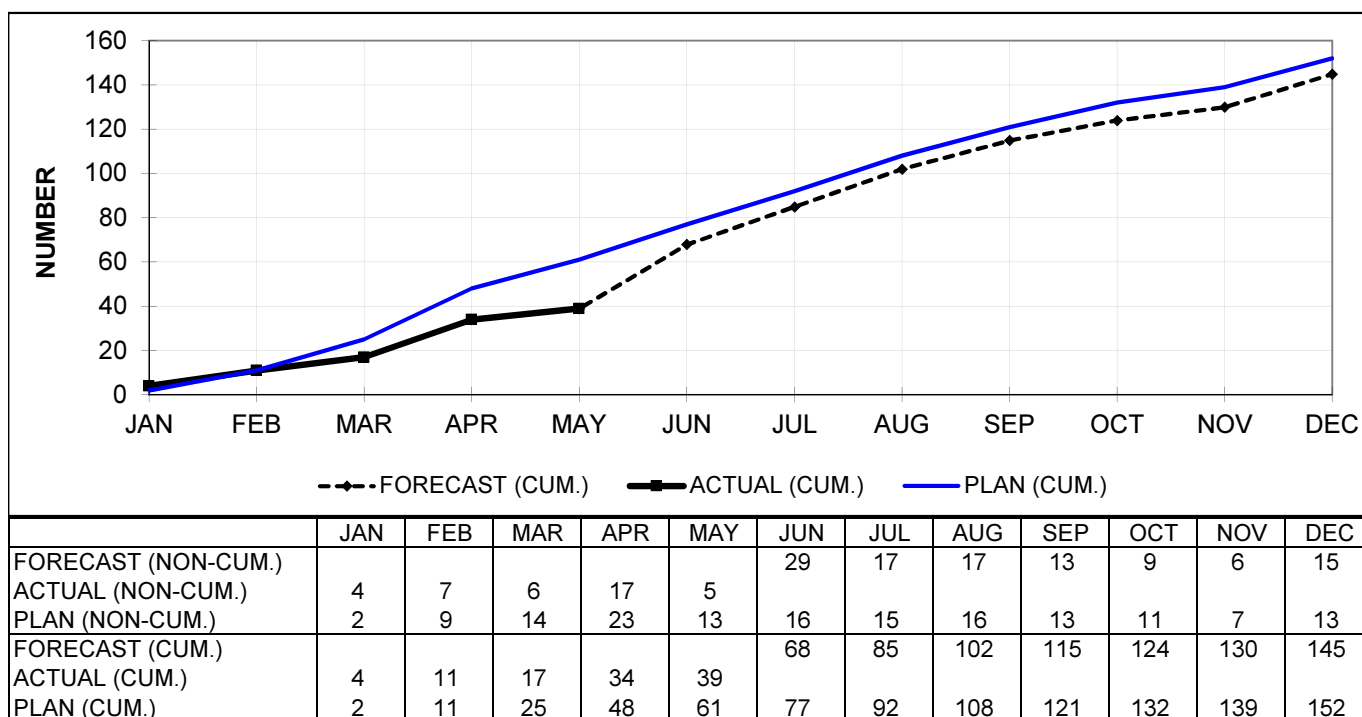
2015 Design Starts Charts

As of May 2016



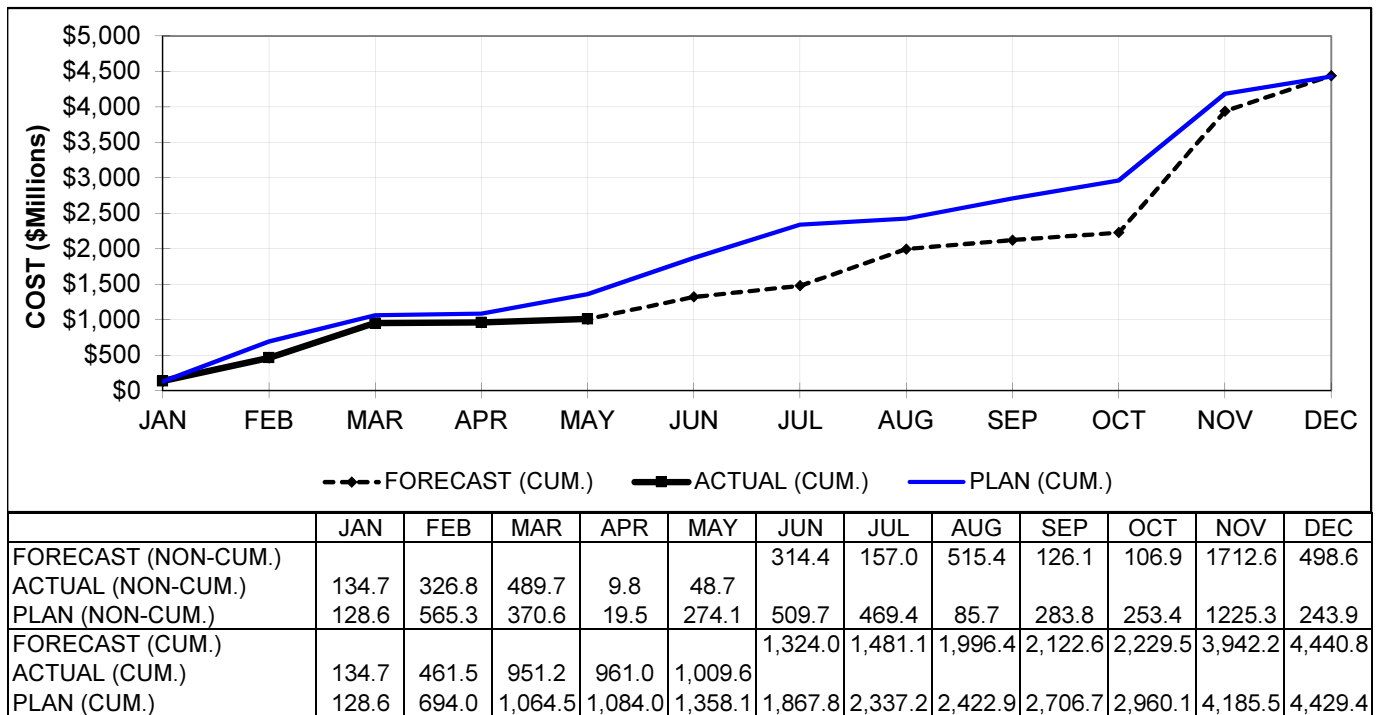
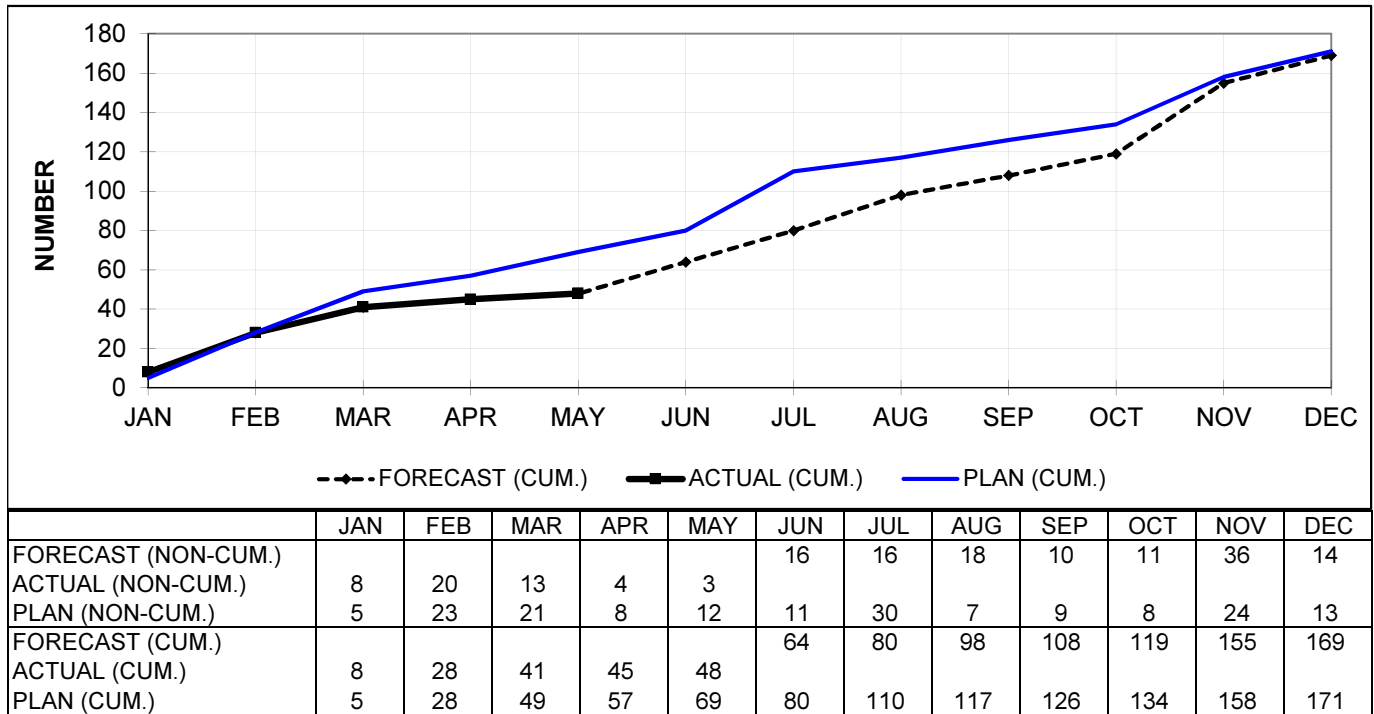
2015 Design Completions Charts

As of May 2016



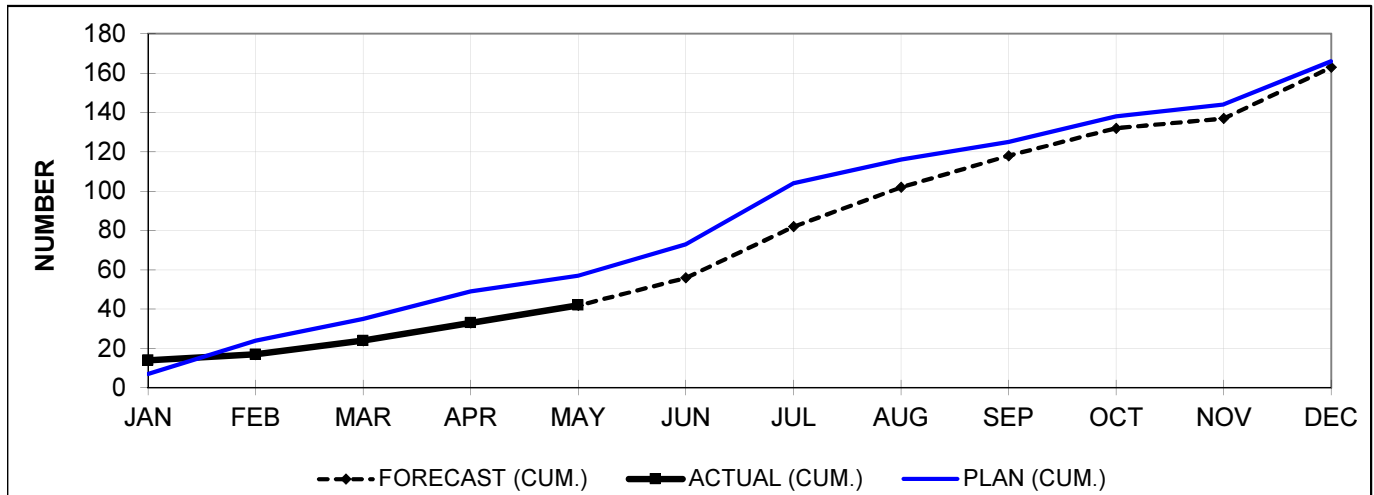
2015 Awards Charts

As of May 2016

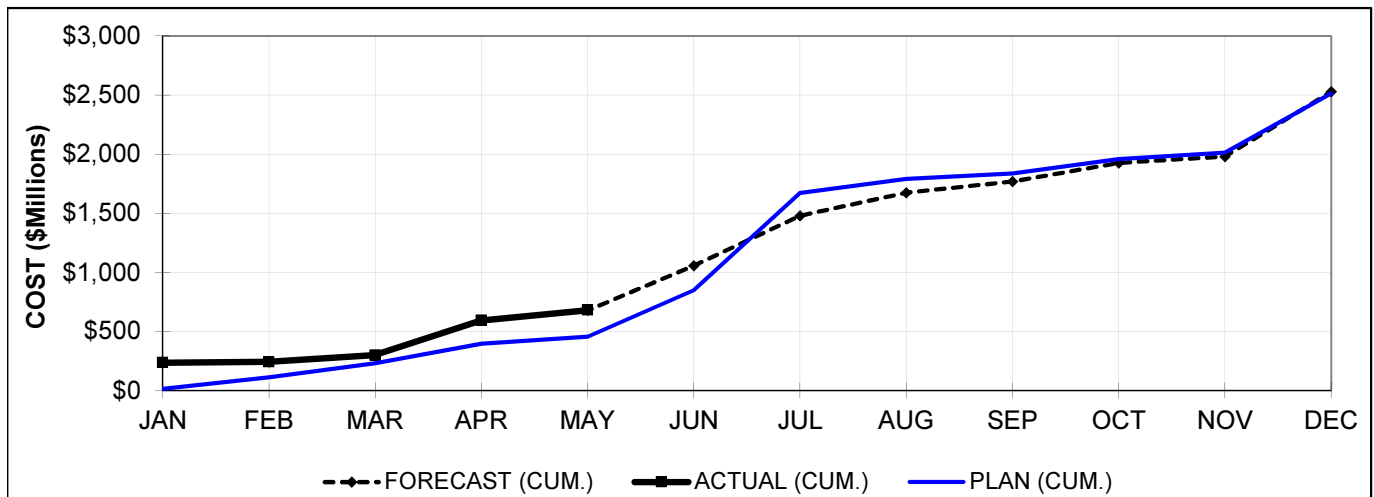


2015 Substantial Completions Charts

As of May 2016



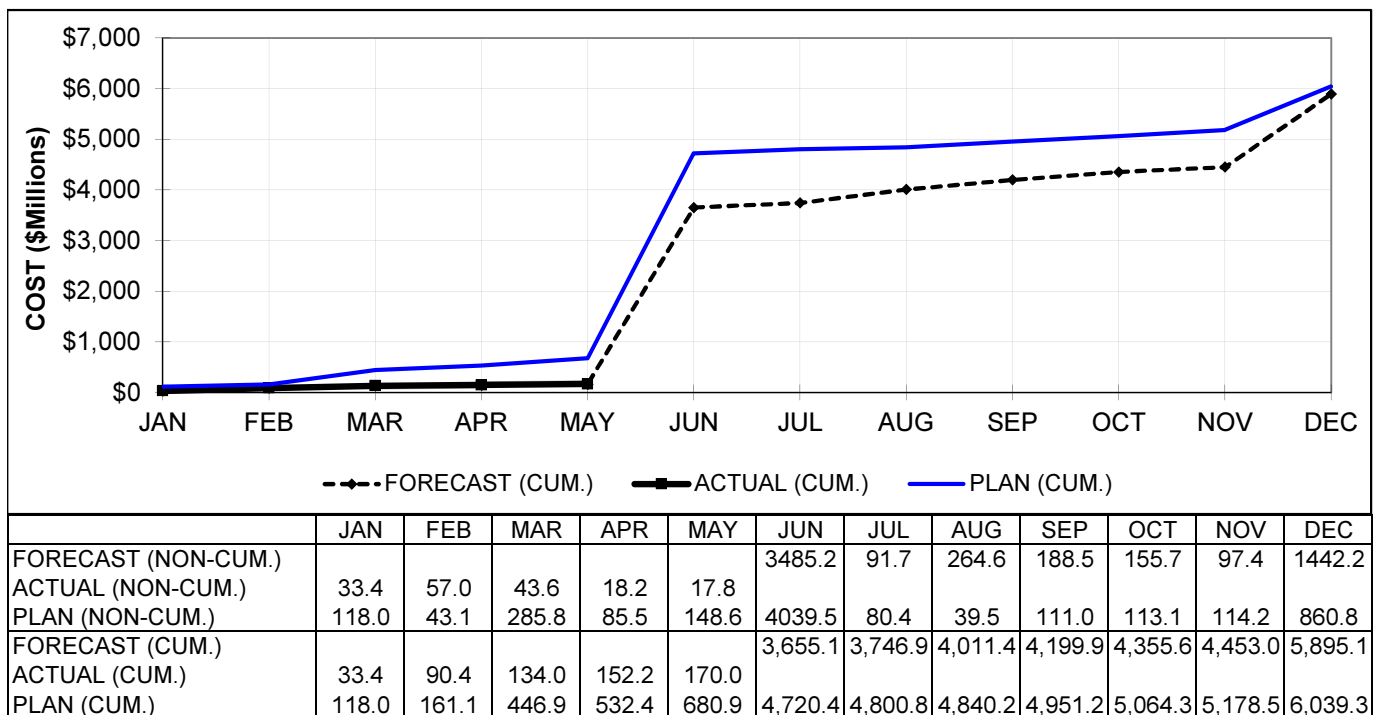
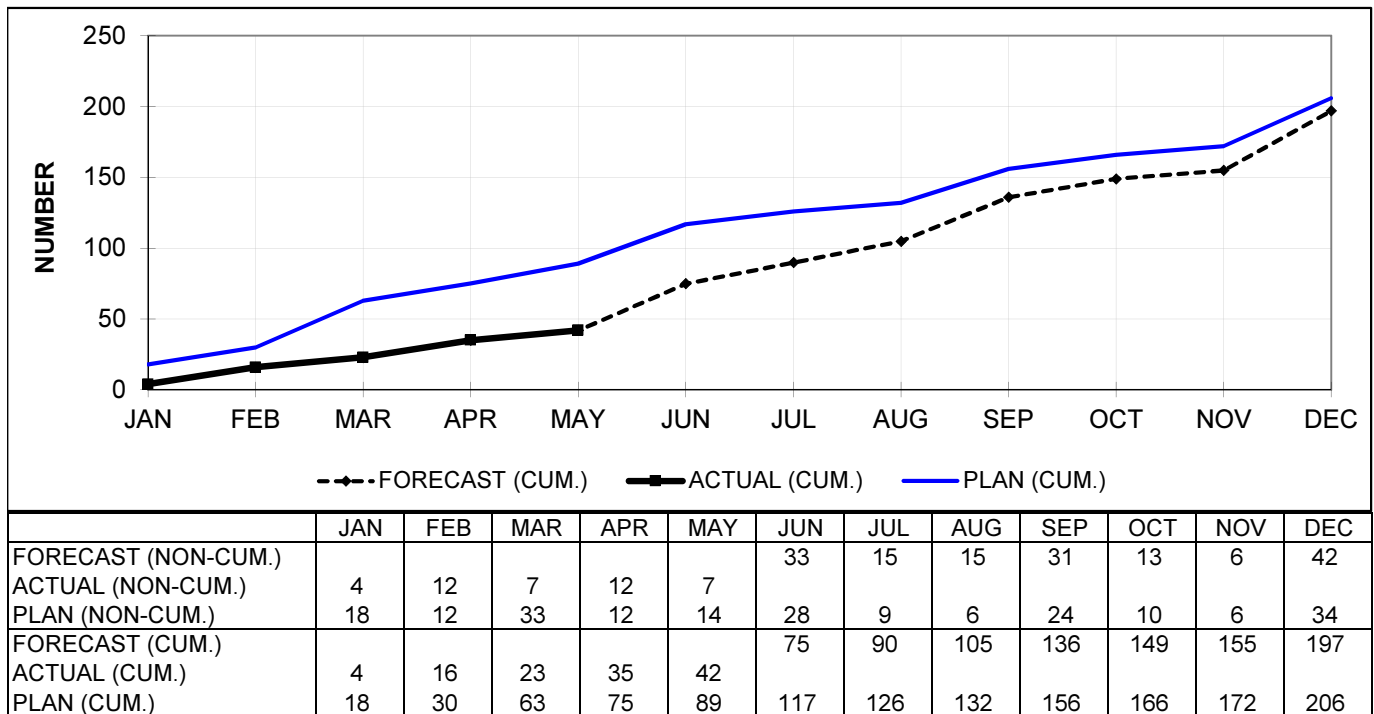
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						14	26	20	16	14	5	26
ACTUAL (NON-CUM.)	14	3	7	9	9	16	31	12	9	13	6	22
PLAN (NON-CUM.)	7	17	11	14	8	16	31	12	9	13	6	22
FORECAST (CUM.)						56	82	102	118	132	137	163
ACTUAL (CUM.)	14	17	24	33	42	73	104	116	125	138	144	166
PLAN (CUM.)	7	24	35	49	57	73	104	116	125	138	144	166



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						377.1	421.9	195.1	95.2	156.5	53.8	550.4
ACTUAL (NON-CUM.)	236.1	7.5	56.1	294.3	86.5	393.8	821.8	120.8	44.0	123.6	52.1	502.1
PLAN (NON-CUM.)	15.0	96.9	119.4	166.3	57.6	393.8	821.8	120.8	44.0	123.6	52.1	502.1
FORECAST (CUM.)						1,057.6	1,479.4	1,674.6	1,769.8	1,926.2	1,980.0	2,530.4
ACTUAL (CUM.)	236.1	243.6	299.7	594.0	680.5	849.0	1,670.8	1,791.6	1,835.5	1,959.1	2,011.3	2,513.4
PLAN (CUM.)	15.0	111.9	231.2	397.6	455.2	849.0	1,670.8	1,791.6	1,835.5	1,959.1	2,011.3	2,513.4

2015 Closeouts Charts


As of May 2016



PROCUREMENTS

The Procurement Agenda this month includes 19 actions for a proposed expenditure of \$96.7M.

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	7/25/16			
2	Board	7/27/16			

July 20, 2016	
Department	Law and Procurement – MTACC
Department Head Name	Evan Eisland
Department Head Signature	
Internal Approvals	
Approval	Approval
President NYCT	President MTACC
Executive VP (ACTING)	President MTA Bus
Capital Prog. Management	Subways
Law	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 Two-Thirds Vote:</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Noncompetitive Purchases and Public Work Contracts		1	\$ 9.0 M
• Cubic Transportation Systems	\$ 9.0 M		
<u>Schedules Requiring Majority Vote:</u>			
Schedule H: Modifications to Personal/Miscellaneous Service Contracts		1	\$ 2.4 M
• Boyce Technologies, Inc.	\$ 2.4 M		
SUBTOTAL		2	\$ 11.4 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:

<u>Procurements Requiring Two-Thirds Vote:</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule B:	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
Schedule C:	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	6	\$ 30.0 M
<u>Schedules Requiring Majority Vote:</u>			
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	4	\$ 31.4 M
SUBTOTAL		11	\$ 61.4 M

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

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

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	1	\$ 1.3 M
SUBTOTAL		1	\$ 1.3 M

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

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	5	\$ 22.6 M
SUBTOTAL		5	\$ 22.6 M
TOTAL		19	\$ 96.7 M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

JULY 2016

LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Noncompetitive Purchases and Public Work Contracts

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

- | | | |
|---|---------------------------|--------------------------------------|
| 1. Cubic Transportation Systems, Inc. | \$9,000,000 (Est.) | <u>Staff Summary Attached</u> |
| Sole Source – Three-year omnibus | | |
| Purchase of inventory replacement parts for the Automated Fare Collection System. | | |

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.)

- | | | |
|---|---------------------------|--------------------------------------|
| 2. Boyce Technologies, Inc. | \$2,395,696 (Est.) | <u>Staff Summary Attached</u> |
| Contract# 07C9666A.8 | | |
| Modification to the contract to provide maintenance of the Emergency Booth Communication System (EBCS) computer hardware and software at the Rail Control Center, related work in station booths, removal, relocation and installation of EBCS components to support the Station Rehabilitation Program and enhancements to the Mass Call System, in order to extend the contract term. | | |

Item Number: 1

Vendor Name (Location) Cubic Transportation Systems, Inc. (New York, New York)	Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Purchase of inventory replacement parts used for the Automated Fare-Collection System	Total Amount: \$9,000,000 (Est.)	
Contract Term (including Options, if any) August 1, 2016 – July 31, 2019	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Requesting Dept./Div., Dept./Div. Head Name: Department of Materiel, Stephen M. Plochochi	
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: Omnibus Sole-Source Approval		

Discussion:

This is an omnibus approval request for items identified as obtainable only from Cubic Transportation Systems, Inc. ("Cubic"), and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the small purchase threshold. NYC Transit is not obligated to generate any purchase orders pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9(b) of Public Authorities Law Section 1209, which allows for purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 1,616 items covered by this approval for the purchase of replacement parts used for the Automated Fare-Collection System ("AFC"). These items are identified as obtainable only from Cubic for the following reasons: sole pre-qualified item on the Qualified Products List and not available from any distributor or other source; publicly advertised within a twelve-month period without an acceptable alternate supplier; or proprietary to Cubic. These items are advertised a minimum of once every twelve months to seek competition. A list of Cubic's sole-source replacement parts, as well as NYC Transit's intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole-source replacement parts will be used by the Electronic Maintenance Division ("EMD") and Division of Revenue Control ("RC") to repair AFC equipment no longer covered under the original Cubic installation warranty. This approval also includes replacement parts to maintain and repair turnstiles, token booth equipment, MetroCard readers, integrated farebox units, high production encoders, and all related equipment.

The existing Cubic Omnibus approval for \$6,000,000 was approved by the Board in July 2014 and will expire on July 22, 2017. There is a remaining balance of \$2,527,503 of unexpended funds on the existing Omnibus approval. The balance of the existing Omnibus approval will be expended in order to satisfy awards pending approval, therefore, Board approval is being sought early. The greater-than-anticipated spend is attributed to equipment being purchased for State of Good Repair ("SOGR") which includes purchasing replacement parts such as ticket processing units, coin modules, master controller boards, and memory boards.

Procurement performed an analysis on the 35 contracts issued during the term of the existing Omnibus approval that exceeded the small purchase threshold, which represents a total contract value of \$3,472,497. Of the 35 contracts, 29 have comparative history and represent 50%, or \$1,720,346, of the total dollar value of the contracts. A comparative price analysis of 28 (an outlier was excluded) of the 29 contracts revealed an annual weighted average price increase of 1.06%, which compares favorably to an average of the relevant Producer Price Indices of 1.29%.

Separately, NYC Transit has Contract A-33778 with Cubic for computer programming and software development, furnishing and delivering AFC equipment (turnstiles, integrated farebox units, etc.), and providing engineering services for updating AFC equipment configurations. A modification to extend Contract A-33778 will be the subject of a future Board action.

Based on forecasts and projections for the upcoming SOGR, it is anticipated that EMD and RC will require approximately \$9,000,000 of sole-source replacement parts from Cubic during the term of this new omnibus approval request. Procurement believes that the amount requested will be sufficient to procure all sole-source replacement parts from Cubic for the next three-year period. Procurement, EMD and RC will continue to research alternate sources of supply wherever possible. Under this new omnibus approval, pricing for any procurement is established by requesting a quotation for each item from Cubic on an as-required basis. Each item to be purchased under this new approval will be subject to a cost and/or price analysis and determination that the price is found to be fair and reasonable.

Item Number: 2

Vendor Name (Location) Boyce Technologies, Inc. (New York, New York)	Contract Number 07C9666A	AWO/Mod.#: 8
Preventive and Remedial Maintenance of the Emergency Booth Communication System	Original Amount:	\$ 3,729,516
Contract Term (including Options, if any) January 1, 2009 – August 31, 2016	Prior Modifications:	\$ 1,228,806
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Prior Budgetary Increases:	\$ 0
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Noncompetitive	Current Amount:	\$ 4,958,322
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This request:	\$ 2,395,696 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	48.3%
Requesting Dept./Div., Dept./Div. Head Name: Department of Subways, Wynton Habersham	% of Modifications (including This Request) to Original Amount:	97.2%

Discussion:

This modification is to extend the contract term for four years from September 1, 2016 through August 31, 2020. This noncompetitive contract is for maintenance of the Emergency Booth Communication System (“EBCS”) computer hardware and software at the Rail Control Center and the backup Control Center; related work in station booths; and removal, relocation, and installation of EBCS components to support the Station Rehabilitation Program. The original contract work also included enhancements to the Mass Call System, which is part of the EBCS system. The EBCS is a safety sensitive system that handles emergency communications with 461 station booths.

In December 2008, the Board approved the award of this five-year (January 1, 2009–December 31, 2013) contract to EA Technologies, Inc. (“EA”) in the amount of \$3,729,516. After award, EA experienced financial and operational issues that ultimately culminated in cessation of operations by that firm. In order to ensure continued maintenance for the EBCS system, the contract was assigned to Boyce Technologies, Inc. (“Boyce”), effective June 1, 2013. Boyce agreed to the assignment of the contract at the existing rates, terms, and conditions.

Following the assignment, the contract was extended in order to continue maintenance of this critical system with no increase in the original contract rates. This four-year modification will provide support for the EBCS until its scheduled retirement in 2020, and will allow sufficient time for development of the replacement system. An RFP authorizing resolution for a contract to replace the EBCS system is included in this month’s Procurement Agenda. The request for proposals for the replacement system will be solicited later this year.

EA developed the EBCS system. Boyce employs former project personnel of EA who are experts in the work involved in EBCS maintenance. Further, the individuals who maintain EBCS under Boyce were closely involved with the development of EBCS, a complex system that utilizes intricate software. Due to its in-depth knowledge and experience maintaining the system, Boyce is the only firm with the expertise to provide this service.

The annual price for this modification has not increased since 2012. The rates have been found to be fair and reasonable.

JULY 2016

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

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

1. Contractor To Be Determined

Cost To Be Determined

Staff Summary Attached

Thirty-two month contract

Contract# A-37628

RFP Authorizing Resolution for the Sandy Resiliency: Upgrade Emergency Booth Communication System (EBCS).

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)

(Staff Summaries required for items requiring Board approval.)

ETS Contracting, Inc.

\$30 Million (Aggregate)

Staff Summary Attached

PAL Environmental Services

Pinnacle Environmental Corp.

Seven Proposals – Three-year contracts

2–7. Contract#'s: C-31693, C-31694 and C-31695 (Federally Funded)

Contract#'s: C-31696, C-31697 and C-31698 (State Funded)

Indefinite quantity contracts for Asbestos Abatement and Other Environmental Remediation Services.

JULY 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.)

8. Medical Transportation Management \$26,950,945 (Est.)

Staff Summary Attached

**9. Corporate Transportation Group
RFP# 20733.1 & 2**



Modification to the contract for Broker Car Services for the Paratransit Division, in order to exercise the option to extend the contract terms.

**10. International Business Machines \$3,489,402
Corp. (IBM)
Contract # 03A8602-1.118**

Staff Summary Attached

Modification to the contract to Provide Data Center IT Support Services, in order to provide consultant services in support of NYC Transit's Unified Timekeeping System.

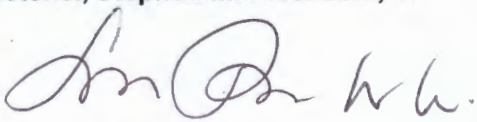



**11. Parsons Brinckerhoff, Inc. \$1,000,000
Contract # CM-1050.2**

Staff Summary Attached

Modification to the contract for the Indefinite Quantity Functional Planning and Conceptual Engineering Services for Miscellaneous Capital Projects, in order to add funding.

Staff Summary



Item Number 1			
Department, Department Head Name: Materiel, Stephen M. Plochochi, VP			
			
Internal Approvals			
Order	Approval	Date	Approval
1 	Materiel	6 	President
2 X	Law	7	
3 X	Budget	8	
4 X	Subways	9	
5  7/18/16	EVP (ACTING)	10	

SUMMARY INFORMATION	
Vendor Name RFP Authorizing Resolution	Contract No. A-37628
Description Sandy Resiliency: Upgrade Emergency Booth Communication System	
Total Amount TBD	
Contract Term (including Options, if any) 32 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, it is in the public interest to issue a competitive Request for Proposal ("RFP") for the Sandy Resiliency: Upgrade Emergency Booth Communication System with Mass Call functionality ("EBCS"). This project will be managed by NYC Transit's Department of Capital Program Management ("CPM").

DISCUSSION:

The EBCS is an emergency safety framework used by station agents to notify the Rail Control Center ("RCC") of emergency and safety-related incidents. It is based on technology that needs to be replaced to meet the needs of NYC Transit and its users. The existing architecture employs analog call transmissions for Mass Call announcements that are issued from the RCC to station agents. The analog system has protracted call set-up times, which affects the speed of communications between the RCC and a preset number of booths.

This project is federally funded under Superstorm Sandy Resiliency Funding. The purpose of the EBCS upgrade is to modernize the communication systems between the RCC and the station agents, by upgrading from the use of analog call transmissions technology to a digital technology, which will improve communication effectiveness. Upon completion, the enhanced EBCS will be integrated in a unified platform along with other communication systems such as the Help Point and Customer Assistance Intercom. This integration will provide a better response for customers and station agents. The successful delivery of the enhanced systems will provide improved service, a better management of the emergency communication systems, including consolidating steps in emergency call logging and reporting procedures through report generation and customization, and will allow for simpler and automatic diagnostics, testing and maintenance.

Utilizing the RFP process will allow NYC Transit to evaluate alternatives as well as take into account proposals that can possibly shorten the project duration, and introduce innovations. Compliance with the enhanced EBCS and Mass Call System specifications as well as project schedule will be important requirements. Proposers will also be required to provide prices for an optional maintenance agreement (hardware and software) to cover the useful life of the system.

Given the complex nature of this project, it is in the best interest of NYC Transit to be able to consider factors such as technical expertise and alternative approaches to the work as well as past performance and experience on similar projects in addition to cost in order to determine which proposal offers the best overall value. In addition, unlike a bid, the RFP process will allow NYC Transit flexibility to negotiate alternative contract terms and conditions that could potentially result in a lower overall cost for the project while still achieving NYC Transit's requirements.

ALTERNATIVES:

The use of a sealed bid process in which factors other than cost cannot be considered is not recommended as it does not provide the best flexibility in assessing the alternative means towards accomplishing this complex project. An RFP is a better means to evaluate different technical approaches and to enable the best consideration of alternative proposals. A negotiated procurement in the context of a complex project would better serve the public interest and offer NYC Transit the best overall value.

IMPACT ON FUNDING:

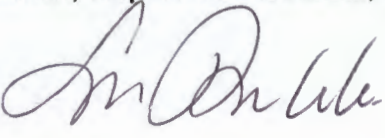
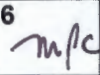

This project is federally funded under Superstorm Sandy Resiliency Funding.

RECOMMENDATION:

That the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, it is in the public interest to issue a competitive Request for Proposal for the Sandy Resiliency: Upgrade Emergency Booth Communication System with Mass Call functionality ("EBCS").

Staff Summary



Item Number 2-7			
Department, Department Head Name Materiel, Stephen M. Plochochi, VP 			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel	6	EVP (ACTING)  1/15/16
2 X	Law	7	President 
3 X	Budget	8	
4 X	DDCR	9	
5 X	CPM	10	

SUMMARY INFORMATION	
Vendor Names ETS Contracting, Inc. PAL Environmental Services. Pinnacle Environmental Corp	Contract Nos. C-31693/94/95 C-31696/97/98
Description Indefinite Quantity Asbestos Abatement and Other Environmental Remediation Services	
Total Amount \$30 million (Aggregate)	
Contract Term (including Options, if any) Three years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval of the Board to award six Indefinite Quantity ("IQ") contracts to three contractors to perform Asbestos Abatement and Other Environmental Remediation Services at various NYC Transit facilities. Two contracts will be awarded to each firm, one federally funded and one state funded, within a total estimated aggregate budget of \$30 million over a three-year duration. These will be zero dollar based contracts with no minimum guarantee of any assignments. The three firms and their respective contracts are:

Contractors

1. ETS Contracting, Inc. ("ETS")
2. PAL Environmental Services ("PAL")
3. Pinnacle Environmental Corp. ("Pinnacle")

Contract Nos.

- C-31693 (Federal) / C-31696 (State)
C-31694 (Federal) / C-31697 (State)
C-31695 (Federal) / C-31698 (State)

DISCUSSION:

NYC Transit is seeking to award up to six IQ contracts for asbestos abatement, lead disturbance, battery removal, mercury-containing bulb removal, PCB-containing fluorescent light fixture ballast removal, and other environmental remediation services. Asbestos and other hazardous contamination in NYC Transit facilities represent a risk to the health and safety of the general public as well as NYC Transit employees. In order to minimize that risk, Capital Program Management ("CPM") has had qualified contractors on call for abatement and disposal of asbestos and other hazards when found at NYC Transit sites.

In the past, the federally and state-funded Request for Proposals ("RFP") were solicited separately and up to six different contractors could be retained. However, by now combining the requirements into one solicitation, three contractors will be retained that can perform all services. This will provide for a more efficient task order management and issuance process. Three contracts will be federally funded and three state-funded. The federal contracts will also support Superstorm Sandy-Related Repair and Resiliency Projects. Work orders under these IQ contracts will be managed by CPM and Procurement and assigned on the basis of price, contractor staff availability at the time of assignment and performance on current and prior work orders. The cost of each work order will be based on the unit prices established in the respective contracts. These contracts will replace six previous contracts issued for these services.

In May 2015, the Board approved an Authorizing Resolution to issue a RFP. Past experience has shown that it takes significantly longer to find qualified asbestos abatement contractors through the bidding process due to the number of firms that fail to meet NYC Transit's requirements.

To avoid this delay, the Board has approved award of asbestos abatement contracts through the competitive RFP process for many years. By issuing an RFP, NYC Transit will be able to ensure that only responsible and qualified proposers are considered for contract award. In response to the RFP, seven firms submitted technical and cost proposals: Coastal Environmental Group (“Coastal”); ETS; Gem Quality Corporation (“Gem”); Indian Arrow Industries Co; PAL; Pinnacle; and Trio Asbestos Abatement (“TRIO”). The Selection Committee (“SC”) reviewed the technical proposals based on the established criteria, including overall asbestos abatement and environmental remediation experience with NYC Transit and other agencies, business experience and stability, past performance, qualifications and availability of proposed personnel and overall approach to the work. As a result of the review of the technical proposals, five firms, Coastal, ETS, PAL, Pinnacle, and TRIO were invited for oral presentations. Gem and IAI lacked sufficient environmental experience. After oral presentations, four of the five firms (ETS, PAL, Pinnacle, and TRIO) were recommended for negotiations based on their technical qualifications, extensive relevant experience, understanding of the scope requirements, quality of their technical proposals, oral presentations, and demonstrated overall understanding of the required services. Coastal was not selected for negotiations mainly due to performance issues on prior NYC Transit contracts.

Initial cost proposals were based on estimated quantities of various tasks/materials and received as follows: ETS – \$3,926,985, PAL – \$4,666,560, Pinnacle – \$5,247,680, Trio – \$5,589,440. NYC Transit’s in-house estimate is \$4,991,292 per contract. Negotiations were held with the four selected firms, focusing on unit prices and total cost. Cost proposals were also evaluated based on a comparison with previous contracts, the Bureau of Labor Statistics Employment Index for waste management and remediation services, and the current market for these services. NYC Transit’s estimated quantities were based on workload projections and are for evaluation purposes only.

Best and Final Offers (“BAFO”) were received as follows: ETS – \$3,910,160; PAL – \$4,558,785; Pinnacle – \$4,357,585, TRIO – \$4,490,315. The overall escalation in pricing from the old contract to the new for like items is approximately 2.4% per year. Although TRIO’s BAFO was lower than PAL’s, the SC chose PAL for the award. The SC’s decision was based on the fact that of the two firms, PAL’s technical expertise was preferable. Therefore, the slight difference in price between TRIO and PAL did not justify awarding TRIO the contract. Since all BAFOs are deemed to be fair and reasonable based on the competitive nature of the RFP and comparison to the in-house estimate, the SC focused on the other evaluation criteria to arrive at their subsequent recommendation of ETS, PAL, and Pinnacle for award. These three firms have extensive satisfactory work performance at NYC Transit.

Background investigations and materials submitted by these firms disclosed no Significant Adverse Information (“SAI”) within the meaning of the All-Agency Responsibility Guidelines. These contractors have been found fully responsible for award.

M/W/DBE INFORMATION:

The Department of Diversity and Civil Rights (“DDCR”) has established a goal of 10% DBE for the federal contracts. Goals of 4% MBE and 4% WBE were established for the State contracts. DDCR has approved the M/W/DBE Utilization Plans for all three recommended contractors. ETS and PAL have achieved their M/W/DBE goals on previous completed MTA Contracts. Pinnacle has two contracts with MTA, one contract had no goals assigned and the other contract is currently active; therefore, no assessment of the firm’s M/W/DBE performance can be determined at this time.

IMPACT ON FUNDING:

These contracts will be funded with both federal and MTA funds on a task order basis by the individual capital project requiring these services. Task orders will not be issued until an approved War Certificate is received.

ALTERNATIVES:

Perform the work using in-house personnel. Currently, NYC Transit lacks available in-house personnel to perform this work.

CAPITAL PROGRAM REPORTING:

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

RECOMMENDATION:

That the Board approve the award of six IQ contracts to perform Asbestos Abatement and Other Environmental Remediation Services at various NYC Transit facilities to ETS, PAL, and Pinnacle within a total estimated aggregate budget of \$30 million over a three-year contract duration.

Schedule H: Modifications to Personal Service & Miscellaneous Contracts

Item Number: 8-9

Vendor Name (Location) Corporate Transportation Group, Ltd. (Brooklyn, New York) Medical Transportation Management, Inc. (Lake Saint Louis, Missouri)	
Description Broker-based Car Services for Paratransit	
Contract Term (including Options, if any) September 1, 2013 – August 31, 2016 (CTG) November 20, 2013 – November 19, 2016 (MTM)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input 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 checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Department of Buses, Darryl C. Irick	

Contract Number	AWO/Mod. #
RFP 20733	1 (CTG)
RFP 20733	2 (MTM)
Original Amount:	\$ 179,074,760
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 7,516,373
Current Amount:	\$ 186,591,133
This Request:	\$ 26,950,945 (Est.)
% of This Request to Current Amount:	14.5%
% of Modifications (including This Request) to Original Amount:	19.3%

Discussion:

This modification will exercise the option to extend two contract terms under Contract RFP 20733 with Corporate Transportation Group Ltd. (“CTG”), from September 1, 2016 to August 31, 2018, and Medical Transportation Management Inc. (“MTM”), from November 20, 2016 to November 19, 2018, to continue broker-based car services for Paratransit’s Access-A-Ride (“AAR”) customers.

Following the competitive solicitation of Request for Proposal (“RFP”) 20733 for broker-based car services, the Board approved the award of two miscellaneous service, estimated-quantity contracts in July 2013—both with three-year terms and an option to extend the terms for up to two additional years. NYC Transit awarded these contracts in August 2013 to MTM for an estimated \$106.2 million and CTG for an estimated \$72.8 million. The Broker model utilizes a contractor to schedule and dispatch prearranged trips for Paratransit’s ambulatory passengers (persons who do not require a wheelchair or a lift) through a non-dedicated subcontractor network of livery and black car service providers. The use of non-dedicated AAR service provides a cost benefit to NYC Transit in that service providers use their own vehicles to perform AAR trips in concert with their normal commercial business. As a result, Paratransit does not bear the direct responsibility for maintenance of the vehicles and other operating costs, as is the case with the dedicated Primary Carrier service for Paratransit. Historically, broker pricing for ambulatory trips has been on average 47% lower than the Primary Carrier service, with average per-trip pricing of \$30 and \$57, respectively.

NYC Transit structured RFP 20733 to make multiple awards in order to provide and expand broker-based car services and cultivate competition for future procurements. As a split award, MTM received 60% of the total estimated broker-trip volume at a weighted average cost per trip (“WACPT”) of \$29.62 and CTG received 40% of the total estimated broker-trip volume at a WACPT of \$30.49. It should be noted that CTG was the incumbent for this contract. In January 2011, NYC Transit awarded a pilot contract to CTG to test and evaluate whether the Broker model could provide the vehicle capacity to perform a high volume of ambulatory AAR trips. The pilot contract was considered successful in that it supplemented the Primary Carrier service with additional capacity, achieved significant cost savings for Paratransit, and established a basis for long-term broker contracts.

At the start of these new broker contracts, MTM experienced extended challenges in securing a sizable network of service providers to address the higher percentage of the broker-trip volume. This necessitated a greater number of trips being assigned to CTG than originally anticipated and resulted in a funding shortfall in CTG’s contract. In May 2016, the Board approved a budget adjustment in the estimated amount of \$7.5 million to cover the funding shortfall and estimated costs for the projected increase in CTG’s trip volume through the end of its base term, August 31, 2016.

It should be noted that these broker contracts contemplate the use of wheelchair-accessible vehicles to service non-ambulatory passengers (persons requiring a wheelchair or a lift). As such, since February 2016, Paratransit has utilized MTM to perform non-ambulatory trips under Modification No. 1. This has allowed Paratransit to supplement non-ambulatory trips under the Broker model to meet capacity needs and test the concept of whether the Broker model could sustain additional trip capacity.

During the option period, Paratransit will roll out a pilot initiative with both CTG and MTM to continue testing, evaluating, and streamlining the use of the Broker model to service non-ambulatory passengers. This expansion of the Broker model will establish an alternative mode of transportation that provides additional vehicle capacity for non-ambulatory AAR trips at a lower cost. An analysis of non-ambulatory trip pricing from CTG and MTM determined that the WACPT for a broker-based non-ambulatory trip is approximately \$49.50, which is 13.2% lower than the cost for Primary Carrier service. If this pilot is considered successful, the renewal RFP for broker-based car services will include both ambulatory and non-ambulatory AAR trips. Procurement intends to solicit the renewal RFP in early 2017.

Procurement conducted a market survey to determine if the negotiated rates for ambulatory trips for these broker contracts were still advantageous to NYC Transit, as the rates were fixed for the base term and option period. The range of pricing from the market survey determined that the WACPT rates for CTG and MTM are approximately 10% to 95% lower than the average market trip rates received from companies participating in the survey. Pricing for ambulatory trips will remain as specified in the price schedule for the option period. The Cost/Price Analysis Unit found the current contractual rates for ambulatory trips and pricing for broker-based non-ambulatory trips to be fair and reasonable.

The estimated expenditure for exercising this option is \$114.7 million, with the anticipated allocations between CTG and MTM to be \$89.1 million and \$25.6 million, respectively. As the base contracts did not utilize all available funding, approximately \$87.8 million will remain at the end of the base contract terms. Therefore, an additional \$26.9 million is required to cover costs for the option period. Savings achieved to date and projected through the end of the base terms for these broker contracts is an estimated \$124.2 million, as compared to the cost of Primary Carrier service. The approval of this modification will yield an additional \$92.2 million (estimated) in savings through the end of the option period.

**Item Number: 10**

Vendor Name (Location) International Business Machines Corp. (Albany, NY)	
Data Center IT Support Services	
Contract Term (including Options, if any) February 1, 2005 – May 31, 2018	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: MTA-IT, Sidney Gellineau	

Contract Number 03A8602-1	ASWO/Mod.#: 118
Original Amount:	\$ 65,228,757
Option Amount:	\$ 35,711,692
Total Amount:	\$ 100,940,449
Prior Modifications:	\$ 82,043,134
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 182,983,583
This request:	\$ 3,489,402
% of This Request to Current Amount:	1.9%
% of Modifications (including This Request) to Total Amount:	84.7%

Discussion:

This modification is to obtain 17 software application development consultants to perform work on NYC Transit's Unified Timekeeping System ("UTS"). This contract is for Data Center IT services that include mainframe and midrange server processing for all MTA agencies. The base contract was awarded with labor rates for various software developer titles in order to enable the agency to quickly mobilize resources for critical software development projects such as this one.

In February 2005, the Board approved the award of the base contract to IBM for a term of five years in the estimated amount of \$65,228,757. The contract included a two-year option. In March 2010, the Board approved the exercise of the two-year option in modified form including a one-year contract extension in the amount of \$35,711,692 for a total of three years from June 1, 2010 to May 31, 2013. In March 2013, the Board approved another contract extension which included, among other things, the migration of IBM's Staten Island Data Center ("SIDC") to NYC Transit Data Center locations at 2 Broadway and 130 Livingston Street, replacement of the mainframe, a new automated tape library, and a new virtual tape server in the amount of \$68,821,119 for a period of five years from June 1, 2013 to May 31, 2018. The five-year extension was necessary because a scope of work for a replacement contract could not be completed until (1) the technical approach for the New Fare Payment System was established, and (2) the impact of the SIDC migration and data center consolidation on the scope of work for the replacement contract could be assessed. In addition, vendor stability was necessary for a period after the migration of the SIDC to NYC Transit Data Center locations.

This modification was requested by MTA-IT for IBM to provide consultant software application developers to support NYC Transit's UTS. NYC Transit's UTS IT support unit has a severe issue with staffing, resulting in a significant backlog of software maintenance requests. UTS is a mission-critical application that is necessary to ensure that approximately 30,000 hourly employees are paid correctly and on time. In order to reduce or eliminate the current backlog of UTS maintenance requests, MTA-IT requires 17 Oracle software application development consultants. Of the 17 consultants, there are 13 Oracle forms/reports application developers, two advanced application developers, and two database administrators. This modification is the most expeditious way to obtain the necessary software developers, and has been structured as a drawdown that will allow the 17 consultants to be utilized for approximately one year.

The fully loaded weighted average hourly rate for this modification is 21% less than rates available through New York State Office of General Services contracts and 9% less than rates available through Federal GSA contracts. The price has been found to be fair and reasonable.

Item Number: 11

Vendor Name (Location) Parsons Brinckerhoff, Inc. (New York, New York)	
Description Indefinite Quantity Functional Planning and Conceptual Engineering Support for Miscellaneous Capital Projects	
Contract Term (including Options, if any) March 20, 2013 – March 19, 2017	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> 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 type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Capital Planning and Budget, Robert Cumella	

Contract Number	AWO/Mod. #
CM-1050	2
Original Amount:	\$ 2,000,000
Option Amount:	\$ 1,000,000
Total Amount:	\$ 3,000,000
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 3,000,000
This Request:	\$ 1,000,000 (NTE)
% of This Request to Current Amount:	33.4%
% of Modifications (including This Request) to Total Amount:	33.4%

Discussion:

This modification will add funding to the contract for the performance of additional functional planning and conceptual engineering studies to support in-house staff in the planning and development of miscellaneous capital projects. There is no change to the contract duration.

Functional Planning and Conceptual Engineering provide the building blocks and information necessary to guide NYC Transit on how to approach its projects in evaluating its technical, time, and budgetary choices by addressing the following areas: transportation planning; industrial engineering; facilities planning and design; transit operations planning and analysis; feasibility studies; design studies; conceptual scopes of work; alternative analysis, cost benefit analysis, and preliminary cost estimates. The work is awarded and performed "as needed" by Task Order.

On March 20, 2013, NYC Transit awarded this Board-approved, competitively solicited consultant contract, CM-1050, to Parsons Brinckerhoff, Inc. ("PB") for a not-to-exceed ("NTE") amount of \$2 million with a contract duration of 36 months and an option for an additional 12 months in the amount of \$1 million. This option was exercised and extended the term to March 19, 2017 and increased the total contract amount to \$3 million.

Under this modification, PB will continue to provide planning services and studies as requested by NYC Transit. The Office of Capital Planning and Budget is requesting an increase to the budget of the current Indefinite Quantity contract by an additional \$1 million. Additional funding is required due to greater than anticipated requests for various studies, predominantly in the following areas: transit operations and Americans with Disabilities Act planning and feasibility studies, facilities planning and design, structural reconfiguration, and passenger circulation studies to improve access and flow. Nine task orders have been awarded to date with an approximate aggregate value of \$2.9 million.

Current contract rates shall be maintained throughout the remainder of the contract term. Procurement has determined that the current average hourly rates in the contract are competitive and the NTE amount of \$1 million is fair and reasonable.

JULY 2016

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | |
|--|--------------------|--------------------------------------|
| 1. Judlau Contracting, Inc. | \$1,295,297 | <u>Staff Summary Attached</u> |
| Contract# A-37593.36 | | |
| Modification to the contract for South Ferry Terminal Complex Rehabilitation, in order to repair two station escalators. | | |

Item Number: 1

Vendor Name (Location) Judlau Contracting, Inc. (Flushing, New York)	
Description South Ferry Terminal Complex Rehabilitation	
Contract Term (including Options, if any) November 26, 2014 – June 26, 2017	
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 type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: Capital Program Management, John O'Grady	

Contract Number A-37593	AWO/Mod. # 36
Original Amount:	\$ 193,800,000
Prior Modifications:	\$ 2,468,544
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 196,268,544
This Request:	\$ 1,295,297
% of This Request to Current Amount:	0.6%
% of Modifications (including This Request) to Original Amount:	1.9%

Discussion:

This retroactive modification is for the major refurbishment of two escalators located at Entrance No. 1 of the South Ferry Terminal Complex ("SFTC"). The SFTC sustained severe saltwater damage as a result of Superstorm Sandy.

The work performed under this contract consists of (1) architectural finishes, civil work, structural steel work, (2) HVAC work, new ventilation system installation, new pumping equipment, (3) major refurbishing of two elevators and five escalators, minimal repairs of two other escalators, (4) installation of new electrical equipment, (5) installing communications and fiber optic equipment, (6) fire protection, (7) new traction power system, signal work, track work, and (8) leak mitigation, grouting, and surface coating. The contract also calls for miscellaneous electrical work at two circuit breaker houses and one ventilation plant.

The contract calls for major refurbishment of five escalators located within the complex, and minimal repairs for two escalators located at Entrance No.1. The minimal repairs for these two escalators required installing new escalator handrails and relocating escalator stanchions. These escalators provide access from the street level to the concourse level of the SFTC.

As a result of concerns expressed by Department of Subways ("Subways") regarding deteriorating escalator performance at Entrance No. 1, in July 2015, a survey was conducted by NYC Transit and Judlau Contracting, Inc. ("Judlau") to determine the full extent of damage to the escalators. The survey revealed extensive corrosion and deterioration on all conduits, safety switches, sprinkler system components, steps, and the emergency brake system. Accordingly, a scope for a more extensive refurbishment of these two escalators was developed.

On December 17, 2015, a Request for Proposal was issued to fully refurbish these two escalators under this modification. The work required includes the installation of new equipment and the overhauling of existing equipment for the escalators. New equipment includes emergency brakes, main drive chains, handrail drive trains, emergency stop switches, rigid galvanized steel conduit wiring, guide rollers, tension rollers, and a new control panel.

The SVP approved a retroactive memo on January 8, 2016. The contractor was directed to proceed. A separate modification for the procurement of long lead items, valued at \$348,499, was issued to minimize impact to the contract schedule. Judlau submitted a final proposal of \$1,355,646. NYC Transit's estimate was \$1,297,936. Negotiations resulted in the agreed-upon lump-sum price of \$1,295,297. Savings of \$60,349 were achieved. The negotiated price was found to be fair and reasonable.

JULY 2016

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- | | | | |
|----|--|--------------------------|--|
| 1. | AECOM*Arup, JV
Contract# CM-1188.116 | \$8,934,202 (NTE) | <u>Staff Summary Attached</u> |
| | Modification to the contract for Preliminary and Final Engineering Services for the Second Avenue Subway Project, in order to provide additional consultant support and to extend the contract term. | | |
| 2. | Hill International, Inc.
LiRo Engineering, Inc.
Henningson, Durham & Richardson
Architecture and Engineering, P.C. JV
Contract# CM-1311.16 | \$4,263,765 | <u>Staff Summary Attached</u>
↓
↓
↓ |
| | Modification to the contract for Consultant Construction Management Services for the No. 7 (Flushing) Subway Line Extension Project, in order to extend the term of the contract and provide additional Consultant Construction Management services. | | |
| 3. | Parsons Brinckerhoff, Inc.
Contract# CM-1189R.36 | \$1,850,555 | <u>Staff Summary Attached</u> |
| | Modification to the contract for Engineering Design Services for the No. 7 (Flushing) Subway Line Extension Project, in order to extend the term of the contract. | | |
| 4. | John P. Picone, Inc.
Contract# C-26512.20 | \$4,050,000 | <u>Staff Summary Attached</u> |
| | Modification to the contract for the construction of a Station Entrance at Site P, No. 7 (Flushing) Subway Line Extension Project, in order to construct a groundwater discharge line. | | |
| 5. | Judlau Contracting, Inc.
Contract# C-26011.23 | \$3,535,000 | <u>Staff Summary Attached</u> |
| | Modification to the contract for the construction of the Second Avenue Subway – 72nd Street Station Finishes, in order to implement changes to the construction of the architectural, mechanical, electrical and plumbing at Entrance 1. | | |

Item Number: 1

Vendor Name, Location AECOM*ARUP, Joint Venture (New York, New York)		Contract Number CM-1188	AWO/Mod. #: 116
Description Preliminary and Final Engineering Services for the Second Avenue Subway Project		Original Amount: \$ 200,478,227 Option Amount: \$ 137,061,887 Total Amount: \$ 337,540,114	
Contract Term (including Options, if any) December 20, 2001 – December 31, 2016		Prior Modifications: \$ 100,885,944	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a		Prior Budgetary Increases: \$ 0	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive		Current Amount: \$ 438,426,058	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request: \$ 8,934,202 (NTE)	
Funding Source(s) <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input checked="" type="checkbox"/> Other: Local Funding		% of This Request to Current Amount: 2.0%	
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, Dr. Michael Horodniceanu		% of Modifications (including This Request) to Total Amount: 32.5%	

Discussion:

This retroactive modification will add funding to the contract for the performance of Consultant Support During Construction (“CSDC”) provided by AECOM*Arup, Joint Venture (“AAJV”) through the end of 2016. In addition, the contract duration will be extended by an additional three months from January 1, 2017 to March 31, 2017.

On November 28, 2001, the MTA Board approved the competitive award of Contract CM-1188 to AAJV to provide Preliminary Engineering for the entire Second Avenue Subway (“SAS”) corridor in the not-to-exceed amount of \$200,478,227 for a duration of 72 months with an option for the completion of Final Design and CSDC on the Phase 1 segment. Modification No. 19 exercised the option and increased the contract term by 72 months. Subsequent modifications added 36 months to the contract term.

Under this modification, AAJV will provide ongoing CSDC services resulting from the construction acceleration effort. These services include review of submittals, requests for information, waivers, nonconformance reports, information technology services to support the Construction Management System and the specialty technical services to support the NYC Transit Code Compliance team in the review of the construction work and preparing of reports to federal and state agencies.

Contract funding was exhausted on March 31, 2016 due to an increase in submittals and field requests by the SAS construction team that far exceeded the estimated amount previously forecast. The increase in submittals (5,500 more than forecast) results primarily from a series of design and construction changes due to additional Con Edison protection requirements imposed on commercial clients, operational requirements and enhanced Code Compliance support. Retroactive approval was received from the MTACC president.

AAJV submitted a cost proposal of \$10,773,194. After negotiations AAJV submitted a Best and Final Offer (“BAFO”) in the amount of \$8,934,202 which reflects a decrease of 17.1% from their original proposal and is 1.1% less than the revised MTACC estimate of \$9,036,703. The BAFO shows \$8.3 million for work in 2016 and \$600,000 for the work that will be performed in 2017. The BAFO reflects \$1,838,992 in negotiated savings from reduced labor hours and AAJV’s agreeing to maintain the 2016 contractual labor rates for the three month contract extension. Based on the above, this is considered fair and reasonable.

Item Number: 2

Vendor Name (Location) Hill International, Inc., LiRO Eng., Inc., and Henningson, Durham & Richardson, Architecture and Engineering, P.C., JV (New York, New York)	
Description Consultant Construction Management (CCM) Services for the No. 7 Line Extension Project	
Contract Term (including Options, if any) April 23, 2007 – December 31, 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 type="checkbox"/> Other:	
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, Dr. Michael Horodniceau	

Contract Number	AWO/Mod. #
CM-1311	16
Original Amount:	\$ 35,842,302
Prior Modifications:	\$ 26,617,009
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 62,459,311
This Request:	\$ 4,263,765
% of This Request to Current Amount:	6.8%
% of Modifications (including This Request) to Original Amount:	86.2%

Discussion:

This retroactive modification will extend the contract term by 12 months from January 1, 2016 to December 31, 2016 to perform additional Consultant Construction Management (“CCM”) services.

This contract is for CCM services for the No. 7 Subway Line Extension (“No. 7”) project. This project is key to the development of the Hudson Yards area in Manhattan. The Hudson Yards Development Corporation (“HYDC”) and NYC Transit are the co-lead agencies for this project. This modification will be funded by HYDC.

In April 2007, the contract for CCM services was awarded to Hill International, Inc., LiRo Engineers, Inc., and Henningson Durham & Richardson Architecture and Engineering P.C., Joint Venture (“HLH7”). Under this Modification No. 16, HLH7 will continue to provide CCM services for the remaining two No. 7 construction contracts: C-26505 (Systems & Finishes) and C-26512 (Site P). Contract C-26505 achieved substantial completion in the second quarter of 2016. Site P substantial completion is planned for the third quarter 2017 with close-out activities continuing through the end of 2017. As a result of unanticipated inquiries during the testing and commissioning of various systems and system integration in advance of the opening of the station in September 2015, CCM funding was exhausted by November 1, 2015, approximately two months sooner than planned. Accordingly, retroactive approval, effective as of November 1, 2015, for a not-to-exceed amount of \$1,000,000 was approved by the MTACC President to continue CCM services pending Board approval of this modification. The Board was advised in a previous modification that a subsequent request for an extension would be forthcoming for 2016 CCM services.

A total of 22 Full Time Employees (“FTEs”) were working on CCM services as of November 30, 2015, which was reduced to 20 FTEs by December 31, 2015. By December 31, 2016, this staffing will be further reduced to 13 FTEs focusing on closing out C-26512. Accordingly, expenses for CCM services in 2016 will be reduced by approximately 40% from 2015. Although CCM services will most likely continue through 2017, this modification only covers the existing contract term extension from January 1, 2016 to December 31, 2016. A subsequent modification will be issued for 2017 CCM services when more precise staffing projections can be made.

HLH7’s initial proposal was in the amount of \$4,725,526; MTACC’s revised estimate was \$4,435,897. Negotiations with HLH7 focused on labor hours, hourly rates, and other direct costs. HLH7 submitted a Best and Final Offer (“BAFO”) in the amount of \$4,263,765. HLH7’s BAFO is \$461,761 or 9.8% lower than their initial proposal. HLH7’s BAFO of \$4,263,765 was deemed fair and reasonable and reflects an overall 8.8% decrease in contract rates from the prior modification.

Item Number: 3

Vendor Name (Location) Parsons Brinckerhoff, Inc. (New York, New York)
Description Preparation of Environmental Impact Statement, Design and Consultant Support During Construction for the No. 7 Subway Line Extension Project
Contract Term (including Options, if any) September 30, 2002 – June 30, 2016
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input 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: NYC/HYDC
Requesting Dept./Div., Dept./Div. Head Name: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number	AWO/Mod. #
CM-1189R	36
Original Amount:	\$ 40,784,046
Option Amount:	\$ 45,806,163
Total Amount:	\$ 86,590,209
Prior Modifications (excluding options):	\$ 87,609,762
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 174,199,971
This Request:	\$ 1,850,555
% of This Request to Current Amount:	1.1%
% of Modifications (including This Request) to Total Amount:	103.3%

Discussion:

This retroactive modification is for additional Consultant Support During Construction (“CSDC”) services on the No. 7 (Flushing) Subway Line Extension Project. The contract will also be extended an additional 18 months from July 1, 2016 to December 31, 2017.

This contract is for the preparation of a draft and final environmental impact statement (“D/FEIS”) and engineering design and CSDC services for the No. 7 Subway Line Extension (“No.7”) project. In September 2002, Parsons Brinckerhoff (“PB”) was awarded the contract for these services. This project is key to the development of the Hudson Yards area in Manhattan. The Hudson Yards Development Corporation (“HYDC”) and NYC Transit are the co-lead agencies for this project. This modification will be funded by HYDC.

Under this retroactive modification, PB will continue to provide CSDC services for the No. 7 project through close-out and will address the two remaining construction contracts: C-26505 (Systems & Finishes) and C-26512 (Site P). Contract C-26505 achieved substantial completion in the second quarter of 2016. Site P substantial completion is planned for the third quarter 2017 with close-out activities continuing through the end of 2017. As a result of project acceleration to commence revenue service in September 2015, CSDC services funding was exhausted by April 18, 2015, approximately 14 months sooner than planned. Accordingly, CSDC services have continued retroactively pending Board approval of this modification.

The additional CSDC services include: (1) interface with various State and Local governmental entities concerning the Site P canopy construction, (2) interface with MTA representatives regarding the implementation of station kiosks and wireless service in the station, (3) integration of communications and other systems, (4) as-needed design services resulting from unforeseen circumstances, and (5) assistance in the resolution of closeout activities.

PB’s initial proposal was \$2,587,696. MTACC’s revised estimate was \$1,842,963. Negotiations with PB focused on the labor required to complete the scope of work. PB submitted a Best and Final Offer (“BAFO”) in the amount of \$1,850,555. PB’s BAFO is \$737,141 or 28.5% less than their original proposal. The BAFO includes annual escalation of 2.0% beginning on January 1, 2017. There is no change to overhead and profit. This is considered fair and reasonable.

Item Number: 4

Vendor Name (Location) John P. Picone, Inc. (Lawrence, New York)
Description Construction of Station Entrance at Site P – No.7 Line Extension
Contract Term (including Options, if any) September 14, 2012 – April 13, 2016
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> 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-26512	AWO/Mod. # 20
Original Amount:	\$ 83,866,000
Prior Modifications:	\$ 1,888,468
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 85,754,468
This Request:	\$ 4,050,000
% of This Request to Current Amount:	4.7%
% of Modifications (including This Request) to Original Amount:	7.1%

Discussion:

This retroactive modification is for the construction of a groundwater discharge line. Funding for this modification will be provided by HYDC.

This contract provides for the Construction of a Station Entrance at Site P, east of 11th Avenue between 34th and 35th streets. Work includes (1) excavation, mining, and lining of inclined tunnel, (2) furnishing and installing the civil improvements, (3) utility connections, architectural finishes, structural work, escalators, (4) heating, ventilation, and air conditioning, (5) fire protection, plumbing, electrical power and lighting, (6) instrumentation and controls, communication systems, and (7) all incidental work required for the utilization and occupancy of the Station entrance to the new 34th Street Station. The work also includes construction of the entrance canopy structures and all associated work at Sites J and P.

During the design phase of the overall Number 7 Extension project, it was anticipated that the NYC Department of Environmental Protection (“DEP”) would grant approval to discharge the groundwater from the station cavern, along with the track drainage water, into the city sewer system. The design was finalized based upon this assumption. Following the award of the Number 7 Systems and Finishes contract, DEP ultimately disapproved this plan, allowing only the track drainage water to be discharged into the city sewer system. As an alternative solution, MTACC sought, and subsequently obtained, NYS Department of Environmental Conservation approval to discharge the groundwater from the station cavern into the Hudson River.

This modification provides for the groundwater discharge line to tie into the nearby LIRR storm sewer outfall, which in turn discharges into the Hudson River. This modification includes extending the existing cavern groundwater discharge line from Site J at West 33rd Street and 11th Avenue, through the LIRR yard, and discharging into the existing storm sewer outfall that exits the LIRR yard between West 30th and West 31st streets at 12th Avenue, and empties into the Hudson River. This modification also includes maintenance of the three new track drainage pumps in the 34th Street Pump Room at Site J (installed under Systems and Finishes Contract C-26505) from the time the pumps pass acceptance testing under contract C-26505 until the discharge line work outlined above is completed. The contractor, John P. Picone, Inc., (“Picone”) will also be required to furnish and deliver three additional pumps to NYC Transit after completion of the work.

In order to mitigate potential delays to the extent possible, it was necessary to proceed with the work immediately. Approval to process this modification on a retroactive basis was obtained from the MTACC president on April 8, 2016. Picone’s proposal was \$5,108,156. MTACC’s revised estimate was \$3,799,719. Negotiations resulted in a lump sum price of \$4,050,000, which was found to be fair and reasonable. Savings of \$1,058,156 were achieved.

The impact of this modification on the project schedule is being reviewed in combination with other delays. Any resulting time extension will be addressed in a subsequent modification.

Item Number: 5

Vendor Name (Location) Judlau Contracting, Inc. (College Point, New York)
Description Second Avenue Subway – 72nd Street Station finishes; mechanical, electrical and plumbing systems, ancillary buildings and entrances
Contract Term (including Options, if any) February 14, 2013 – November 13, 2015
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Noncompetitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div. & Dept./Div. Head Name: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number C-26011	AWO/Mod. # 23
Original Amount:	\$ 247,048,405
Option 1:	\$ 3,934,595
Option 2:	\$ 1,270,000
Option 3:	\$ 6,100,000
Total Amount:	\$ 258,353,000
Prior Modifications:	\$ 33,942,584
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 292,295,584
This Request:	\$ 3,535,000
% of This Request to Current Amount:	1.2%
% of Modifications (including This Request) to Total Amount:	14.5%

Discussion:

This retroactive modification is for additional labor, materials, and equipment associated with the construction of the Second Avenue Subway 72nd Street Station's Alternative Entrance 1 Design (street entrance) finishes.

This contract work, awarded to Judlau Contracting, Inc. ("Judlau"), involves (1) the installation of mechanical systems including HVAC in the station and ancillary facilities, (2) tunnel ventilation systems in the adjacent tunnels, (3) electrical medium voltage and 120V systems, (4) plumbing for track, sanitary, and storm drainage, hot and cold water supply, pump systems, and fire suppression, (5) escalators and elevators in the station entrances, (6) construction of the station platform and mezzanine levels, ancillary facilities, and entrances, (7) construction of interior walls and rooms; architectural finishes including floors, ceilings, wall treatments, signage, stairs, handrails, guardrails, and station elements including the Station Service Center and Concession Booth, (8) building exteriors including walls, roofing, glass storefronts, and canopies at station entrances and ancillary facilities, and (9) restoration of Second Avenue and adjacent streets impacted by construction.

Entrance 1 of the 72nd Street station was originally intended to occupy part of an East 69th Street building. The excavation and structural shell work for this entrance was originally included in Cavern Excavation Contract C-26007. To avoid risks in relocating utilities in and around the East 69th Street building, mitigate delays in the contract's completion, and facilitate the necessary construction and maintenance agreements with the building owners, work involving Entrance 1 was transferred to this contract, C-26011. Subsequent to the award of Contract C-26011, and as a result of the continuing effort to mitigate risk, the configuration of Entrance 1 was revised from a building entrance to a sidewalk entrance that included a street bump-out structure. Several AWOs were initiated to implement the Alternative Entrance 1 construction. Work under this modification includes (1) changes to the architectural, mechanical, and plumbing configuration of Entrance 1 from within the footprint of the mix-use high-rise building located at East 69th Street to the street bump-out on Second Avenue, (2) granite flooring and cladding inside and out, (3) two glass and steel canopies over the double entrance, (4) ceiling and wall coverings, and (5) all mechanical, electrical, and plumbing features of Entrance 1. Retroactive approval was received from the MTACC President on February 16, 2016. The contractor was directed to proceed with the work immediately.

Judlau submitted a revised proposal of \$4,626,971. MTACC's revised estimate was \$3,321,005. Negotiations resulted in the agreed-upon price of \$3,535,000. Savings of \$1,091,971 was achieved. The final price was found to be fair and reasonable.

SERVICE CHANGES: M5 SERVICE REVISIONS

Service Issue

The M5 is a 12-mile, north-south route that provides local and limited-stop bus service in Manhattan between the George Washington Bridge Bus Terminal (at West 178th Street) and the South Ferry Terminal, serving approximately 11,700 daily riders. The M5 is consistently one of the worst performing bus routes in Manhattan and is plagued by operational issues that lead to many buses being short turned by field managers. These short turns and frequent delays result in uneven and unreliable service. Splitting the M5 route into two shorter routes would help to mitigate the effects of delays along the route while allowing for better recovery from delays and providing more even and reliable service for customers.

A proposal to split the route at 37th Street was presented at a public hearing on April 20, 2016. One of the main comments received from the public through the hearing and from other comments was a desire for a greater overlap between the north and south portions of the route that would cover more of the Midtown area and would reduce the number of customers requiring a transfer between routes. This proposal has been modified and would split the M5 into two routes: the northern route would operate between the George Washington Bridge Bus Terminal and West 31st Street and 6th Avenue. A new southern route (M55) would operate between West 44th Street and 6th Avenue and the South Ferry Terminal. The two routes would overlap for 13 blocks between West 31st Street and West 44th Street.

These Midtown terminal locations were chosen based on the combination of customer impact, the ability to effectively operate buses, the availability of layover space and the desired destinations expressed by the public. Many customers expressed an interest in being able to reach Midtown when traveling from the southern portion of the route. Many customers from the northern portion of the route expressed a desire for service to the 34th Street/Penn Station area. By splitting the route in Midtown with a 13-block overlap between the routes, the vast majority of customers, 88%, would experience improved reliability without having to transfer between routes. Approximately 300 fewer daily customers would have to transfer than in the previous proposal.

Recommendation

Split the M5 into two routes. The north route would retain the M5 label and the south route would be relabeled the M55. Provide a 3-leg transfer on both routes.

Budget Impact

The net cost is estimated to be \$1,131,000. Terminating the M5 at 31st Street is estimated to save \$2,833,000 and the M55 route would cost \$3,964,000.

Proposed Implementation Date



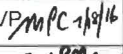
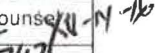

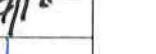


January 2017.

Staff Summary

Subject	M5 Service Revisions
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah J. Wyss

Date	July 7, 2016
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	President 	4	Director OMB 
7	Executive VP  MPC 7/19/16 ACTION	3	VP General Counsel  7/11/16
6	SVP Buses 	2	VP GCH 
5	VP Corp. Comm  7/14/16	1	Chief OF 

Purpose

To obtain approval from the MTA Board of a proposal to split the M5 route into two routes.

Discussion

The M5 is a 12-mile, north-south route that provides local and limited-stop bus service in Manhattan between the George Washington Bridge Bus Terminal (at West 178th Street) and the South Ferry Terminal via Broadway, Riverside Drive, 5th Avenue, 6th Avenue and Church Street. The M5 operates daily from approximately 5:30 am to 1 am. The M5 operates as a limited service only weekdays from approximately 6:30 am to 6:30 pm, and as a local service only in early morning, evening hours, and all day weekends. The M5 is the longest route in Manhattan and faces reliability issues due largely to the length of the route. The M5 is consistently one of the worst performing bus routes in Manhattan and is plagued by operational issues that lead to many buses being short turned by field managers. These short turns and frequent delays result in uneven and unreliable service. Ridership on the M5 has been steadily declining since 2011, losing nearly 1,000 riders annually; it now serves approximately 11,700 daily riders.

Splitting the M5 route into two shorter routes would help to mitigate the effects of delays along the route while allowing for better recovery from delays and would provide more even and reliable service for customers.

NYCT presented an alternate split proposal to the seven affected Manhattan community boards (1, 2, 4, 5, 7, 9, and 12) in November and December 2015 and held a public hearing on that proposal on April 20, 2016. Under that plan, the M5 and M55 would have been split at West 37th Street and there would not have been any overlap between the routes. Many of the public comments centered on a desire for overlap between the routes and a desire for the southern route to serve more of Midtown. Therefore, NYCT has revised its proposal to respond to these comments.

The revised proposal would split the M5 into two routes: the northern route would operate between the George Washington Bridge Bus Terminal and West 31st Street and 6th Avenue. This route would

travel south on 5th Avenue, west on 31st Street to terminate near side of 6th Avenue. The 31st Street south terminal would bring customers to the Penn Station area.

The southern route (M55) would operate between West 44th Street and 6th Avenue and the South Ferry Terminal. The two routes would overlap for 13 blocks between West 31st Street and West 44th Street. The northern route would continue to operate Limited-stop service during the daytime hours and local stops nights. The M55 would operate local service all day.

These Midtown terminal locations were chosen based on the combination of customer impact, the ability to effectively operate buses, the availability of layover space and the desired destinations expressed by the public. Many customers expressed an interest in being able to reach Midtown when traveling from the southern portion of the route. Many customers from the northern portion of the route expressed a desire for service to the 34th Street/Penn Station area. By splitting the route in Midtown with a 13-block overlap between the routes, the vast majority of customers, 88%, would experience improved reliability without having to transfer between routes. Approximately 300 fewer daily customers would have to transfer than in the previous proposal.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights act of 1964 and related Federal Transit guidance materials, found that the M5/M55 Split Service implementation would not result in a disproportionate impact on either minority or below-poverty populations.

Recommendation

Split the M5 into two routes. Provide a 3-leg transfer.

Alternatives to the Split Proposal

1. *Do Nothing* - NYCT would lose the opportunity to address significant reliability issues on the longest bus route in Manhattan.
2. *Split the route at Columbus Circle or increase the overlap* – A split at Columbus Circle option would greatly increase the number of customers who would have to transfer between routes. Increasing the overlap would require a greater number of bus vehicles to provide the service levels needed, however, there is insufficient bus vehicle availability.

Budget Impact

The net cost is estimated to be \$1,131,000. Terminating the M5 at 31st Street is estimated to save \$2,833,000 and the M55 route would cost \$3,964,000.

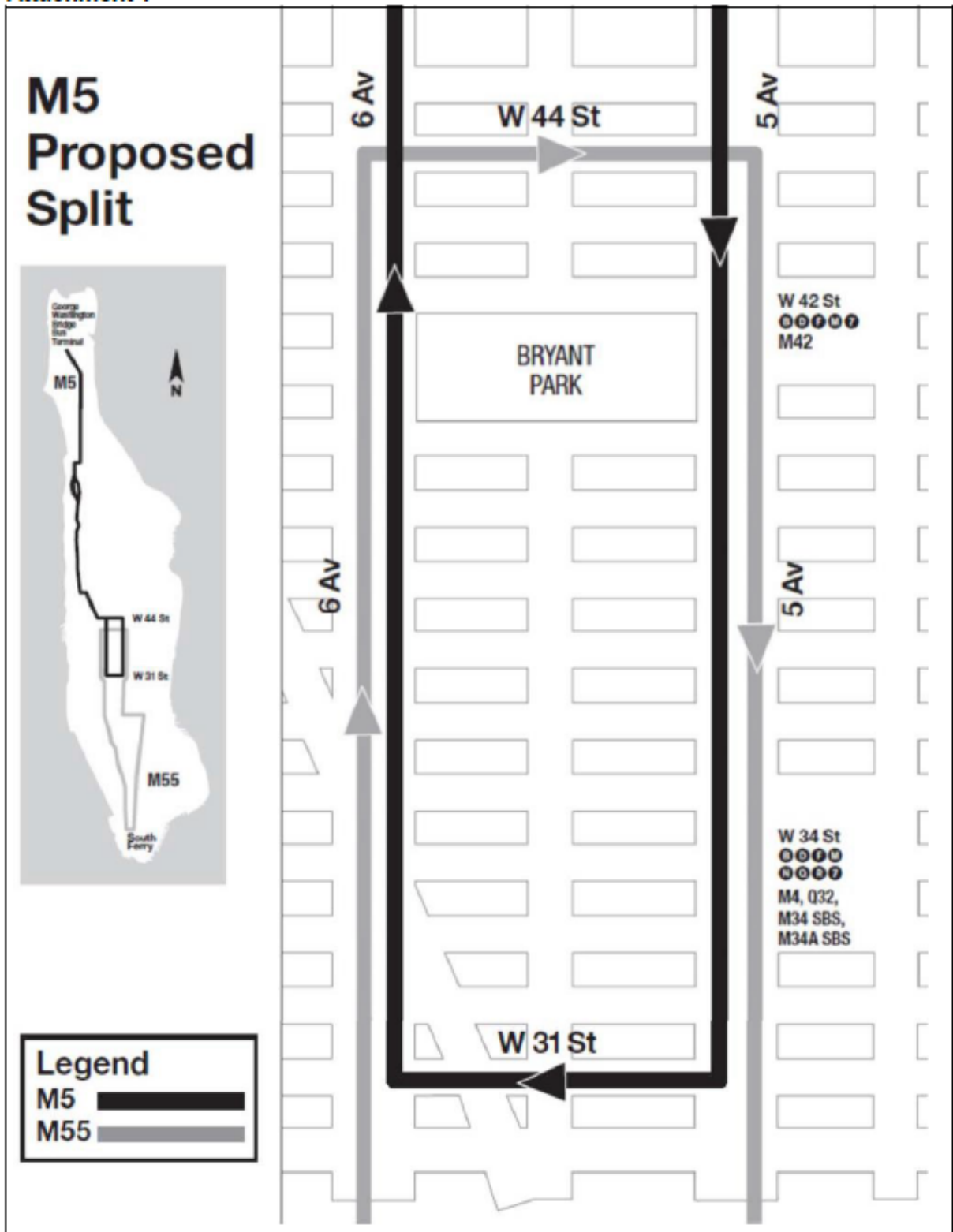
Proposed Implementation Date

January 2017.

Approved:


Veronique Hakim
President

Attachment 1



Attachment 2

Summary of Community Board, Public Hearing and Online Comments Regarding M5 Split

In November and December 2015, MTA NYC Transit presented the preliminary M5 split proposal to the seven Manhattan community boards through which the M5 operates and to the Senior Citizens Advisory Committee. A public hearing was held on April 20, 2016 with 23 registered speakers and a total of 58 comments were submitted online via the MTA website. Below is a summary of the main comments and concerns expressed by the public.

- **Restore pre-2010 service where the M5 terminated at Houston St and the M6 route ran between 59th Street and South Ferry.**

This is a proposal to improve service on the M5, not a restoration of previous service cut. This is the plan that the MTA believes will best help improve M5 service for all M5 customers given current bus constraints.

- **Split the route somewhere other than 37th Street. The primary alternative split points suggested were: Columbus Circle, 59th, 57th, 42nd, 34th, 23rd, and Houston Streets.**

The MTA considered several factors in determining a split point for the M5 and M55: customer convenience, number of customers that have to transfer, availability of layover space, availability of buses, ability to deliver reliable service. After taking into account the public comments to the proposed split, the proposal was modified to provide some overlap between the routes and split at locations that are more convenient and desirable to customers.

- **Mitigate the inconvenience of a route split by having more of an overlap between the routes**
The ability to provide a greater overlap between the routes is limited by the availability of resources, but the modified plan responds directly to this request.

- **Split the route but have some buses run the full length of the route**

This would result in a confusing service pattern for customers and might ultimately result in longer travel times and/or in more customers having to transfer if they are looking to travel the entire route and they board a bus that is only traveling the shorter route.

- **Implement a three-leg transfer so that customers having to transfer between M5 and M55 will not lose their free transfer to another bus or subway route.**

A three-leg transfer will be provided to M5/M55 customers.

- **Make the transfer between routes at the split point seamless; schedule M5 and M55 routes to meet at the terminals so that customers can easily transfer between the two. There should be a shelter with the proper amenities at the transfer location. Buses should be scheduled to meet so that people transferring will not have to wait for the next bus**

Bus stop locations are determined by the New York City Department of Transportation (DOT). MTA NYC Transit will work with DOT on the siting of bus stops at the transfer points in order to facilitate transfers between the M5 and M55. Because the M5 and M55 will be two separate routes with separate schedules, it will not be possible to schedule the routes such that there will always be a bus waiting for customers transferring between routes.

- **Provide additional northbound travel options south of 8th Street, as traveling the distance between northbound service options on 6th Avenue and on Bowery is a hardship for residents in the Village.**

The number of streets on which buses can safely and reliably operate north/south service is limited by the lower Manhattan street network. The MTA is currently investigating bus service options on these streets.

- **Convert M5 route to a Select Bus Service (SBS) route.**

The M5 is not currently being considered for Select Bus Service (SBS), but as the SBS program continues to expand, the feasibility of converting the M5 to an SBS route will be reevaluated.

- **Leave route as is/ do no split route. Either run more buses on the route or better manage those that are allocated to the route**

Leaving the route as it is would not allow the MTA to address the reliability issues currently experienced by the M5.

- **Do not split route, just run more Limited service on the route**

Running more Limited service might speed up rides for some customers but would not help address the reliability problems that the route is currently experiencing.

- **Use the M6 route designation instead of M55**

The M6 route previously ran between the South Ferry Terminal and 59th Street and was discontinued as part of the June 2010 Service Reductions. Because the M55 route differs from the previous M6 route, a different route designation was chosen.

- **Increase the frequency of the M5 and M55 during rush hour – 8-10 min headways**

Bus service frequencies are scheduled according to MTA guidelines on ridership.

- **Expand span of service to 24-hours on M5 and M55**

Similar to headways, the span of service is also determined based on ridership and demand and, as such, the M5 and M55 are not currently eligible for 24-hour service.



SERVICE CHANGES:

**REVISE B26 AND Q55 SERVICE IN
RIDGEWOOD/BUSHWICK**

Service Issue

In Fall 2016 NYCDOT will implement a set of improvements focused on reducing pedestrian-vehicle conflicts, calming traffic, and increasing visibility in the Ridgewood/Bushwick area. The project includes a pedestrian only public plaza on Wyckoff Avenue, from Palmetto Street to Gates Avenue, the conversion of Wyckoff Avenue from two-way to one-way southbound from Palmetto Street to Madison Street, and red painted bus-only lanes on Palmetto Street, from Myrtle Avenue to St Nicholas Avenue. To accommodate this project, NYCT plans to reroute the B26 and Q55.

Recommendation

Revise B26 and Q55 in Ridgewood/Bushwick.

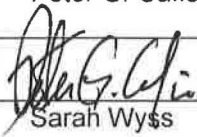
Budget Impact

There is no net operational cost associated with this service.

Proposed Implementation Date





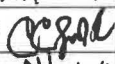
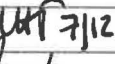
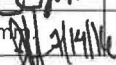
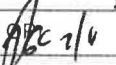
September 2016

Staff Summary

Subject	Revise B26 and Q55 Service in Ridgewood/Bushwick
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	July 7, 2016
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President			X	
2	Board			X	

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

Purpose

To inform the President and MTA Board of a recommendation to permanently revise the B26 and Q55 bus routes in Ridgewood/Bushwick.

Discussion

Ridgewood Terminal is served by the B13, B26, B52, B54, Q55, and Q58 bus routes and the Myrtle-Wyckoff **L** **M** subway station. Approximately 3,160 customers transfer between the buses and subway at the Myrtle-Wyckoff subway station on an average weekday. In addition, approximately 15,300 customers board or alight the B13, B26, B52, B54, Q55, and Q58 on an average weekday within the Ridgewood Terminal area.

Ridgewood Terminal is at the junction of the Ridgewood neighborhood in Queens and the Bushwick neighborhood in Brooklyn. At this junction is a complicated six-leg intersection consisting of Wyckoff Avenue, Palmetto Street, and Myrtle Avenue.

The B26 is an east-west route that provides local bus service between Ridgewood, Queens and Downtown Brooklyn. The B26 travels along Halsey Street and Fulton Street. The B26 operates at all times.

From its regular westbound routing on Wyckoff Avenue, the B26 travels left on Putnam Avenue, right on Ridgewood Place, and right on Palmetto Street where it travels through the previously mentioned complicated six-leg intersection to its terminal on Palmetto Street, midblock, Myrtle Avenue. To begin eastbound routing from its terminal, the B26 travels north on Palmetto Street, left on St Nicholas Avenue, left on Gates Avenue, and left on Wyckoff Avenue to its regular eastbound routing.

The Q55 is an east-west route that provides local bus service between Ridgewood and Richmond Hill. The Q55 travels along Myrtle Avenue. The Q55 operates at all times.

From its regular westbound routing on Myrtle Avenue, the Q55 makes a right from Myrtle Avenue on St Nicholas Avenue, left on Palmetto Street to its terminal on Palmetto Street, farside, St Nicholas Avenue. To begin eastbound routing from its terminal, the Q55 travels southbound on Palmetto Street, acute left on Myrtle Avenue, to regular routing on Myrtle Avenue.

In consultation with NYCT, and in an effort to minimize motor vehicle occupant injuries, reduce the likelihood of bus-pedestrian conflicts, and improve the pedestrian environment in Ridgewood and Bushwick, NYCDOT has proposed the Wyckoff Avenue Intersection and Plaza Project. The project proposes six legal turning movements (three being bus-only), the conversion of Wyckoff Avenue from two-way to one-way southbound from Palmetto Street to Madison Street, red painted bus-only lanes on Palmetto Street, from Myrtle Avenue to St Nicholas Avenue, and a pedestrian only public plaza on Wyckoff Avenue, from Palmetto Street to Gates Avenue.

Recommendation

Revise B26 and Q55 bus service in the Ridgewood/Bushwick area in order to accommodate the NYCDOT Wyckoff Intersection and Plaza Project. Westbound B26 trips would travel westbound along Wyckoff Avenue, left on Putnam Avenue, right on Ridgewood Place, right on Palmetto Street, and right on Wyckoff Avenue to new terminal at Wyckoff Avenue, farside, Palmetto Street. Eastbound trips would begin via Wyckoff Avenue to regular routing. Westbound Q55 trips would travel westbound along Myrtle Avenue, left on Gates Avenue, left on Irving Avenue, left on Palmetto Street, north on Palmetto Street to new terminal at Palmetto Street, nearside, St Nicholas Avenue. Eastbound trips would begin northbound on Palmetto Street, right on St Nicholas Avenue, and left on Myrtle Avenue to regular routing. As part of the service revision, the following stops would be eliminated: B26 – terminal at Palmetto Street, nearside, St Nicholas Avenue, B26 – westbound stop at Gates Avenue, nearside, Wyckoff Avenue, and Q55 – terminal at Palmetto Street, mid-block, St Nicholas Avenue. New stops would be added as follows: B26 – new terminal at Wyckoff Avenue, farside, Palmetto Street, Q55 – westbound at Myrtle Avenue, farside, Palmetto Street, and Q55 – new terminal at Palmetto Street, nearside, St Nicholas Avenue.

The revision would reduce turning movements in a complicated, confusing, dangerous intersection and limit the potential for additional motor vehicle occupant and pedestrian injuries. It would also improve operations and safety for bus operators and customers alike, providing customers with simplified, clear crossings to reach the bus. In addition to routing changes, customers will have access to a new public plaza, providing them with a new space to spend time at before catching the bus or subway.

Alternatives to the Proposed Service Change

1. Continue operating the Q55 on its current routing. The Q55 route path is not directly impacted by the NYCDOT pedestrian plaza. If the Q55 maintains its current route, it would continue to make a very sharp left turn from Palmetto Street to Myrtle Avenue through a complex intersection. There have been several accidents at the intersection.
2. Reroute the B26 via Cypress Avenue. Due to the inconsistent street grid in this area, the B26 would travel along Cypress Avenue for nine blocks before returning to its current route on Halsey Street. This would inconvenience passengers by creating a large one-way loop.

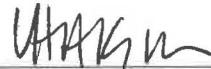
Budget Impact

There is no net operational cost associated with this service.

Proposed Implementation Date

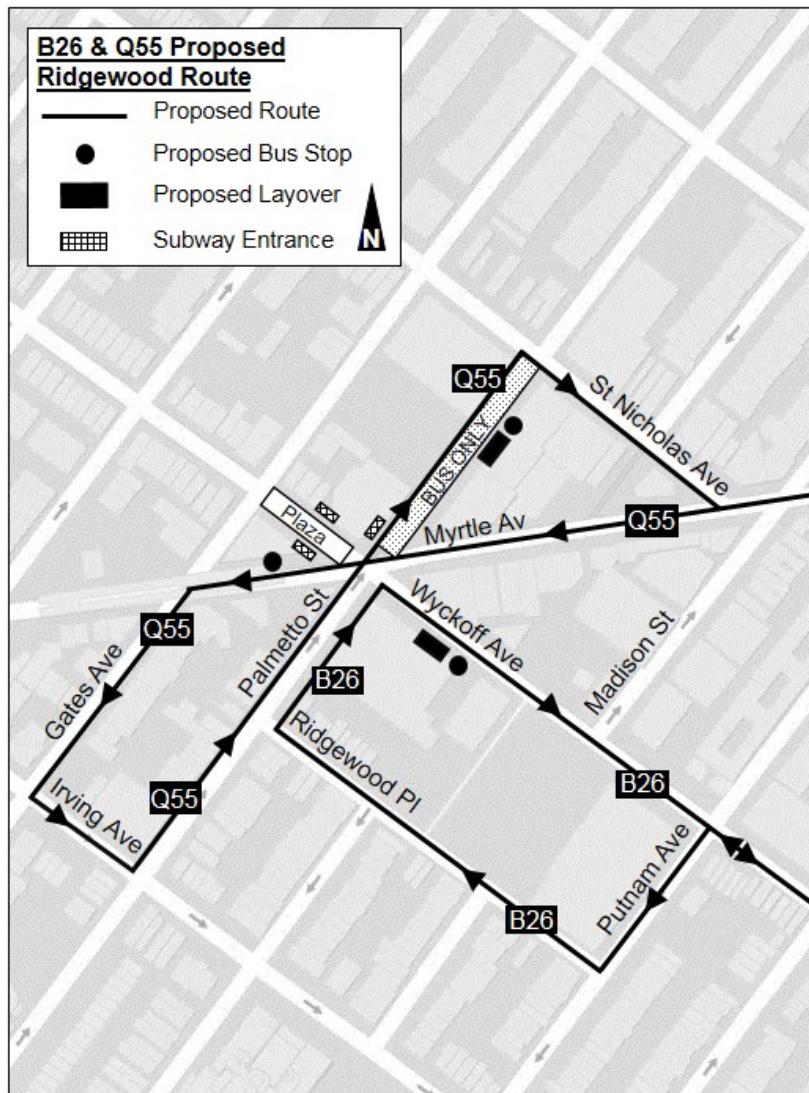
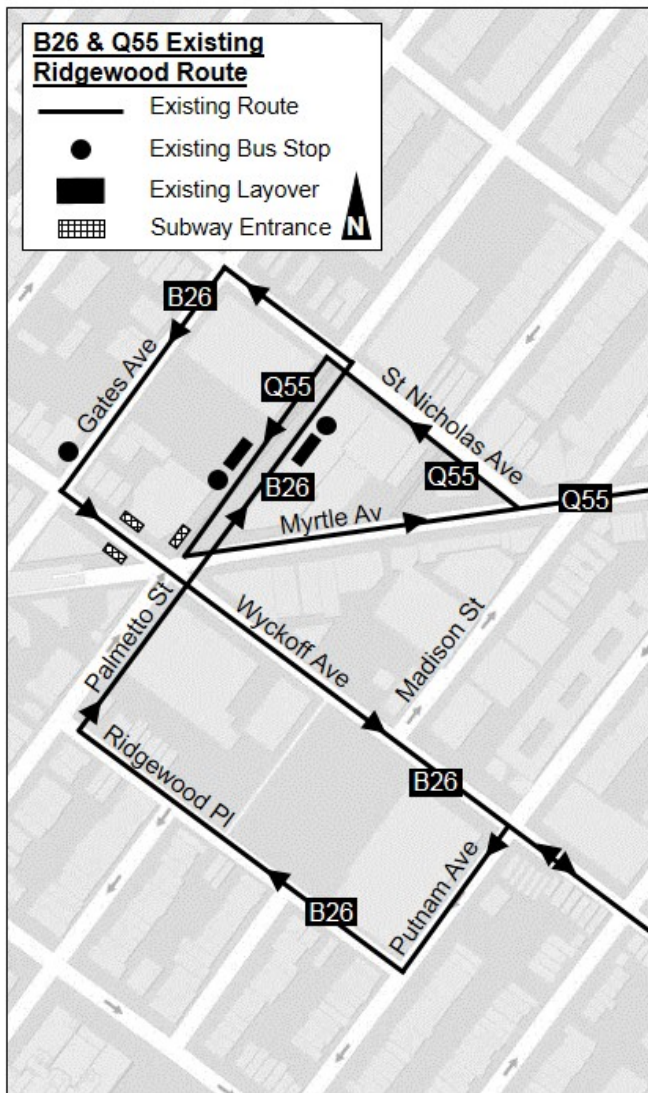
September 2016.

Approved:



Veronique Hakim
President

Attachment 1





SERVICE CHANGES: Q59 REROUTE IN REGO PARK, QUEENS

Service Issue

The New York City Department of Transportation was contacted by the New York Police Department regarding a U-Turn movement that the eastbound Q59 buses make on Queens Boulevard at 63rd Road. The NYPD asked that this turn be eliminated due to conflicts with pedestrian crossings at Queens Boulevard. The eastbound Q59 will have to be rerouted due to this request. The westbound Q59 will begin its trip from Queens Boulevard at 62nd Drive.

With this reroute, customers will have more direct and convenient access to Rego Center Mall, a major retail shopping and dining destination in the area.

Recommendation

Reroute the eastbound Q59 bus from Queens Boulevard to avoid the U-Turn. From eastbound Queens Boulevard, the Q59 will travel north on Horace Harding Expressway Service Drive South, south on Junction Boulevard and 62nd Drive where it will layover near side of Queens Boulevard. Westbound trips will begin at 62nd Drive, one block west of its current location.


Budget Impact

There is no budget impact for this reroute.

Proposed Implementation Date



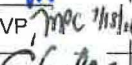


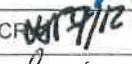

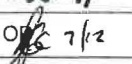
September 2016.

Staff Summary

Subject	Reroute Q59 bus in Rego Park, Queens
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	July 7, 2016
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President			X	
2	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	President 	4	VP General Counsel 
7	Executive VP 	3	Director OMB 
6	SVP Buses 	2	VP GCR 
5	VP Corp. Com 	1	Chief O 

Purpose

To inform the President and the MTA Board of a recommendation to permanently reroute the Q59 bus in Rego Park, Queens.

Discussion

The Q59 is an east-west bus that provides local bus service between Rego Park and Williamsburg. The Q59 travels along Queens Boulevard, Grand Avenue, Grand Street, Union Avenue, and Broadway. The westbound Q59 terminal is located at the Williamsburg Bridge Bus Terminal. The eastbound Q59 terminal is located on Queens Boulevard at Junction Boulevard. The Q59 operates weekdays and weekends at all times. Average daily ridership at the Q59 eastern terminal consists of 445 boardings and 342 alightings.

The New York City Department of Transportation was contacted by the New York City Police Department regarding a U-Turn movement that the eastbound Q59 buses make on Queens Boulevard at 63rd Road. The buses make this turn from the eastbound main road to the westbound service road. The NYPD asked that this turn be eliminated due to conflicts with pedestrians crossing Queens Boulevard.

Due to this request, the eastbound Q59 will be rerouted to avoid the U-Turn. From Queens Boulevard, eastbound Q59 buses will turn left onto the Horace Harding Expressway South, right at Junction Boulevard, and right at 62nd Drive to layover near side of Queens Boulevard. Westbound trips will begin at 62nd Drive (an existing Q59 and Q60 stop), one block west of its current location.

With this reroute, customers will have more direct and convenient access to Rego Center Mall, a major retail shopping and dining destination in the area. Two bus stops will be discontinued,

one on Queens Boulevard at Horace Harding Expressway, and one on Queens Boulevard at Junction Boulevard which is also the current layover location. Three new bus stops are being installed, one in front of Queens Tower Condominiums on Horace Harding Expressway South, one on Junction Boulevard across from the Rego Center Mall (this stop is currently served by the Q72), and one stop and new layover on 62nd Drive, near side Queens Boulevard. Customers that transfer to or from the **M** **R** 63rd Dr Rego Park subway will have to walk an additional block from the new last stop to access it.

Recommendation

Reroute the eastbound Q59 bus from Queens Boulevard to avoid the U-Turn. From Queens Boulevard, eastbound Q59 buses will turn left onto the Horace Harding Expressway Service Drive South, right onto Junction Boulevard, right onto 62nd Drive where they will layover nearside of Queens Boulevard.

Alternatives to the Proposed Service Change

1. *Make a left from Queens Boulevard onto 63rd Road, right on 97th Street, right on 63 Drive, right on Queens Boulevard to last stop.* This routing was discussed with NYCT Road Operations and it was determined that there would be too much traffic congestion for this to be a feasible option.

Budget Impact

There is no budget impact for this reroute.

Proposed Implementation Date

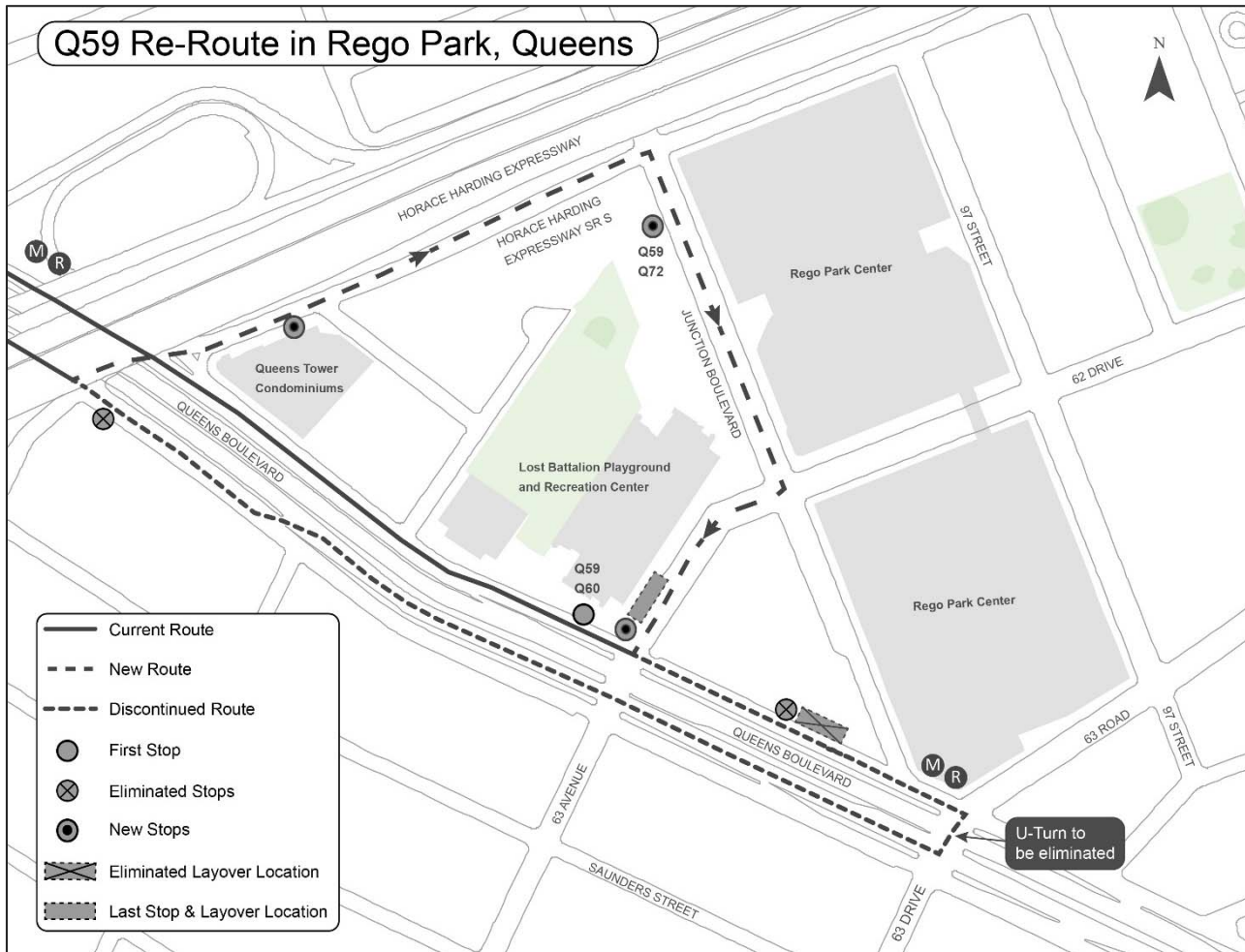
September 2016.

Approved:



Veronique Hakim
President

Attachment 1





Report

SERVICE CHANGES: BUS SCHEDULE CHANGES EFFECTIVE SEPTEMBER 2016

SERVICE ISSUE:

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

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

RECOMMENDATION:

Eight bus schedule changes on a total of eight routes is proposed for implementation in September 2016.

ESTIMATED IMPACT:

The September 2016 schedule changes represent an estimated cost of approximately \$2.4 million annually. Of this amount, \$2.3 million is attributed to running time changes and \$0.1 million is attributed to the net increases in guideline changes. These costs are incorporated in the 2016 Platform Budget.

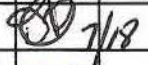

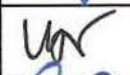

PLANNED IMPLEMENTATION:

September 2016

Staff Summary

Page 1 of 2

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

Date June 28, 2016			
Vendor Name N/A			
Contract Number N/A			
Contract Manager Name N/A			
Table of Contents Ref # N/A			
Internal Approvals			
Order	Approval	Order	Approval
4	President	7/18	
3	Executive Vice President	7/15	
2	Vice President, Government and Community Relations	7/14	
1	Vice President, Operations Planning		

Narrative

PURPOSE:

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

DISCUSSION:

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

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

Staff Summary

Page 2 of 2

RECOMMENDATION:

Eight bus schedule changes on a total of eight routes is proposed for implementation in September 2016.

1. One schedule of the eight bus schedule changes contains an increase in service frequency to meet MTA loading guidelines for bus operation. On the Q103 route, it is recommended to improve service frequencies during weekday midday hours, Monday thru Friday. Off-peak daytime frequencies would be improved from every 60 minutes to every 30 minutes; an addition of 10 trips. Weekday ridership on the Q103 is approximately 1,414 passengers.
2. Seven bus schedules contain modifications in running times to improve reliability utilizing Bus Time data. (Q52, Q53, Q60, Q72, Q110, Q112 and BM3).

ALTERNATIVES:

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

IMPACT OF FUNDING:

The September 2016 schedule changes represent an estimated cost of approximately \$2.4 million annually. Of this amount, \$2.3 million is attributed to running time changes and \$0.1 million is attributed to the net increases in guideline changes. These costs are incorporated in the 2016 Platform Budget.

IMPLEMENTATION:

September 2016.

Approved:



Darryl C. Irick
President

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>May 2015</u>	<u>May 2016*</u>	<u>Difference</u>
Cash	2.5%	2.2%	(0.3%)
Single-Ride Ticket	0.8%	0.8%	0.0%
Bonus Pay-Per-Ride	38.4%	38.4%	0.1%
Non-Bonus Pay-Per-Ride	6.2%	5.7%	(0.5%)
7-Day Farecard	22.8%	23.1%	0.3%
30-Day Farecard	<u>29.3%</u>	<u>29.8%</u>	0.5%
Total	100.0%	100.0%	

* Preliminary

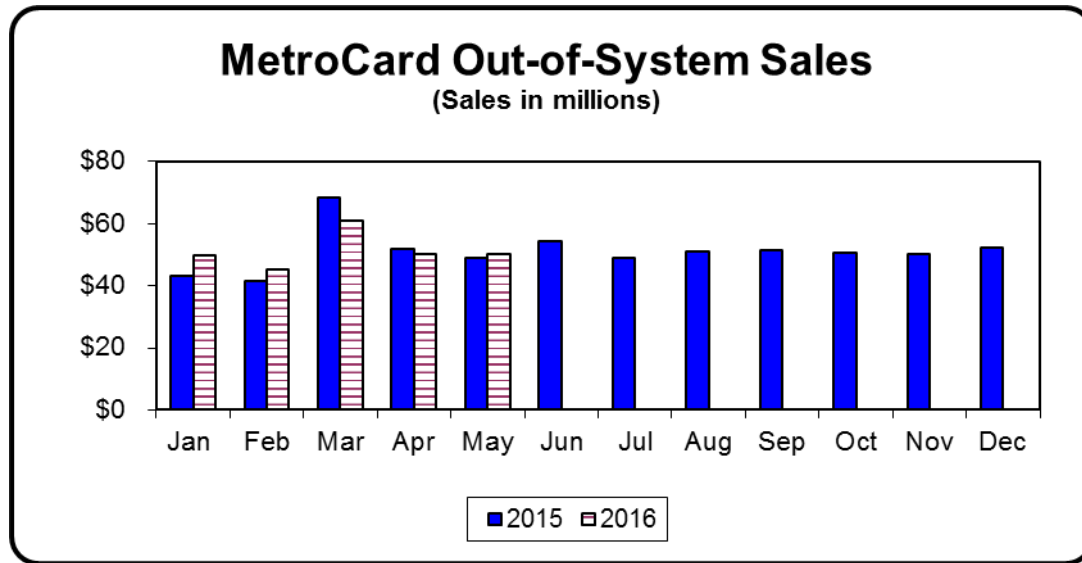
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in May 2016 was 5,500, a 25.86 percent increase from the same period last year. The average value of a credit issued was \$71.09.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$50.4 million in May 2016, a 3.1 percent increase compared to May of 2015. Year to dates sales totaled \$257.1 million, a 1.3 percent increase compared to the same period last year.



Retail Sales

There were 4,445 active out-of-system sales and distribution locations for MetroCards, generating \$24.5 million in sales revenue during May 2016.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 146,000 MetroCards valued at approximately \$12.7 million were made in May 2016 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$86.73. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 99,744 for May 2016, generating an additional \$11.6 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$127.0 million, a 3.0 percent increase when compared to last year.

Mobile Sales Program

In May 2016, the Mobile Sales unit completed 204 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 May 2016, the Mobile Sales unit assisted and enabled 1,815 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events including Senior Health and Fitness Day (Brooklyn).

Reduced-Fare Program

During May 2016 enrollment in the Reduced-Fare Program increased by 5,761 new customers, while 60 customers left the program. The total number of customers in the program is 1,019,535. Seniors account for 839,219 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 180,316 customers. Of those, a total of 38,427 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$8.1 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In May 2016, the EasyPay Reduced Fare program enrollment totaled 158,999 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with \$2.3 million charged to their accounts. Each active account averaged 29 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In May 2016, the EasyPay Xpress PPR program enrollment totaled 90,455 accounts. During this month, active Xpress PPR customers accounted for approximately 1.6 million subway, express bus and local bus rides with \$4.1 million charged to their accounts. Each active account averaged 23 trips per month, with an average monthly bill of \$57.

EasyPay Xpress Unlimited Program

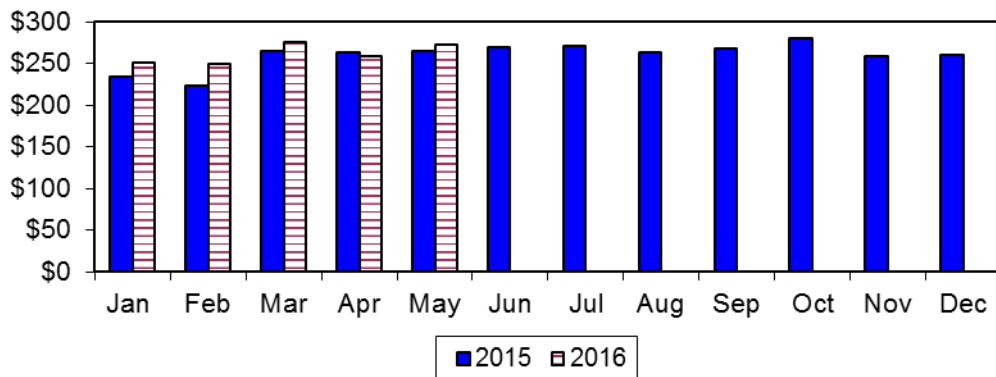
In May 2016, the EasyPay Xpress Unlimited program enrollment totaled 19,309 accounts. During this month, active Xpress Unlimited customers accounted for approximately 917,000 subway and local bus rides with \$1.9 million charged to their accounts. Each active account averaged 52 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during May 2016 totaled \$272.5 million, on a base of 15.0 million customer transactions. This represents 1.1 percent decrease in vending machine transactions compared to the same period last year. During May 2016, MEMs accounted for 2,114,499 transactions resulting in \$55,918,587 in sales. Debit/credit card purchases accounted for 78.5 percent of total vending machine revenue, while cash purchases accounted for 21.5 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 \$29.17, more than three times the average cash sale of \$8.66. The average debit sale was \$20.82.

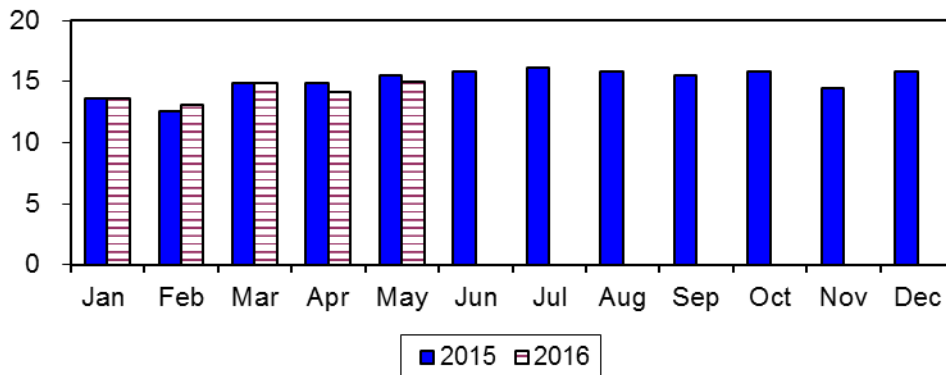
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



MTACC MONTHLY PROJECT STATUS REPORTS:

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

7 Line Extension Active Construction Contracts

Report to the Transit Committee - July 2016

data thru June 2016; \$s in million

	Budget	Expenditures
Final Design	\$ 119.4	119.1
Construction	1,904.2	1,856.0
Construction Management	52.2	48.8
Subway Project Reserve	25.1	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 2,023.9
HYDC-Funded Non-Subway Work [†]	266.0	247.4
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,271.3
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,324.3

	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>	\$92.3	\$92.1	\$0.2	\$49.9	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.

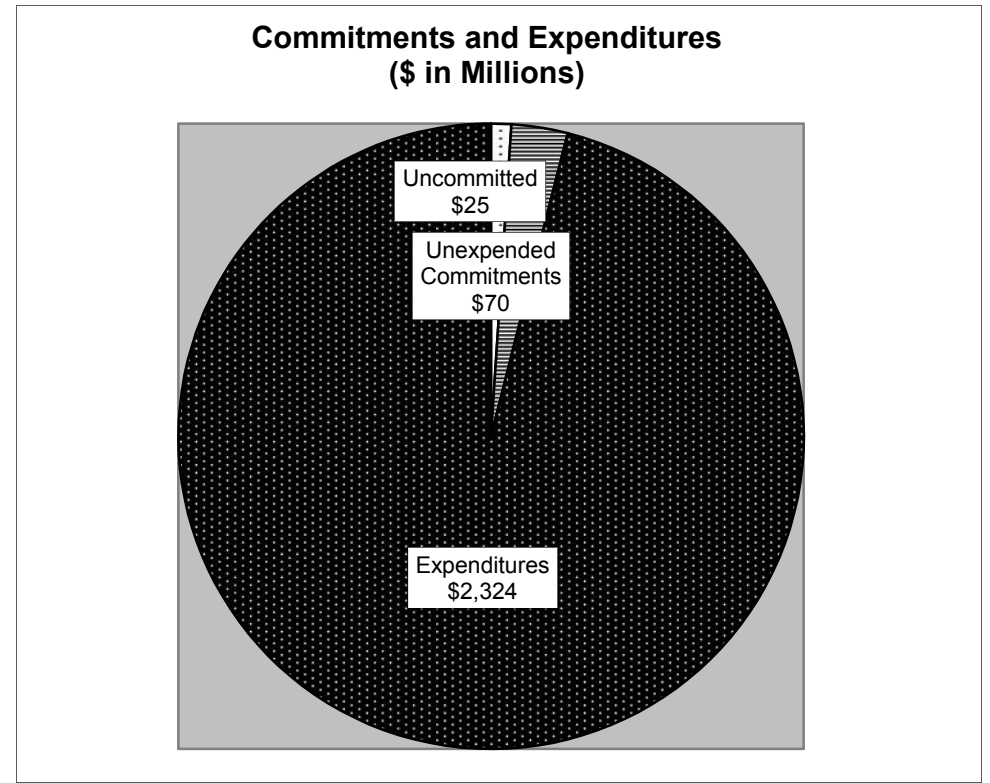
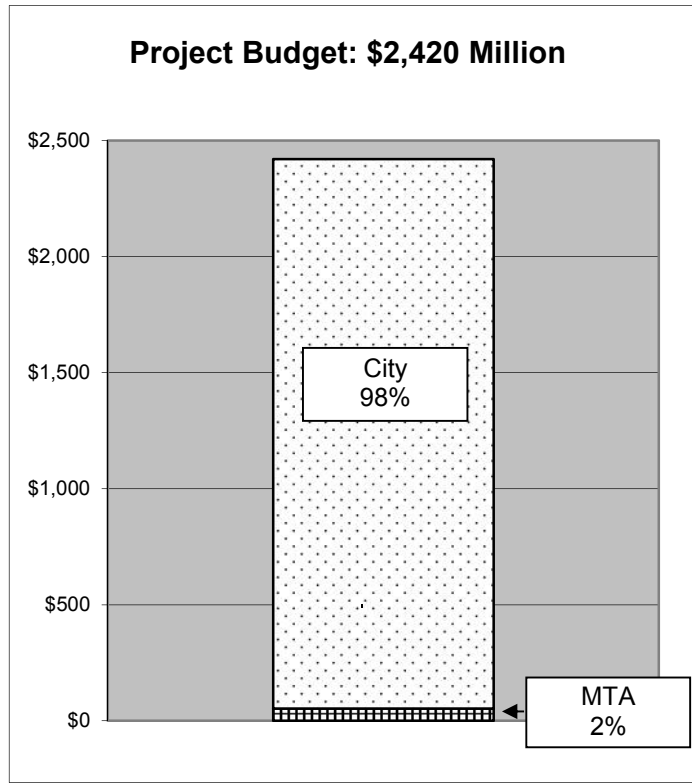
† Non-subway work includes design, construction management, and construction tasks.

†† 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.

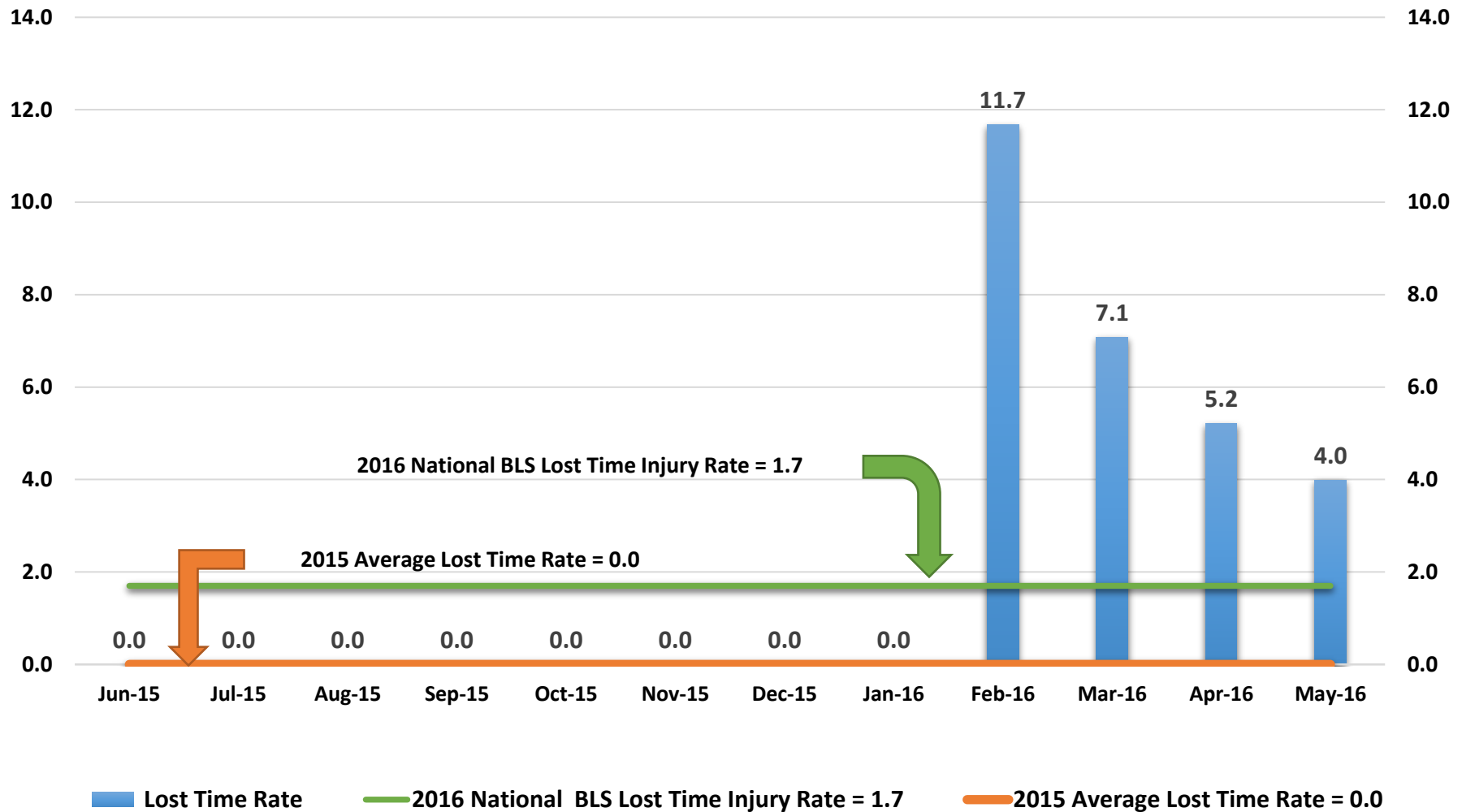
7 Line Extension Status **Report to the Transit Committee - July 2016** *data thru June 2016*

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	2,342	2,342	25	2,271
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,342	\$ 2,395	\$ 25	\$ 2,324

* 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 - July 2016

data thru June 2016; \$s in million

	Budget	Expenditures
Construction	\$ 3,390.6	\$ 2,991.7
Design	\$ 510.6	499.3
Construction Management	\$ 268.3	210.6
Real Estate	\$ 281.5	239.8
Total	\$ 4,451.0	\$ 3,941.4

	Schedule
Project Design Start	December-2001
Project Design Completion	February-2011
Project Construction Start	March-2007
Revenue Service Date	December-2016

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$209.0	\$206.6	\$2.5	\$194.5	Jul-2010	Jan-2011	May-2014	Sep-2016
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$298.9	\$288.0	\$10.9	\$231.2	Mar-2011	Jan-2012	Aug-2016	Dec-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$382.3	\$382.1	\$0.2	\$330.8	Mar-2011	Jun-2012	Dec-2015	Nov-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$322.3	\$317.9	\$4.4	\$268.7	Nov-2012	Feb-2013	Nov-2015	Nov-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$241.5	\$238.9	\$2.5	\$179.7	Oct-2013	Jun-2013	May-2016	Nov-2016

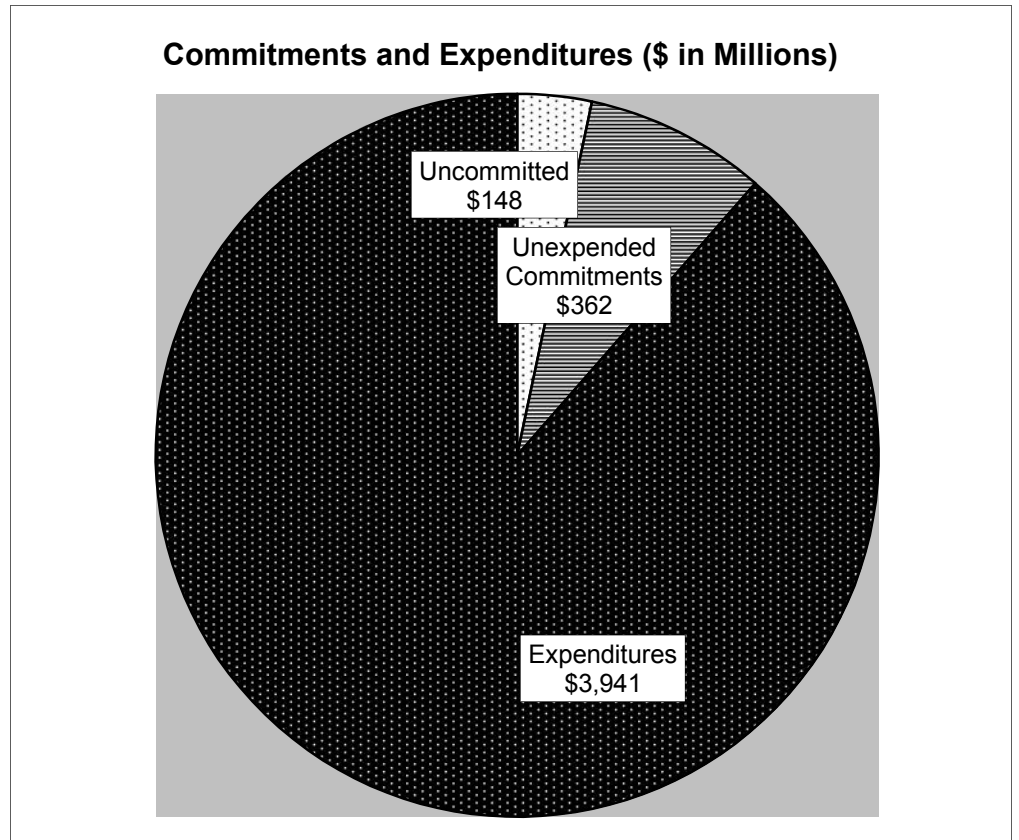
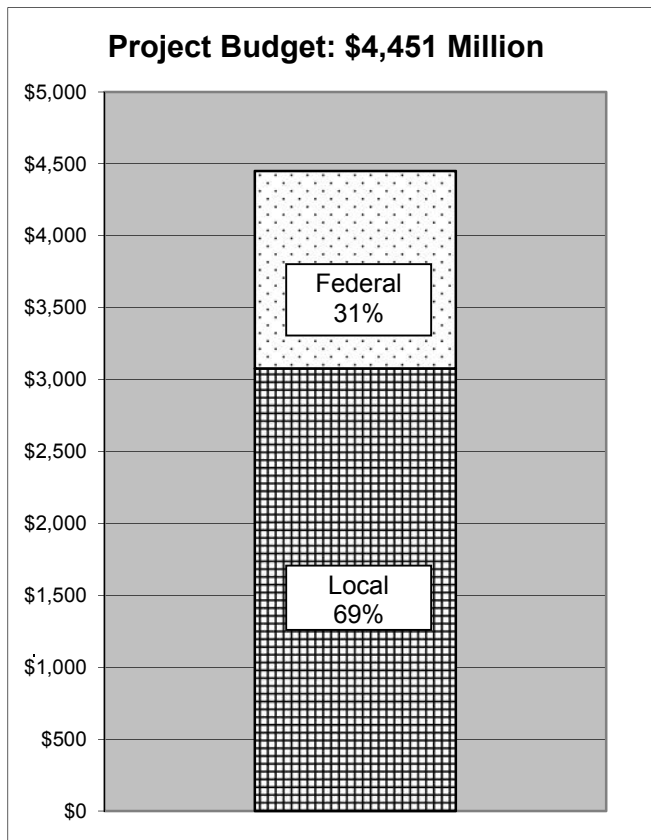
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - July 2016

data thru June 2016

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,049	\$ 1	\$ 1,043
2005-2009	1,914	846	1,068	944	1,882	32	1,762
2010-2014	1,487	1,487	-	-	1,372	115	1,136
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,303	\$ 148	\$ 3,941



SAS Annual Cumulative Profile of Lost Time Injury Rates

