



Transit & Bus Committee Meeting

January 2016

Committee Members

F. Ferrer, Committee Chairman
J. Banks III, Committee Vice Chairman
A. Albert
J. Ballan
A. Cappelli
J. Kay
S. Metzger
C. Moerdler
J. Molloy
P. Trottenberg
E. Watt

New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Board Room

New York, NY 10004

Monday, 1/25/2016

10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – DECEMBER 14, 2015

December Committee Meeting Minutes - Page 4

3. APPROVAL OF COMMITTEE WORK PLAN

2016 Committee Work Plan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. November Operations Report

November Operations Report - Page 18

5. FINANCIAL REPORTS

a. November NYCT Financial & Ridership Report

NYCT Financial Report - Page 55

b. November SIR Financial & Ridership Report

SIR Financial Report - Page 78

c. November MTA Bus Financial & Ridership Report

MTA Bus Financial Report - Page 91

d. Capital Program Status Report

Capital Program Status Report - Page 106

6. PROCUREMENTS

January Procurement Staff Summary and Resolution - Page 115

a. Non-Competitive

NYCT Non-Competitive Actions - Page 119

b. Competitive

NYCT Competitive Actions - Page 121

c. Ratifications

MTACC Ratifications - Page 124

7. SERVICE CHANGES

a. NYCT Station Access Changes (For Approval)

NYCT Station Access Changes at 7th Avenue and Borough Hall Stations in Brooklyn - Page 126

b. NYCT Request for Public Hearing on M5 Split

NYCT Request for Public Hearing on M5 Split - Page 133

c. NYCT B20/Q24 Re-route in East New York

NYCT B20 Q24 Re-Route in East New York - Page 138

d. NYCT Q30 Span Increase

NYCT Q30 Span Increase - Page 142

e. NYCT Bus Schedule Changes - Effective April 2016

NYCT Bus Schedule Changes - Effective April 2016 - Page 145

f. MTA Bus Q70 Schedule Change

MTA Bus Q70 Schedule Change - Page 151

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 156

9. MTACC REPORT

MTACC Report - Page 160

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
December 14, 2015

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

The following Members were present:

Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Allen P. Cappelli
Hon. Ira Greenberg
Hon. Jeffrey Kay
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Polly Trottenberg

The following Member was absent:

Hon. John H. Banks III, Vice-Chair

Also present were:

James L. Ferrara, Interim President, New York City Transit
Michael Chubak, Acting Executive Vice President
Wynton Habersham, Acting Senior Vice President, Subways
Vincent Coogan, Assistant Chief Executive Officer, NYPD Transit Bureau
Owen J. Monaghan, Vice President, Security
James Bromfield, Director, Office of System Safety
Stephen Plochochi, Vice President, Materiel
Peter Cafiero, Chief, Operations Planning
John O'Grady, Acting Senior Vice President, CPM
Darryl Irick, President, MTA Bus
Michael Horodniceanu, President, MTA Capital Construction

Chair Ferrer opened the meeting.

II. Public Speakers

Bradley Brashears, Transportation Planner, Permanent Citizens Advisory Committee, addressed the Committee on the Freedom Ticket, advocating a Southeast Queens Proof of Concept proposal that would allow riders travelling from MTA railroad stations within the city to ride for a reduced rate with a free transfer to subways and buses.

Murray Bodin addressed the Committee on bus designs that would facilitate boarding and economize on fuel, and recommended the extension of the 7 subway line to Secaucus, New Jersey, noting that this could alleviate bus and subway congestion.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the November 16, 2015 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

Interim President Ferrara announced the retirement of Joe Leader, Senior Vice President of Subways, congratulating him, and commending him on his 30 years of service. Chair Ferrer, Member Albert and Member Trottenberg also thanked Mr. Leader for his valuable contributions, and for the positive impact he had on the agency.

Interim President Ferrara informed the Committee that the proposed 2016 Committee Work Plan included in the Agenda would be presented for approval in January.

A. Operations Report

Acting SVP Habersham reported to the Committee on the Department of Subways' operating performance, remarking on October's record-breaking ridership statistics. He informed the Committee that the annual Medals of Excellence ceremony honored 25 Subways employees, and noted that two station agents, Ralph Johnson and Richard Singleton, were recognized for heroism, receiving NYC Transit's highest honor.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus. He informed the Committee that the annual Medals of Excellence ceremony honored 20 Buses employees, including 13 bus operators, and commended bus operators Gary Trim, Timothy Fairless, and James Wilson, on their heroism awards.

In response to a question from Member Albert, Acting SVP Habersham noted that the decrease in the mean distance between failures (MDBF) for the A and B Divisions seems primarily attributable to problems with subway car doors on older fleets, adding that he will look into the matter further.

In response to a question from Member Cappelli, President Irick and Mr. Cafiero informed the Committee that based on preliminary reports, the SBS service recently instituted in the Bronx and Queens appears to have been well received.

In response to Member Moerdler's concerns regarding the timeliness of service on the 5 and 6 lines, Acting SVP Habersham commented on the overall increase in ridership along the Lexington Avenue corridor, and Mr. Cafiero remarked on the congestion and ongoing construction work affecting the 6 line, noting that schedules are currently being adjusted and weekly meetings being held.

Chair Ferrer added that the effect of increased ridership on service is significant, and that the addition of new infrastructure, such as the Second Avenue subway, as well as the use of CBTC, and the addition of new subway cars, should help improve matters.

In response to an inquiry from Chair Ferrer, Paul Fleuranges informed the Committee that identifying the Q70 bus as an express route to LaGuardia Airport is under consideration.

In response to Member Cappelli's suggestion, Interim President Ferrara agreed to look into the possibility of facilitating a charity organization's efforts to assist persons in need through collecting and combining MetroCards with remaining value.

James Bromfield, Director, Safety Analysis Review & Development, presented the Safety Report.

In response to a question from Member Moerdler regarding whether bus collisions generally arise from either (1) articulated bus turns, (2) aggressive taxis or (3) City lane restrictions, President Irick and Stephen Vidal, Vice President, MTA Bus, commented on the importance of bus operator experience and training. President Irick agreed to provide Member Moerdler with additional information regarding "hours of service" policies. Mr. Vidal also advised Member Moerdler that Road Operations management works together with NYPD traffic enforcement to keep bus stops clear.

Assistant Chief Coogan presented the NYPD Transit Bureau statistics.

Member Moerdler stressed the importance of appropriate sentencing and conviction for Transit related crimes, and Member Cappelli noted that crimes by repeat offenders, such as Roger Reed, a Level III sex offender, should be given particular attention to highlight the problem of recidivism.

In response to a request by Member Moerdler and Chair Ferrer, Chief Coogan agreed to provide the Committee with a yearly borough by borough breakdown of crime statistics as part of a written report.

B. Financial Reports

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

In response to a question from Member Albert, Acting EVP Chubak noted that while high average weekday subway ridership in October was anticipated due to seasonal trends, the fact that system-wide statistics were lower than forecasted is attributable to lower bus ridership numbers.

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

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

Details on the following are provided in the Agenda materials:

- Financial and Ridership Report
- Capital Program Status

C. Procurements

VP Plochochi introduced the NYCT, MTA CC and MTA Bus Company procurement agendas, which consisted of 6 actions totaling \$91.3 million in expenditures. VP Plochochi highlighted for the Committee two procurement agenda items: (1) the purchase of 138 low floor 40-foot Compressed Natural Gas buses to replace aging buses in the NYCT fleet, and (2) an omnibus approval request for the purchase of sole source bus parts from Prevost Car (US), Inc. for a three year period.

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

NYCT's non-competitive procurement requiring a two-thirds vote (Schedule A in the Agenda), and those requiring a majority vote (Schedules G and H in the Agenda), as well as its competitive procurement requiring a two-thirds vote (Schedule C in the Agenda) were approved and forwarded to the full Board for consideration.

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

In response to a question from Member Trottenberg, VP Plochochi described NYCT's outreach efforts on the low floor bus procurement, noting the efforts made to cultivate a market in the face of rigorous performance demands.

In response to questions from Member Ballan regarding the low floor bus procurement, VP Plochochi informed the Committee that the price differential between New Flyer of America, Inc. and Nova Bus was \$4,423.00 per bus, and that competition is limited by the demanding procurement requirements associated with the use of federal funding.

In response to Member Trottenberg's concerns about increasing competition for bus procurements, VP Plochochi noted that bus test programs have been put into place which allow for a limited number of vehicles to be purchased non-competitively as part of an effort to qualify companies for future competitive solicitations and increase their comfort level with operating in our system.

In response to a question from Member Greenberg, VP Plochochi noted that the MDBF for New Flyer buses operating in our system was higher than for Nova buses, adding that NYCT was working with Nova's management in an effort to improve their performance.

In response to a question from Member Moerdler, VP Plochochi remarked that competition may be enhanced by maintaining an active presence at APTA (American Public Transportation Association) and by communicating with other national and international transit properties. He also noted that foreign vendors can face challenges in meeting federal requirements, satisfying New York State content requirements, and in developing a business plan appropriate to serve the local market.

In response to a question from Member Kay, VP Plochochi noted that new technology is taken into account when developing bus specifications.

Member Trottenberg voted "no" on the purchase of the low floor Compressed Natural Gas buses.

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

V. Action Item

Acting EVP Chubak presented action items for the renewal of retainer agreements with the Transit Adjudication Bureau's current panel of two Senior Hearing Officers, and for the SIR, NYCT and MTA Bus 2016 Final Proposed Budgets.

Upon motion duly made and seconded, the action items were approved and forwarded to the full Board for consideration.

In response to a question from Member Albert, Acting EVP Chubak noted that keeping the R32 subway cars operational through 2022 to meet service needs is prudent in light of capital budget limitations and the delivery schedule for new cars.

VI. Special Reports and Presentations and Standard Follow-Up Reports

Interim President Ferrara presented to the Committee for its information the MetroCard Report and the NYC Transit and MTA Bus Company EEO & Diversity Reports.

VII. MTA CC Project Report

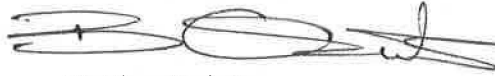
President Horodniceanu reported on the status of the Fulton Transit Center, Second Avenue Subway and 7 Extension projects.

In response to a question from Member Albert, President Horodniceanu informed the Committee that the electrical problems at 86th street on the Second Avenue Subway line are being addressed.

In response to a question from Chair Ferrer, President Horodniceanu stated that the finishes on the Fulton Center commercial space are being paid for by the MTA as part of negotiations with the Westfield Group.

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

Respectfully submitted,

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

Bettina Quintas
Assistant Secretary



2016 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

January 2016

Approval of 2016 NYC Transit
Committee Work Plan

Committee Chair & Members

February 2016

Preliminary Review of NYC Transit 2015 Operating Results
Preliminary Review of SIR 2015 Operating Results
Preliminary Review of MTA Bus 2015 Operating Results
NYC Transit Adopted Budget/Financial Plan 2016-2019
SIR Adopted Budget/Financial Plan 2016-2019
MTA Bus Adopted Budget/Financial Plan 2016-2019
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 2016

No Items

April 2016

Final Review of NYC Transit 2015 Operating Results
Final Review of SIR 2015 Operating Results
Final Review of MTA Bus 2015 Operating Results

Management & Budget
Management & Budget
Management & Budget

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

May 2016

Transit Adjudication Bureau Report, 1st Qtr, 2016
Elevator & Escalator Service Report, 1st Qtr, 2016
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2016

Law
Subways
EEO & Human Resources

June 2016

No Items

July 2016

No Items

August 2016

No Meetings Held

September 2016

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

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

October 2016

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

Management & Budget
Management & Budget
Management & Budget

November 2016

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

Law
Subways
Law

December 2016

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

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



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

JANUARY 2016

Approval of Committee Work Plan

The Committee will be provided with the work plan for 2016 and will be asked to approve its use for the year.

FEBRUARY 2016

Preliminary Review of NYC Transit's 2015 Operating Results

NYC Transit will present a brief review of its 2015 Budget results.

Preliminary Review of SIR 2015 Operating Results

NYC Transit will present a brief review of SIR's 2015 Budget results.

Preliminary Review of MTA Bus 2015 Operating Results

MTA Bus will present a brief review of its 2015 Budget results.

Adopted Budget/Financial Plan 2016-2019

NYC Transit will present its revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 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 2016 by category.

SIR Adopted Budget/Financial Plan 2016-2019

NYC Transit will present SIR's revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 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 2016 by category.

MTA Bus Adopted Budget/Financial Plan 2016-2019

MTA Bus will present its revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 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 2016 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.

II. SPECIFIC AGENDA ITEMS (con't)

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- 2015 Year-End Report

A detailed year-end 2015 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 2016

No Agenda Items

APRIL 2016

Final Review of NYC Transit 2015 Operating Results

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

Final Review of SIR 2015 Operating Results

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

Final Review of MTA Bus 2015 Operating Results

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

MAY 2016

Transit Adjudication Bureau Report, 1st Qtr, 2016

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

Elevator & Escalator Service Report, 1st Qtr, 2016

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

EEO & Diversity Report, 1st Qtr, 2016

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

II. SPECIFIC AGENDA ITEMS (con't)

JUNE 2016

No Agenda Items

JULY 2016

No Agenda Items

AUGUST 2016

No Meetings Held

SEPTEMBER 2016

2016 NYC Transit Mid-Year Forecast Monthly Allocation

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

2016 SIR Mid-Year Forecast Monthly Allocation

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

2016 MTA Bus Mid-Year Forecast Monthly Allocation

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

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 SIR Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

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.

II. SPECIFIC AGENDA ITEMS (con't)

Transit Adjudication Bureau Report, 2nd Qtr, 2016

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

EEO & Diversity Report, 2nd Qtr, 2016

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

OCTOBER 2016

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 SIR Preliminary Budget

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

2017 MTA Bus Preliminary Budget

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

NOVEMBER 2016

Charter for Transit Committee

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

Elevator & Escalator Service Report, 3rd Qtr, 2016

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

Transit Adjudication Bureau Report, 3rd Qtr, 2016

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

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

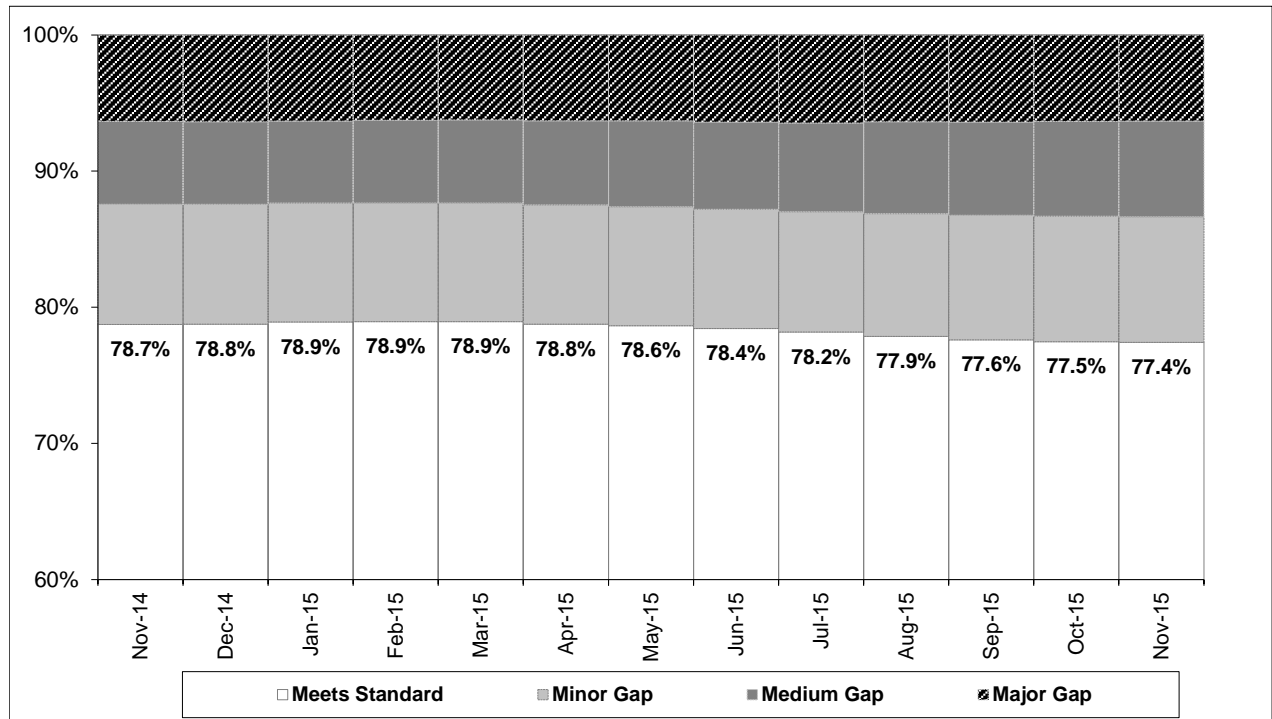
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

Monthly Operations Report

Statistical results for the month of November 2015 are shown below.

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: November 2015			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				77.4%	78.7%	-1.3%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	72.8%	72.1%	+0.7%	72.2%	72.9%	-0.7%
A Division Weekday Wait Assessment - (All Lines)				74.8%	75.6%	-0.8%
B Division Weekday Wait Assessment	78.9%	80.2%	-1.3%	78.8%	80.4%	-1.6%
System Weekend Wait Assessment (Charts 3)				84.7%	85.0%	-0.3%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	80.2%	80.1%	+0.1%	80.9%	83.9%	-3.0%
A Division Weekend Wait Assessment - (All Lines)				83.0%	85.4%	-2.4%
B Division Weekend Wait Assessment	83.6%	88.5%	-4.9%	85.8%	84.7%	+1.1%
System Weekday Terminal On-Time Performance (Charts 4-5)	67.5%	70.0%	-2.5%	69.8%	74.5%	-4.7%
A Division Weekday Terminal On-Time Performance	65.2%	66.6%	-1.4%	65.9%	69.2%	-3.3%
B Division Weekday Terminal On-Time Performance	69.5%	72.8%	-3.3%	73.1%	78.8%	-5.7%
System Number of Terminal Delays (Charts 6)	50,439	44,356	+13.7%	49,461	42,427	+16.6%
System Weekend Terminal On-Time Performance (Charts 7-8)	73.7%	78.5%	-4.8%	74.7%	81.5%	-6.8%
A Division Weekend Terminal On-Time Performance	72.1%	75.5%	-3.4%	72.3%	79.2%	-6.9%
B Division Weekend Terminal On-Time Performance	74.9%	80.6%	-5.7%	76.4%	83.1%	-6.7%
System Number of Weekend Terminal Delays (Charts 9)	14,614	12,784	+14.3%	13,019	9,372	+38.9%
Mean Distance Between Failures (Charts 10-11)	124,051	135,209	-8.3%	134,916	139,870	-3.5%
A Division Mean Distance Between Failures	95,433	105,990	-10.0%	115,298	125,128	-7.9%
B Division Mean Distance Between Failures	159,122	168,735	-5.7%	154,230	153,156	+0.7%
System Weekday Service-KPI (Charts 12-13)	75.8%	76.6%	-0.8%	76.3%	78.0%	-1.7%
A Division Weekday Service-KPI	72.5%	72.7%	-0.2%	72.2%	73.6%	-1.4%
B Division Weekday Service-KPI	78.2%	79.3%	-1.1%	79.2%	81.1%	-1.9%
System Weekday PES-KPI (Charts 14-16)				91.6%	90.8%	+0.8%
Staten Island Railway						
24 Hour On-Time Performance	85.6%	80.1%	+5.5%	94.9%	92.0%	+2.9%
AM Rush On-Time Performance	79.2%	69.0%	+10.2%	94.7%	92.8%	+1.9%
PM Rush On-Time Performance	93.1%	82.9%	+10.2%	96.5%	95.0%	+1.5%
Percentage of Completed Trips	99.9%	99.8%	+0.1%	99.8%	99.7%	+0.1%
Mean Distance Between Failures	71,642	61,213	+17.0%	52,676	66,170	-20.4%
Staten Island Railway PES-KPI (Charts 17)				90.6%	89.9%	+0.7%

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

	Systemwide*				Annual Results (Meets Standard)
	<u>12-Month Average</u>				
	<u>Meets Standard</u>	<u>GAP</u>			
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Dec '14 - Nov '15	77.4%	9.2%	7.0%	6.3%	2015 GOAL: 80.7%
Dec '13 - Nov '14	78.7%	8.8%	6.1%	6.3%	2014 ACTUAL: 78.8%

Chart 1

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

Line	Dec '14 - Nov '15				Dec '13 - Nov '14				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
①	78.4%	9.2%	6.8%	5.5%	80.1%	8.4%	5.9%	5.6%	-1.7%
②	72.4%	10.1%	9.2%	8.3%	71.6%	10.1%	9.2%	9.1%	+0.8%
③	78.2%	9.5%	6.9%	5.4%	77.3%	9.8%	7.0%	5.9%	+0.9%
④	71.2%	9.6%	8.6%	10.6%	71.4%	9.6%	8.8%	10.1%	-0.2%
⑤	66.6%	10.0%	10.7%	12.7%	67.6%	10.0%	10.1%	12.4%	-1.0%
⑥	66.6%	9.7%	10.7%	13.0%	69.2%	8.6%	9.3%	12.9%	-2.6%
⑦	74.8%	10.2%	7.6%	7.3%	75.9%	9.9%	7.1%	7.2%	-1.1%
Ⓢ 42nd	89.8%	4.3%	2.9%	3.1%	91.4%	3.7%	1.9%	3.0%	-1.6%
Subdivision A	74.8%	9.1%	7.9%	8.2%	75.6%	8.8%	7.4%	8.3%	-0.8%
Ⓐ	68.0%	10.0%	9.9%	12.1%	69.4%	10.5%	8.1%	12.0%	-1.4%
Ⓑ	78.1%	10.4%	6.6%	5.0%	79.8%	9.5%	5.6%	5.0%	-1.7%
Ⓒ	78.8%	10.5%	6.1%	4.7%	80.5%	9.5%	5.3%	4.7%	-1.7%
Ⓓ	78.4%	10.5%	7.0%	4.1%	82.2%	8.8%	5.1%	3.9%	-3.8%
Ⓔ	74.7%	10.2%	8.2%	7.0%	74.1%	9.4%	7.7%	8.7%	+0.6%
Ⓕ	72.3%	9.9%	8.7%	9.1%	70.8%	9.1%	8.0%	12.2%	+1.5%
Ⓢ Fkln	96.3%	1.5%	1.1%	1.1%	95.7%	2.0%	1.0%	1.4%	+0.6%
Ⓖ	81.1%	10.3%	5.9%	2.7%	80.4%	10.6%	5.3%	3.7%	+0.7%
Ⓢ Rock	92.0%	4.5%	2.4%	1.2%	89.4%	6.6%	1.7%	2.3%	+2.6%
Ⓙ	76.7%	10.5%	7.0%	5.7%	81.5%	9.5%	5.4%	3.6%	-4.8%
Ⓛ	78.9%	10.0%	7.1%	4.0%	81.5%	9.8%	4.5%	4.3%	-2.6%
Ⓜ	77.1%	9.8%	7.5%	5.6%	78.7%	10.4%	6.5%	4.3%	-1.6%
Ⓝ	77.1%	10.7%	7.2%	5.0%	81.1%	8.9%	5.2%	4.8%	-4.0%
Ⓞ	78.7%	10.9%	6.0%	4.4%	79.6%	9.8%	6.0%	4.7%	-0.9%
Ⓡ	74.5%	9.8%	7.8%	7.9%	81.5%	9.1%	5.1%	4.2%	-7.0%
Subdivision B	78.8%	9.3%	6.6%	5.3%	80.4%	8.9%	5.4%	5.3%	-1.6%
Systemwide	77.4%	9.2%	7.0%	6.3%	78.7%	8.8%	6.1%	6.3%	-1.3%

Meets Standard: meets Wait Assessment standard of scheduled headway +25%
 * Headway Definitions
 Minor Gap: from 25% to 50% over scheduled headway
 Medium Gap: from 50% to 100% over scheduled headway
 Major Gap: more than 100% scheduled headway or missed intervals

Subway Weekend Wait Assessment (6 am - midnight)

Line	Dec '14 - Nov '15				Dec '13 - Nov '14				Standard Difference
	Meets Standard	Headways*			Meets Standard	Headways*			
		Minor	Medium	Major		Minor	Medium	Major	
1	88.5%	6.6%	3.3%	1.7%	88.0%	6.4%	3.4%	2.2%	+0.5%
2	78.1%	10.3%	7.3%	4.3%	81.2%	9.9%	5.8%	3.1%	-3.1%
3	85.3%	7.9%	4.2%	2.6%	88.2%	6.9%	3.0%	2.0%	-2.9%
4	73.6%	10.1%	8.7%	7.6%	78.7%	9.7%	6.5%	5.1%	-5.1%
5	83.2%	7.6%	5.0%	4.2%	84.4%	7.7%	4.6%	3.4%	-1.2%
6	76.6%	9.6%	7.8%	5.9%	82.8%	8.1%	5.2%	3.9%	-6.2%
7	79.9%	11.6%	4.4%	4.1%	81.2%	9.8%	4.8%	4.2%	-1.3%
S 42nd	98.9%	0.6%	0.2%	0.4%	98.4%	0.8%	0.3%	0.5%	+0.5%
Sub Division A	83.0%	8.1%	5.1%	3.8%	85.4%	7.4%	4.2%	3.0%	-2.4%
A	74.1%	10.0%	8.3%	7.6%	78.2%	10.0%	5.4%	6.5%	-4.1%
C	82.6%	8.9%	4.5%	3.9%	80.8%	9.4%	6.5%	3.3%	+1.8%
D	88.5%	6.7%	4.3%	0.5%	80.9%	8.9%	4.1%	6.0%	+7.6%
E	80.0%	9.9%	5.2%	4.9%	86.0%	8.2%	2.9%	2.9%	-6.0%
F	87.1%	8.0%	2.1%	2.8%	79.3%	8.7%	5.6%	6.4%	+7.8%
S Fkln	92.5%	3.8%	2.1%	1.7%	95.9%	3.0%	0.4%	0.7%	-3.4%
G	92.8%	4.5%	1.8%	0.9%	88.4%	7.6%	2.2%	1.7%	+4.4%
J Z	91.4%	6.1%	1.5%	0.9%	91.5%	5.8%	2.0%	0.6%	-0.1%
L	82.5%	7.7%	6.4%	3.4%	83.4%	7.8%	4.3%	4.4%	-0.9%
N	85.4%	8.5%	3.8%	2.3%	84.1%	7.9%	4.9%	3.0%	+1.3%
Q	86.6%	5.8%	4.3%	3.3%	86.9%	8.4%	4.0%	0.7%	-0.3%
R	86.3%	4.6%	4.8%	4.3%	81.0%	11.2%	3.8%	4.1%	+5.3%
Sub Division B	85.8%	7.1%	4.1%	3.1%	84.7%	8.1%	3.9%	3.4%	+1.1%
Systemwide	84.7%	7.5%	4.5%	3.4%	85.0%	7.8%	4.0%	3.2%	-0.3%

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

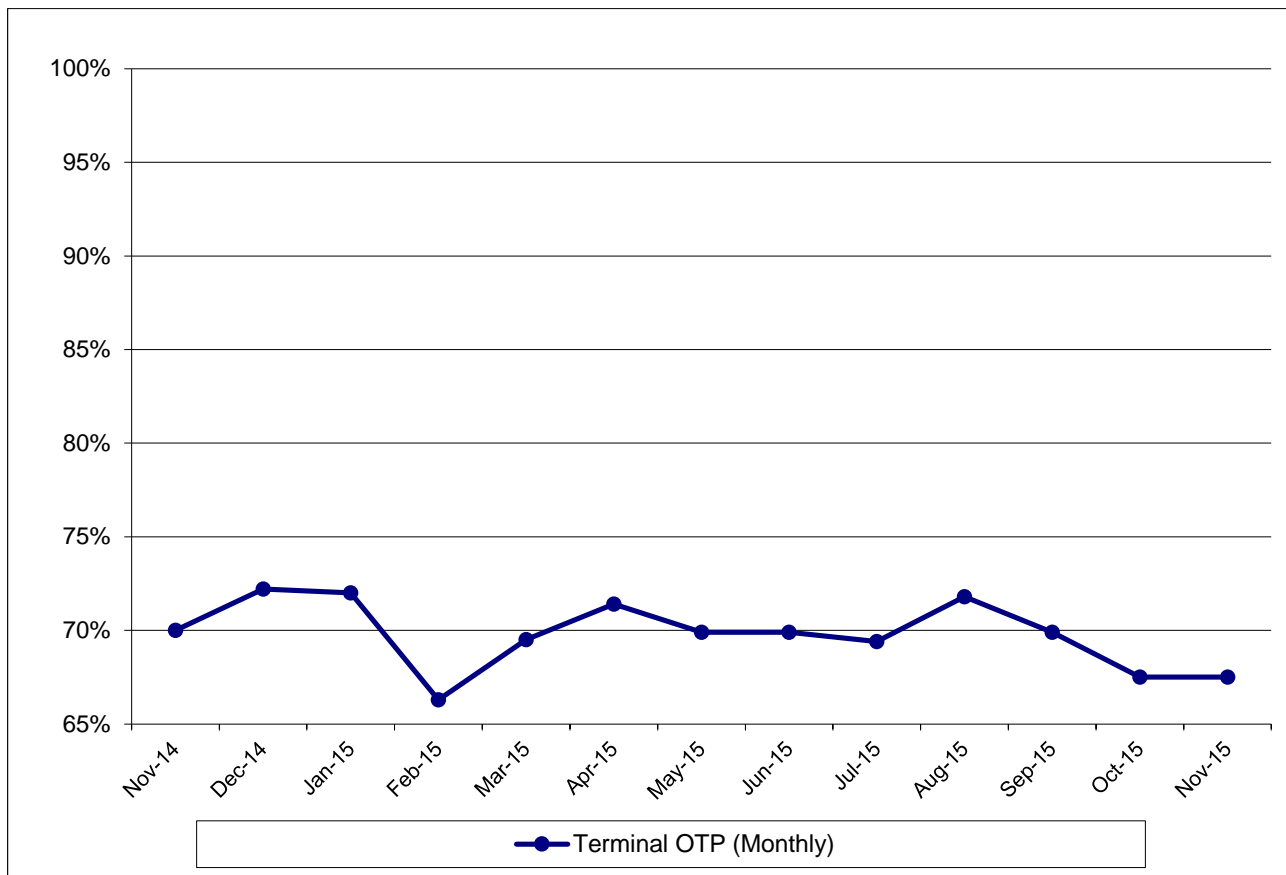
* Headway Definitions

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

Weekday Terminal On-Time Performance (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

Nov 2015: 67.5%
 Nov 2014: 70.0%
 12-Mon Avg: 69.8%
 (Dec '14-Nov '15)

Subdivision A

Monthly Results

Nov 2015: 65.2%
 Nov 2014: 66.6%
 12-Mon Avg: 65.9%
 (Dec '14-Nov '15)

Subdivision B

Monthly Results

Nov 2015: 69.5%
 Nov 2014: 72.8%
 12-Mon Avg: 73.1%
 (Dec '14-Nov '15)

Discussion of Results

In November 2015, Over Crowding (21,312 delays), Track Gangs (7,221 delays), and Right Of Way (6,867 delays) were the highest categories of delays, representing 70.2% of the total 50,439 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Dec '14 - Nov '15</u>	<u>Dec '13 - Nov '14</u>	<u>% Difference</u>
①	76.0%	79.5%	-3.5%
②	43.4%	46.8%	-3.4%
③	65.7%	66.1%	-0.4%
④	43.8%	45.8%	-2.0%
⑤	40.5%	43.7%	-3.2%
⑥	46.3%	54.5%	-8.2%
⑦	83.5%	87.5%	-4.0%
Ⓢ 42 St	98.3%	97.7%	+0.6%
Subdivision A	65.9%	69.2%	-3.3%
Ⓐ	66.3%	73.4%	-7.1%
Ⓑ	76.1%	75.0%	+1.1%
Ⓒ	79.7%	84.2%	-4.5%
Ⓓ	74.1%	75.6%	-1.5%
Ⓔ	69.8%	71.8%	-2.0%
Ⓕ	58.0%	54.4%	+3.6%
Ⓢ Fkln	99.5%	99.1%	+0.4%
Ⓖ	66.8%	79.5%	-12.7%
Ⓢ Rock	95.8%	95.3%	+0.5%
Ⓙ	74.1%	87.2%	-13.1%
Ⓛ	91.9%	93.5%	-1.6%
Ⓜ	69.9%	75.3%	-5.4%
Ⓝ	66.0%	72.8%	-6.8%
Ⓚ	70.2%	78.0%	-7.8%
Ⓡ	59.3%	84.7%	-25.4%
Subdivision B	73.1%	78.8%	-5.7%
Systemwide	69.8%	74.5%	-4.7%

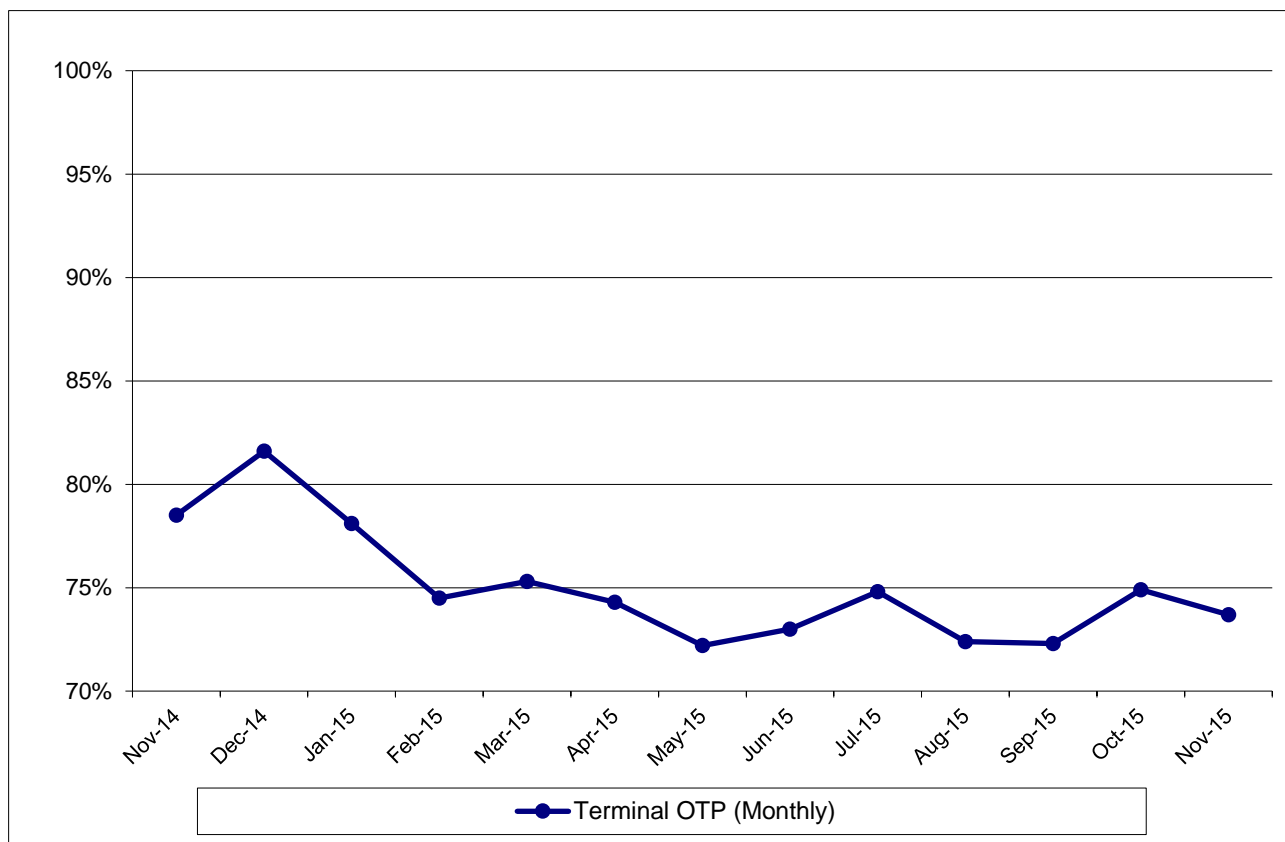
Chart 5

**November 2015 Weekday Terminal Delays
Systemwide Summary**

Categories	Delays
Over Crowding	21,312
Track Gangs	7,221
ROW Delays	6,867
Work Equipment/G. O.	3,325
Car Equipment	2,351
Sick Customer	2,310
Operational Diversions	1,592
Police	1,521
Unruly Customer	1,354
Fire	933
Employee	661
Inclement Weather	634
Infrastructure	221
External	137
Total Delays	50,439

* Total may differ slightly due to rounding.

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide Monthly Results

Nov 2015: 73.7%
 Nov 2014: 78.5%
 12-Mon Avg: 74.7%
 (Dec '14-Nov '15)

Subdivision A Monthly Results

Nov 2015: 72.1%
 Nov 2014: 75.5%
 12-Mon Avg: 72.3%
 (Dec '14-Nov '15)

Subdivision B Monthly Results

Nov 2015: 74.9%
 Nov 2014: 80.6%
 12-Mon Avg: 76.4%
 (Dec '14-Nov '15)

Discussion of Results

In November 2015, Work Equipment/G.O. (3,867 delays), Over Crowding (3,330 delays), and Track Gangs (2,908 delays) were the highest categories of delays, representing 69.1% of the total 14,614 delays.

Chart 7

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Dec '14 - Nov '15</u>	<u>Dec '13 - Nov '14</u>	<u>% Difference</u>
①	88.2%	86.5%	+1.7%
②	42.4%	45.7%	-3.3%
③	62.6%	77.2%	-14.6%
④	47.7%	63.4%	-15.7%
⑤	75.0%	74.0%	+1.0%
⑥	57.6%	72.0%	-14.4%
⑦	87.8%	93.7%	-5.9%
Ⓢ 42 St	99.6%	99.4%	+0.2%
Subdivision A	72.3%	79.2%	-6.9%
Ⓐ	61.9%	75.8%	-13.9%
Ⓒ	61.3%	75.6%	-14.3%
Ⓓ	72.0%	81.7%	-9.7%
Ⓔ	60.1%	72.0%	-11.9%
Ⓕ	44.6%	56.3%	-11.7%
Ⓢ Fkln	99.6%	98.9%	+0.7%
Ⓖ	83.7%	89.9%	-6.2%
Ⓢ Rock	97.7%	97.3%	+0.4%
Ⓙ	89.6%	94.9%	-5.3%
Ⓛ	89.9%	95.8%	-5.9%
Ⓜ	96.5%	97.9%	-1.4%
Ⓝ	71.2%	76.8%	-5.6%
Ⓞ	81.9%	87.3%	-5.4%
Ⓡ	72.1%	72.7%	-0.6%
Subdivision B	76.4%	83.1%	-6.7%
Systemwide	74.7%	81.5%	-6.8%

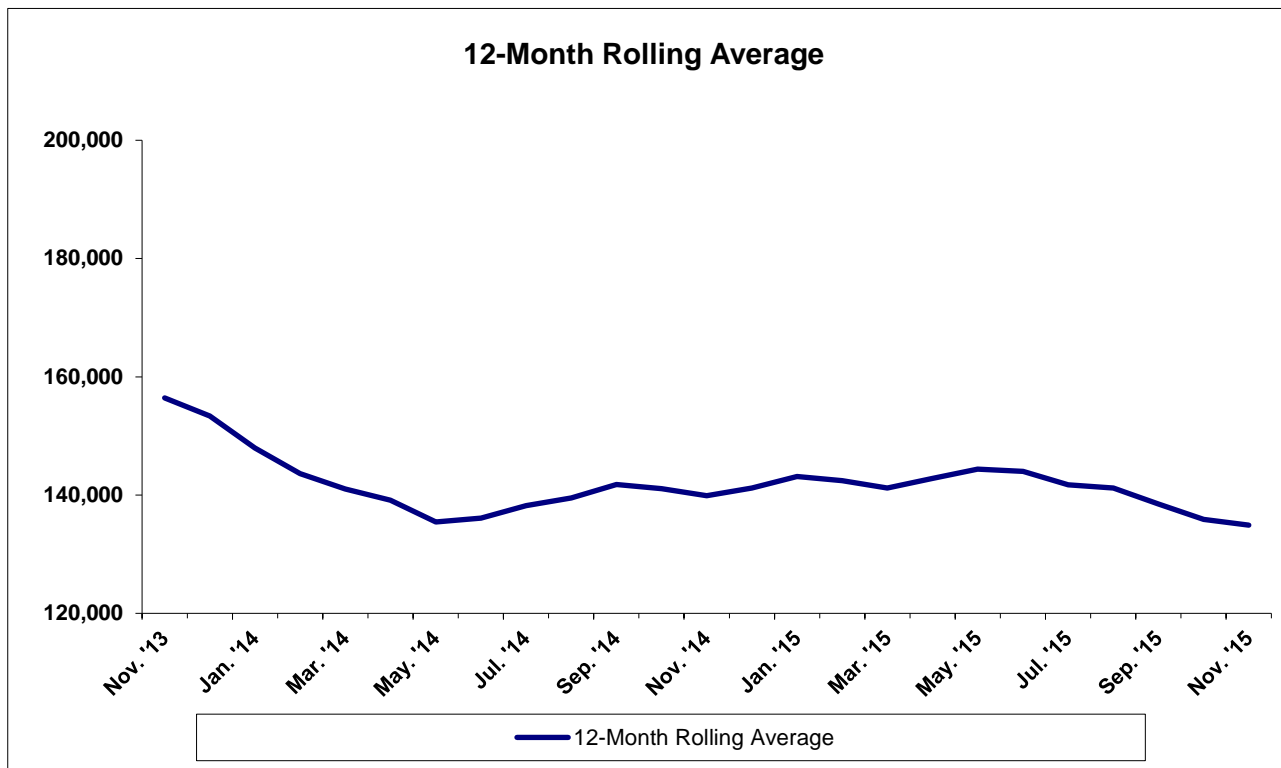
Chart 8

**November 2015 Weekend Terminal Delays
Systemwide Summary**

Categories	Delays
Work Equipment/G. O.	3,867
Over Crowding	3,330
Track Gangs	2,908
ROW Delays	1,356
Car Equipment	660
Police	583
Unruly Customer	505
Operational Diversions	476
Sick Customer	413
Employee	300
Infrastructure	100
Fire	70
External	33
Inclement Weather	14
Total Delays	14,614

* Total may differ slightly due to rounding.

Subway Mean Distance Between Failure



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

Nov 2015: 124,051

Nov 2014: 135,209

12-Month Average

Dec 14 - Nov 15: 134,916

Dec 13 - Nov 14: 139,870

Annual Result

2015 Goal: 150,000

2014 Actual: 141,202

Discussion of Results

MDBF in November 2015 decreased 8.2% from November 2014. Over the past year, the MDBF 12-month average decreased 3.5%.

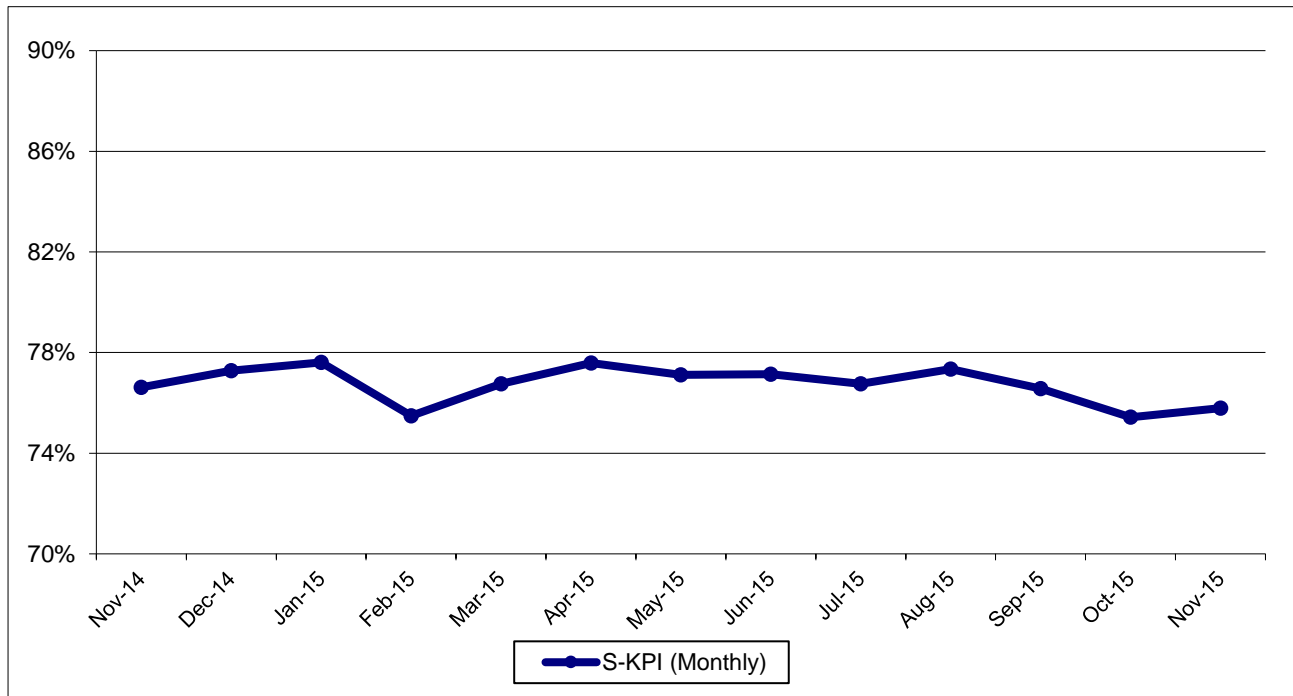
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	November '15	November '14	% Change
R32	222	47,382	57,196	-17.16%
R42	50	43,297	52,249	-17.13%
R46	752	106,747	85,719	24.53%
R62	315	199,255	207,087	-3.78%
R62A	824	97,622	122,243	-20.14%
R68	425	129,936	159,009	-18.28%
R68A	200	131,382	84,237	55.97%
R142	1,030	154,683	138,518	11.67%
R142A	285	64,162	85,607	-25.05%
R143	212	67,467	85,085	-20.71%
R160	1,662	373,652	377,459	-1.01%
R188	396	128,114	N/A	N/A
FLEET	6,373	134,916	139,870	-3.54%

Service - Key Performance Indicator (S-KPI)



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

Nov. 2015: 75.8%

Nov. 2014: 76.6%

12 Mon Avg: 76.3%

(Dec '14 - Nov '15)

Subdivision A

Monthly Results

Nov. 2015: 72.5%

Nov. 2014: 72.7%

12 Mon Avg: 72.2%

(Dec '14 - Nov '15)

Subdivision B

Monthly Results

Nov. 2015: 78.2%

Nov. 2014: 79.3%

12 Mon Avg: 79.2%

(Dec '14 - Nov '15)

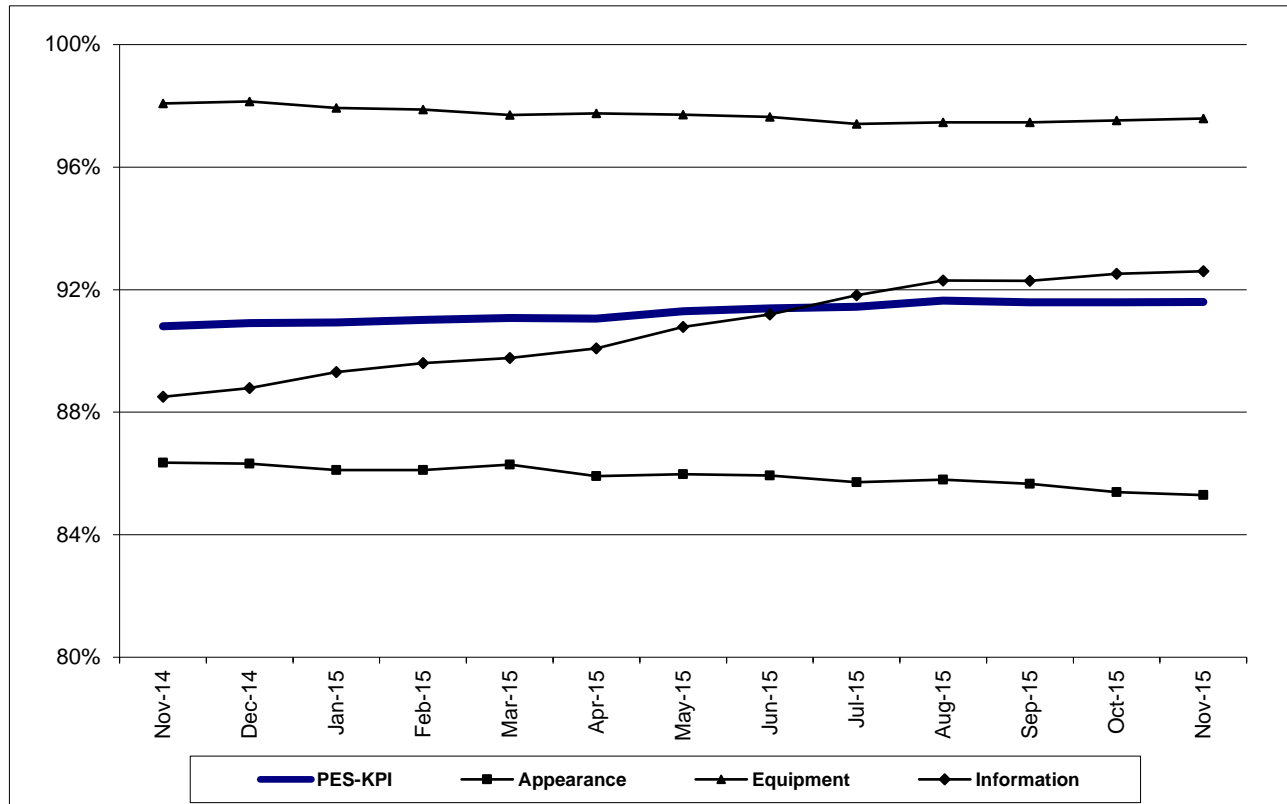
Chart 12

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Dec '14 - Nov '15</u>	<u>Dec '13 - Nov '14</u>	<u>% Difference</u>
①	77.6%	78.8%	-1.2%
②	66.5%	65.0%	+1.5%
③	76.6%	76.2%	+0.4%
④	61.7%	63.5%	-1.8%
⑤	62.1%	61.5%	+0.6%
⑥	58.3%	63.0%	-4.7%
⑦	79.6%	81.8%	-2.2%
⑤ 42nd	85.9%	85.6%	+0.3%
SubDivision A	72.2%	73.6%	-1.4%
①	68.0%	68.9%	-0.9%
②	78.1%	76.2%	+1.9%
③	75.7%	77.5%	-1.8%
④	79.3%	82.0%	-2.7%
⑤	75.7%	76.0%	-0.3%
⑥	70.8%	68.8%	+2.0%
⑤ Fkln	89.7%	89.8%	-0.1%
⑦	73.6%	77.8%	-4.2%
⑤ Rock	87.5%	85.7%	+1.8%
① ②	73.2%	84.0%	-10.8%
③	79.8%	82.5%	-2.7%
④	77.3%	79.8%	-2.5%
⑤	76.0%	80.5%	-4.5%
⑥	78.3%	81.2%	-2.9%
⑦	70.3%	84.3%	-14.0%
SubDivision B	79.2%	81.1%	-1.9%
Systemwide	76.3%	78.0%	-1.7%

Chart 13

Passenger Environment Survey - Key Performance Indicator (PES-KPI)



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>
November 2015:	91.6%	85.3%	97.6%	92.6%
November 2014:	90.8%	86.4%	98.1%	88.5%
% Difference:	+0.8%	-1.1%	-0.5%	+4.1%

Chart 14

PES-KPI - Subway Car

Line	November 2015				November 2014				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	93.9%	96.0%	95.1%	90.6%	92.8%	92.5%	93.5%	92.4%	+1.1%
②	95.7%	92.2%	99.0%	95.9%	95.6%	92.2%	96.9%	97.9%	+0.1%
③	95.2%	97.1%	97.5%	91.0%	94.8%	94.0%	98.4%	92.0%	+0.4%
④	94.8%	92.8%	95.8%	96.0%	95.8%	92.5%	97.7%	97.4%	-1.0%
⑤	95.8%	92.9%	97.7%	96.7%	95.1%	93.4%	97.2%	94.9%	+0.7%
⑥	94.4%	94.4%	95.8%	93.1%	95.2%	91.4%	97.2%	97.2%	-0.8%
⑦	96.9%	96.9%	98.6%	95.2%	95.6%	96.9%	98.0%	91.9%	+1.3%
⑤ 42nd	93.5%	95.5%	93.9%	91.2%	95.5%	95.7%	98.8%	92.0%	-2.0%
SubDivision A	95.1%	94.5%	96.9%	93.8%	94.9%	93.1%	96.9%	94.7%	+0.2%
①	93.6%	92.3%	95.2%	93.4%	95.8%	95.4%	96.8%	95.1%	-2.2%
②	92.4%	92.2%	93.5%	91.4%	93.9%	93.7%	95.1%	92.9%	-1.5%
③	94.8%	94.4%	96.6%	93.5%	95.0%	93.8%	99.1%	92.3%	-0.2%
④	90.9%	89.2%	92.7%	90.8%	94.2%	94.0%	96.4%	92.1%	-3.3%
⑤	96.7%	94.8%	96.8%	98.5%	96.1%	93.5%	99.3%	95.4%	+0.6%
⑥	95.7%	93.1%	98.2%	95.9%	94.3%	91.2%	98.8%	92.8%	+1.4%
⑤ Fkln	94.5%	92.6%	95.1%	95.8%	92.1%	93.8%	94.1%	88.4%	+2.4%
⑦	93.6%	94.5%	94.4%	91.9%	94.7%	94.4%	95.6%	94.1%	-1.1%
①/②	95.8%	92.5%	98.8%	96.1%	95.1%	92.1%	95.3%	98.1%	+0.7%
③	95.4%	92.3%	95.8%	98.0%	95.4%	90.5%	99.1%	96.8%	+0.0%
④	95.4%	90.7%	96.6%	99.1%	96.1%	90.9%	99.1%	98.4%	-0.7%
⑤	96.0%	92.6%	97.2%	98.2%	95.2%	88.8%	99.0%	98.0%	+0.8%
⑥	95.6%	89.1%	98.4%	99.5%	95.2%	89.4%	99.8%	96.8%	+0.4%
⑦	95.3%	94.6%	97.7%	93.5%	95.3%	90.8%	98.4%	96.8%	+0.0%
SubDivision B	94.7%	92.5%	96.3%	95.5%	95.0%	92.0%	97.9%	95.2%	-0.3%
Systemwide	94.9%	93.2%	96.5%	94.9%	95.0%	92.5%	97.5%	95.0%	-0.1%

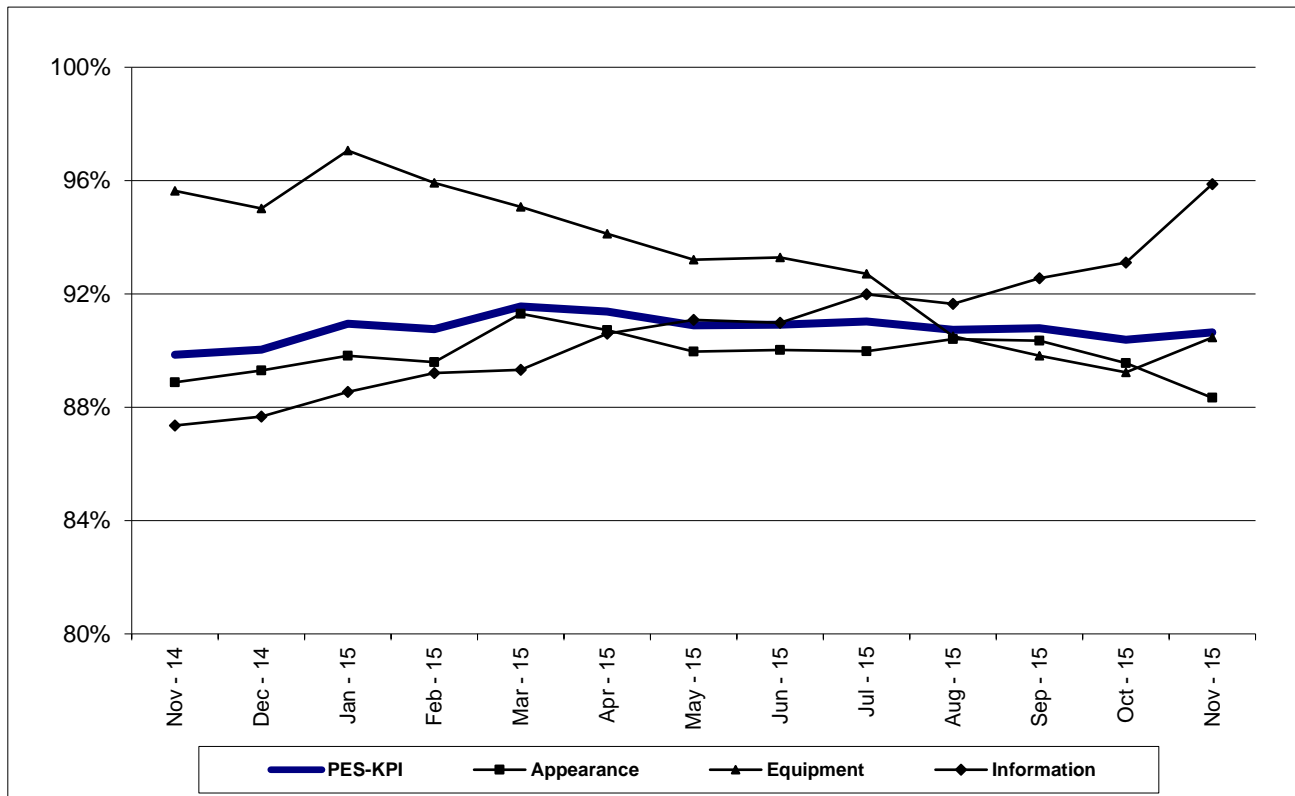
Chart 15

PES-KPI - Station

<u>Borough</u>	November 2015				November 2014				<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	86.1%	73.2%	98.1%	89.3%	86.3%	81.0%	98.1%	81.0%	-0.2%
Manhattan	87.5%	76.7%	98.5%	89.4%	86.0%	78.3%	98.7%	82.7%	+1.5%
Brooklyn	89.2%	79.1%	98.8%	91.5%	86.4%	82.0%	98.6%	79.6%	+2.8%
Queens	90.0%	82.2%	99.7%	89.7%	88.3%	82.4%	99.0%	84.7%	+1.7%
Systemwide	88.3%	78.0%	98.7%	90.2%	86.6%	80.7%	98.7%	81.8%	+1.7%

Chart 16

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



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>
November 2015:	90.6%	88.3%	90.5%	95.9%
November 2014:	89.9%	88.9%	95.6%	87.4%
% Difference:	+0.7%	-0.6%	-5.1%	+8.5%

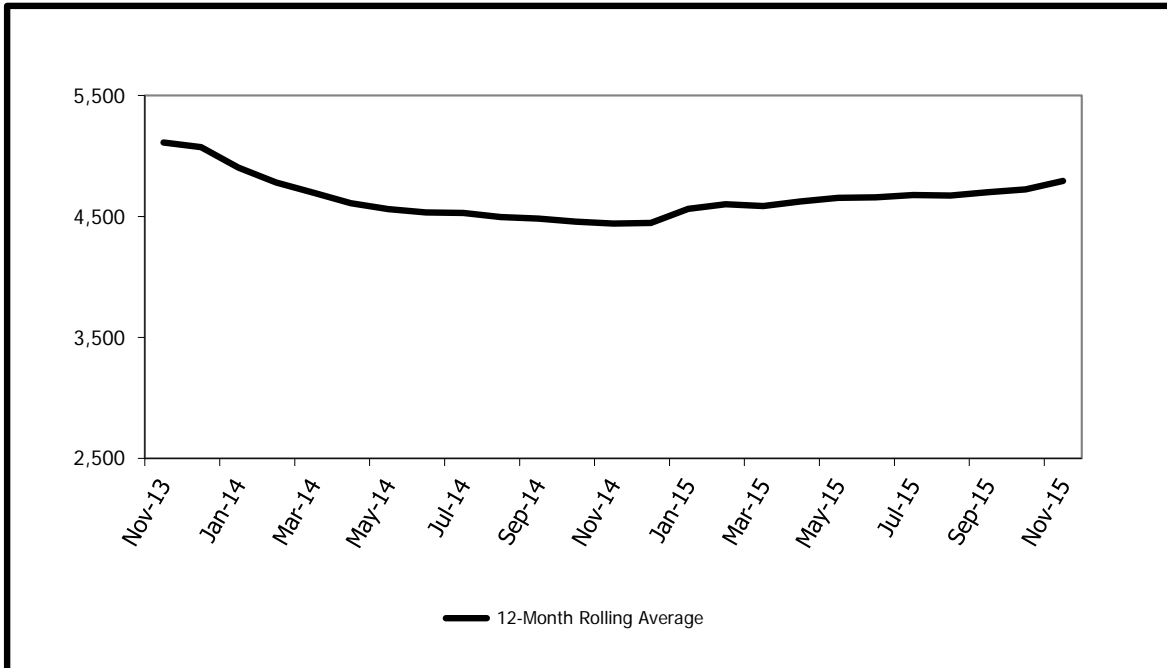
Chart 17

Monthly Operations Report

Statistical results for the month of November 2015 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: November 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	5,957	4,867	+22.4%	4,794	4,441	+7.9%
NYCT Bus	5,699	4,616	+23.5%	4,563	4,225	+8.0%
MTA Bus	6,984	5,924	+17.9%	5,714	5,309	+7.6%
System MDBSI (chart 2)	2,719	2,483	+9.5%	2,463	2,398	+2.7%
NYCT Bus	2,586	2,413	+7.2%	2,367	2,357	+0.4%
MTA Bus	3,264	2,748	+18.8%	2,831	2,539	+11.5%
System Trips Completed (chart 3)	99.28%	99.06%	+0.2%	98.88%	98.87%	+0.0%
NYCT Bus	99.25%	99.11%	+0.1%	98.95%	99.04%	-0.1%
MTA Bus	99.38%	98.83%	+0.6%	98.61%	98.18%	+0.4%
System AM Pull Out (chart 4)	99.85%	99.56%	+0.3%	99.52%	99.29%	+0.2%
NYCT Bus	99.84%	99.60%	+0.2%	99.58%	99.50%	+0.1%
MTA Bus	99.91%	99.42%	+0.5%	99.32%	98.56%	+0.8%
System PM Pull Out (chart 5)	99.93%	99.65%	+0.3%	99.75%	99.54%	+0.2%
NYCT Bus	99.96%	99.78%	+0.2%	99.88%	99.79%	+0.1%
MTA Bus	99.85%	99.20%	+0.7%	99.30%	98.67%	+0.6%
System Buses >= 12 years	25%	28%				
NYCT Bus	29%	32%				
MTA Bus	10%	12%				
System Fleet Age	8.54	8.82				
NYCT Bus	8.55	8.99				
MTA Bus	8.52	8.23				
Paratransit						
% of Trips Completed	94.87%	94.89%	-0.0%	94.59%	94.02%	+0.6%
Trips Requested	632,935	626,297	+1.1%	651,667	648,842	+0.4%
Trips Scheduled	548,017	543,532	+0.8%	560,823	566,946	-1.1%
Trips Completed	519,908	515,778	+0.8%	530,495	533,046	-0.5%
Early Cancellations as a Percentage of Trips Requested	12.62%	12.45%	+0.2%	13.17%	11.82%	+1.4%
Late Cancellations as a Percentage of Trips Scheduled	2.72%	2.67%	+0.0%	2.92%	3.78%	-0.9%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.54%	1.55%	-0.0%	1.56%	1.47%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.87%	0.88%	-0.0%	0.92%	0.74%	+0.2%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.79%	0.76%	+0.0%	0.77%	0.81%	-0.0%
New Applications Received	2,511	2,500	+0.4%	3,053	2,997	+1.9%

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

November 2015: 5,957
November 2014: 4,867

12-Month Average

December 14 - November 15 4,794
December 13 - November 14 4,441

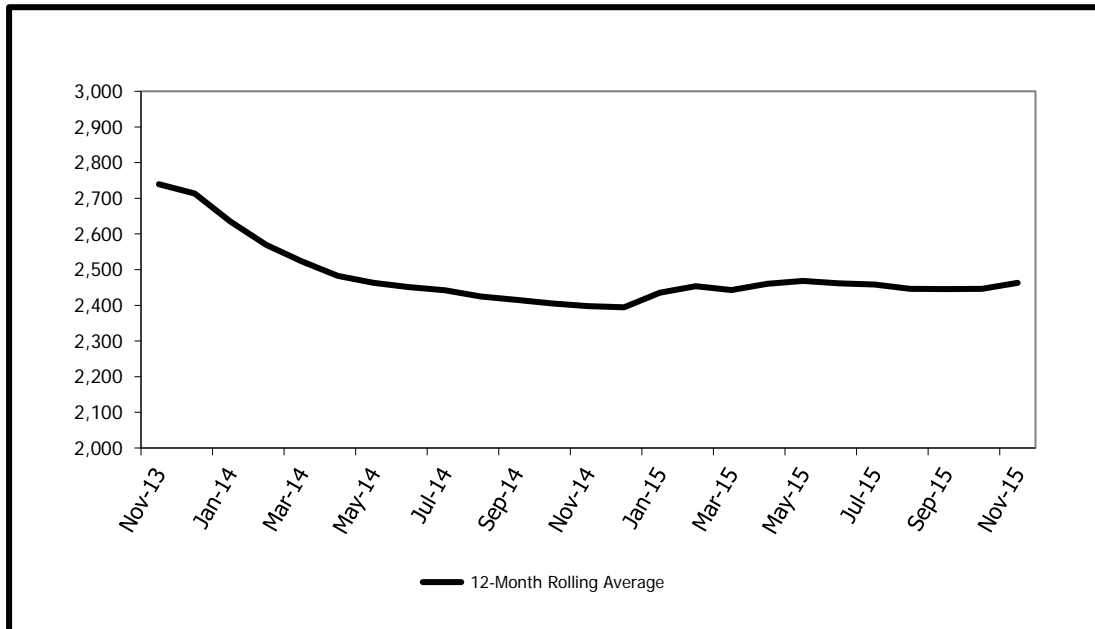
Annual Results

2015 Goal: 4,790
2014 Actual: 4,447

* "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

November 2015: 2,719
 November 2014: 2,483

12-Month Average

December 14 - November 15 2,463
 December 13 - November 14 2,398

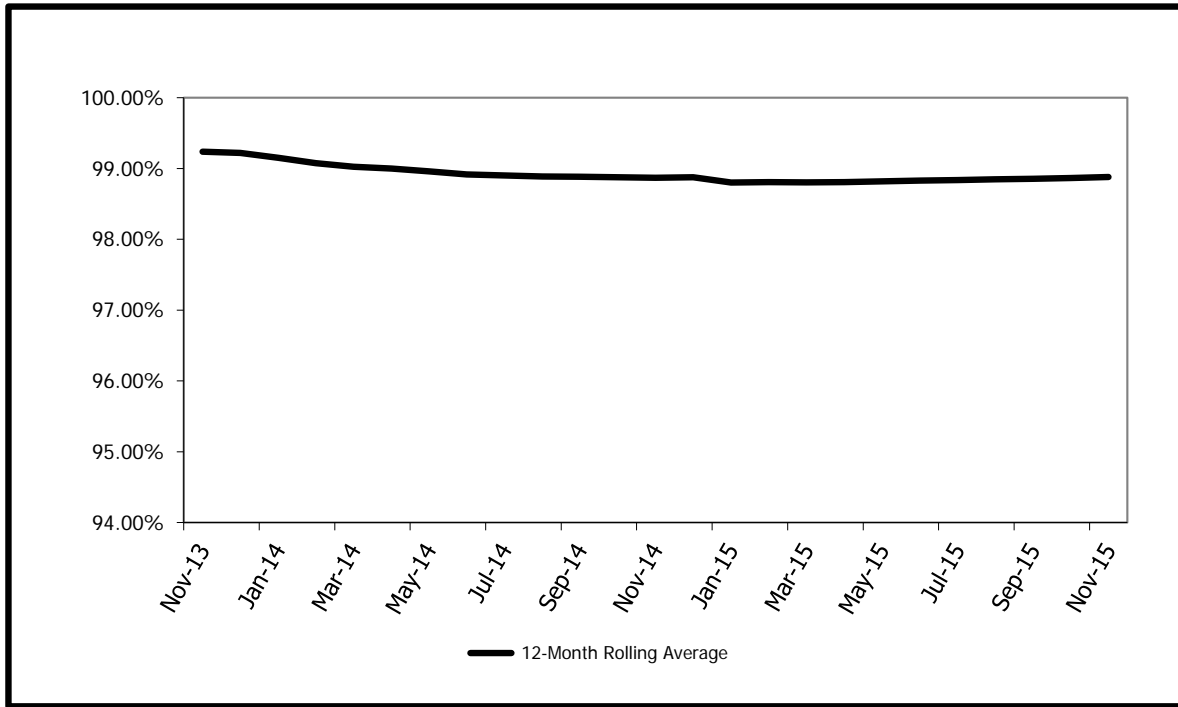
Annual Results

2015 YTD: 2,449
 2014 Actual: 2,394

* "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

November 2015: 99.28%
 November 2014: 99.06%

12-Month Average

December 14 - November 15 98.88%
 December 13 - November 14 98.87%

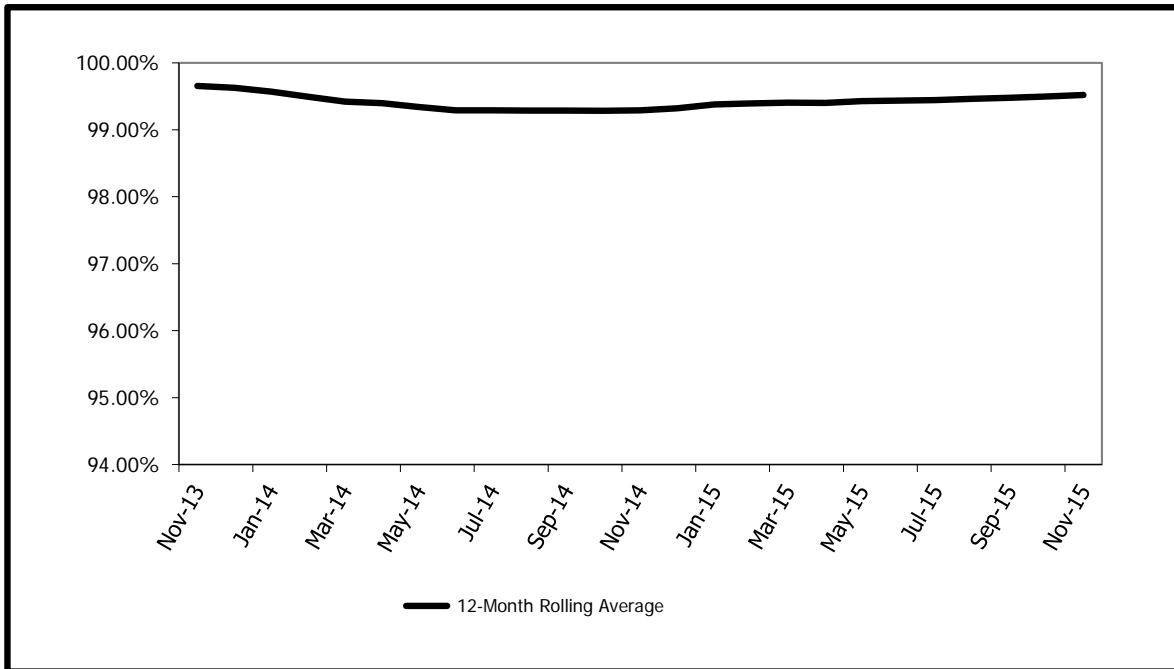
Annual Results

2015 YTD: 98.87%
 2014 Actual: 98.88%

* "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

November 2015: 99.85%
 November 2014: 99.56%

12-Month Average

December 14 - November 15: 99.52%
 December 13 - November 14: 99.29%

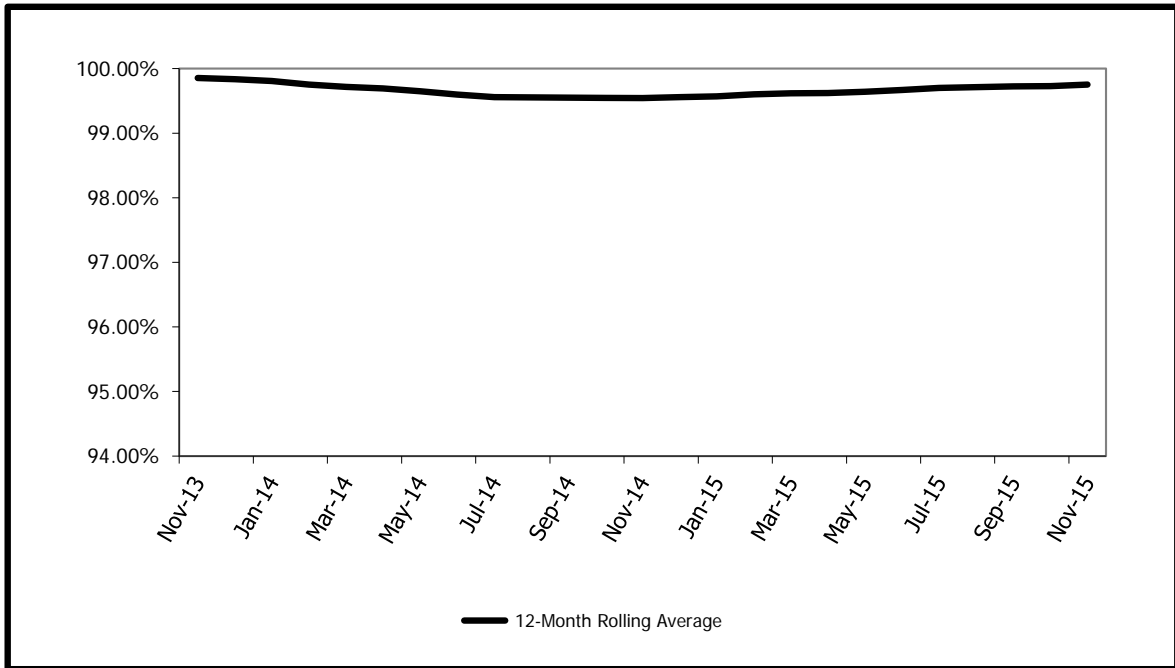
Annual Results

2015 YTD: 99.52%
 2014 Actual: 99.32%

* "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

November 2015: 99.93%
 November 2014: 99.65%

12-Month Average

December 14 - November 15: 99.75%
 December 13 - November 14: 99.54%

Annual Results

2015 YTD: 99.76%
 2014 Actual: 99.56%

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

Chart 5

Monthly Operations Report

Statistical results for the month of November 2015 are shown below.

Safety Report						
Performance Indicator	Current Month: November 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	2.43	2.42	+0.6%	2.62	2.64	-0.8%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	2.39	2.39	+0.3%	2.61	2.66	-1.9%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	0	1	-100.0%
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	2	2	0.0%
Subway Fires ² (charts 5-6)	65	80	-18.8%	1,033	976	+5.8%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	3.03	2.38	+26.9%	2.92	2.59	+12.9%
Bus Collisions Per Million Miles (chart 7)						
Regional	56.19	47.91	+17.3%	52.80	49.04	+7.7%
NYCT Bus	56.36	49.06	+14.9%	54.08	49.99	+8.2%
MTA Bus	55.65	44.13	+26.1%	48.71	45.98	+5.9%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	5.76	6.38	-9.8%	6.49	6.26	+3.8%
NYCT Bus	6.69	7.15	-6.4%	6.69	6.57	+1.9%
MTA Bus	2.71	3.85	-29.5%	5.87	5.27	+11.5%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.17	0.95	+23.5%	1.15	1.07	+7.2%
NYCT Bus	1.06	0.94	+12.4%	1.18	1.11	+5.6%
MTA Bus	1.74	0.98	+78.2%	0.99	0.84	+18.3%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.20	0.98	+22.8%	1.22	1.13	+8.0%
NYCT Bus	1.06	0.98	+8.1%	1.25	1.17	+7.1%
MTA Bus	1.94	0.98	+98.0%	1.04	0.91	+14.3%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	6.45	4.92	+31.1%	5.68	5.59	+1.7%
MTA Bus	4.85	6.51	-25.5%	7.35	7.69	-4.4%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.84	3.03	+26.7%	3.52	3.30	+6.7%

Subways Crime Report						
Performance Indicator	Current Month: December 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	237	202	+17.3%	2,499	2,255	+10.8%
Robberies ^{3,4}	50	42	+19.0%	525	439	+19.6%

SIR Crime Report						
Performance Indicator	Current Month: December 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	1	1	0.0%	17	24	-29.2%
Robberies ^{3,4}	0	1	-100.0%	7	15	-53.3%

¹ Current month data are for October 2015.

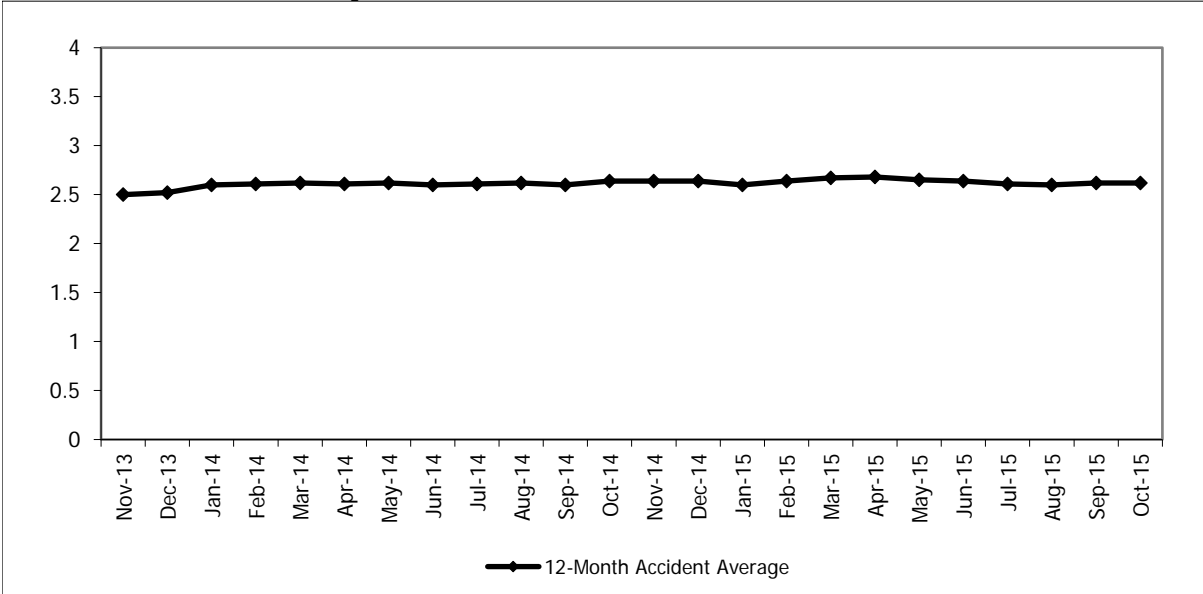
² 12-month figures shown are totals rather than averages.

⁵ Excludes Elevator Entrapments (except for claimed injuries).

³ The table shows year-to-date figures rather than 12-month averages.

⁴ Current month data are for December 2015.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

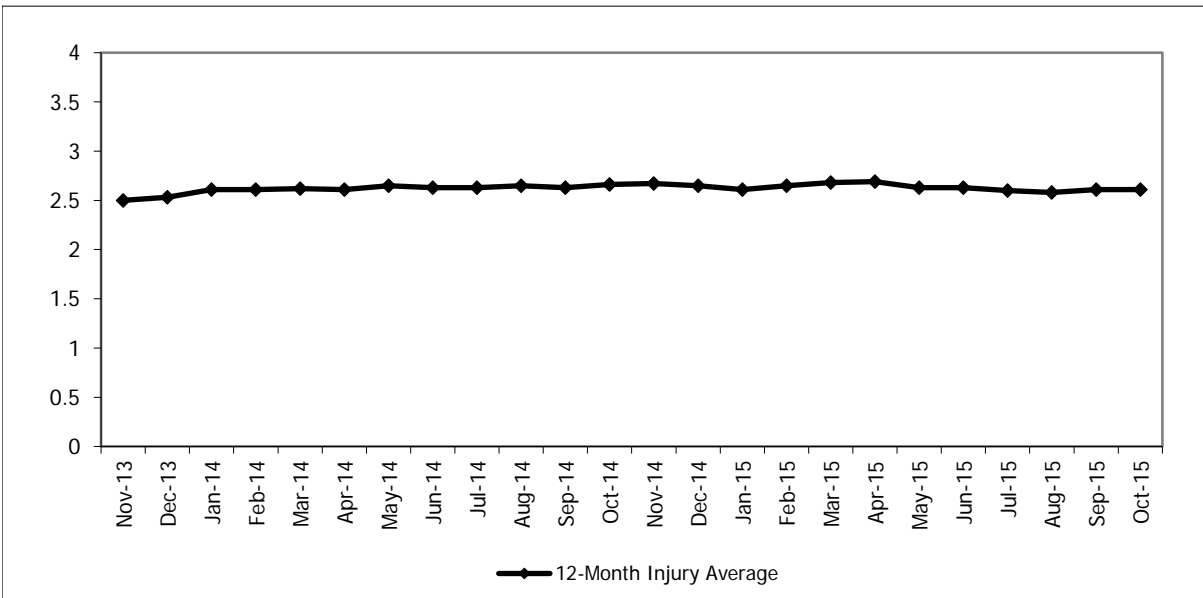
Oct 2015: 2.43
Oct 2014: 2.42

12-Month Average

Nov 14 – Oct 15: 2.62
Nov 13 – Oct 14: 2.64

Annual Results

2015 YTD: 2.57
2014 Actual: 2.64



Monthly Results

Oct 2015: 2.39
Oct 2014: 2.39

12-Month Average

Nov 14 – Oct 15: 2.61
Nov 13 – Oct 14: 2.66

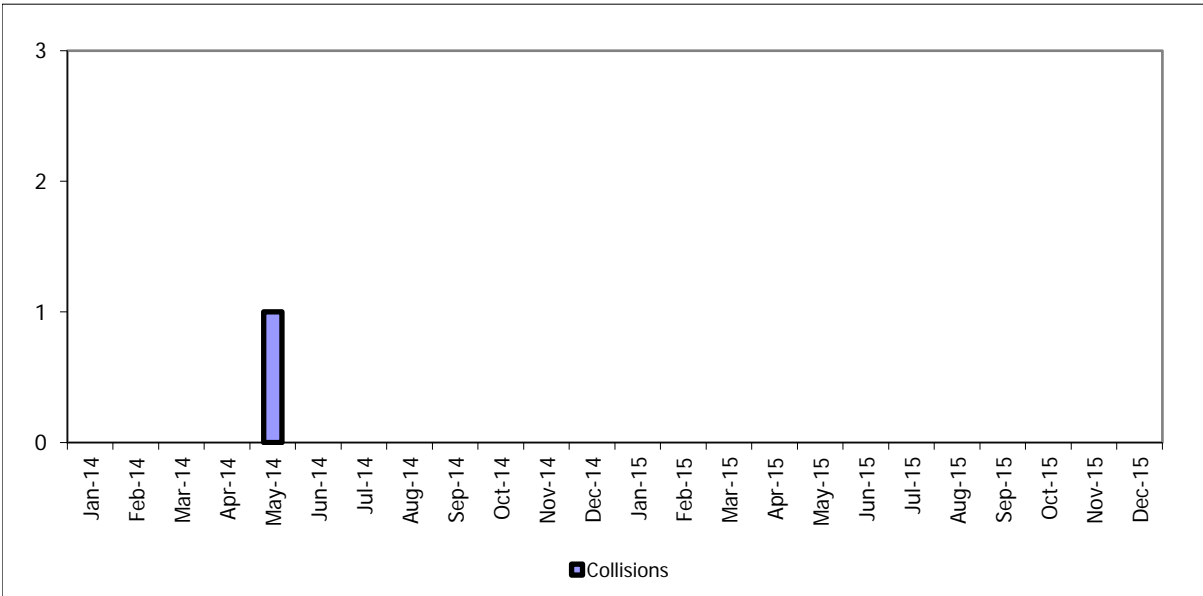
Annual Results

2015 YTD: 2.56
2014 Actual: 2.65

Definitions

Any claimed accident to a subway customer within/on transit property, or an injury resulting there from. Does not include crime/assault statistics.

Subway Collisions/Derailments



Monthly Results

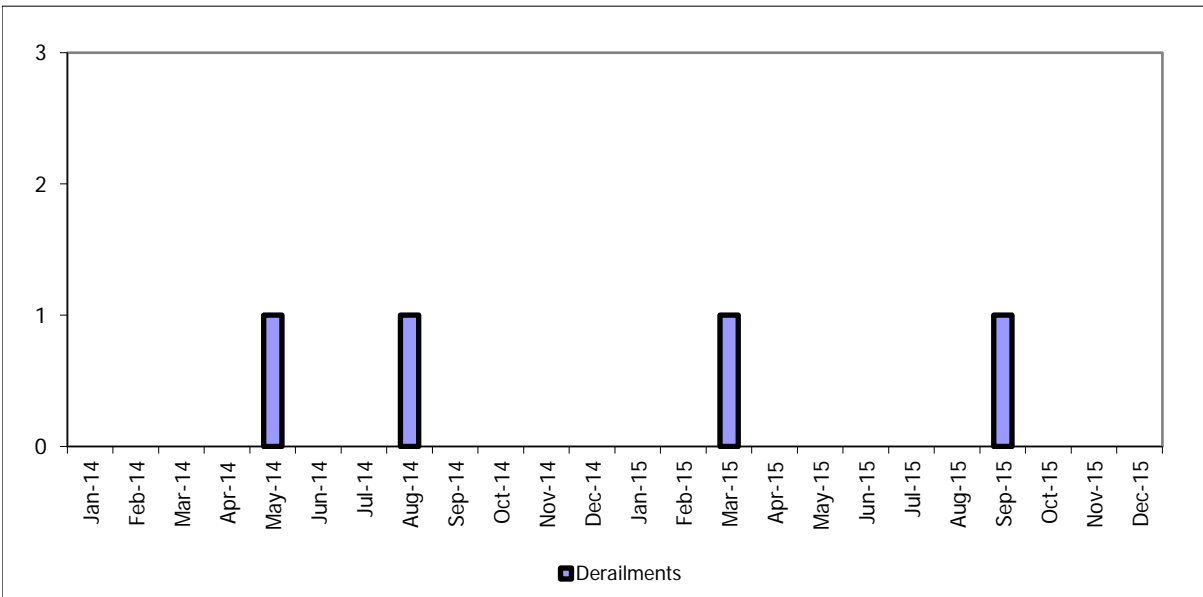
Dec 2015: 0
Dec 2014: 0

12-Month Average

Jan 15 – Dec 15: 0
Jan 14 – Dec 14: 1

Annual Results

2015 YTD: 0
2014 Actual: 1



Monthly Results

Dec 2015: 0
Dec 2014: 0

12-Month Average

Jan 15 – Dec 15: 2
Jan 14 – Dec 14: 2

Annual Results

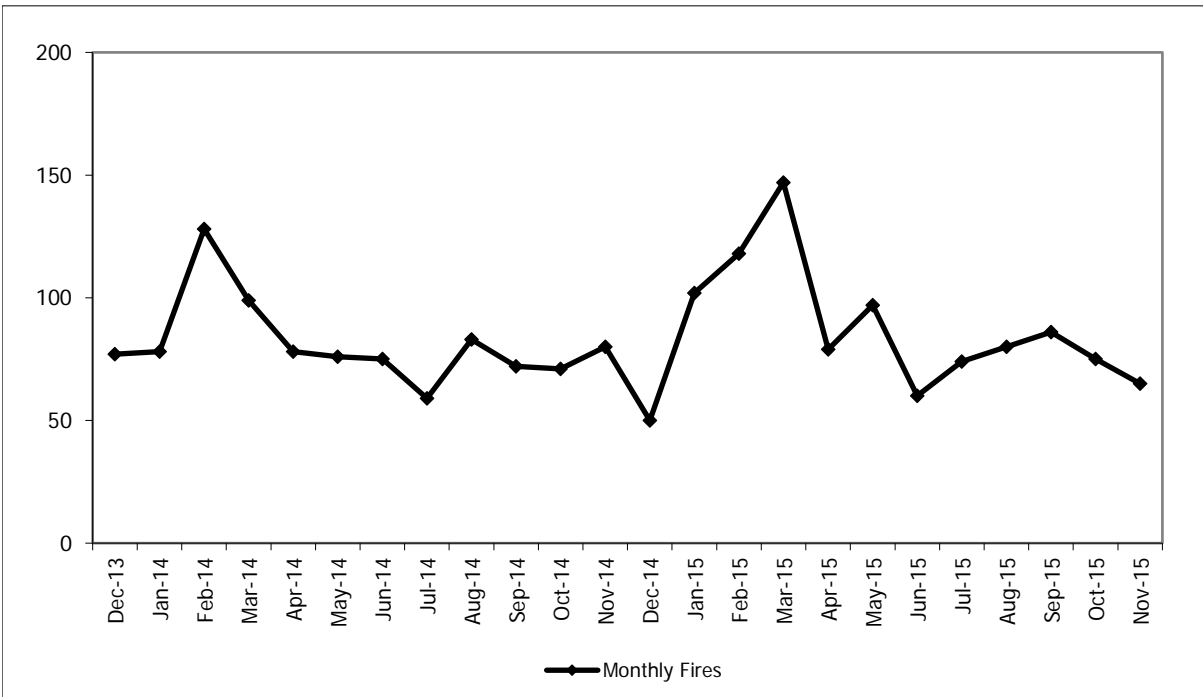
2015 YTD: 2
2014 Actual: 2

Definitions

Collision: An accident involving undesired/unplanned contact between single cars; two or more passenger trains (light and/or in revenue service); between a light/revenue train & a work train; between 2 work trains; between rolling stock & bumper blocks/tie bumpers; etc. (5-29-14)

Derailment: An incident in which one or more wheels of a truck/axle of a train lose their normal relationship with the head of the running rail. (5-2-14, 8-7-14, 3-24-15, 9-10-15)

Subway Fires



Monthly Results

Nov 2015: 65
 Nov 2014: 80

12-Month Average

Dec 14 – Nov 15: 1033
 Dec 13 – Nov 14: 976

Annual Results

2015 YTD: 983
 2014 Actual: 949

Chart 5

Subway Fires

Fire severity is classified as follows:

Severity	Criteria
Low	No disruption to service No damage to NYC Transit property No reported injuries No discharge/evacuation of passengers Fire self-extinguished or extinguished without Fire Department
Average	Delays to service 15 minutes or less Minor damage to NYC Transit property (no structural damage) No reported injuries/fatalities due to fire/smoke Discharge of passengers in station Minor residual smoke present (haze)
Above Average	Delays to service greater than 15 minutes Moderate to heavy damage to NYC Transit property Four or less injuries due to fire/smoke Discharge of train or transfer of passengers to another train (not in station) Station/platform/train filled with smoke
High	Major delays in service (over one hour) Major structural damage Five or more reported injuries or one or more fatalities Evacuation of passengers to benchwall or roadbed Mass evacuation of more than one train

Severity & Location of fires during the current month were as follows:

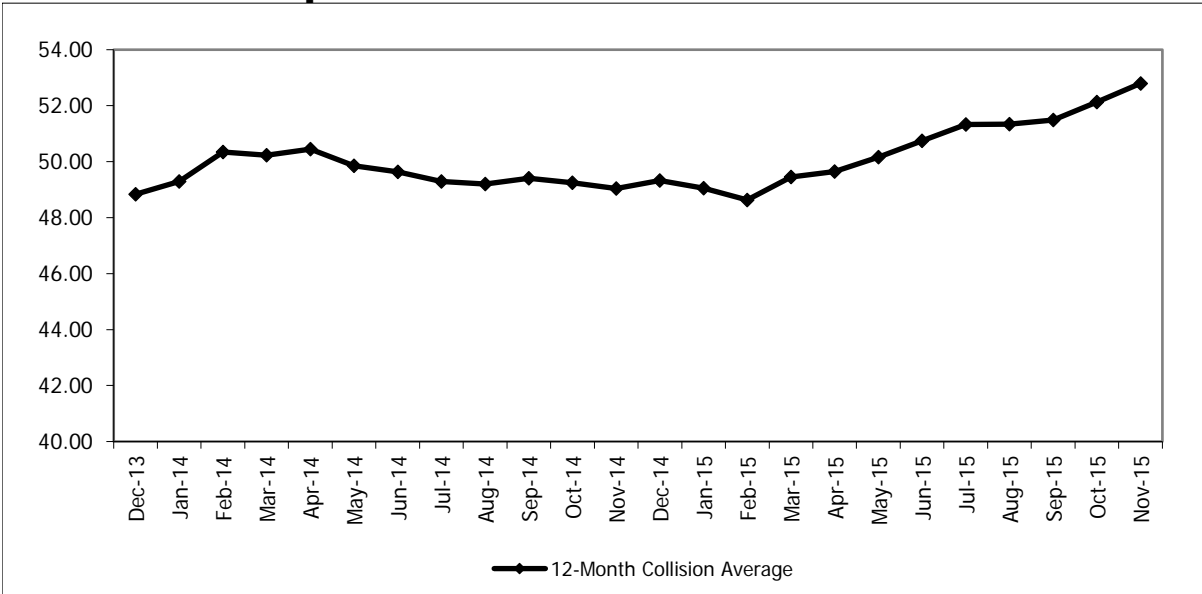
Low:	95.4%	Train:	5
Average:	4.6%	Right-of-way:	43
Above Average:	0.0%	Station:	16
High:	0.0%	Other:	1
		Total:	65

Top Items Burnt by Location during the current month were as follows:

Train:		Right-of-Way:		Station:	
Element:	2	Debris:	30	Debris:	13
Debris:	1	Undetermined:	4	Electrical:	2
Hot Wheels:	1	Tie:	3	Light Fixture:	1
Traction Motor:	1	Bank of Lights-LED:	2		
		Bank of Lights-Incan:	1		
		Large Object Debris:	1		
		Slatting/Walkway:	1		

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

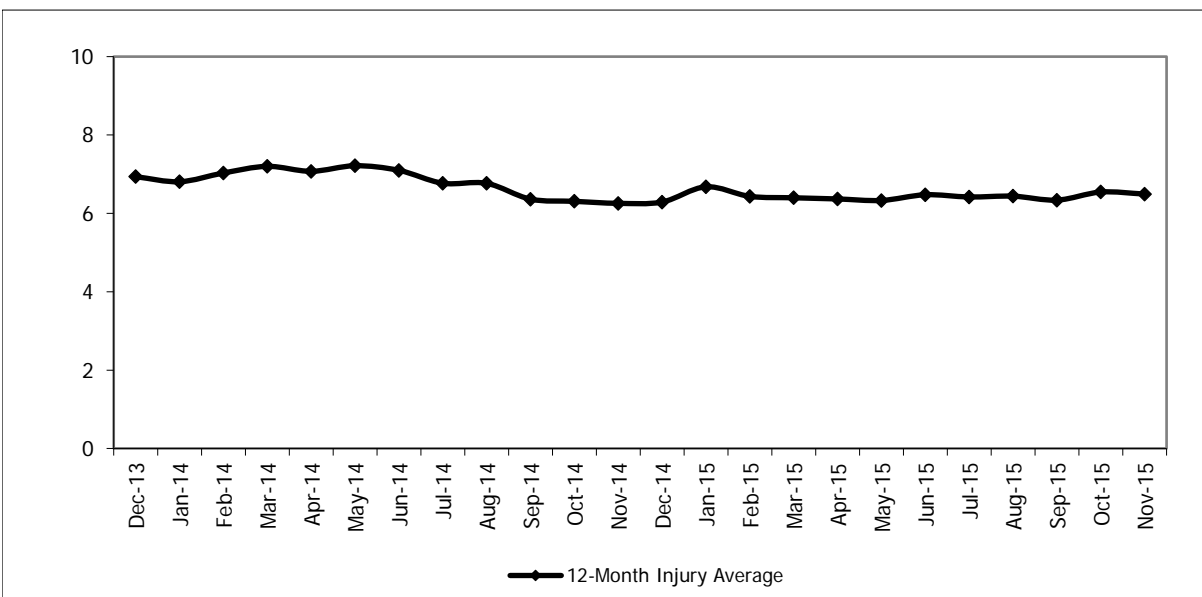
Nov 2015: 56.19
Nov 2014: 47.91

12-Month Average

Dec 14 – Nov 15: 52.80
Dec 13 – Nov 14: 49.04

Annual Results

2015 YTD: 52.96
2014 Actual: 49.33



Monthly Results

Nov 2015: 5.76
Nov 2014: 6.38

12-Month Average

Dec 14 – Nov 15: 6.49
Dec 13 – Nov 14: 6.26

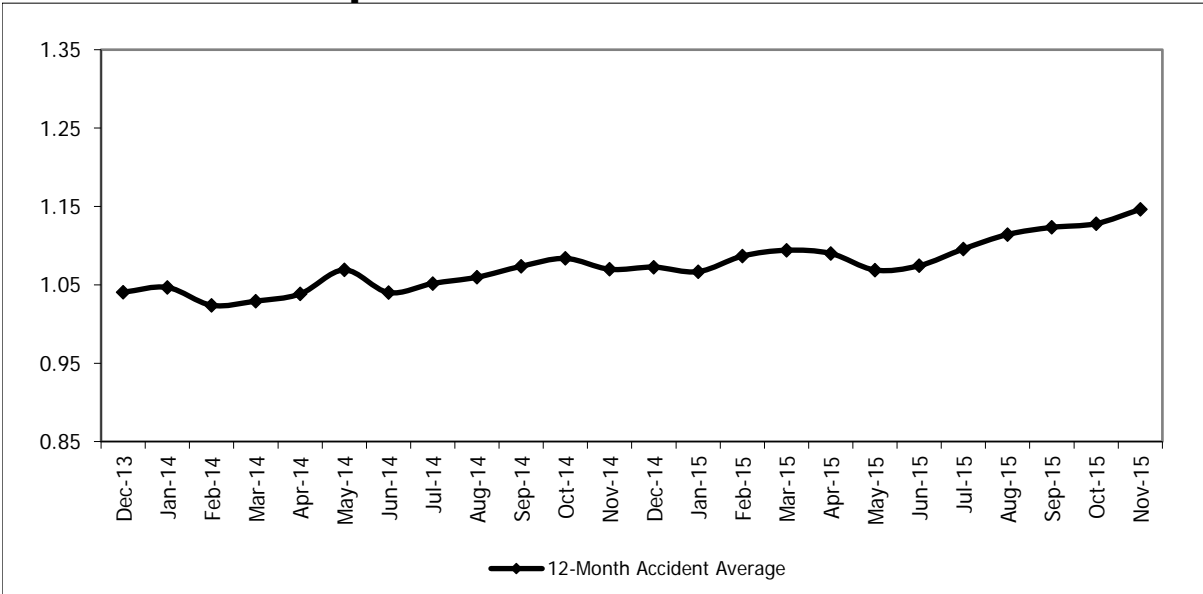
Annual Results

2015 YTD: 6.42
2014 Actual: 6.29

Definitions

An incident involving a collision between a bus and another vehicle, an object, a person, or an animal, or an injury resulting there from.

Regional Bus Customer Accidents/Injuries per Million Customers



Monthly Results

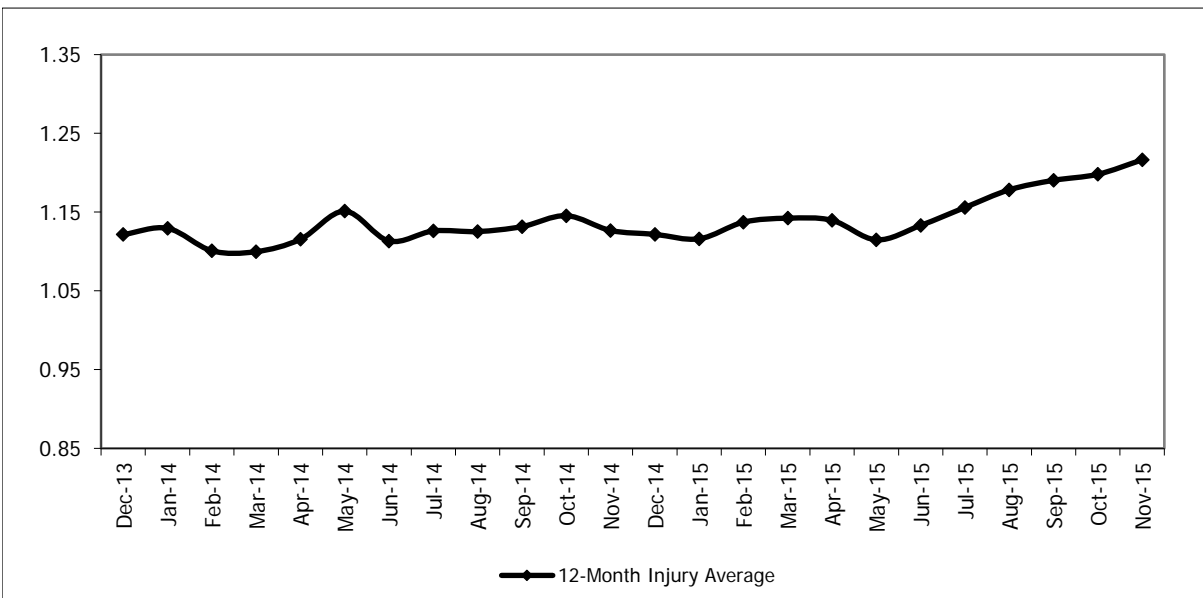
Nov 2015: 1.17
Nov 2014: 0.95

12-Month Average

Dec 14 – Nov 15: 1.15
Dec 13 – Nov 14: 1.07

Annual Results

2015 YTD: 1.16
2014 Actual: 1.07



Monthly Results

Nov 2015: 1.20
Nov 2014: 0.98

12-Month Average

Dec 14 – Nov 15: 1.22
Dec 13 – Nov 14: 1.13

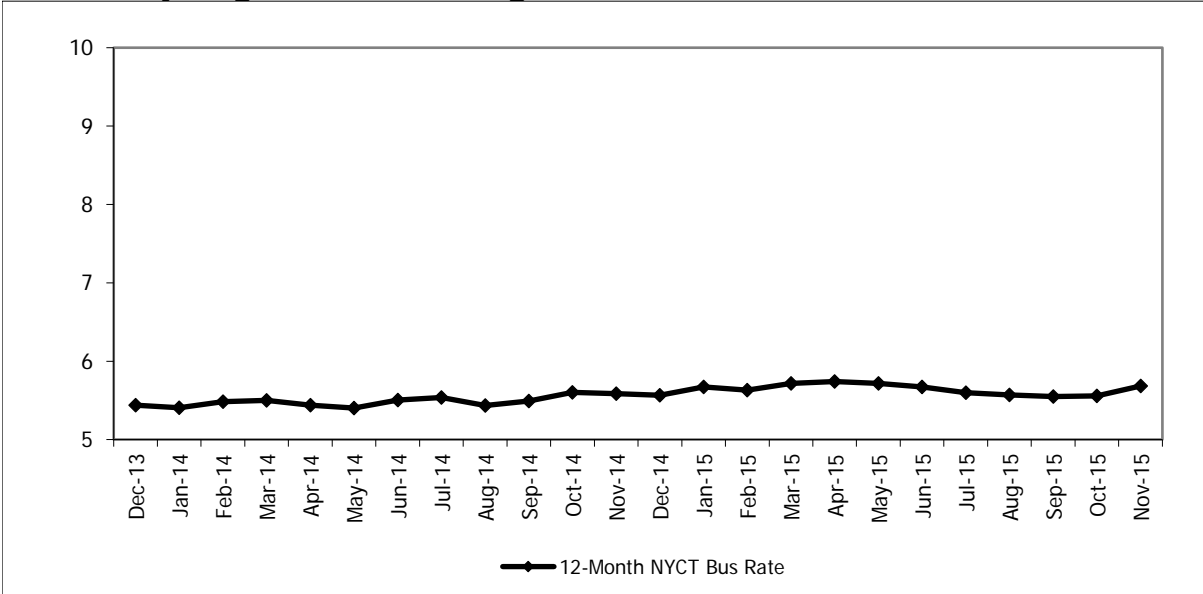
Annual Results

2015 YTD: 1.24
2014 Actual: 1.12

Definitions

An incident involving one or more claimed injuries to a customer on the bus system that occurred while the person was boarding the bus, on board the bus, or alighting from the bus (excludes assaults), or an injury resulting there from.

NYCT Bus & MTA Bus Employee On-Duty Lost-Time Accident Rate



Monthly Results

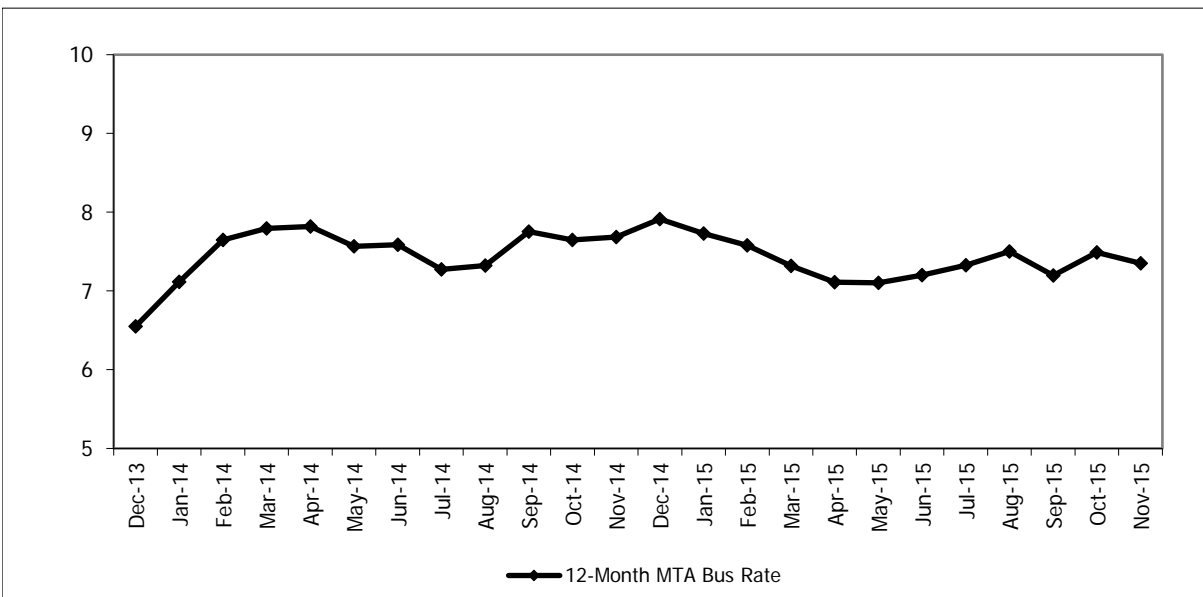
Nov 2015: 6.45
Nov 2014: 4.92

12-Month Average

Dec 14 – Nov 15: 5.68
Dec 13 – Nov 14: 5.59

Annual Results

2015 Goal: 5.49
2014 Actual: 5.57



Monthly Results

Nov 2015: 4.85
Nov 2014: 6.51

12-Month Average

Dec 14 – Nov 15: 7.35
Dec 13 – Nov 14: 7.69

Annual Results

2015 Goal: 7.36
2014 Actual: 7.91

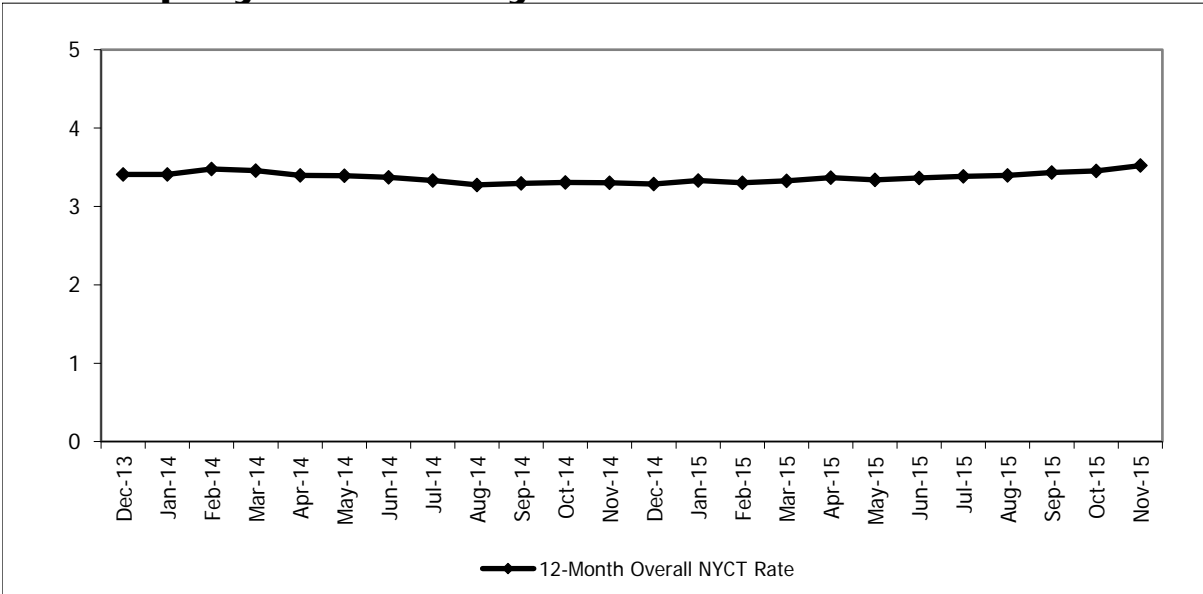
Definitions

A job-related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident. (NYCT Bus determinations come from NYCT's Law Department.)

Chart 11

NYCT Overall & Subways

Employee On-Duty Lost-Time Accident Rate



Monthly Results

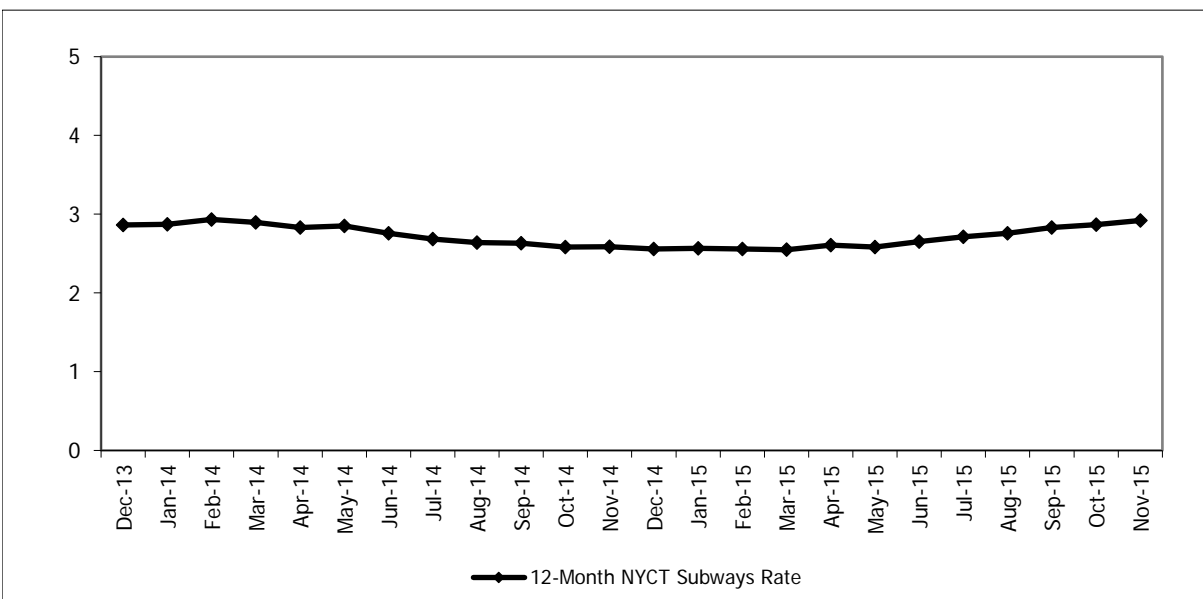
Nov 2015: 3.84
 Nov 2014: 3.03

12-Month Average

Dec 14 – Nov 15: 3.52
 Dec 13 – Nov 14: 3.30

Annual Results

2015 Goal: 3.20
 2014 Actual: 3.29



Monthly Results

Nov 2015: 3.03
 Nov 2014: 2.38

12-Month Average

Dec 14 – Nov 15: 2.92
 Dec 13 – Nov 14: 2.59

Annual Results

2015 Goal: 2.47
 2014 Actual: 2.56

Definitions

A job-related incident that results in death or the inability of an employee to perform full job duties for at least one working day beyond the day of the incident. (NYCT & NYCT Subways determinations come from NYCT's Law Department.)

Chart 12



CRIME STATISTICS DECEMBER

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	50	42	8	19.0%
GL	164	132	32	24.2%
FELASSAULT	19	27	-8	-29.6%
BURGLARY	4	1	3	300.0%
<u>TOTAL MAJOR FELONIES</u>	<u>237</u>	<u>202</u>	<u>35</u>	<u>17.3%</u>

During December, the daily Robbery average increased from 1.4 to 1.6
During December, the daily Major Felony average increased from 6.5 to 7.6

CRIME STATISTICS JANUARY THRU DECEMBER

	2015	2014	Diff	% Change
MURDER	2	2	0	0.0%
RAPE	1	5	-4	-80.0%
ROBBERY	525	439	86	19.6%
GL	1691	1562	129	8.3%
FELASSAULT	258	228	30	13.2%
BURGLARY	22	19	3	15.8%
<u>TOTAL MAJOR FELONIES</u>	<u>2499</u>	<u>2255</u>	<u>244</u>	<u>10.8%</u>

Year to date the daily Robbery average increased from 1.2 to 1.4
Year to date the daily Major Felony average increased from 6.2 to 6.8

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

MTA Report

DECEMBER ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	3556	2110	1446	68.5%
TOS Arrests	2047	1129	918	81.3%
Summons	5459	3771	1688	44.8%

JANUARY THRU DECEMBER ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	48169	49798	-1629	-3.3%
TOS Arrests	26704	26075	629	2.4%
Summons	79224	92957	-13733	-14.8%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	<i>JANUARY-DECEMBER</i>																			
	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>	
<i>Murder</i>	4	1	5	2	2	2	4	3	5	2	4	2	2	2	1	2	1	2	2	
<i>Rape</i>	3	14	1	6	2	0	3	3	3	4	1	3	2	1	3	10	5	5	1	
<i>Robbery</i>	2216	1860	1708	1363	1200	1249	1126	1083	1097	975	794	831	710	714	787	785	612	439	525	
<i>Assault</i>	501	418	411	357	268	303	257	281	229	192	209	183	155	192	203	205	198	228	258	
<i>Burglary</i>	31	16	12	12	41	18	7	6	1	5	3	5	2	3	10	27	32	19	22	
<i>GL</i>	3463	2483	2382	2522	2243	2133	1821	1910	1765	1525	1344	1304	1178	1281	1552	1705	1771	1562	1691	
<i>TOTAL MAJOR FELONIES</i>	<i>6218</i>	<i>4792</i>	<i>4519</i>	<i>4262</i>	<i>3756</i>	<i>3705</i>	<i>3218</i>	<i>3286</i>	<i>3100</i>	<i>2703</i>	<i>2355</i>	<i>2328</i>	<i>2049</i>	<i>2193</i>	<i>2556</i>	<i>2734</i>	<i>2619</i>	<i>2255</i>	<i>2499</i>	
<i>Major Fel Per Day</i>	<i>17.04</i>	<i>13.13</i>	<i>12.38</i>	<i>11.68</i>	<i>10.29</i>	<i>10.15</i>	<i>8.82</i>	<i>9.00</i>	<i>8.49</i>	<i>7.41</i>	<i>6.45</i>	<i>6.38</i>	<i>5.61</i>	<i>6.01</i>	<i>7.00</i>	<i>7.49</i>	<i>7.18</i>	<i>6.18</i>	<i>6.85</i>	



METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

December 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	1	-1	-100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	1	0	1	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	1	0	0%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	15	-8	-53%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	8	8	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	17	24	-7	-29%



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for November 2015 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	November Results		November Year-to-Date Results			
	Variance	Fav/(Unfav)	Forecast	Prel Actual	Variance	Fav/(Unfav)
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(0.5)	(0.1)	3,976.1	3,975.5	(0.7)	(0.0)
Nonreimb. Exp. before Dep./OPEB	(244.5)	(42.2)	6,739.5	6,906.0	(166.5)	(2.5)
Net Cash Deficit*	20.4	9.8	(2,264.0)	(2,218.4)	45.6	2.0

*Excludes Subsidies and Debt Service

November 2015 **farebox revenue** was \$357.0 million, \$0.5 million (0.1 percent) below forecast. Subway revenue was \$2.8 million (1.0 percent) below forecast, bus revenue was \$1.9 million (2.4 percent) below forecast, and paratransit revenue was less than \$0.1 million (2.4 percent) below forecast. Accrued fare media liability was \$4.3 million (more than 100 percent) above forecast. Year-to-date revenue of \$3,975.5 million was \$0.7 million (less than 0.1 percent) below forecast. The November 2015 non-student **average fare** of \$1.873 increased 7.0¢ from November 2014; the subway fare increased 7.0¢, the local bus fare increased 6.2¢, and the express bus fare increased 12.3¢.

Total **ridership** in November 2015 of 198.2 million was 3.1 million trips (1.6 percent) below forecast. Average weekday ridership in November 2015 was 7.9 million, less than 0.1 percent higher than November 2014. Average weekday ridership for the twelve months ending November 2015 was 7.7 million, less than 0.1 percent lower than the twelve months ending November 2014.

Nonreimbursable expenses before depreciation and OPEB in November exceeded forecast by \$244.5 million (42.2 percent). Labor expenses were higher than forecast by \$190.0 million (43.3 percent), primarily from an overrun in other fringe benefits of \$210.5 million, caused mostly by an increase in Workers' Compensation reserve requirements, based on a current actuarial update. Non-labor expenses overran forecast by \$54.5 million (38.8 percent), of which public liability claims expenses were higher by \$59.9 million, also due to increased reserve requirements, based on a current actuarial update.

Year-to-date, nonreimbursable expenses surpassed forecast by \$166.5 million (2.5 percent). Labor expenses were higher by \$174.3 million (3.4 percent), due principally to higher other fringe benefits of \$206.8 million, resulting mostly from additional Workers' compensation reserve requirements. Non-labor expenses were under forecast by a net \$7.9 million (0.5 percent), with favorable results reported in several accounts which more than offset the impact of additional public liability claims reserve requirements.

The **net cash deficit** for November year-to-date was \$2,218.4 million, favorable to forecast by \$45.6 million (2.0 percent), due largely to the favorable timing of student fare reimbursements.

FINANCIAL RESULTS

Farebox Revenue

November 2015 Farebox Revenue - (\$ in millions)

	November				November Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	272.8	270.0	(2.8)	(1.0%)	3,028.9	3,022.6	(6.2)	(0.2%)
NYCT Bus	79.4	77.5	(1.9)	(2.4%)	889.9	882.9	(7.0)	(0.8%)
Paratransit	1.5	1.5	(0.0)	(2.4%)	16.3	16.0	(0.3)	(1.9%)
Subtotal	353.8	349.0	(4.7)	(1.3%)	3,935.1	3,921.6	(13.5)	(0.3%)
Fare Media Liability	3.7	8.0	4.3	114.8%	41.0	53.9	12.8	31.3%
Total - NYCT	357.5	357.0	(0.5)	(0.1%)	3,976.1	3,975.5	(0.7)	(0.0%)
MTA Bus Company	17.0	16.9	(0.1)	(0.6%)	191.5	192.4	0.9	0.5%
<i>Total - Regional Bus</i>	<i>96.4</i>	<i>94.4</i>	<i>(2.0)</i>	<i>(2.1%)</i>	<i>1,081.5</i>	<i>1,075.4</i>	<i>(6.1)</i>	<i>(0.6%)</i>

Note: Totals may not add due to rounding.

- The negative November subway and bus revenue variances were due to lower-than-forecasted ridership.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2014	Prelim.	Change		2014	Prelim.	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	1.886	1.956	0.070	3.7%	1.522	1.583	0.061	4.0%
Local Bus	1.506	1.568	0.062	4.1%	1.522	1.583	0.061	4.0%
Subway & Local Bus	1.788	1.858	0.070	3.9%	1.522	1.583	0.061	4.0%
Express Bus	4.959	5.082	0.123	2.5%	4.944	5.118	0.174	3.5%
Total	1.803	1.873	0.070	3.9%	1.770	1.824	0.054	3.1%

- The average fare increases were mostly due to the March 22, 2015 fare increase.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the preliminary November average fare of \$1.21 was 17¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of November, other operating revenue underran forecast by \$0.3 million (1.0 percent), as a shortfall in paratransit Urban Tax revenue was mostly offset by higher advertising revenue. Year-to-date, other operating revenue surpassed forecast by \$9.1 million (2.3 percent), mainly from higher advertising, real estate, MetroCard surcharge and paratransit Urban Tax revenues.

Nonreimbursable Expenses

In the month of November, nonreimbursable expenses before depreciation and OPEB exceeded forecast by \$244.5 million (42.2 percent). Year-to-date, expenses were higher by \$166.5 million (2.5 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of November were above forecast by \$190.0 million (43.3 percent), including an overrun in other fringe benefits of \$210.5 million (over 100.0 percent), resulting mainly from an increase in Workers' Compensation reserve requirements, based on a current actuarial update, caused mostly by a statutory increase in weekly payments, an increase in the rate of lost days per claim and higher medical costs. Health & welfare/OPEB current expenses were less than forecast by \$8.0 million (8.6 percent), due to favorable rates and the timing of expenses. Reimbursable overhead credits were favorable by \$7.5 million (70.5 percent), resulting from higher reimbursable overtime requirements. Payroll expenses were below forecast by \$4.8 million (1.8 percent), due primarily to vacancy savings. Year-to-date, labor expenses surpassed forecast by \$174.3 million (3.4 percent), including an overrun in other fringe benefits of \$206.8 million (73.3 percent), again due primarily to an increase in Workers' Compensation reserve requirements, based on a current actuarial update, caused mostly by a statutory increase in weekly payments, an increase in the rate of lost days per claim and higher medical costs. Overtime expenses exceeded forecast by \$15.5 million (3.9 percent), due mainly to subway service delays and overcrowding, bus traffic/ramp delays and vacancy/absentee coverage requirements for Bus Operators and Maintainers and Subway Signal/Track Maintainers. Reimbursable overhead credits were favorable by \$22.5 million (11.1 percent), resulting from increased reimbursable overtime requirements. Health & welfare/OPEB current expenses were less than forecast by \$15.8 million (1.5 percent), due to favorable rates and the timing of expenses. Payroll expenses were under forecast by \$8.5 million (0.3 percent), mainly from vacancies.

Non-labor expenses exceeded forecast in November by \$54.5 million (38.8 percent). Public liability claims expenses were higher by \$59.9 million (over 100.0 percent), due principally to additional reserve requirements, based on a current actuarial update, resulting mainly from a significant increase in the number of major cases. Professional service contract expenses were in excess of forecast by \$2.4 million (30.9 percent), due primarily to higher Workers' Compensation Board and data communications expenses. Fuel expenses were less than forecast by \$3.4 million (33.5 percent), mainly from lower prices and consumption. Materials & supplies expenses were below forecast by \$3.1 million (12.2 percent), due mostly to the favorable timing of maintenance material requirements and increased scrap and surplus sales. Paratransit service contract expenses were under by \$1.9 million (5.7 percent), mostly due to lower trips and the favorable timing of expenses. Year-to-date, non-labor expenses were under forecast by a net \$7.9 million (0.5 percent), including the following:

- Professional service contract expenses were favorable by \$18.4 million (17.7 percent), due primarily to favorable results in several accounts, including bond services, EDP maintenance & repairs, Workers' Compensation Board and various MTA/outside service accounts.
- Fuel expenses were lower than forecast by \$16.2 million (14.6 percent), mainly from lower prices and consumption.

- Materials and supplies expenses were less than forecast by \$9.7 million (3.6 percent), due mostly to favorable inventory adjustments, the favorable timing of maintenance material requirements and increased scrap/surplus sales.
- Electric power expenses were under forecast by \$9.0 million (3.3 percent), due mainly to favorable accrual/billing adjustments and lower consumption, partly offset by higher prices.
- Maintenance contract expenses were lower than forecast by \$5.4 million (3.0 percent), due principally to savings from painting contracts, auto purchases and tire & tube expenses, partly offset by higher maintenance & repair requirements.
- Paratransit service contract expenses were below forecast by \$3.8 million (1.1 percent), resulting from lower trips and the favorable timing of expenses.
- Public liability claims expenses overran by \$51.8 million (43.1 percent), due to increased reserved requirements, based on a current actuarial update, resulting mainly from a significant increase in the number of major cases.
- Other business expenses surpassed forecast by \$3.2 million (4.4 percent), caused by higher MVM debit/credit card charges and unfavorable results for miscellaneous expenses and credits.

Depreciation expenses were higher than forecast year-to-date by \$27.5 million (1.8 percent).

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$1,274.9 million of accrued expenses year-to-date, \$62.2 million (5.1 percent) higher than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for November year-to-date was \$2,218.4 million, favorable to forecast by \$45.6 million (2.0 percent), due largely to the favorable timing of student fare reimbursements.

Incumbents

There were 47,132 full-time paid incumbents at the end of November, an increase of 13 from October and an increase of 391 from December 2014 (excluding 115 December temporary paid incumbents and reflecting a 1/1/15 transfer of 409 IT consolidation incumbents to MTA).

RIDERSHIP RESULTS

November 2015 Ridership vs. Forecast - (millions)

	November				November Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	146.2	144.5	(1.7)	(1.2%)	1,619.3	1,611.7	(7.6)	(0.5%)
NYCT Bus	54.4	53.0	(1.4)	(2.6%)	602.0	592.0	(10.0)	(1.7%)
Subtotal	200.6	197.5	(3.1)	(1.6%)	2,221.3	2,203.7	(17.5)	(0.8%)
Paratransit	0.7	0.7	(0.0)	(0.9%)	8.1	8.1	(0.0)	(0.2%)
Total - NYCT	201.4	198.2	(3.1)	(1.6%)	2,229.4	2,211.8	(17.6)	(0.8%)
MTA Bus Company	10.2	10.3	0.1	0.9%	114.1	114.3	0.2	0.1%
<i>Total - Regional Bus</i>	<i>64.6</i>	<i>63.3</i>	<i>(1.3)</i>	<i>(2.1%)</i>	<i>716.1</i>	<i>706.3</i>	<i>(9.8)</i>	<i>(1.4%)</i>

Notes: Totals may not add due to rounding.

- Student ridership was 4.3 percent below forecast on subways and 10.1 percent below forecast on NYCT bus.

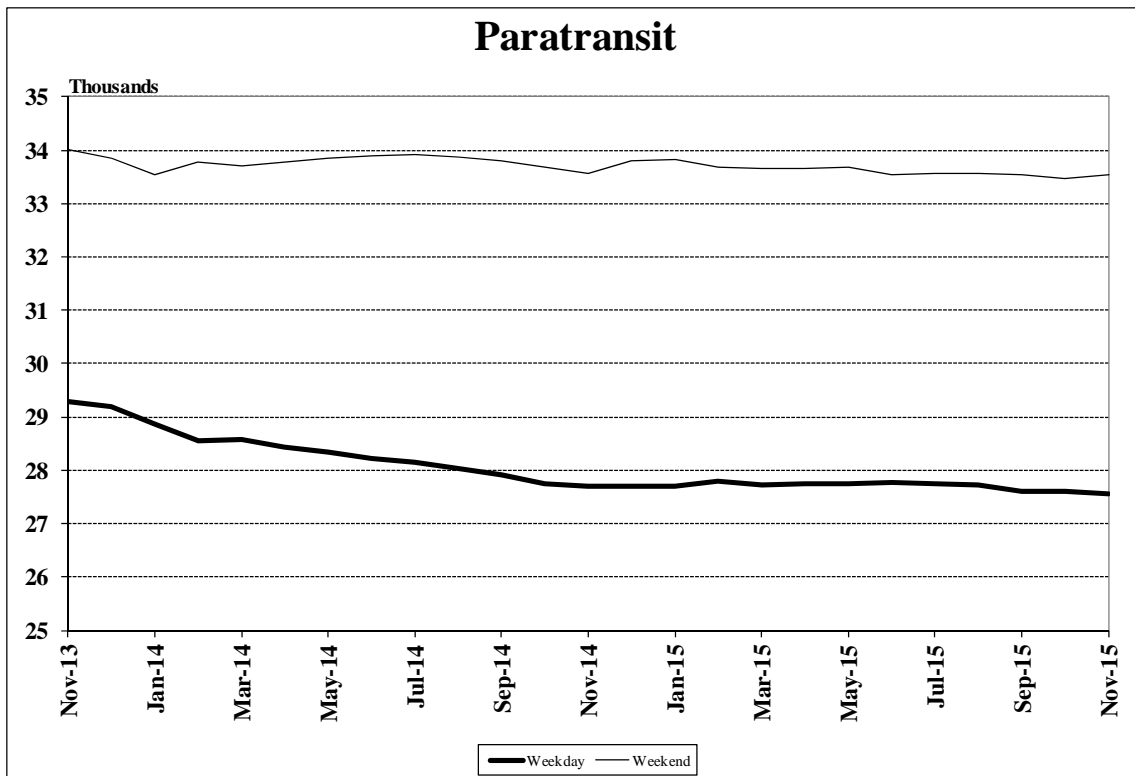
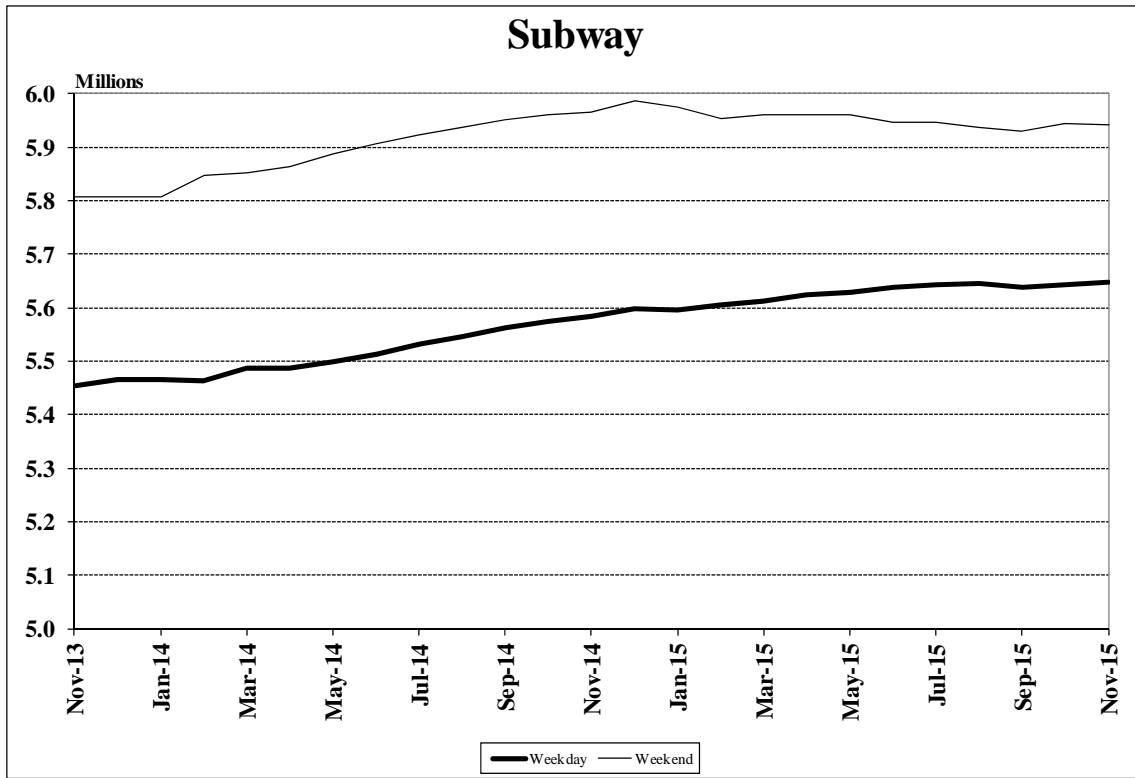
November Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2014	2015	Amount	Percent	2014	2015	Amount	Percent
Subway	5,734	5,780	+45	+0.8%	6,001	5,997	-4	-0.1%
NYCT Local Bus	2,117	2,075	-42	-2.0%	2,264	2,207	-57	-2.5%
NYCT Express Bus	42	40	-2	-3.7%	12	12	+0	+0.6%
Paratransit	28	27	-0	-1.7%	33	33	+1	+2.0%
TOTAL - NYCT	7,920	7,922	+2	+0.0%	8,309	8,249	-60	-0.7%
MTABC Local Bus	389	390	+1	+0.1%	382	395	+13	+3.5%
MTABC Express Bus	31	29	-2	-7.4%	12	12	-0	-2.5%
Total - MTA Bus	420	418	-2	-0.4%	394	407	+13	+3.3%
<i>Total - Regional Bus</i>	<i>2,578</i>	<i>2,533</i>	<i>-45</i>	<i>-1.7%</i>	<i>2,670</i>	<i>2,626</i>	<i>-44</i>	<i>-1.6%</i>
12-Month Rolling Average								
Subway	5,584	5,648	+64	+1.1%	5,966	5,943	-23	-0.4%
Local Bus	2,082	2,018	-64	-3.1%	2,311	2,241	-70	-3.0%
Express Bus	42	41	-2	-4.1%	12	12	-0	-1.7%
Paratransit	28	28	-0	-0.5%	34	34	-0	-0.1%
TOTAL - NYCT	7,736	7,734	-2	-0.0%	8,323	8,229	-94	-1.1%
MTABC Local Bus	375	374	-0	-0.1%	389	390	+1	+0.2%
MTABC Express Bus	32	30	-2	-5.2%	13	12	-0	-3.3%
Total - MTA Bus	406	404	-2	-0.5%	402	402	+0	+0.1%
<i>Total - Regional Bus</i>	<i>2,530</i>	<i>2,462</i>	<i>-68</i>	<i>-2.7%</i>	<i>2,726</i>	<i>2,655</i>	<i>-70</i>	<i>-2.6%</i>

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

- November 2015 average weekday subway ridership was the highest of any November in over forty-five years.
- Seven weekdays in November 2015 had more than six million subway riders.
- Sunday, November 1, 2015, the day of the New York City Marathon, a Mets World Series game, and early morning crowds from the Halloween parade the previous night had 3,016,020 subway riders, the highest Sunday subway ridership since daily records began in 1985, and likely the highest since the mid-1940s. The day also had an extra hour due to the start of standard time.

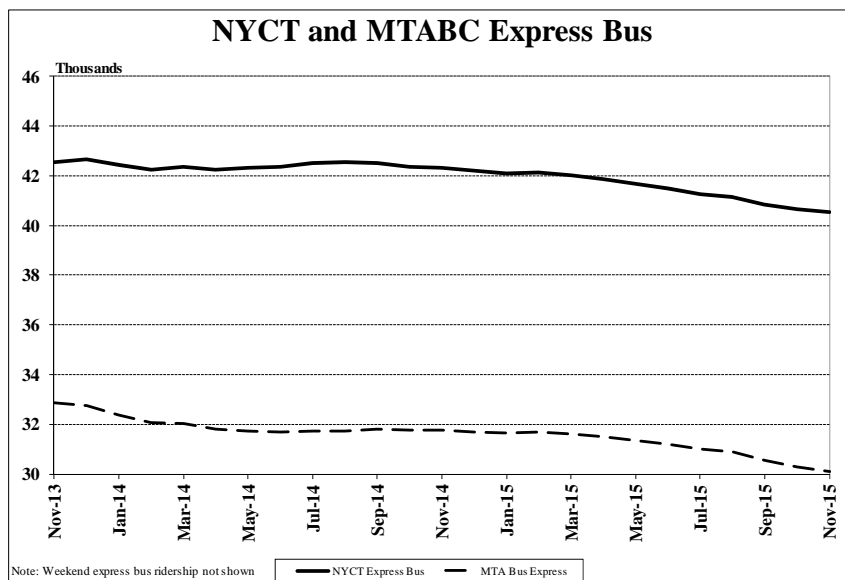
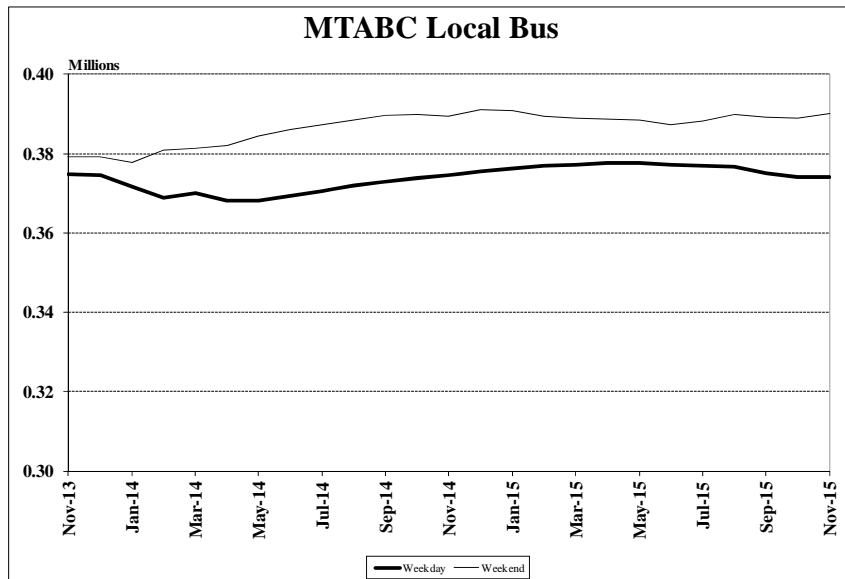
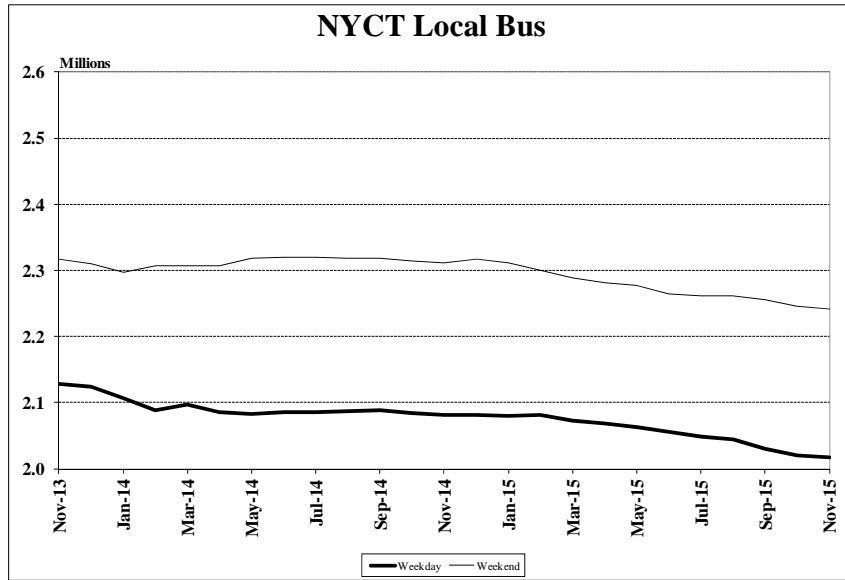
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From November 2014 to November 2015, weekday ridership increased on all area rail services and decreased on all area bus services except for a small increase on MTA local bus. The largest weekday decreases were on MTA Bus express bus (down 7.4 percent) and NYCT express bus (down 3.7 percent). The largest weekday increase was on the Staten Island Railway (up 6.5 percent), continuing a shift from Staten Island express buses to the Staten Island Railway after the March 22, 2015 fare increase.

The large weekend decrease on the Staten Island Railway was due to one weekend in 2015 with no service between St. George and Clifton.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area				
(thousands)				
Transit Service	Nov-14	Preliminary Nov-15	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,734	5,780	+0.8%	+1.1%
NYCT Local Bus	2,117	2,075	-2.0%	-3.1%
NYCT Express Bus	42	40	-3.7%	-4.1%
NYCT Paratransit	28	27	-1.7%	-0.5%
Staten Island Railway	16	17	+6.5%	+3.3%
MTA Local Bus	389	390	+0.1%	-0.1%
MTA Express Bus	31	29	-7.4%	-5.2%
Long Island Rail Road	319	320	+0.4%	+2.1%
Metro-North Railroad	287	293	+2.0%	+1.6%
Staten Island Ferry	63	66	+5.1%	+3.0%
PATH	253	268	+5.8%	+2.7%
<u>Average Weekend</u>				
NYCT Subway	6,001	5,997	-0.1%	-0.4%
NYCT Local Bus	2,264	2,207	-2.5%	-3.0%
NYCT Express Bus	12	12	+0.6%	-1.7%
NYCT Paratransit	33	33	+2.0%	-0.1%
Staten Island Railway	8	6	-26.3%	-3.3%
MTA Local Bus	382	395	+3.5%	+0.2%
MTA Express Bus	12	12	-2.5%	-3.3%
Long Island Rail Road	195	202	+3.3%	+1.5%
Metro-North Railroad	234	241	+2.7%	+2.2%
Staten Island Ferry	82	88	+7.4%	+0.9%
PATH	179	207	+15.3%	+5.6%

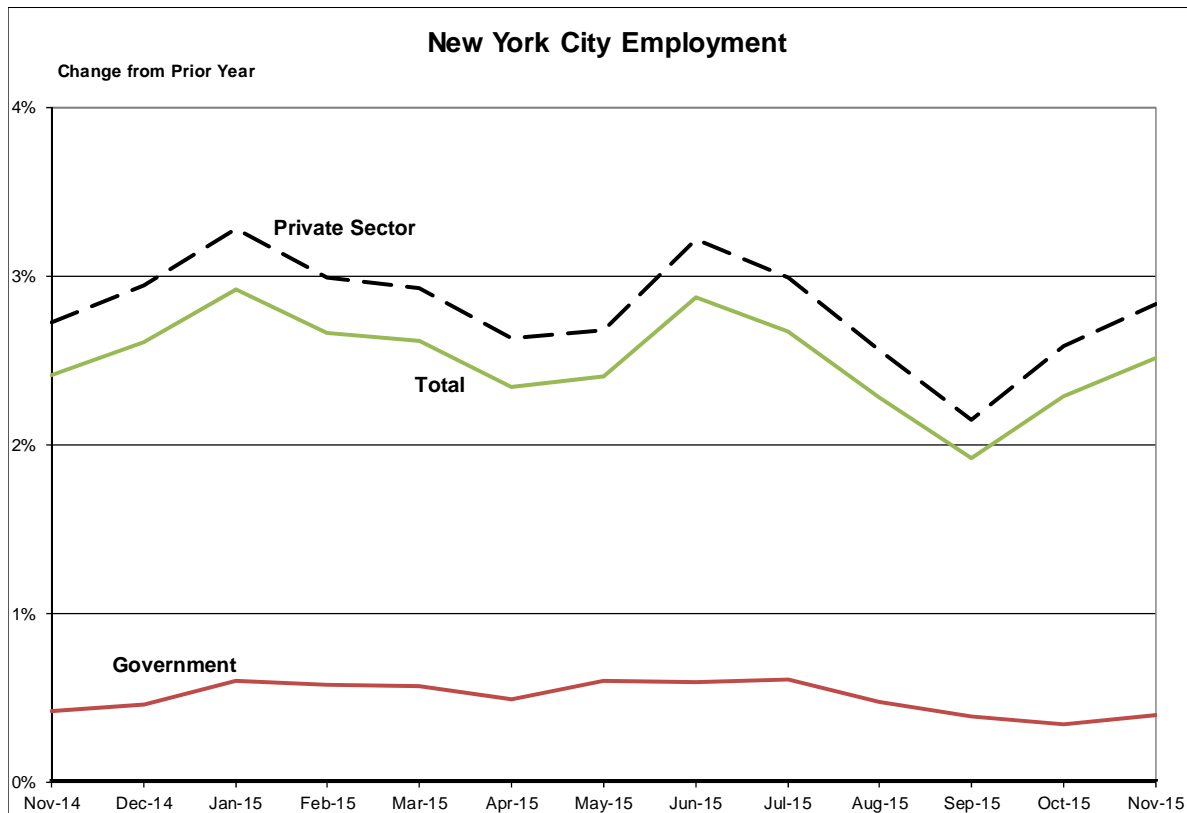
MTA Bridges and Tunnels				
(thousands)				
Average Weekday	808	849	+5.1%	+3.8%
Average Weekend	1,459	1,559	+6.9%	+4.6%

Note: Percentages are based on unrounded data.

Economy

From November 2014 to November 2015, New York City employment increased 2.5 percent (105,300 jobs). Private sector employment increased 2.8 percent (103,100 jobs) and government employment increased 0.4 percent (2,200 jobs). All of the private employment sub-sectors increased except manufacturing (down 800 jobs or 1.1 percent) and information (down 700 jobs or 0.4 percent). The sub-sector with the largest absolute increase was educational & health services (up 30,100 jobs or 3.4 percent). The sub-sector with the largest percentage increase was construction (up 7.1 percent or 9,200 jobs).

As shown in the chart below, private sector employment growth over the prior year has fluctuated over the past thirteen months from a high of 3.3 percent in January to a low of 2.1 percent in September. The 2.8 percent private sector increase in November was the same as the 12-month average.



MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
Month - Nov 2015
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$272.831	\$270.043	(2.788)	(1.0)	\$0.000	\$0.000	-	-	\$272.831	\$270.043	(2.788)	(1.0)
Bus	\$79.403	\$77.490	(1.913)	(2.4)	\$0.000	\$0.000	-	-	\$79.403	\$77.490	(1.913)	(2.4)
Paratransit	\$1.531	\$1.495	(0.036)	(2.4)	\$0.000	\$0.000	-	-	\$1.531	\$1.495	(0.036)	(2.4)
Fare Liability	\$3.730	\$8.013	\$4.283	-	\$0.000	\$0.000	-	-	\$3.730	\$8.013	\$4.283	-
Farebox Revenue	\$357.495	\$357.042	(0.453)	(0.1)	\$0.000	\$0.000	-	-	\$357.495	\$357.042	(0.453)	(0.1)
Fare Reimbursement	\$7.980	\$7.979	(0.001)	0.0	\$0.000	\$0.000	-	-	\$7.980	\$7.979	(0.001)	0.0
Paratransit Reimbursement	\$14.263	\$12.786	(1.477)	(10.4)	\$0.000	\$0.000	-	-	\$14.263	\$12.786	(1.477)	(10.4)
Other Operating Revenue	\$12.511	\$13.653	\$1.142	9.1	\$0.000	\$0.000	-	-	\$12.511	\$13.653	\$1.142	9.1
Other Revenue	\$34.754	\$34.418	(0.336)	(1.0)	\$0.000	\$0.000	-	-	\$34.754	\$34.418	(0.336)	(1.0)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$75.757	\$87.981	\$12.224	16.1	\$75.757	\$87.981	\$12.224	16.1
Total Revenue	\$392.249	\$391.460	(0.788)	(0.2)	\$75.757	\$87.981	\$12.224	16.1	\$468.005	\$479.441	\$11.436	2.4
Expenses												
Labor :												
Payroll	\$272.365	\$267.560	\$4.805	1.8	\$40.959	\$33.083	\$7.875	19.2	\$313.324	\$300.644	\$12.680	4.0
Overtime	\$36.964	\$36.795	\$0.169	0.5	(1.522)	\$10.575	(12.097)	-	\$35.442	\$47.370	(11.928)	(33.7)
Total Salaries & Wages	\$309.329	\$304.355	\$4.973	1.6	\$39.437	\$43.658	(4.222)	(10.7)	\$348.765	\$348.014	\$0.752	0.2
Health and Welfare	\$64.205	\$55.630	\$8.576	13.4	\$1.726	\$1.824	(0.098)	(5.7)	\$65.932	\$57.454	\$8.477	12.9
OPEB Current Payment	\$29.065	\$29.641	(0.576)	(2.0)	\$0.688	\$0.636	\$0.052	7.6	\$29.754	\$30.278	(0.524)	(1.8)
Pensions	\$18.431	\$18.328	\$0.103	0.6	\$0.546	\$0.547	(0.001)	(0.2)	\$18.976	\$18.874	\$0.102	0.5
Other Fringe Benefits	\$28.182	\$238.726	(210.544)	-	\$13.219	\$12.969	\$0.250	1.9	\$41.401	\$251.695	(210.294)	-
Total Fringe Benefits	\$139.883	\$342.325	(202.442)	-	\$16.179	\$15.976	\$0.203	1.3	\$156.063	\$358.301	(202.238)	-
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(10.575)	(18.027)	\$7.452	70.5	\$10.575	\$18.027	(7.452)	(70.5)	\$0.000	\$0.000	\$0.000	-
Labor	\$438.637	\$628.653	(190.016)	(43.3)	\$66.191	\$77.662	(11.471)	(17.3)	\$504.828	\$706.315	(201.487)	(39.9)
Non-Labor :												
Electric Power	\$23.603	\$23.160	\$0.443	1.9	\$0.020	\$0.044	(0.023)	-	\$23.624	\$23.204	\$0.419	1.8
Fuel	\$10.096	\$6.709	\$3.387	33.5	\$0.002	\$0.002	\$0.000	16.2	\$10.098	\$6.710	\$3.387	33.5
Insurance	\$6.137	\$5.983	\$0.154	2.5	\$0.000	\$0.000	-	-	\$6.137	\$5.983	\$0.154	2.5
Claims	\$10.934	\$70.841	(59.907)	-	\$0.000	\$0.000	-	-	\$10.934	\$70.841	(59.907)	-
Paratransit Service Contracts	\$32.672	\$30.806	\$1.867	5.7	\$0.000	\$0.000	-	-	\$32.672	\$30.806	\$1.867	5.7
Maintenance and Other Operating Contracts	\$18.131	\$18.503	(0.371)	(2.0)	\$1.337	\$2.214	(0.877)	(65.6)	\$19.469	\$20.717	(1.248)	(6.4)
Professional Service Contracts	\$7.760	\$10.162	(2.402)	(30.9)	\$1.258	\$2.324	(1.067)	(84.8)	\$9.018	\$12.486	(3.468)	(38.5)
Materials & Supplies	\$25.228	\$22.146	\$3.082	12.2	\$6.626	\$5.441	\$1.185	17.9	\$31.853	\$27.587	\$4.267	13.4
Other Business Expenses	\$5.943	\$6.708	(0.765)	(12.9)	\$0.323	\$0.294	\$0.029	9.1	\$6.266	\$7.002	(0.736)	(11.7)
Non-Labor	\$140.504	\$195.017	(54.513)	(38.8)	\$9.566	\$10.319	(0.753)	(7.9)	\$150.070	\$205.336	(55.266)	(36.8)
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	\$579.141	\$823.670	(244.529)	(42.2)	\$75.757	\$87.981	(12.224)	(16.1)	\$654.898	\$911.651	(256.753)	(39.2)
Depreciation	\$145.070	\$170.045	(24.976)	(17.2)	\$0.000	\$0.000	-	-	\$145.070	\$170.045	(24.976)	(17.2)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$724.210	\$993.715	(269.505)	(37.2)	\$75.757	\$87.981	(12.224)	(16.1)	\$799.968	\$1,081.696	(281.728)	(35.2)
OPERATING SURPLUS/DEFICIT	(331.962)	(602.255)	(270.293)	(81.4)	(0.001)	\$0.000	\$0.001	-	(331.962)	(602.255)	(270.293)	(81.4)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
Year-To-Date - Nov 2015
(\$ in Millions)

12/28/2015 04:45 PM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$3,028.877	\$3,022.629	(6.248)	(0.2)	\$0.000	\$0.000	-	-	\$3,028.877	\$3,022.629	(6.248)	(0.2)
Bus	\$889.907	\$882.930	(6.977)	(0.8)	\$0.000	\$0.000	-	-	\$889.907	\$882.930	(6.977)	(0.8)
Paratransit	\$16.324	\$16.008	(0.316)	(1.9)	\$0.000	\$0.000	-	-	\$16.324	\$16.008	(0.316)	(1.9)
Fare Liability	\$41.040	\$53.888	\$12.848	31.3	\$0.000	\$0.000	-	-	\$41.040	\$53.888	\$12.848	31.3
Farebox Revenue	\$3,976.148	\$3,975.455	(0.692)	0.0	\$0.000	\$0.000	-	-	\$3,976.148	\$3,975.455	(0.692)	0.0
Fare Reimbursement	\$76.251	\$76.249	(0.002)	0.0	\$0.000	\$0.000	-	-	\$76.251	\$76.249	(0.002)	0.0
Paratransit Reimbursement	\$171.688	\$172.652	\$0.964	0.6	\$0.000	\$0.000	-	-	\$171.688	\$172.652	\$0.964	0.6
Other Operating Revenue	\$143.261	\$151.375	\$8.114	5.7	\$0.000	\$0.000	-	-	\$143.261	\$151.375	\$8.114	5.7
Other Revenue	\$391.199	\$400.275	\$9.076	2.3	\$0.000	\$0.000	-	-	\$391.199	\$400.275	\$9.076	2.3
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1,010.338	\$1,092.788	\$82.450	8.2	\$1,010.338	\$1,092.788	\$82.450	8.2
Total Revenue	\$4,367.347	\$4,375.730	\$8.383	0.2	\$1,010.338	\$1,092.788	\$82.450	8.2	\$5,377.685	\$5,468.519	\$90.833	1.7
Expenses												
Labor :												
Payroll	\$2,807.256	\$2,798.794	\$8.462	0.3	\$421.172	\$403.292	\$17.880	4.2	\$3,228.428	\$3,202.085	\$26.342	0.8
Overtime	\$401.312	\$416.808	(\$15.496)	(3.9)	\$77.919	\$125.489	(47.570)	(61.1)	\$479.231	\$542.297	(63.066)	(13.2)
Total Salaries & Wages	\$3,208.568	\$3,215.602	(7.034)	(0.2)	\$499.091	\$528.780	(29.690)	(5.9)	\$3,707.659	\$3,744.382	(36.724)	(1.0)
Health and Welfare	\$690.673	\$650.604	\$40.069	5.8	\$18.668	\$18.339	\$0.329	1.8	\$709.341	\$668.943	\$40.398	5.7
OPEB Current Payment	\$342.347	\$366.628	(24.281)	(7.1)	\$7.376	\$6.913	\$0.463	6.3	\$349.722	\$373.540	(23.818)	(6.8)
Pensions	\$860.661	\$859.462	\$1.199	0.1	\$29.543	\$29.552	(0.009)	0.0	\$890.204	\$889.014	\$1.190	0.1
Other Fringe Benefits	\$282.028	\$488.812	(206.784)	(73.3)	\$154.631	\$156.212	(1.581)	(1.0)	\$436.659	\$645.024	(208.365)	(47.7)
Total Fringe Benefits	\$2,175.709	\$2,365.505	(189.797)	(8.7)	\$210.218	\$211.016	(0.798)	(0.4)	\$2,385.927	\$2,576.521	(190.594)	(8.0)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(202.288)	(224.776)	\$22.488	11.1	\$202.288	\$224.776	(22.488)	(11.1)	\$0.000	\$0.000	\$0.000	-
Labor	\$5,181.989	\$5,356.331	(174.343)	(3.4)	\$911.596	\$964.572	(52.975)	(5.8)	\$6,093.585	\$6,320.903	(227.318)	(3.7)
Non-Labor :												
Electric Power	\$276.359	\$267.365	\$8.993	3.3	\$0.231	\$0.516	(0.285)	-	\$276.589	\$267.881	\$8.709	3.1
Fuel	\$110.787	\$94.580	\$16.207	14.6	\$0.021	\$0.018	\$0.003	16.2	\$110.808	\$94.598	\$16.210	14.6
Insurance	\$66.855	\$66.450	\$0.405	0.6	\$0.000	\$0.000	-	-	\$66.855	\$66.450	\$0.405	0.6
Claims	\$120.275	\$172.123	(51.848)	(43.1)	\$0.000	\$0.000	-	-	\$120.275	\$172.123	(51.848)	(43.1)
Paratransit Service Contracts	\$350.627	\$346.872	\$3.755	1.1	\$0.000	\$0.000	\$0.000	-	\$350.627	\$346.872	\$3.755	1.1
Maintenance and Other Operating Contracts	\$183.315	\$177.878	\$5.437	3.0	\$29.176	\$37.037	(7.862)	(26.9)	\$212.491	\$214.915	(2.425)	(1.1)
Professional Service Contracts	\$104.465	\$86.022	\$18.443	17.7	\$9.226	\$25.906	(16.681)	-	\$113.690	\$111.928	\$1.762	1.6
Materials & Supplies	\$271.262	\$261.559	\$9.703	3.6	\$64.333	\$69.143	(4.810)	(7.5)	\$335.595	\$330.703	\$4.892	1.5
Other Business Expenses	\$73.583	\$76.787	(3.204)	(4.4)	(4.253)	(4.403)	\$0.150	3.5	\$69.330	\$72.383	(3.053)	(4.4)
Non-Labor	\$1,557.528	\$1,549.637	\$7.892	0.5	\$98.732	\$128.217	(29.484)	(29.9)	\$1,656.261	\$1,677.853	(21.592)	(1.3)
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	\$6,739.517	\$6,905.968	(166.451)	(2.5)	\$1,010.329	\$1,092.788	(82.460)	(8.2)	\$7,749.846	\$7,998.757	(248.911)	(3.2)
Depreciation	\$1,493.916	\$1,521.383	(27.467)	(1.8)	\$0.000	\$0.000	-	-	\$1,493.916	\$1,521.383	(27.467)	(1.8)
OPEB Liability	\$1,212.712	\$1,274.934	(62.222)	(5.1)	\$0.000	\$0.000	-	-	\$1,212.712	\$1,274.934	(62.222)	(5.1)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$9,446.145	\$9,702.286	(256.141)	(2.7)	\$1,010.329	\$1,092.788	(82.460)	(8.2)	\$10,456.474	\$10,795.074	(338.600)	(3.2)
OPERATING SURPLUS/DEFICIT	(5,078.798)	(5,326.556)	(247.757)	(4.9)	\$0.009	\$0.000	(0.009)	-	(5,078.789)	(5,326.556)	(247.767)	(4.9)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
November 2015
(\$ 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				(0.7)	0.0	Due largely to lower than forecast subway and bus ridership, mostly offset by increased accrued fare media liability expiration revenues
Other Operating Revenue	NR	(0.3)	(1.0)	Mainly an underrun in paratransit Urban Tax revenue, mostly offset by higher advertising revenue	9.1	2.3	Mostly due to higher advertising, real estate, MetroCard surcharge and paratransit Urban Tax revenues
Payroll	NR	4.8	1.8	Due primarily to vacancy savings	8.5	0.3	Due primarily to vacancy savings
Overtime	NR				(15.5)	(3.9)	Mainly due to subway service delays and overcrowding, bus traffic/ramp delays and vacancy/absentee coverage requirements for Bus Operators & Maintainers and Subway Signal/Track maintainers
Health & Welfare (including OPEB current payment)	NR	8.0	8.6	Largely favorable rates and the favorable timing of expenses	15.8	1.5	Largely favorable rates and the favorable timing of expenses
Other Fringe Benefits	NR	(210.5)	over (100.0)	Principally due to an increase in Workers' Compensation reserve requirements, based on a current actuarial update, caused mostly by: a statutory increase in weekly payments; an increase in the rate of lost days per claim and an increase in medical costs	(206.8)	(73.3)	Principally due to an increase in Workers' Compensation reserve requirements, based on a current actuarial update, caused mostly by: a statutory increase in weekly payments; an increase in the rate of lost days per claim and an increase in medical costs
Reimbursable Overhead	NR	7.5	70.5	Favorable overhead credits, resulting from higher reimbursable overtime requirements	22.5	11.1	Favorable overhead credits, resulting from higher reimbursable overtime requirements
Electric Power	NR	0.4	1.9	Largely lower prices	9.0	3.3	Largely favorable accrual/billing adjustments and lower consumption, partly offset by higher prices
Fuel	NR	3.4	33.5	Mainly lower prices and consumption	16.2	14.6	Mainly lower prices and consumption
Claims	NR	(59.9)	over (100.0)	Primarily increased public liability claims reserve requirements, based on a current actuarial update, resulting mainly from a significant increase in the number of major cases	(51.8)	(43.1)	Primarily increased public liability claims reserve requirements, based on a current actuarial update, resulting mainly from a significant increase in the number of major cases
Paratransit Service Contracts	NR	1.9	5.7	Mostly due to lower trips and the favorable timing of expenses	3.8	1.1	Mostly due to lower trips and the favorable timing of expenses

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
November 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR				5.4	3.0	Principally savings from painting contracts, auto purchases and tire & tube expenses, partly offset by higher maintenance & repair requirements
Professional Service Contracts	NR	(2.4)	(30.9)	Due primarily to higher Workers' Compensation Board and data communications expenses	18.4	17.7	Due primarily to favorable results in several accounts, including bond services, EDP maintenance & repairs, Workers' Compensation Board and various MTA/outside service accounts
Materials and Supplies	NR	3.1	12.2	Due mostly to the favorable timing of maintenance material requirements and increased scrap/surplus sales	9.7	3.6	Due mostly to favorable inventory adjustments, the favorable timing of maintenance material requirements and increased scrap/surplus sales
Other Business Expenses	NR	(0.8)	(12.9)	Mainly higher MVM debit/credit card charges and unfavorable results for miscellaneous expenses and credits	(3.2)	(4.4)	Mainly higher MVM debit/credit card charges and unfavorable results for miscellaneous expenses and credits
Capital and Other Reimbursements	R	12.2	16.1	Reimbursement increase consistent with higher reimbursable expenses	82.5	8.2	Reimbursement increase consistent with higher reimbursable expenses
Payroll	R	7.9	19.2	Due primarily to the timing of capital construction work	17.9	4.2	Due primarily to the timing of capital construction work
Overtime	R	(12.1)	over (100.0)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability and other Capital Program support	(47.6)	(61.1)	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				(1.6)	(1.0)	Mostly higher overhead expenses, driven by higher reimbursable overtime requirements
Maintenance and Other Operating Contracts	R	(0.9)	(65.6)	Largely higher equipment rental requirements	(7.9)	(26.9)	Largely higher construction contract, equipment rental and maintenance services requirements
Professional Service Contracts	R	(1.1)	(84.8)	Mostly the unfavorable timing of several professional service account expenses	(16.7)	over (100.0)	Mostly support for new important IT projects
Materials & Supplies	R	1.2	17.9	Primarily the favorable timing of non-vehicle maintenance material requirements	(4.8)	(7.5)	Mainly higher non-vehicle maintenance material requirements

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Cash Receipts and Expenditures
Nov FY15
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$361.334	\$333.130	(28.204)	(7.8)	\$3,989.595	\$3,987.724	(1.871)	0.0
Fare Reimbursement	\$0.000	\$6.313	\$6.313	-	\$62.705	\$107.739	\$45.034	71.8
Paratransit Reimbursement	\$4.738	\$54.886	\$50.148	-	\$129.223	\$142.584	\$13.361	10.3
Other Operating Revenue	\$3.166	\$3.414	\$0.248	7.8	\$35.327	\$38.138	\$2.811	8.0
Other Revenue	\$7.904	\$64.613	\$56.709	-	\$227.254	\$288.461	\$61.207	26.9
Capital and Other Reimbursements	\$92.109	\$80.891	(11.218)	(12.2)	\$1,090.545	\$1,100.091	\$9.546	0.9
Total Revenue	\$461.346	\$478.634	\$17.288	3.7	\$5,307.394	\$5,376.276	\$68.882	1.3
Expenditures								
Labor :								
Payroll	\$292.598	\$273.604	\$18.994	6.5	\$3,129.532	\$3,107.484	\$22.048	0.7
Overtime	\$32.999	\$47.370	(14.371)	(43.6)	\$469.349	\$542.209	(72.860)	(15.5)
Total Salaries & Wages	\$325.596	\$320.974	\$4.622	1.4	\$3,598.880	\$3,649.693	(50.813)	(1.4)
Health and Welfare	\$67.245	\$64.761	\$2.484	3.7	\$729.745	\$669.396	\$60.349	8.3
OPEB Current Payment	\$29.754	\$30.278	(0.524)	(1.8)	\$349.722	\$373.540	(23.818)	(6.8)
Pensions	\$75.757	\$75.648	\$0.109	0.1	\$858.263	\$857.165	\$1.098	0.1
Other Fringe Benefits	\$36.173	\$33.807	\$2.366	6.5	\$394.154	\$398.603	(4.449)	(1.1)
Total Fringe Benefits	\$208.929	\$204.494	\$4.435	2.1	\$2,331.884	\$2,298.704	\$33.180	1.4
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$534.526	\$525.468	\$9.058	1.7	\$5,930.764	\$5,948.397	(17.633)	(0.3)
Non-Labor :								
Electric Power	\$22.774	\$22.717	\$0.057	0.2	\$277.626	\$277.249	\$0.377	0.1
Fuel	\$10.499	\$6.059	\$4.440	42.3	\$110.438	\$96.810	\$13.628	12.3
Insurance	\$4.214	\$16.523	(12.309)	-	\$73.130	\$72.796	\$0.334	0.5
Claims	\$7.334	\$4.420	\$2.914	39.7	\$113.158	\$113.824	(0.666)	(0.6)
Paratransit Service Contracts	\$32.517	\$30.640	\$1.877	5.8	\$348.783	\$342.169	\$6.614	1.9
Maintenance and Other Operating Contracts	\$19.469	\$16.202	\$3.267	16.8	\$212.535	\$195.657	\$16.878	7.9
Professional Service Contracts	\$9.018	\$10.139	(1.121)	(12.4)	\$105.247	\$119.002	(13.755)	(13.1)
Materials & Supplies	\$22.624	\$27.191	(4.567)	(20.2)	\$328.357	\$356.660	(28.303)	(8.6)
Other Business Expenses	\$6.219	\$6.718	(0.499)	(8.0)	\$71.374	\$72.138	(0.764)	(1.1)
Non-Labor	\$134.667	\$140.609	(5.942)	(4.4)	\$1,640.649	\$1,646.305	(5.656)	(0.3)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$669.193	\$666.077	\$3.116	0.5	\$7,571.413	\$7,594.702	(23.289)	(0.3)
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$669.193	\$666.077	\$3.116	0.5	\$7,571.414	\$7,594.702	(23.288)	(0.3)
Net Surplus/(Deficit)	(207.846)	(187.443)	\$20.403	9.8	(2,264.019)	(2,218.426)	\$45.593	2.0

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
November 2015
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	(28.2)	(7.8)	Mostly the unfavorable timing of receipts	(1.9)	0.0	
Other Operating Receipts	56.7	over 100.0	Due to the favorable timing of NYC partial reimbursement of paratransit expenses and student fare reimbursements	61.2	26.9	Due to the favorable timing of receipt of student fare reimbursements and NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	(11.2)	(12.2)	Mostly due to the unfavorable timing of reimbursements	9.5	0.9	Mostly due to increased 2015 project expenses/billing, partly offset by the unfavorable timing of reimbursements
Salaries & Wages	4.6	1.4	Mainly the favorable timing of payments	(50.8)	(1.4)	Largely due to higher overtime expenditures
Health & Welfare (including OPEB current payment)	2.0	2.1	Primarily lower expenses, partly offset by the unfavorable timing of payments	36.5	3.4	Primarily the favorable timing of payments and expense underruns
Other Fringe Benefits	2.4	6.5	Primarily the favorable timing of payments	(4.4)	(1.1)	Primarily the unfavorable timing of payments
Fuel	4.4	42.3	Mainly lower prices and consumption	13.6	12.3	Mainly lower prices and consumption
Insurance	(12.3)	over (100.0)	Largely the unfavorable timing of interagency payments			
Claims	2.9	39.7	The favorable timing of payments			
Paratransit Service Contracts	1.9	5.8	Primarily lower expenses	6.6	1.9	Primarily lower expenses and the favorable timing of payments
Maintenance Contracts	3.3	16.8	Largely the favorable timing of payments	16.9	7.9	Largely the favorable timing of payments
Professional Service Contracts				(13.8)	(13.1)	Largely the unfavorable timing of payments, partly offset by favorable expense results
Materials & Supplies	(4.6)	(20.2)	Mostly the unfavorable timing of payments	(28.3)	(8.6)	Mostly the unfavorable timing of payments

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Nov FY15
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$3.839	(23.912)	(27.751)	-	\$13.447	\$12.269	(1.178)	(8.8)
Fare Reimbursement	(7.980)	(1.666)	\$6.314	79.1	(13.546)	\$31.490	\$45.036	-
Paratransit Reimbursement	(9.525)	\$42.100	\$51.625	-	(42.465)	(30.068)	\$12.397	29.2
Other Operating Revenue	(9.345)	(10.239)	(0.894)	(9.6)	(107.934)	(113.237)	(5.303)	(4.9)
Other Revenue	(26.850)	\$30.195	\$57.045	-	(163.945)	(111.814)	\$52.131	31.8
Capital and Other Reimbursements	\$16.352	(7.090)	(23.442)	-	\$80.207	\$7.303	(72.904)	(90.9)
Total Revenue	(6.659)	(0.807)	\$5.852	87.9	(70.291)	(92.243)	(21.952)	(31.2)
Expenses								
Labor :								
Payroll	\$20.726	\$27.040	\$6.314	30.5	\$98.896	\$94.601	(4.295)	(4.3)
Overtime	\$2.443	\$0.000	(2.443)	-	\$9.882	\$0.088	(9.794)	-
Total Salaries & Wages	\$23.169	\$27.040	\$3.871	16.7	\$108.778	\$94.689	(14.089)	(13.0)
Health and Welfare	(1.313)	(7.307)	(5.994)	-	(20.404)	(0.453)	\$19.951	97.8
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	(56.781)	(56.774)	\$0.007	0.0	\$31.941	\$31.849	(0.092)	(0.3)
Other Fringe Benefits	\$5.228	\$217.888	\$212.661	-	\$42.506	\$246.421	\$203.915	-
Total Fringe Benefits	(52.866)	\$153.807	\$206.673	-	\$54.043	\$277.817	\$223.774	-
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	(29.697)	\$180.847	\$210.544	-	\$162.821	\$372.506	\$209.685	-
Non-Labor :								
Electric Power	\$0.850	\$0.487	(0.363)	(42.7)	(1.037)	(9.368)	(8.331)	-
Fuel	(0.400)	\$0.651	\$1.051	-	\$0.384	(2.212)	(2.596)	-
Insurance	\$1.923	(10.540)	(12.463)	-	(6.275)	(6.346)	(0.071)	(1.1)
Claims	\$3.600	\$66.421	\$62.821	-	\$7.117	\$58.299	\$51.182	-
Paratransit Service Contracts	\$0.155	\$0.166	\$0.011	6.8	\$1.844	\$4.703	\$2.859	-
Maintenance and Other Operating Contracts	\$0.000	\$4.515	\$4.515	-	(0.044)	\$19.258	\$19.302	-
Professional Service Contracts	\$0.000	\$2.347	\$2.347	-	\$8.443	(7.074)	(15.517)	-
Materials & Supplies	\$9.229	\$0.396	(8.833)	(95.7)	\$7.238	(25.957)	(33.195)	-
Other Business Expenses	\$0.047	\$0.284	\$0.237	-	(2.044)	\$0.245	\$2.289	-
Non-Labor	\$15.404	\$64.727	\$49.323	-	\$15.626	\$31.548	\$15.922	-
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	(14.293)	\$245.574	\$259.867	-	\$178.447	\$404.055	\$225.608	-
Depreciation	\$145.070	\$170.045	\$24.976	17.2	\$1,493.915	\$1,521.383	\$27.468	1.8
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$1,212.712	\$1,274.934	\$62.222	5.1
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$130.776	\$415.619	\$284.843	-	\$2,885.074	\$3,200.372	\$315.298	10.9
Total Cash Conversion Adjustments	\$124.117	\$414.812	\$290.695	-	\$2,814.783	\$3,108.130	\$293.346	10.4

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
November 2015

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	76	54	22	
Law	280	282	(2)	
Office of the EVP	46	43	3	
Human Resources	227	236	(9)	
Office of Management and Budget	42	39	3	
Capital Planning & Budget	35	31	4	
Corporate Communications	261	248	13	
Non-Departmental	(33)	-	(33)	
Labor Relations	97	95	2	
Materiel	287	272	15	
Controller	137	126	11	
Total Administration	1,455	1,426	29	
Operations				
Subways Service Delivery	7,810	7,785	25	
Subways Operations Support/Admin	386	396	(10)	
Subways Stations	2,632	2,635	(3)	
Sub-total Subways	10,828	10,816	12	
Buses	10,957	10,951	6	
Paratransit	213	200	13	
Operations Planning	384	397	(13)	
Revenue Control	579	542	37	
Total Operations	22,961	22,906	55	
Maintenance				
Subways Operations Support/Admin	163	150	13	
Subways Engineering	362	355	7	
Subways Car Equipment	4,360	4,386	(26)	
Subways Infrastructure	1,528	1,480	48	
Subways Elevators & Escalators	442	412	30	
Subways Stations	3,697	3,651	46	
Subways Track	2,805	2,768	37	
Subways Power	603	611	(8)	
Subways Signals	1,505	1,483	22	
Subways Electronic Maintenance	1,578	1,499	79	Mostly PTE and Hourly Vacancies
Sub-total Subways	17,043	16,795	248	
Buses	3,649	3,653	(4)	
Revenue Control	0	0	0	
Supply Logistics	561	552	9	
System Safety	99	91	8	
Non-Departmental	(77)	0	(77)	
Total Maintenance	21,275	21,091	184	
Engineering/Capital				
Capital Program Management	1,319	1,363	(44)	
Total Engineering/Capital	1,319	1,363	(44)	
Public Safety				
Security	644	605	39	
Total Public Safety	644	605	39	
Total Positions				
	47,654	47,391	263	
Non-Reimbursable	42,644	43,345	(701)	
Reimbursable	5,010	4,046	964	
Total Full-Time	47,512	47,132	380	
Total Full-Time Equivalents	142	259	(117)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
November 2015

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	558	467	91	
Professional, Technical, Clerical	866	935	(69)	
Operational Hourlies	31	24	7	
Total Administration	1,455	1,426	29	
Operations				
Managers/Supervisors	2,733	2,672	61	
Professional, Technical, Clerical	499	490	9	
Operational Hourlies	19,729	19,744	(15)	
Total Operations	22,961	22,906	55	
Maintenance				
Managers/Supervisors	3,832	3,800	32	
Professional, Technical, Clerical	1,066	1,012	54	
Operational Hourlies	16,377	16,279	98	
Total Maintenance	21,275	21,091	184	
Engineering/Capital				
Managers/Supervisors	339	347	(8)	
Professional, Technical, Clerical	978	1,014	(36)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,319	1,363	(44)	
Public Safety				
Managers/Supervisors	262	242	20	
Professional, Technical, Clerical	39	37	2	
Operational Hourlies	343	326	17	
Total Public Safety	644	605	39	
Total Positions				
Managers/Supervisors	7,724	7,528	196	
Professional, Technical, Clerical	3,448	3,488	(40)	
Operational Hourlies	36,482	36,375	107	
Total Positions	47,654	47,391	263	

MTA New York City Transit
2015 July Financial Plan
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	November						November Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	338,036	\$10.108	324,664	\$10.120	13,372	(\$0.012) (0.1%)	3,662,753	\$112.093	3,619,378	\$113.144	43,375	(\$1.051) (0.9%)
<u>Unscheduled Service</u>	268,926	\$8.813	317,445	\$10.171	(48,519)	(\$1.358) (15.4%)	2,986,760	\$93.700	3,387,039	\$104.974	(400,279)	(\$11.275) (12.0%)
<u>Programmatic/Routine Maintenance</u>	422,180	\$14.784	400,159	\$13.43	22,021	\$1.359 9.2%	4,076,634	\$129.384	3,996,113	\$127.399	80,521	\$1.985 1.5%
<u>Unscheduled Maintenance</u>	0	\$0.000	4,601	\$0.149	(4,601)	(\$0.149) 0.0%	0	\$0.000	11,479	\$0.370	(11,479)	(\$0.370) 0.0%
<u>Vacancy/Absentee Coverage</u>	22,376	\$1.224	62,584	\$2.064	(40,208)	(\$0.840) (68.6%)	707,588	\$25.751	975,272	\$31.623	(267,685)	(\$5.872) (22.8%)
<u>Weather Emergencies</u>	425	\$0.014	2,857	\$0.094	(2,432)	(\$0.080) *	780,188	\$25.512	839,567	\$27.476	(59,379)	(\$1.965) (7.7%)
<u>Safety/Security/Law Enforcement</u>	9,101	\$0.298	13,057	\$0.364	(3,956)	(\$0.066) (22.1%)	96,706	\$3.062	111,734	\$3.231	(15,028)	(\$0.169) (5.5%)
<u>Other</u>	16,595	\$1.723	11,136	\$0.41	5,459	\$1.314 76.3%	164,897	\$11.810	257,833	\$8.590	(92,936)	\$3.220 27.3%
Subtotal	1,077,639	\$36.964	1,136,503	\$36.795	(58,865)	\$0.168 0.5%	12,475,524	\$401.312	13,198,416	\$416.808	(722,893)	(\$15.497) (3.9%)
REIMBURSABLE OVERTIME	(49,863)	(\$1.522)	303,751	\$10.575	(353,614)	(\$12.097) *	2,363,802	\$77.919	3,723,313	\$125.489	(1,359,511)	(\$47.570) (61.1%)
TOTAL OVERTIME	1,027,775	\$35.442	1,440,254	\$47.370	(412,479)	(\$11.928) (33.7%)	14,839,326	\$479.230	16,921,729	\$542.297	(2,082,404)	(\$63.067) (13.2%)

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
 2015 February Financial Plan
 Non-Reimbursable/Reimbursable Overtime
 (\$ in millions)

	November			November Year to Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	13,372	(\$0.0)		43,375	(\$1.1)	Unfavorable YTD results in scheduled service mainly due to additional work in DoB - supervisors (set-up and close-out of shift) and hourlies (fuelino). underruns.
		(6.8%)			6.8%	
<u>Unscheduled Service</u>	(48,519)	(\$1.4)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.	(400,279)	(\$11.3)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.
		(802.2%)			72.8%	
<u>Programmatic/Routine Maintenance</u>	22,021	\$1.4	Due to less maintenance coverage required.	80,521	\$2.0	Due to less maintenance coverage required.
		802.9%			(12.8%)	
<u>Unscheduled Maintenance</u>	(4,601)	(\$0.1)		(11,479)	(\$0.4)	Due to G Line Derailment.
		(87.9%)			2.4%	
<u>Vacancy/Absentee Coverage</u>	(40,208)	(\$0.8)	Mainly due to vacancy / absentee coverage for bus operators, signal and track maintainers.	(267,685)	(\$5.9)	Mainly due to vacancy / absentee coverage for bus operators and maintainers, signal and track maintainers.
		(496.4%)			37.9%	
<u>Weather Emergencies</u>	(2,432)	(\$0.1)		(59,379)	(\$2.0)	Mainly due to preparation for Hurricane Joaquin.
		(47.2%)			12.7%	
<u>Safety/Security/Law Enforcement</u>	(3,956)	(\$0.1)		(15,028)	(\$0.2)	
		(38.9%)			1.1%	
<u>Other</u>	5,459	\$1.3	Favorable due to timing of expenses.	(92,936)	\$3.2	Favorable due to timing of expenses.
		776.6%			(20.8%)	
Subtotal	(58,865)	\$0.2		(722,891)	(\$15.5)	
		(1.4%)			24.6%	
REIMBURSABLE OVERTIME	(353,614)	(\$12.1)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	(1,359,511)	(\$47.6)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.
		101.4%			75.4%	
TOTAL OVERTIME	(412,479)	(\$11.9)		(2,082,402)	(\$63.1)	

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
2015 Overtime Reporting
Overtime Legend

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

MTA NEW YORK CITY TRANSIT
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2015 YEAR-TO-DATE
(\$ in millions)

	<u>November 2015 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Mid-Year Forecast</u>	<u>November Forecast</u>	<u>Actual Results</u>	<u>Mid-Year Forecast</u>		<u>November Forecast</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Total Revenue	4,367.3	4,359.9	4,375.7	8.4	0.2	15.8	0.4
Total Expenses before Depreciation, OPEB and Environmental Remediation	6,739.5	6,704.4	6,906.0	(166.5)	(2.5)	(201.6)	(3.0)
Depreciation	1,493.9	1,491.0	1,521.4	(27.5)	(1.8)	(30.4)	(2.0)
OPEB Account	1,212.7	1,212.1	1,274.9	(62.2)	(5.1)	(62.8)	(5.2)
Environmental Remediation	0.0	0.0	0.0	0.0	n/a	0.0	0.0
Total Expenses	9,446.1	9,407.5	9,702.3	(256.2)	(2.7)	(294.8)	(3.1)
Net Surplus/(Deficit)	(5,078.8)	(5,047.6)	(5,326.6)	(247.8)	(4.9)	(279.0)	(5.5)

Note: Totals may not add due to rounding

**MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NOVEMBER 2015 YEAR-TO-DATE
(\$ in millions)**

	November 2015 Year-to-Date		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Total Revenue (Nonreimbursable)	15.8	0.4	Farebox revenue was higher by \$6.8M (0.2%) Other operating revenue was favorable by \$9.1M (2.3%), due to higher advertising and paratransit Urban Tax revenues.
Total Expenses (Nonreimbursable)	(294.8)	(3.1)	Labor expenses were higher by \$187.9M (3.6%), due mostly to a net increase in other fringe benefits of \$200.7M, based on an actuarial update of Workers' Compensation reserve requirements. Non-labor expenses were above forecast by a net \$13.8M (0.9%), including a public liability claims increase of \$48.0M, based on an actuarial update of current reserve requirements, partly offset by energy account underruns and favorable professional service contract results. Depreciation expenses were higher by \$30.4M (2.0%). OPEB LT Liability expenses exceeded forecast by \$62.7M (5.2%).

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.



FINANCIAL AND RIDERSHIP REPORT

November 2015

(All data are preliminary and subject to audit)

In the month of November, **operating revenues** were less than \$0.1 million (6.2 percent) above the Mid-Year Forecast (forecast), and, year-to-date, operating revenues were under forecast by less than \$0.1 million (0.3 percent).

Total **ridership** in November 2015 was 376,386 riders, 3.6 percent (14,146 riders) below forecast, due to a service shutdown between St. George and Clifton on one weekend. Year-to-date, ridership was 4,104,600 riders, below forecast by 0.8 percent (31,311 riders), also affected by the above service shutdown and a September service shutdown. November 2015 average weekday ridership was 17,359 riders, 6.5 percent (1,064 riders) higher than November 2014, due to a higher ridership growth trend. Average weekday ridership for the twelve months ending November 2015 was 15,927 riders, 3.3 percent (505 riders) more than the previous twelve-month period, also due to a higher ridership growth trend.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were higher than forecast in November by \$0.1 million (2.6 percent). Labor expenses exceeded forecast by \$0.8 million (31.5 percent), due primarily to the unfavorable timing of OPEB current expenses (currently under review). Non-labor expenses underran forecast by \$0.7 million (55.3 percent), due primarily to lower maintenance contract expenses of \$0.5 million (92.2 percent), involving the favorable timing of non-revenue vehicle purchases and other expenses. Year-to-date, expenses were less than forecast by a net \$3.3 million (7.3 percent). Labor expenses were above forecast by \$0.8 million (2.4 percent), including the unfavorable timing of OPEB current expenses of \$1.2 million (98.3 percent—currently under review) and other fringe benefit overruns of \$0.4 million (14.9 percent), caused primarily by higher Workers' Compensation requirements and interagency charges. These unfavorable results were partly offset by underruns in payroll expenses of \$0.6 million (3.3 percent), due to the favorable timing of expenses and vacancies, and overtime expenses of \$0.3 million (9.8 percent), largely from the favorable timing of project support and maintenance requirements. Non-labor expenses underran by \$4.0 million (31.5 percent), including favorable results in maintenance contract expenses of \$2.8 million (75.7 percent), due largely to the favorable timing of non-revenue vehicle purchases and other expenses, and materials & supplies expenses of \$0.9 million (40.5 percent), due primarily to the timing of project maintenance material requirements.

Depreciation expenses were \$0.1 million (1.9 percent) below the forecast year-to-date. GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$1.7 million of accrued expenses year-to-date, slightly lower than the forecast.

The **operating cash deficit** (excluding subsidies) year-to-date was \$33.0 million, \$2.9 million (8.1 percent) favorable to forecast, due mainly to the timing of payments.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
 Month - Nov 2015
 (\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable)	Percent
			Variance				Variance				Variance	
Revenue												
Farebox Revenue	\$0.525	\$0.516	(0.009)	(1.7)	\$0.000	\$0.000	-	-	\$0.525	\$0.516	(0.009)	(1.7)
Other Revenue	\$0.195	\$0.249	\$0.054	27.5	\$0.000	\$0.000	-	-	\$0.195	\$0.249	\$0.054	27.5
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.529	\$0.481	(0.048)	(9.1)	\$0.529	\$0.481	(0.048)	(9.1)
Total Revenue	\$0.720	\$0.765	\$0.045	6.2	\$0.529	\$0.481	(0.048)	(9.1)	\$1.249	\$1.246	(0.003)	(0.3)
Expenses												
Labor :												
Payroll	\$1.503	\$1.351	\$0.152	10.1	\$0.239	\$0.114	\$0.125	52.3	\$1.742	\$1.465	\$0.277	15.9
Overtime	\$0.209	\$0.205	\$0.004	1.8	\$0.061	\$0.120	(0.059)	(96.7)	\$0.270	\$0.325	(0.055)	(20.4)
Total Salaries & Wages	\$1.712	\$1.557	\$0.155	9.1	\$0.300	\$0.234	\$0.066	22.0	\$2.012	\$1.791	\$0.221	11.0
Health and Welfare	\$0.335	\$0.401	(0.066)	(19.6)	\$0.000	\$0.000	\$0.000	-	\$0.335	\$0.401	(0.066)	(19.6)
OPEB Current Payment	\$0.114	\$1.090	(0.976)	-	\$0.000	\$0.001	(0.001)	-	\$0.114	\$1.091	(0.977)	-
Pensions	\$0.500	\$0.500	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$0.500	\$0.500	\$0.000	0.0
Other Fringe Benefits	\$0.250	\$0.210	\$0.040	16.2	\$0.000	\$0.000	\$0.000	-	\$0.250	\$0.210	\$0.040	16.2
Total Fringe Benefits	\$1.199	\$2.200	(1.001)	(83.5)	\$0.000	\$0.001	(0.001)	-	\$1.199	\$2.201	(1.002)	(83.6)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.229)	(0.229)	\$0.000	(0.1)	\$0.229	\$0.229	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-
Labor	\$2.682	\$3.528	(0.846)	(31.5)	\$0.529	\$0.464	\$0.065	12.3	\$3.211	\$3.992	(0.781)	(24.3)
Non-Labor :												
Electric Power	\$0.272	\$0.180	\$0.091	33.6	\$0.000	\$0.000	\$0.000	-	\$0.272	\$0.180	\$0.091	33.6
Fuel	\$0.015	\$0.003	\$0.011	76.9	\$0.000	\$0.000	-	-	\$0.015	\$0.003	\$0.011	76.9
Insurance	\$0.110	\$0.178	(0.068)	(61.5)	\$0.000	\$0.000	-	-	\$0.110	\$0.178	(0.068)	(61.5)
Claims	\$0.010	\$0.002	\$0.008	75.6	\$0.000	\$0.000	-	-	\$0.010	\$0.002	\$0.008	75.6
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.550	\$0.043	\$0.507	92.2	\$0.000	\$0.000	-	-	\$0.550	\$0.043	\$0.507	92.2
Professional Service Contracts	\$0.077	\$0.015	\$0.062	80.8	\$0.000	\$0.000	-	-	\$0.077	\$0.015	\$0.062	80.8
Materials & Supplies	\$0.310	\$0.171	\$0.139	44.8	\$0.000	\$0.017	(0.017)	-	\$0.310	\$0.188	\$0.122	39.4
Other Business Expenses	\$0.000	\$0.008	(0.008)	-	\$0.000	\$0.000	-	-	\$0.000	\$0.008	(0.008)	-
Non-Labor	\$1.344	\$0.601	\$0.743	55.3	\$0.000	\$0.017	(0.017)	-	\$1.344	\$0.618	\$0.726	54.0
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$4.026	\$4.129	(0.103)	(2.6)	\$0.529	\$0.481	\$0.048	9.1	\$4.555	\$4.610	(0.055)	(1.2)
Depreciation	\$0.724	\$0.642	\$0.082	11.3	\$0.000	\$0.000	-	-	\$0.724	\$0.642	\$0.082	11.3
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$4.750	\$4.771	(0.021)	(0.4)	\$0.529	\$0.481	\$0.048	9.1	\$5.279	\$5.252	\$0.027	0.5
OPERATING SURPLUS/DEFICIT	(4.030)	(4.006)	\$0.024	0.6	\$0.000	\$0.000	\$0.000	-	(4.030)	(4.006)	\$0.024	0.6

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
 Year-To-Date - Nov 2015
 (\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent Percent
Revenue												
Farebox Revenue	\$5.829	\$5.846	\$0.017	0.3	\$0.000	\$0.000	-	-	\$5.829	\$5.846	\$0.017	0.3
Other Revenue	\$2.293	\$2.248	(0.045)	(1.9)	\$0.000	\$0.000	\$0.000	-	\$2.293	\$2.248	(0.045)	(1.9)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$3.422	\$3.466	\$0.044	1.3	\$3.422	\$3.466	\$0.044	1.3
Total Revenue	\$8.122	\$8.094	(0.028)	(0.3)	\$3.422	\$3.466	\$0.044	1.3	\$11.544	\$11.560	\$0.016	0.1
Expenses												
Labor :												
Payroll	\$17.572	\$16.985	\$0.587	3.3	\$1.478	\$0.936	\$0.542	36.7	\$19.050	\$17.921	\$1.129	5.9
Overtime	\$2.817	\$2.542	\$0.275	9.8	\$0.339	\$0.614	(0.275)	(81.1)	\$3.156	\$3.156	\$0.000	0.0
Total Salaries & Wages	\$20.389	\$19.527	\$0.862	4.2	\$1.817	\$1.550	\$0.267	14.7	\$22.206	\$21.077	\$1.129	5.1
Health and Welfare	\$3.594	\$3.505	\$0.089	2.5	\$0.000	\$0.000	\$0.000	-	\$3.594	\$3.505	\$0.089	2.5
OPEB Current Payment	\$1.193	\$2.365	(1.172)	(98.3)	\$0.003	\$0.010	(0.007)	-	\$1.196	\$2.375	(1.179)	(98.6)
Pensions	\$5.500	\$5.500	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$5.500	\$5.500	\$0.000	0.0
Other Fringe Benefits	\$2.907	\$3.341	(0.434)	(14.9)	\$0.000	\$0.000	\$0.000	-	\$2.907	\$3.341	(0.434)	(14.9)
Total Fringe Benefits	\$13.194	\$14.712	(1.518)	(11.5)	\$0.003	\$0.010	(0.007)	-	\$13.197	\$14.722	(1.525)	(11.6)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(1.524)	(1.416)	(0.108)	(7.1)	\$1.524	\$1.417	\$0.107	7.0	\$0.000	\$0.001	(0.001)	-
Labor	\$32.059	\$32.823	(0.764)	(2.4)	\$3.344	\$2.977	\$0.367	11.0	\$35.403	\$35.800	(0.397)	(1.1)
Non-Labor :												
Electric Power	\$3.658	\$3.451	\$0.206	5.6	\$0.003	\$0.008	(0.005)	-	\$3.661	\$3.459	\$0.201	5.5
Fuel	\$0.224	\$0.218	\$0.007	3.0	\$0.000	\$0.000	-	-	\$0.224	\$0.218	\$0.007	3.0
Insurance	\$1.341	\$1.439	(0.098)	(7.3)	\$0.000	\$0.000	-	-	\$1.341	\$1.439	(0.098)	(7.3)
Claims	\$0.891	\$0.882	\$0.009	1.0	\$0.000	\$0.000	-	-	\$0.891	\$0.882	\$0.009	1.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$3.696	\$0.898	\$2.798	75.7	\$0.000	\$0.000	-	-	\$3.696	\$0.898	\$2.798	75.7
Professional Service Contracts	\$0.640	\$0.379	\$0.261	40.8	\$0.000	\$0.013	(0.013)	-	\$0.640	\$0.392	\$0.248	38.8
Materials & Supplies	\$2.341	\$1.394	\$0.947	40.5	\$0.075	\$0.468	(0.393)	-	\$2.416	\$1.862	\$0.554	22.9
Other Business Expenses	\$0.056	\$0.143	(0.087)	-	\$0.000	\$0.000	\$0.000	-	\$0.056	\$0.143	(0.087)	-
Non-Labor	\$12.846	\$8.804	\$4.042	31.5	\$0.078	\$0.489	(0.411)	-	\$12.924	\$9.293	\$3.631	28.1
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$44.905	\$41.627	\$3.278	7.3	\$3.422	\$3.466	(0.044)	(1.3)	\$48.327	\$45.093	\$3.234	6.7
Depreciation	\$7.573	\$7.430	\$0.143	1.9	\$0.000	\$0.000	-	-	\$7.573	\$7.430	\$0.143	1.9
OPEB Liability	\$1.738	\$1.720	\$0.018	1.0	\$0.000	\$0.000	-	-	\$1.738	\$1.720	\$0.018	1.0
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$54.216	\$50.777	\$3.439	6.3	\$3.422	\$3.466	(0.044)	(1.3)	\$57.638	\$54.243	\$3.395	5.9
OPERATING SURPLUS/DEFICIT	(46.094)	(42.683)	\$3.411	7.4	\$0.000	\$0.000	\$0.000	-	(46.094)	(42.683)	\$3.411	7.4

Note: Totals may not add due to rounding

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

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
November 2015
(\$ in millions)

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	(0.009)	(1.7)	Mostly from lower ridership	0.017	0.3	Mainly from a prior period adjustment
Other Operating Revenue	Non Reimb.	0.054	27.5	Mostly the favorable timing of accrued student fare reimbursements	(0.045)	(1.9)	Mostly the unfavorable timing of accrued student fare reimbursements
Payroll	Non Reimb.	0.152	10.1	The favorable timing of expenses	0.587	3.3	The favorable timing of expenses and vacancies
Overtime	Non Reimb.				0.275	9.8	Largely the favorable timing of project support and maintenance requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(1.042)	over (100.0)	Primarily the unfavorable timing of expenses	(1.083)	(22.6)	Primarily the unfavorable timing of expenses
Other Fringe Benefits	Non Reimb.				(0.434)	(14.9)	Mostly higher Workers' Compensation requirements and interagency charges
Electric Power	Non Reimb.	0.091	33.6	Favorable timing of expenses	0.206	5.6	Favorable timing of expenses
Fuel	Non Reimb.				0.007	3.0	Mainly lower prices
Insurance	Non Reimb.	(0.068)	(61.5)	The unfavorable timing of interagency payments	(0.098)	(7.3)	The unfavorable timing of interagency payments
Maintenance & Other Operating Contracts	Non Reimb.	0.507	92.2	Mostly the favorable timing of non-revenue vehicle purchases and other expenses	2.798	75.7	Mostly the favorable timing of non-revenue vehicle purchases and other expenses
Professional Service Contracts	Non Reimb.	0.062	80.8	Mostly the favorable timing of expenses	0.261	40.8	Mostly the favorable timing of expenses
Materials and Supplies	Non Reimb.	0.139	44.8	Mostly the favorable timing of project maintenance material requirements	0.947	40.5	Mostly unanticipated reimbursable material requirements and the favorable timing of project maintenance material requirements
Capital and Other Reimbursements	Reimb.	(0.048)	(9.1)	Timing of Contractor requirements	0.044	1.3	Timing of Contractor requirements
Payroll	Reimb.	0.125	52.3	Timing of Contractor requirements	0.542	36.7	Timing of Contractor requirements
Overtime	Reimb.	(0.059)	(96.7)	Timing of Contractor requirements	(0.275)	(81.1)	Timing of Contractor requirements
Materials & Supplies	Reimb.				(0.393)	over (100.0)	Unanticipated reimbursable project material requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Cash Receipts and Expenditures
 Nov FY15
 (\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.400	\$0.591	\$0.191	47.8	\$5.512	\$5.821	\$0.309	5.6
Other Revenue	\$0.247	\$0.057	(0.190)	(76.9)	\$3.151	\$1.879	(1.272)	(40.4)
Capital and Other Reimbursements	\$0.570	\$0.767	\$0.197	34.6	\$3.299	\$2.584	(0.715)	(21.7)
Total Revenue	\$1.217	\$1.415	\$0.198	16.3	\$11.962	\$10.284	(1.678)	(14.0)
Expenditures								
Labor :								
Payroll	\$1.700	\$1.661	\$0.039	2.3	\$19.357	\$18.439	\$0.918	4.7
Overtime	\$0.303	\$0.267	\$0.036	11.9	\$3.323	\$2.885	\$0.438	13.2
Total Salaries & Wages	\$2.003	\$1.928	\$0.075	3.7	\$22.680	\$21.324	\$1.356	6.0
Health and Welfare	\$0.254	\$0.000	\$0.254	-	\$3.674	\$3.402	\$0.272	7.4
OPEB Current Payment	\$0.153	\$0.003	\$0.150	98.0	\$1.156	\$0.541	\$0.615	53.2
Pensions	\$0.500	\$0.500	\$0.000	0.0	\$5.500	\$5.500	\$0.000	0.0
Other Fringe Benefits	\$0.200	\$0.297	(0.097)	(48.5)	\$2.745	\$3.516	(0.771)	(28.1)
Total Fringe Benefits	\$1.107	\$0.800	\$0.307	27.7	\$13.075	\$12.959	\$0.116	0.9
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$3.110	\$2.728	\$0.382	12.3	\$35.755	\$34.283	\$1.472	4.1
Non-Labor :								
Electric Power	\$0.224	\$0.000	\$0.224	-	\$3.705	\$3.709	(0.005)	(0.1)
Fuel	\$0.056	\$0.001	\$0.055	98.2	\$0.393	\$0.097	\$0.296	75.3
Insurance	\$0.282	\$0.000	\$0.282	-	\$2.021	\$0.417	\$1.604	79.4
Claims	\$0.012	\$0.000	\$0.012	-	\$1.028	\$1.003	\$0.025	2.4
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.253	\$0.040	\$0.213	84.2	\$1.768	\$0.841	\$0.927	52.4
Professional Service Contracts	\$0.055	\$0.022	\$0.033	60.2	\$0.660	\$0.840	(0.180)	(27.3)
Materials & Supplies	\$0.229	\$0.091	\$0.138	60.3	\$2.419	\$1.899	\$0.520	21.5
Other Business Expenses	\$0.000	\$0.006	(0.006)	-	\$0.069	\$0.148	(0.079)	-
Non-Labor	\$1.111	\$0.160	\$0.951	85.6	\$12.062	\$8.954	\$3.108	25.8
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	\$4.221	\$2.888	\$1.333	31.6	\$47.817	\$43.237	\$4.580	9.6
Depreciation	(0.001)	\$0.000	(0.001)	-	\$0.001	\$0.000	\$0.001	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$4.220	\$2.888	\$1.332	31.6	\$47.818	\$43.237	\$4.581	9.6
Net Surplus/(Deficit)	(3.003)	(1.473)	\$1.530	50.9	(35.856)	(32.953)	\$2.903	8.1

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
November 2015
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts	0.191	47.8%	Primarily the favorable timing of cash settlements with NYCT	0.309	5.6%	Primarily the favorable timing of cash settlements with NYCT
Other Operating Revenue	(0.190)	(76.9%)	Mostly the unfavorable timing of student fare reimbursements	(1.272)	(40.4%)	Mostly the unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	0.197	34.6%	The favorable timing of reimbursements	(0.715)	(21.7%)	The unfavorable timing of reimbursements
Payroll				0.918	4.7%	Mostly the favorable timing of expenses
Overtime				0.438	13.2%	Mostly the favorable timing of payments
Health and Welfare (including OPEB current payment)	0.404	98.4%	Mostly favorable timing of payments	0.887	18.4%	Mostly favorable timing of payments
Other Fringe Benefits	(0.097)	(48.5%)	Largely the unfavorable timing of payments	(0.771)	(28.1%)	Largely higher Workers' Compensation requirements and interagency payments
Electric Power	0.224	100.0%	Mostly the favorable timing of expenses			
Insurance	0.282	100.0%	The favorable timing of interagency payments	1.604	79.4%	The favorable timing of interagency payments
Maintenance Contracts	0.213	84.2%	Largely the favorable timing of expenses, partly offset by the unfavorable timing of payments	0.927	52.4%	Largely the favorable timing of expenses, partly offset by the unfavorable timing of payments
Professional Service Contracts				(0.180)	(27.3%)	Largely the unfavorable timing of payments, partly offset by the favorable timing of expenses
Materials and Supplies	0.138	60.3%	Mainly the favorable timing of expenses	0.520	21.5%	Mainly the favorable timing of expenses

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Cash Conversion (Cash Flow Adjustments)
 Nov FY15
 (\$ in Millions)

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	(0.125)	\$0.075	\$0.200	-	(0.317)	(0.025)	\$0.292	92.2
Other Revenue	\$0.052	(0.192)	(0.244)	-	\$0.858	(0.369)	(1.227)	-
Capital and Other Reimbursements	\$0.041	\$0.286	\$0.245	-	(0.123)	(0.882)	(0.759)	-
Total Revenue	(0.032)	\$0.169	\$0.201	-	\$0.418	(1.276)	(1.694)	-
Expenses								
Labor :								
Payroll	\$0.042	(0.196)	(0.238)	-	(0.307)	(0.518)	(0.211)	(68.7)
Overtime	(0.033)	\$0.058	\$0.091	-	(0.167)	\$0.271	\$0.438	-
Total Salaries & Wages	\$0.009	(0.137)	(0.146)	-	(0.474)	(0.247)	\$0.227	47.9
Health and Welfare	\$0.081	\$0.401	\$0.320	-	(0.080)	\$0.103	\$0.183	-
OPEB Current Payment	(0.039)	\$1.088	\$1.127	-	\$0.040	\$1.834	\$1.794	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.050	(0.087)	(0.137)	-	\$0.162	(0.175)	(0.337)	-
Total Fringe Benefits	\$0.092	\$1.401	\$1.309	-	\$0.122	\$1.763	\$1.641	-
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	\$0.001	\$0.001	-
Labor	\$0.101	\$1.264	\$1.163	-	(0.352)	\$1.517	\$1.869	-
Non-Labor :								
Electric Power	\$0.048	\$0.180	\$0.132	-	(0.044)	(0.250)	(0.206)	-
Fuel	(0.041)	\$0.002	\$0.043	-	(0.169)	\$0.121	\$0.290	-
Insurance	(0.172)	\$0.178	\$0.350	-	(0.680)	\$1.022	\$1.702	-
Claims	(0.002)	\$0.002	\$0.004	-	(0.137)	(0.121)	\$0.016	11.7
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.297	\$0.003	(0.294)	(99.0)	\$1.928	\$0.057	(1.871)	(97.0)
Professional Service Contracts	\$0.022	(0.007)	(0.029)	-	(0.020)	(0.448)	(0.428)	-
Materials & Supplies	\$0.081	\$0.097	\$0.016	19.8	(0.003)	(0.037)	(0.034)	-
Other Business Expenses	\$0.000	\$0.002	\$0.002	-	(0.013)	(0.005)	\$0.008	64.6
Non-Labor	\$0.233	\$0.458	\$0.225	96.6	\$0.862	\$0.339	(0.523)	(60.7)
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	\$0.334	\$1.722	\$1.388	-	\$0.510	\$1.856	\$1.346	-
Depreciation	\$0.725	\$0.642	(0.083)	(11.4)	\$7.572	\$7.430	(0.142)	(1.9)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$1.738	\$1.720	(0.018)	(1.0)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$1.059	\$2.364	\$1.305	-	\$9.820	\$11.006	\$1.186	12.1
Total Cash Conversion Adjustments	\$1.027	\$2.533	\$1.506	-	\$10.238	\$9.730	(0.508)	(5.0)

Note: Totals may not add due to rounding

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

**MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
 November 2015**

<u>Function/Departments</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	11	2
General Office	9	9	0
Purchasing/Stores	6	5	1
Total Administration	28	25	3
Operations			
Transportation	107	108	(1)
Total Operations	107	108	(1)
Maintenance			
Mechanical	43	40	3
Electronics/Electrical	15	14	1
Power/Signals	26	22	4
Maintenance of Way	46	50	(4)
Infrastructure	25	28	(3)
Total Maintenance	155	154	1
Engineering/Capital			
Reimbursable Program Support	26	26	0
Total Engineering Capital	26	26	0
Total Positions	316	313	3
Non-Reimbursable	290	287	3
Reimbursable	26	26	0
Total Full-Time	316	313	3
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
 JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
 TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
 November 2015

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	18	(1)	
Professional, Technical, Clerical	11	7	4	
Operational Hourlies	0	0	0	
Total Administration	28	25	3	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	4	(1)	
Operational Hourlies	99	101	(2)	
Total Operations	107	108	(1)	
Maintenance				
Managers/Supervisors	8	12	(4)	
Professional, Technical, Clerical	3	3	0	
Operational Hourlies	144	139	5	
Total Maintenance	155	154	1	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	21	(1)	
Total Engineering/Capital	26	26	0	
Total Positions				
Managers/Supervisors	34	36	(2)	
Professional, Technical, Clerical	19	16	3	
Operational Hourlies	263	261	2	
Total Positions	316	313	3	

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2015 MID-YEAR FORECAST VERSUS 2015 PRELIMINARY ACTUAL
(in millions)**

Month of November				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.391	0.376	(0.014)	(3.6%)	No service between St. George and Clifton on one weekend
Year-to-Date				
4.136	4.105	(0.031)	(0.8%)	

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

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2014 ACTUAL VERSUS 2015 PRELIMINARY ACTUAL
(in millions)**

	Month of November				<u>Explanation</u>
	<u>2014</u>	<u>2015</u>	<u>Variance</u>		
			<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.017	0.001	6.5%	Higher ridership growth trend
Average Weekend	0.008	0.006	(0.002)	(26.3%)	No service between St. George and Clifton on one weekend
	12-Month Rolling Average				
Average Weekday	0.015	0.016	0.001	3.3%	Higher ridership growth trend
Average Weekend	0.008	0.008	(0.000)	(3.3%)	More weekends with service changes in 2015 than in 2014

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

MTA STATEN ISLAND RAILWAY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2015 YEAR-TO-DATE
(\$ in millions)

	November 2015 Year-to-Date			Favorable/(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual Results	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	8.1	8.1	8.1	0.0	0.0	0.0	0.0
Total Expenses before Depreciation, OPEB and Environmental Remediation	44.9	41.0	41.6	3.3	7.3	(0.6)	(1.5)
Depreciation	7.6	7.6	7.5	0.1	1.3	0.1	1.3
OPEB Account	1.7	1.7	1.7	0.0	1.0	0.0	0.0
Total Expenses	54.2	50.3	50.8	3.4	6.3	(0.5)	(1.0)
Net Surplus/(Deficit)	(46.1)	(42.2)	(42.7)	3.4	7.4	(0.5)	(1.2)

Note: Totals may not add due to rounding

**MTA STATEN ISLAND RAILWAY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NOVEMBER 2015 YEAR-TO-DATE
(\$ in millions)**

	November 2015 Year-to-Date		Reason for Variance
	Favorable (Unfavorable) Variance		
	\$	%	
Total Revenue (Nonreimbursable)	0.0	0.0	
Total Expenses (Nonreimbursable)	(0.5)	(1.0)	Labor expenses were higher by \$1.4M, due to the unfavorable timing of OPEB current expenses of \$1.1M and higher other fringe benefit expenses of \$0.2M. Non-labor expenses underran by \$0.7M, due to favorable results in several accounts Depreciation expenses were less by \$0.1M.

NOTE: Regarding Mid-Year Forecast vs. Actual Results, variance explanations are provided in the monthly report to the Finance Committee.

**FINANCIAL AND RIDERSHIP REPORT
November 2015**

(All data are preliminary and subject to audit)

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

Operating revenue was \$18.8 million in November, \$0.3 million (1.6 percent) above forecast, of which other operating revenue was favorable by \$0.4 million (26.7 percent), due to higher student fare reimbursements. Year-to-date, operating revenue of \$211.2 million surpassed forecast by \$0.8 million (0.4 percent), due primarily to higher farebox revenue of \$0.9 million (0.5 percent), caused largely by higher pass average fares.

Total MTA Bus **ridership** in November 2015 was 10.3 million, 0.9 percent (0.1 million riders) above forecast. Year-to-date, ridership was 114.3 million, 0.1 percent (0.2 million riders) above forecast. November 2015 average weekday ridership was 418,413, a decrease of 0.4 percent (1,784 riders) from November 2014. Average weekday ridership for the twelve months ending November 2015 was 404,185, a decrease of 0.5 percent (2,092 riders) from the twelve months ending November 2014.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$77.8 million in November, \$26.1 million (50.5 percent) above forecast. Labor expenses exceeded forecast by \$21.9 million (57.8 percent), including a \$19.4 million (over 100.0 percent) increase in other fringe benefits, resulting mainly from an increase in Workers' Compensation reserve requirements, caused mostly by a statutory increase in weekly payments, an increase in the rate of lost days per claim and higher medical costs. Payroll expenses overran by \$1.1 million (5.7 percent), due to additional wage progression adjustments for represented groups, partly offset by vacancies. Non-labor expenses were over forecast by \$4.2 million (30.5 percent), resulting principally from an increase in public liability claims expenses of \$5.6 million (over 100.0 percent), due to additional reserve requirements, based on a current actuarial update, resulting mainly from a significant increase in the number of major cases. Year-to-date, expenses of \$599.2 million were higher than forecast by \$21.2 million (3.7 percent). Labor expenses were in excess of forecast by \$29.0 million (6.7 percent), including a \$16.3 million (38.1 percent) increase in other fringe benefits, resulting mainly from an increase in Workers' Compensation reserve requirements, which is further explained in the month explanation above. Overtime expenses were unfavorable by \$5.1 million (10.5 percent), due mostly to maintenance requirements in support of an overage fleet and vacancy/absentee coverage requirements. Payroll expenses were over by \$4.4 million (1.9 percent), due to additional wage progression adjustments for represented groups and vacation buyback payments. Non-labor expenses were lower by \$7.8 million (5.3 percent), reflecting mostly favorable timing variances in maintenance contracts of \$8.3 million (29.3 percent) and in professional service contracts of \$5.4 million (22.4 percent), partly offset by an increase in public liability claims expenses of \$5.6 million (21.3 percent), due to additional reserve requirements, based on a current actuarial update, resulting mainly from a significant increase in the number of major cases.

Year-to-date, depreciation expenses exceeded forecast by \$8.4 million (16.5 percent) and Other Post-Employment Benefit expenses of \$91.9 million were slightly above forecast.

The **operating cash deficit** (excluding subsidies) was \$367.1 million year-to-date, \$4.6 million (1.2 percent) favorable to forecast.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 2015
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable				Favorable				Favorable	
	Mid Year Forecast	Actual	(Unfavorable)		Mid Year Forecast	Actual	(Unfavorable)		Mid Year Forecast	Actual	(Unfavorable)	
		Variance	Percent			Variance	Percent			Variance	Percent	
Revenue												
Farebox Revenue	\$ 16.983	\$ 16.874	\$ (0.109)	(0.6)	\$ -	\$ -	\$ -	-	\$ 16.983	\$ 16.874	\$ (0.109)	(0.6)
Other Operating Income	1.532	1.941	0.409	26.7	-	-	-	-	1.532	1.941	0.409	26.7
Capital and Other Reimbursements	-	-	-	-	0.531	0.686	0.155	29.2	0.531	0.686	0.155	29.2
Total Revenue	\$ 18.515	\$ 18.815	\$ 0.300	1.6	\$ 0.531	\$ 0.686	\$ 0.155	29.2	\$ 19.046	\$ 19.501	\$ 0.455	2.4
Labor												
Payroll	\$ 20.035	\$ 21.184	\$ (1.149)	(5.7)	\$ 0.214	\$ 0.366	\$ (0.152)	(71.0)	\$ 20.249	\$ 21.550	\$ (1.301)	(6.4)
Overtime	4.091	4.671	(0.580)	(14.2)	-	-	-	-	4.091	4.671	(0.580)	(14.2)
Health and Welfare	4.327	5.115	(0.788)	(18.2)	0.094	0.120	(0.026)	(27.7)	4.421	5.235	(0.814)	(18.4)
OPEB Current Payment	1.740	1.695	0.045	2.6	-	-	-	-	1.740	1.695	0.045	2.6
Pensions	3.671	3.799	(0.128)	(3.5)	0.042	0.060	(0.018)	(42.9)	3.713	3.859	(0.146)	(3.9)
Other Fringe Benefits	3.965	23.366	(19.401)	*	0.041	0.061	(0.020)	(48.8)	4.006	23.427	(19.421)	*
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.139)	0.139	-	-	0.065	(0.065)	-	-	(0.074)	0.074	-
Total Labor Expenses	\$ 37.829	\$ 59.691	\$ (21.862)	(57.8)	\$ 0.391	\$ 0.672	\$ (0.281)	(71.9)	\$ 38.220	\$ 60.363	\$ (22.143)	(57.9)
Non-Labor												
Electric Power	\$ 0.156	\$ 0.111	\$ 0.045	28.8	\$ -	\$ -	\$ -	-	\$ 0.156	\$ 0.111	\$ 0.045	28.8
Fuel	2.109	2.046	0.063	3.0	-	-	-	-	2.109	2.046	0.063	3.0
Insurance	0.535	0.284	0.251	46.9	-	-	-	-	0.535	0.284	0.251	46.9
Claims	2.404	8.000	(5.596)	*	-	-	-	-	2.404	8.000	(5.596)	*
Maintenance and Other Operating Contracts	3.232	1.388	1.844	57.1	0.031	-	0.031	100.0	3.263	1.388	1.875	57.5
Professional Service Contracts	2.512	1.558	0.954	38.0	-	-	-	-	2.512	1.558	0.954	38.0
Materials & Supplies	2.783	4.309	(1.526)	(54.8)	0.109	0.014	0.095	87.2	2.892	4.323	(1.431)	(49.5)
Other Business Expense	0.133	0.390	(0.257)	*	-	-	-	-	0.133	0.390	(0.257)	*
Total Non-Labor Expenses	\$ 13.864	\$ 18.086	\$ (4.222)	(30.5)	\$ 0.140	\$ 0.014	\$ 0.126	90.0	\$ 14.004	\$ 18.100	\$ (4.096)	(29.2)
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 51.693	\$ 77.777	\$ (26.084)	(50.5)	\$ 0.531	\$ 0.686	\$ (0.155)	(29.2)	\$ 52.224	\$ 78.463	\$ (26.239)	(50.2)
Depreciation	3.015	4.295	(1.280)	(42.5)	-	-	-	-	3.015	4.295	(1.280)	(42.5)
OPEB Obligation	8.024	8.350	(0.326)	(4.1)	-	-	-	-	8.024	8.350	(0.326)	(4.1)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 62.732	\$ 90.422	\$ (27.690)	(44.1)	\$ 0.531	\$ 0.686	\$ (0.155)	(29.2)	\$ 63.263	\$ 91.108	\$ (27.845)	(44.0)
Net Surplus/(Deficit)	\$ (44.217)	\$ (71.607)	\$ (27.390)	(61.9)	\$ -	\$ -	\$ -	-	\$ (44.217)	\$ (71.607)	\$ (27.390)	(61.9)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
November 2015 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable		Mid Year Forecast	Actual	Favorable		Mid Year Forecast	Actual	Favorable	
			(Unfavorable)	Percent			(Unfavorable)	Percent			(Unfavorable)	Percent
Revenue												
Farebox Revenue	\$ 191.549	\$ 192.427	\$ 0.878	0.5	\$ -	\$ -	\$ -	-	\$ 191.549	\$ 192.427	\$ 0.878	0.5
Other Operating Income	18.917	18.817	(0.100)	(0.5)	-	-	-	-	18.917	18.817	(0.100)	(0.5)
Capital and Other Reimbursements	-	-	-	-	5.347	4.869	(0.478)	(8.9)	5.347	4.869	(0.478)	(8.9)
Total Revenue	\$ 210.466	\$ 211.244	\$ 0.778	0.4	\$ 5.347	\$ 4.869	\$ (0.478)	(8.9)	\$ 215.813	\$ 216.113	\$ 0.300	0.1
Expenses												
<i>Labor:</i>												
Payroll	\$ 229.171	\$ 233.606	\$ (4.436)	(1.9)	2.483	2.712	\$ (0.229)	(9.2)	\$ 231.654	\$ 236.318	\$ (4.665)	(2.0)
Overtime	48.880	54.008	(5.128)	(10.5)	-	-	-	-	48.880	54.008	(5.128)	(10.5)
Health and Welfare	49.182	54.164	(4.982)	(10.1)	0.938	0.855	0.083	8.8	50.120	55.019	(4.899)	(9.8)
OPEB Current Payment	19.039	18.503	0.536	2.8	-	-	-	-	19.039	18.503	0.536	2.8
Pensions	42.180	41.872	0.308	0.7	0.426	0.405	0.020	4.7	42.606	42.277	0.328	0.8
Other Fringe Benefits	42.852	59.167	(16.315)	(38.1)	0.420	0.405	0.015	3.6	43.272	59.572	(16.300)	(37.7)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(1.053)	1.053	-	0.169	0.378	(0.209)	-	0.169	(0.675)	0.844	-
Total Labor Expenses	\$ 431.304	\$ 460.267	\$ (28.964)	(6.7)	\$ 4.436	\$ 4.756	\$ (0.320)	(7.2)	\$ 435.740	\$ 465.023	\$ (29.284)	(6.7)
<i>Non-Labor:</i>												
Electric Power	\$ 1.636	\$ 1.377	\$ 0.259	15.8	\$ -	\$ -	\$ -	-	\$ 1.636	\$ 1.377	\$ 0.259	15.8
Fuel	23.220	21.202	2.018	8.7	-	-	-	-	23.220	21.202	2.018	8.7
Insurance	4.772	3.158	1.614	33.8	-	-	-	-	4.772	3.158	1.614	33.8
Claims	26.189	31.768	(5.579)	(21.3)	-	-	-	-	26.189	31.768	(5.579)	(21.3)
Maintenance and Other Operating Contracts	28.183	19.925	8.258	29.3	0.193	-	0.193	100.0	28.376	19.925	8.451	29.8
Professional Service Contracts	24.053	18.663	5.390	22.4	-	-	-	-	24.053	18.663	5.390	22.4
Materials & Supplies	36.347	39.361	(3.014)	(8.3)	0.718	0.113	0.605	84.3	37.065	39.474	(2.410)	(6.5)
Other Business Expense	2.280	3.474	(1.194)	(52.4)	-	-	-	-	2.280	3.474	(1.194)	(52.4)
Total Non-Labor Expenses	\$ 146.678	\$ 138.928	\$ 7.750	5.3	\$ 0.911	\$ 0.113	\$ 0.798	87.6	\$ 147.589	\$ 139.041	\$ 8.548	5.8
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 577.982	\$ 599.195	\$ (21.214)	(3.7)	\$ 5.347	\$ 4.869	\$ 0.478	8.9	\$ 583.328	\$ 604.064	\$ (20.736)	(3.6)
Depreciation	39.002	45.444	(6.442)	(16.5)	-	-	-	-	39.002	45.444	(6.442)	(16.5)
OPEB Obligation	91.549	91.851	(0.302)	(0.3)	-	-	-	-	91.549	91.851	(0.302)	(0.3)
Environmental Remediation	0.004	(0.648)	0.652	*	-	-	-	-	0.004	(0.648)	0.652	*
Total Expenses	\$ 708.538	\$ 735.842	\$ (27.305)	(3.9)	\$ 5.347	\$ 4.869	\$ 0.478	8.9	\$ 713.884	\$ 740.711	\$ (26.827)	(3.8)
Net Surplus/(Deficit)	\$ (498.071)	\$ (524.598)	\$ (26.527)	(5.3)	\$ 0.000	\$ 0.000	\$ 0.000	0.0	\$ (498.071)	\$ (524.598)	\$ (26.527)	(5.3)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
 (\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	November 2015			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (0.109)	(0.6)	Lower monthly average fare	\$ 0.878	0.5	Higher ridership
Other Operating Income	NR	\$ 0.409	26.7	Higher Student Fare Reimbursements	\$ (0.100)	(0.5)	(a)
Capital and Other Reimbursements	R	\$ 0.155	29.2	Timing of reimbursement receipts.	\$ (0.478)	(8.9)	Timing of reimbursement receipts, and vacancies.
Total Revenue Variance		\$ 0.455	2.4		\$ 0.300	0.1	
Payroll	NR	\$ (1.149)	(5.7)	Mainly due to wage progression not budgeted for represented groups , partially offset by vacancies.	\$ (4.436)	(1.9)	Mainly due to wage progression not budgeted for represented groups and vacation buyback, partially offset by vacancies.
Overtime	NR	\$ (0.580)	(14.2)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	\$ (5.128)	(10.5)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	NR	\$ (0.743)	(12.2)	Higher claims	\$ (4.446)	(6.5)	Payment of prior period expenses and higher claims
Pension	NR	\$ (0.128)	(3.5)	Payment of prior period expenses	\$ 0.308	0.7	Timing of expenses
Other Fringe Benefits	NR	\$ (19.401)	*	Unfavorable variance due to latest actuarial analysis of workers' compensation cost.	\$ (16.315)	(38.1)	Unfavorable variance due to latest actuarial analysis of workers' compensation cost.
Reimbursable Overhead	NR	\$ 0.139	-	Not budgeted	\$ 1.053	-	Not budgeted
Electric Power	NR	\$ 0.045	28.8	(a)	\$ 0.259	15.8	Timing of expenses
Fuel	NR	\$ 0.063	3.0	Lower rates	\$ 2.018	8.7	Lower rates
Insurance	NR	\$ 0.251	46.9	Timing of scheduled insurance premium expenses	\$ 1.614	33.8	Timing of scheduled insurance premium expenses
Claims	NR	\$ (5.596)	*	Higher claims due to actuarial adjustment	\$ (5.579)	(21.3)	Higher claims due to actuarial adjustment
Maintenance and Other Operating Contracts	NR	\$ 1.844	57.1	Delay in maintenance contracts	\$ 8.258	29.3	Delay in maintenance contracts
Professional Service Contracts	NR	\$ 0.954	38.0	Delay in billing cycle	\$ 5.390	22.4	Delay in billing cycle
Materials & Supplies	NR	\$ (1.526)	(54.8)	Prior period expenses	\$ (3.014)	(8.3)	Prior period expenses
Other Business Expense	NR	\$ (0.257)	*	Greater than budgeted Automatic Fare Collection fees.	\$ (1.194)	(52.4)	Greater than budgeted Automatic Fare Collection fees.
Depreciation	NR	\$ (1.280)	(42.5)	Non cash expense	\$ (6.442)	(16.5)	Non cash expense
Other Post Employment Benefits	NR	\$ (0.326)	(4.1)	Non cash expense	\$ (0.302)	(0.3)	Non cash expense
Environmental Remediation		\$ -	-		\$ 0.652	*	Reversal of prior year expenses
Payroll	R	\$ (0.152)	(71.0)	Timing of charges	\$ (0.229)	(9.2)	Timing of charges
Health and Welfare	R	\$ (0.026)	(27.7)	} Timing of charges.	\$ 0.083	8.8	} Timing of charges.
Pension	R	\$ (0.018)	(42.9)		\$ 0.020	4.7	
Other Fringe Benefits	R	\$ (0.020)	(48.8)		\$ 0.015	3.6	
Reimbursable Overhead	R	\$ (0.065)	*	(a)	\$ (0.209)	*	(a)
Maintenance and Other Operating Contracts	R	\$ 0.031	*	(a)	\$ 0.193	*	(a)
Materials & Supplies	R	\$ 0.095	*	(a)	\$ 0.605	*	Timing of charges
Total Expense Variance		\$ (27.845)	(44.0)		\$ (26.827)	(3.8)	
Net Variance		\$ (27.390)	(61.9)		\$ (26.527)	(5.3)	

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

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	November 2015				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ 16.983	\$ 16.720	\$ (0.263)	(1.5)	\$ 190.259	\$ 190.821	\$ 0.562	0.3
Other Operating Revenue	1.865	1.760	(0.105)	(5.6)	19.695	18.543	(1.152)	(5.8)
Capital and Other Reimbursements	1.430	0.483	(0.947)	(66.2)	10.360	5.038	(5.322)	(51.4)
Total Receipts	\$ 20.278	\$ 18.963	\$ (1.315)	(6.5)	\$ 220.314	\$ 214.402	\$ (5.912)	(2.7)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 20.342	\$ 21.083	\$ (0.741)	(3.6)	\$ 235.145	\$ 226.782	\$ 8.363	3.6
Overtime	4.091	4.652	(0.561)	(13.7)	48.881	53.831	(4.950)	(10.1)
Health and Welfare	4.324	3.183	1.141	26.4	50.125	54.641	(4.516)	(9.0)
OPEB Current Payment	1.800	1.695	0.105	5.8	19.105	18.505	0.600	3.1
Pensions	3.858	3.799	0.059	1.5	42.553	42.200	0.353	0.8
Other Fringe Benefits	4.429	4.652	(0.223)	(5.0)	45.370	42.722	2.648	5.8
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 38.844	\$ 39.064	\$ (0.220)	(0.6)	\$ 441.178	\$ 438.681	\$ 2.497	0.6
<i>Non-Labor:</i>								
Electric Power	\$ 0.162	\$ 0.111	\$ 0.051	31.5	\$ 1.638	\$ 1.377	\$ 0.261	15.9
Fuel	2.395	2.458	(0.063)	(2.6)	23.081	23.299	(0.218)	(0.9)
Insurance	1.075	-	1.075	100.0	7.169	0.850	6.319	88.1
Claims	1.490	0.704	0.786	52.8	23.273	24.813	(1.540)	(6.6)
Maintenance and Other Operating Contracts	3.549	2.481	1.068	30.1	27.321	26.137	1.184	4.3
Professional Service Contracts	2.953	1.626	1.327	44.9	27.791	18.246	9.545	34.3
Materials & Supplies	2.668	4.123	(1.455)	(54.5)	37.486	45.173	(7.687)	(20.5)
Other Business Expenses	0.315	0.406	(0.091)	(28.9)	3.103	2.959	0.144	4.6
Total Non-Labor Expenditures	\$ 14.607	\$ 11.909	\$ 2.698	18.5	\$ 150.862	\$ 142.854	\$ 8.008	5.3
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 53.451	\$ 50.973	\$ 2.478	4.6	\$ 592.040	\$ 581.535	\$ 10.505	1.8
Operating Cash Surplus/(Deficit)	\$ (33.173)	\$ (32.010)	\$ 1.163	3.5	\$ (371.726)	\$ (367.133)	\$ 4.593	1.2

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

Operating Receipts or Disbursements	November 2015			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (0.263)	(1.5)	Timing of receipts	\$ 0.562	0.3	Higher ridership
Other Operating Revenue	(0.105)	(5.6)	Timing of receipts	(1.152)	(5.8)	Timing of receipts
Capital and Other Reimbursements	(0.947)	(66.2)	Timing of reimbursement receipts, and vacancies.	(5.322)	(51.4)	Timing of reimbursement receipts, and vacancies.
Total Receipts	\$ (1.315)	(6.5)		\$ (5.912)	(2.7)	
Payroll	\$ (0.741)	(3.6)	Mainly due to wage progression not budgeted for represented groups , partially offset by vacancies.	\$ 8.363	3.6	Vacancies and pending RWA payments
Overtime	(0.561)	(13.7)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	(4.950)	(10.1)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	1.246	20.3	Higher claims	(3.916)	(5.7)	Payment of prior period expenses and higher claims
Pension	0.059	1.5	(a)	0.353	0.8	Timing of payments
Other Fringe Benefits	(0.223)	(5.0)	Favorable variance due to higher actuarial recommended accruals of workers' compensation expenses and associated vacancies	2.648	5.8	Favorable variance due to higher actuarial recommended accruals of workers' compensation expenses and associated vacancies
GASB	-	-		-	-	
Electric Power	0.051	31.5	(a)	0.261	15.9	Timing of payments
Fuel	(0.063)	(2.6)	Lower rates	(0.218)	(0.9)	Prior period payments
Insurance	1.075	100.0	Timing of payments	6.319	88.1	Timing of payments
Claims	0.786	52.8	Timing of payments	(1.540)	(6.6)	Higher settlements than budget
Maintenance and Other Operating Contracts	1.068	30.1	Timing of payments	1.184	4.3	(a)
Professional Service Contracts	1.327	44.9	Timing of payments	9.545	34.3	Timing of payments
Materials & Supplies	(1.455)	(54.5)	Prior period expenses	(7.687)	(20.5)	Prior period expenses
Other Business Expenditure	(0.091)	(28.9)	(a)	0.144	4.6	Timing of payments
Total Expenditures	\$ 2.478	4.6		\$ 10.505	1.8	
Net Cash Variance	\$ 1.163	3.5		\$ 4.593	1.2	

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

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	November 2015				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ -	\$ (0.154)	\$ (0.154)	-	\$ (1.290)	\$ (1.606)	\$ (0.316)	(24.5)
Other Operating Revenue	0.333	(0.181)	(0.514)	*	0.778	(0.274)	(1.052)	*
Capital and Other Reimbursements	0.899	(0.203)	(1.102)	*	5.013	0.169	(4.844)	(96.6)
Total Receipts	\$ 1.232	\$ (0.538)	\$ (1.770)	*	\$ 4.501	\$ (1.711)	\$ (6.212)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$ (0.092)	\$ 0.467	\$ 0.559	*	\$ (3.491)	\$ 9.536	\$ 13.027	*
Overtime	-	0.019	0.019	-	(0.001)	0.177	0.178	*
Health and Welfare	0.097	2.052	1.955	*	(0.005)	0.378	0.383	*
OPEB Current Payment	(0.060)	-	0.060	100.0	(0.066)	(0.002)	0.064	97.0
Pensions	(0.145)	0.060	0.205	*	0.053	0.077	0.025	47.1
Other Fringe Benefits	(0.423)	18.775	19.198	*	(2.098)	16.850	18.948	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.074)	(0.074)	-	0.169	(0.675)	(0.844)	*
Total Labor Expenditures	\$ (0.624)	\$ 21.299	\$ 21.923	*	\$ (5.439)	\$ 26.342	\$ 31.781	*
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ (0.006)	\$ -	\$ 0.006	100.0	\$ (0.002)	\$ -	\$ 0.002	100.0
Fuel for Buses and Trains	(0.286)	(0.412)	(0.126)	(44.1)	0.139	(2.097)	(2.236)	*
Insurance	(0.540)	0.284	0.824	*	(2.397)	2.308	4.705	*
Claims	0.914	7.296	6.382	*	2.916	6.955	4.039	*
Maintenance and Other Operating Contracts	(0.286)	(1.093)	(0.807)	*	1.055	(6.212)	(7.267)	*
Professional Service Contracts	(0.441)	(0.068)	0.373	84.6	(3.738)	0.417	4.155	*
Materials & Supplies	0.224	0.200	(0.024)	(10.7)	(0.421)	(5.699)	(5.277)	*
Other Business Expenditures	(0.182)	(0.016)	0.166	91.2	(0.823)	0.515	1.338	*
Total Non-Labor Expenditures	\$ (0.603)	\$ 6.191	\$ 6.794	*	\$ (3.273)	\$ (3.813)	\$ (0.540)	(16.5)
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures:								
Additional Actions for Budget Balance: Expenditure	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ 0.005	\$ 26.952	\$ 26.947	*	\$ (4.211)	\$ 20.818	\$ 25.029	*
Depreciation Adjustment	3.015	4.295	1.280	42.5	39.002	45.444	6.442	16.5
Other Post Employment Benefits	8.024	8.350	0.326	4.1	91.549	91.851	0.302	0.3
Environmental Remediation	-	-	-	-	0.004	(0.648)	(0.652)	-
Total Expenses/Expenditures	\$ 11.044	\$ 39.597	\$ 28.553	*	\$ 126.345	\$ 157.465	\$ 31.121	24.6
Total Cash Conversion Adjustments	\$ 11.044	\$ 39.597	\$ 28.553	*	\$ 126.345	\$ 157.465	\$ 31.121	24.6

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
Utilization
(In millions)

	<u>November 2015</u>			<u>Year-to-date as of November 2015</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 16.983	\$ 16.874	\$ (0.109)	\$ 191.549	\$ 192.427	\$ 0.878
Total Farebox Revenue	\$ 16.983	\$ 16.874	\$ (0.109)	\$ 191.549	\$ 192.427	\$ 0.878
Other Revenue	\$ 1.532	\$ 1.941	\$ 0.409	\$ 18.917	\$ 18.817	\$ (0.100)
Capital & Other	0.531	0.686	0.155	5.347	4.869	(0.478)
Total Revenue	\$ 19.046	\$ 19.501	\$ 0.455	\$ 215.813	\$ 216.113	\$ 0.300
<u>Ridership</u>						
Fixed Route	10.233	10.324	0.091	114.118	114.277	0.159
Total Ridership	10.233	10.324	0.091	114.118	114.277	0.159

MTA BUS COMPANY
July Financial Plan - 2015 Mid - Year Forecast
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME / FULL TIME EQUIVALENTS
NOVEMBER 2015

FUNCTION/DEPARTMENT	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	6	3	3	
Human Resources	16	9	7	
Office of Management and Budget	17	13	4	
Technology & Information Services	-	-	-	
Material	18	15	3	
Controller	15	19	(4)	
Office of the President	2	5	(3)	
System Safety Administration	5	1	4	
Law	21	24	(3)	
Corporate Communications	-	-	-	
Labor Relations	4	3	1	
Strategic Office	15	12	3	
Non-Departmental	27	-	27	
Total Administration	146	104	42	Vacancies to be filled
Operations				
Buses	2,220	2,232	(12)	
Office of the Executive VP	4	4	-	
Safety & Training	29	40	(11)	Students in Training
Road Operations	119	121	(2)	
Transportation Support	22	23	(1)	
Operations Planning	31	30	1	
Revenue Control	27	27	-	
Total Operations	2,452	2,477	(25)	
Maintenance				
Buses	756	753	3	
Maintenance Support/CMF	176	176	-	
Facilities	73	63	10	
Supply Logistics	93	93	-	
Total Maintenance	1,098	1,085	13	Vacancies to be filled
Capital Program Management	37	26	11	
Total Engineering/Capital	37	26	11	Vacancies to be filled
Security	18	16	2	
Total Public Safety	18	16	2	
Total Positions	3,751	3,708	43	
Non-Reimbursable	3,713	3,672	41	
Reimbursable	38	36	2	
Total Full-Time	3,736	3,694	42	
Total Full-Time Equivalents	15	14	1	

MTA BUS COMPANY
July Financial Plan - 2015 Mid - Year Forecast
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
NOVEMBER 2015

FUNCTION/OCCUPATIONAL GROUP	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	57	44	13	
Professional, Technical, Clerical	64	60	4	
Operational Hourlies	25	-	25	
Total Administration	146	104	42	Vacancies to be filled
Operations				
Managers/Supervisors	301	308	(7)	
Professional, Technical, Clerical	50	52	(2)	
Operational Hourlies	2,101	2,117	(16)	
Total Operations	2,452	2,477	(25)	
Maintenance				
Managers/Supervisors	220	220	-	
Professional, Technical, Clerical	18	21	(3)	
Operational Hourlies	860	844	16	
Total Maintenance	1,098	1,085	13	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	16	5	
Professional, Technical, Clerical	16	10	6	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	26	11	Vacancies to be filled
Public Safety				
Managers/Supervisors	14	12	2	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	-	-	-	
Total Public Safety	18	16	2	
Total Baseline Positions				
Managers/Supervisors	613	600	13	
Professional, Technical, Clerical	152	147	5	
Operational Hourlies	2,986	2,961	25	
Total Baseline Positions	3,751	3,708	43	

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

	November						November Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	53,015	\$2.227	53,031	\$2.044	(16)	\$0.183	572,357	\$23.863	555,661	\$24.194	16,695	(\$0.331)
					0.0%	8.2%					2.9%	-1.4%
<u>Unscheduled Service</u>	11,697	\$0.535	14,795	\$0.604	(3,097)	(\$0.069)	114,799	\$5.010	112,270	\$4.779	2,529	\$0.231
					-26.5%	-12.8%					2.2%	4.6%
<u>Programmatic/Routine Maintenance</u>	11,341	\$0.532	23,534	\$1.005	(12,194)	(\$0.473)	196,650	\$8.884	266,785	\$12.035	(70,134)	(\$3.151)
					-107.5%	-89.0%					-35.7%	-35.5%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	13,481	\$0.601	21,906	\$0.978	(8,425)	(\$0.377)	175,044	\$7.797	230,255	\$10.520	(55,212)	(\$2.723)
					-62.5%	-62.7%					-31.5%	-34.9%
<u>Weather Emergencies</u>	4,339	\$0.163	23	\$0.001	4,315	\$0.162	67,828	\$2.908	41,825	\$1.966	26,003	\$0.942
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	245	\$0.013	163	\$0.007	81	\$0.006	2,388	\$0.120	2,021	\$0.086	367	\$0.034
					33.2%	46.6%					15.4%	28.4%
<u>Other</u>	63	\$0.019	483	\$0.032	(420)	(\$0.013)	3,737	\$0.297	7,446	\$0.428	(3,709)	(\$0.131)
					*	*					*	*
Subtotal	94,179	\$4.091	113,936	\$4.671	(19,756)	(\$0.580)	1,132,803	\$48.880	1,216,263	\$54.008	(83,460)	(\$5.128)
					-21.0%	-14.2%					-7.4%	-10.5%
REIMBURSABLE OVERTIME	0	\$0.000	0	\$0.000	0	-	0	\$0.000	0	\$0.000	0	-
TOTAL OVERTIME	94,179	\$4.091	113,936	\$4.671	(19,756)	(\$0.580)	1,132,803	\$48.880	1,216,263	\$54.008	(83,460)	(\$5.128)
					-21.0%	-14.2%					-7.4%	-10.5%

Totals may not add due to rounding.
NOTE: Percentages are based on each type of Overtime and not on Total Overtime.
* Exceeds 100%

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

	November			October Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	(16)	\$0.183		16,695	(\$0.331)	
	0.0%	8.2%		2.9%	-1.4%	
Unscheduled Service	(3,097)	(\$0.069)		2,529	\$0.231	
	-26.5%	-12.8%		2.2%	4.6%	
Programmatic/Routine Maintenance	(12,194)	(\$0.473)		(70,134)	(\$3.151)	
	-107.5%	-89.0%	Aging bus fleet impact on bus maintenance.	-35.7%	-35.5%	Aging bus fleet impact on bus maintenance.
Unscheduled Maintenance	-	\$0.000		-	\$0.000	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(8,425)	(\$0.377)	Vacancies and Absence Coverage	(55,212)	(\$2.723)	Vacancies and Absence Coverage
	-62.5%	-62.7%		-31.5%	-34.9%	
Weather Emergencies	4,315	\$0.162		26,003	\$0.942	
	*	*		*	*	
Safety/Security/Law Enforcement	81	\$0.006		367	\$0.034	
	33.2%	46.6%		15.4%	28.4%	
Other	(420)	(\$0.013)		(3,709)	(\$0.1)	
	*	*		*	*	
Subtotal	(19,756)	(\$0.580)		(83,460)	(\$5.128)	
	-21.0%	-14.2%		-7.4%	-10.5%	
REIMBURSABLE OVERTIME	0	\$0.0		0	\$0.000	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	(19,756)	(\$0.580)		(83,460)	(\$5.128)	

METROPOLITAN TRANSPORTATION AUTHORITY
2015 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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

MTA BUS COMPANY
MID-YEAR FORECAST AND NOVEMBER FORECAST vs. ACTUAL RESULTS (NON-REIMBURSABLE)
NOVEMBER 2015 YEAR-TO-DATE
(\$ in millions)

	November Year-to-Date			Favorable(Unfavorable) Variance			
	Mid-Year Forecast	November Forecast	Actual	Mid-Year Forecast		November Forecast	
	\$	\$	\$	\$	%	\$	%
Total Revenue	210.5	211.8	211.2	0.7	0.3	(0.6)	(0.3)
Total Expenses before Non-Cash Liability Adjs	578.0	585.3	599.2	(21.2)	(3.7)	(13.9)	(2.4)
Depreciation	39.0	38.7	45.4	(6.4)	(16.4)	(6.7)	(17.3)
OPEB Obligation	91.5	91.9	91.9	(0.4)	(0.4)	-	0.0
Environmental Remediation	-		(0.7)	0.7	0.0	0.7	0.0
Total Expenses	708.5	715.9	735.8	(27.3)	(3.9)	(19.9)	(2.8)
Net Surplus/(Deficit)	(498.0)	(504.1)	(524.6)	(26.6)	(5.3)	(20.5)	(4.1)

Note: Totals may not add due to rounding

MTA BUS COMPANY
EXPLANATION OF VARIANCES BETWEEN NOVEMBER FORECAST AND ACTUAL RESULTS
NON-REIMBURSABLE
NOVEMBER 2015 YEAR-TO-DATE
(\$ in millions)

	<u>Favorable/(Unfavorable)</u>		<u>Variance Explanation</u>
	<u>Variance</u>	<u>Percent</u>	
Total Revenue	(\$0.6)	(0.3)	Lower ridership
Total Expenses	(\$19.9)	(2.8)	Mainly due to higher workers' compensation expenses based on latest actuarial analysis .

NOTE: Mid-Year Forecast vs. Actual Variance explanations are provided in the monthly report to the Finance Committee

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through November 30, New York City Transit's performance against its 2015 Capital Project Milestones was:

	(\$ in Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$20.0	\$98.7	493
Design Completions	\$172.0	\$97.1	56
Construction Awards	\$2,023.3	\$1,364.4	67
Substantial Completions	\$1,589.3	\$1,061.6	67
Closeouts	\$7,444.0	\$2,407.8	32

During November, NYCT awarded projects totaling \$55.5 million including:

- Module 1 of Integrated Service Information and Management on the B-Division (ISIM-B).

During the same period, NYCT substantially completed projects totaling \$44.0 million including:

- restoration of assets in the Steinway Tube on the Flushing Line damaged by Superstorm Sandy, inclusive of pump room and track work; and
- station component repairs at 49 Street Station on the Broadway Line in Manhattan.

Also during November, NYCT started five design projects for \$2.4 million, completed ten design projects for \$12.7 million, and closed out eight projects for \$91.5 million.

Capital Program Status
January 2016
(November 2015)

During November, NYCT awarded a \$55.5 million contract for Module 1 of Integrated Service Information and Management on the B-Division (ISIM-B). ISIM-B will deliver real-time train location and schedule information on the lettered subway lines through the advancement of a number of modules, or subprojects, that produce interdependent deliverables. The contract under Module 1 involves procurement and installation of equipment at 26 locations for automated data collection from the signaling system. This field data will serve as critical input for both a new rail traffic management system at the Rail Control Center, to be implemented under Module 3, as well as for customer information screens and mobile applications.

During November, NYCT substantially completed projects totaling \$44.0 million, including \$32.5 million for restoration of track and a pump room in the Steinway Tube that were damaged in Superstorm Sandy. Pump room restoration scope included replacement of damaged pumping equipment and system components as well as key resiliency measures, inclusive of relocation of electrical and control equipment to higher ground, construction of platform for emergency generator, and overall adherence to improved resiliency standards. The track rehabilitation contract involved removal and replacement of damaged track components and related equipment within the Steinway Tube between Manhattan and Queens, on the Flushing Line. Replacement of track and pump room equipment with incorporation of resiliency measures will impact both current operations, and as well as to mitigate the extent of system damage and recovery time. As a result, current service reliability will be improved and future service disruption due to flood related events will be mitigated.

NYCT also completed \$6.3 million for station component repairs at 49 Street Station on the Broadway Line in Manhattan. Component repairs at 49 Street Station included replacement of platform edges and two street stairs, as well as painting of station platforms and ancillary structural components addressed under the 2010-14 station component repair program. Station component repair serves to improve customer safety.

Also during November, NYCT started five design projects for \$2.4 million, completed ten design projects for \$12.7 million, and closed out eight projects for \$91.5 million.

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

Projects Closed During November 2015
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Overcoating: Portal To End of Line / Pelham	\$28.16	\$29.05	11/2014	12
Station Ventilators: Grand Street / Canarsie	\$1.52	\$1.59	5/2015	6
Mainline Track Replacement 2014 / Queens Blvd	\$14.70	\$22.65	9/2015	2
Sandy Mitigation: Manhole Castings & Duct/Cable - 6 Stations	\$1.61	\$1.68	9/2015	2
Mainline Track Switches 2014 / Queens Blvd	\$6.12	\$4.79	9/2015	2
Continuous Welded Rail - 2014	\$18.44	\$16.49	10/2015	1
Replace Solid State Signal Equipment - 6 Locations	\$10.13	\$10.39	10/2015	1
Help Point: Purchase 300 Access Node Units	\$4.80	\$4.80	11/2015	0

The closeout of Overcoating on the Pelham Line was delayed 12 months due to additional scope and associated funding approvals due to 220 bents that needed to be repainted and additional flaggers necessitated by updated flagging rules. The closeout of Station Ventilators at Grand Street on the Canarsie Line was delayed 6 months due to late submittal and approval of final closeout documentation.

**CAPITAL PROJECT MILESTONE SUMMARY
2015
(THROUGH NOVEMBER 30, 2015)**

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

November

Design Starts	\$0.0	0	\$2.4	5	N/A	N/A
Design Completions	18.4	5	12.7	10	69.0	200.0
Construction Awards	135.1	2	55.5	1	41.1	50.0
Substantial Completions	12.3	3	44.0	6	359.1	200.0
Closeouts	334.8	20	91.5	8	27.3	40.0

2015 Year-To-Date

Design Starts	\$20.0	20	\$98.7	84	493.4	420.0
Design Completions	172.0	88	97.1	63	56.5	71.6
Construction Awards	2,023.3	144	1,364.4	119	67.4	82.6
Substantial Completions	1,589.3	176	1,061.6	127	66.8	72.2
Closeouts	7,444.0	215	2,407.8	111	32.3	51.6

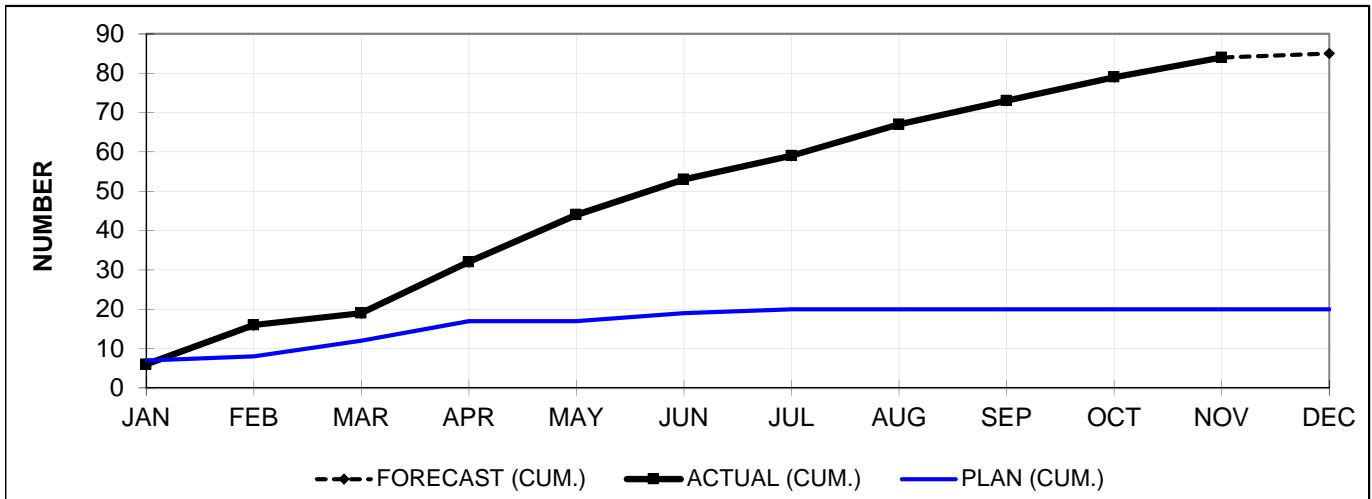
2015 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$20.0	20	\$99.0	85	494.7	425.0
Design Completions	188.2	96	122.8	74	65.2	77.1
Construction Awards	2,367.6	152	1,429.0	129	60.4	84.9
Substantial Completions	1,824.2	201	1,563.2	169	85.7	84.1
Closeouts	8,149.3	236	6,895.3	174	84.6	73.7

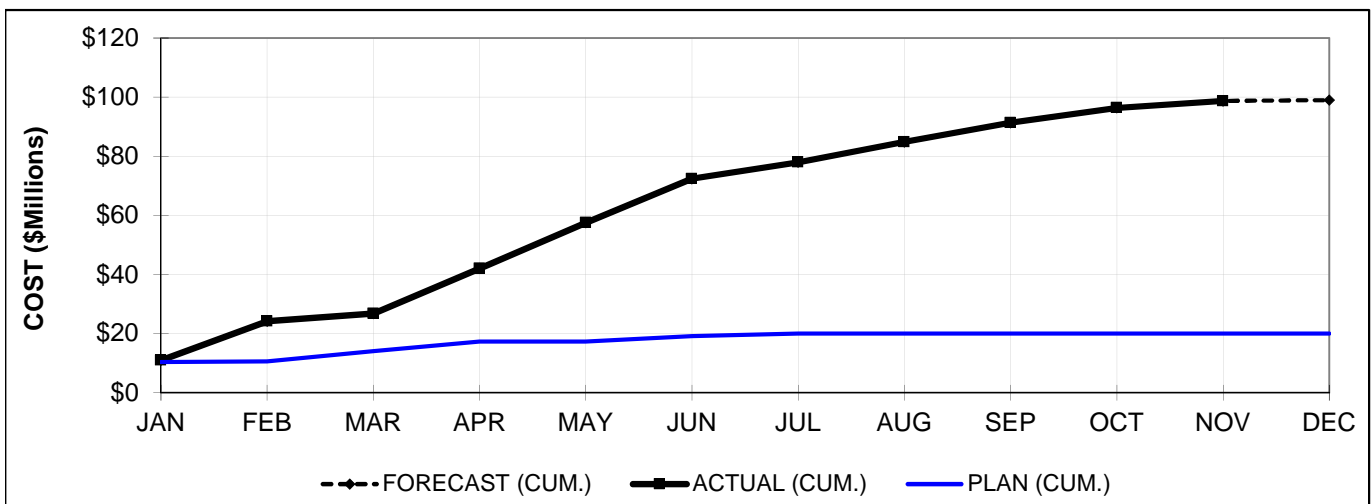
Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.

2015 Design Starts Charts

As of November 2015



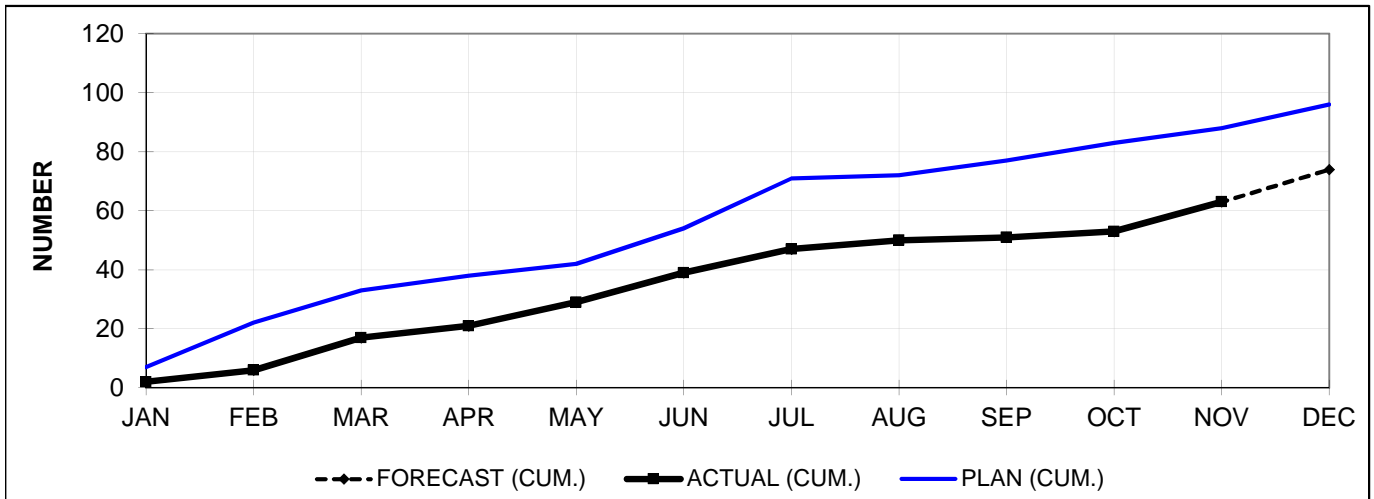
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												1
ACTUAL (NON-CUM.)	6	10	3	13	12	9	6	8	6	6	5	
PLAN (NON-CUM.)	7	1	4	5	0	2	1	0	0	0	0	0
FORECAST (CUM.)												85
ACTUAL (CUM.)	6	16	19	32	44	53	59	67	73	79	84	
PLAN (CUM.)	7	8	12	17	17	19	20	20	20	20	20	20



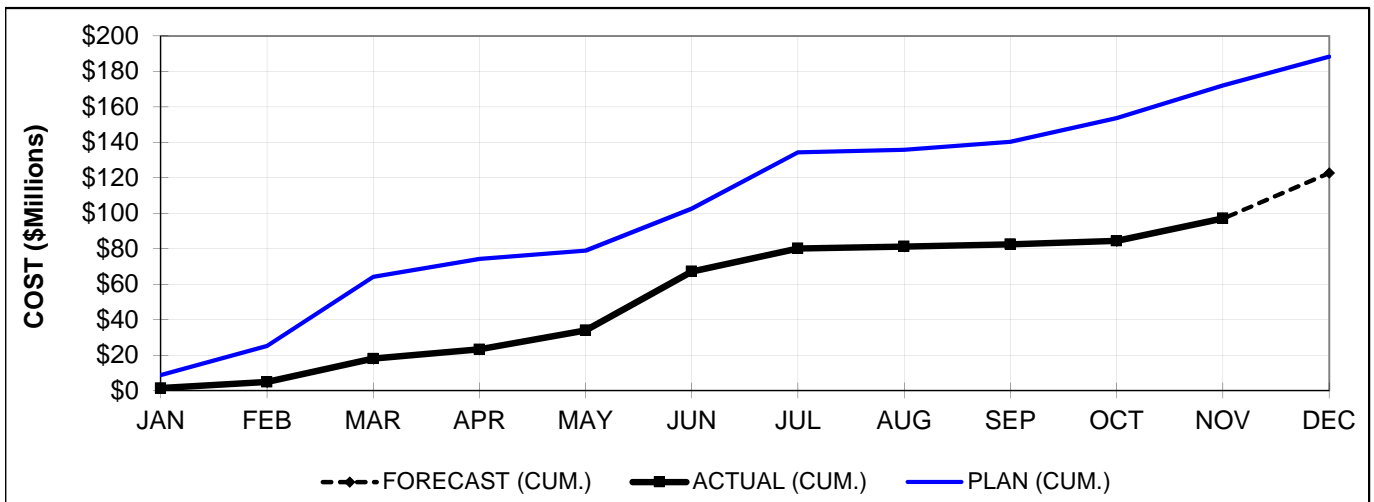
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												0.3
ACTUAL (NON-CUM.)	11.0	13.2	2.6	15.3	15.5	14.9	5.6	6.9	6.5	5.0	2.4	
PLAN (NON-CUM.)	10.4	0.2	3.5	3.2	0.0	1.9	0.8	0.0	0.0	0.0	0.0	0.0
FORECAST (CUM.)												99.0
ACTUAL (CUM.)	11.0	24.2	26.8	42.0	57.5	72.4	78.0	84.9	91.4	96.4	98.7	
PLAN (CUM.)	10.4	10.6	14.1	17.3	17.3	19.2	20.0	20.0	20.0	20.0	20.0	20.0

2015 Design Completions Charts

As of November 2015



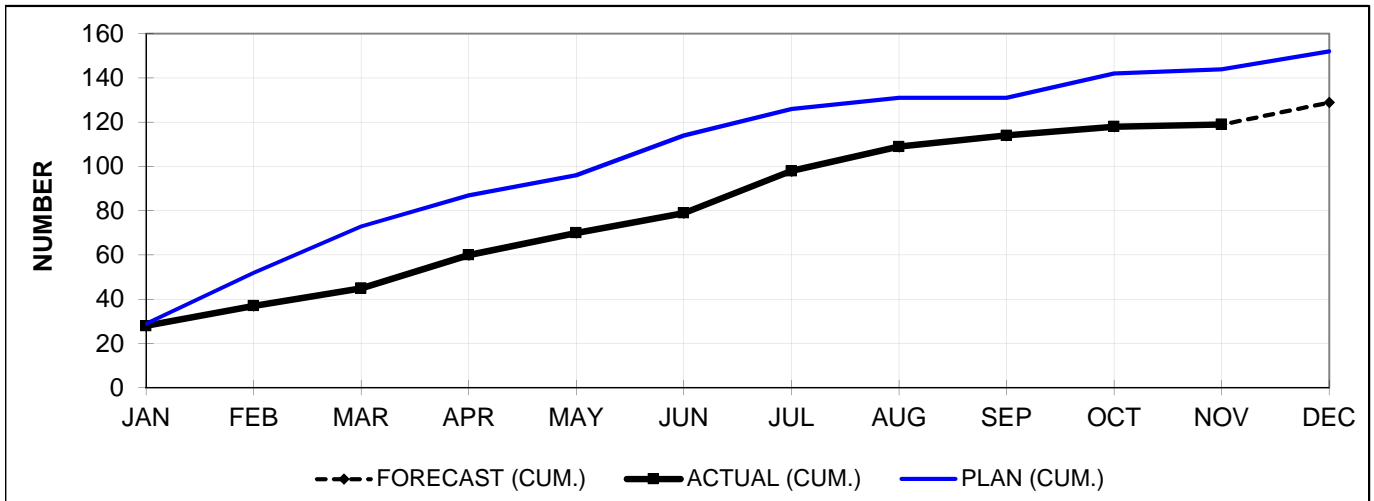
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												11
ACTUAL (NON-CUM.)	2	4	11	4	8	10	8	3	1	2	10	8
PLAN (NON-CUM.)	7	15	11	5	4	12	17	1	5	6	5	8
FORECAST (CUM.)												74
ACTUAL (CUM.)	2	6	17	21	29	39	47	50	51	53	63	74
PLAN (CUM.)	7	22	33	38	42	54	71	72	77	83	88	96



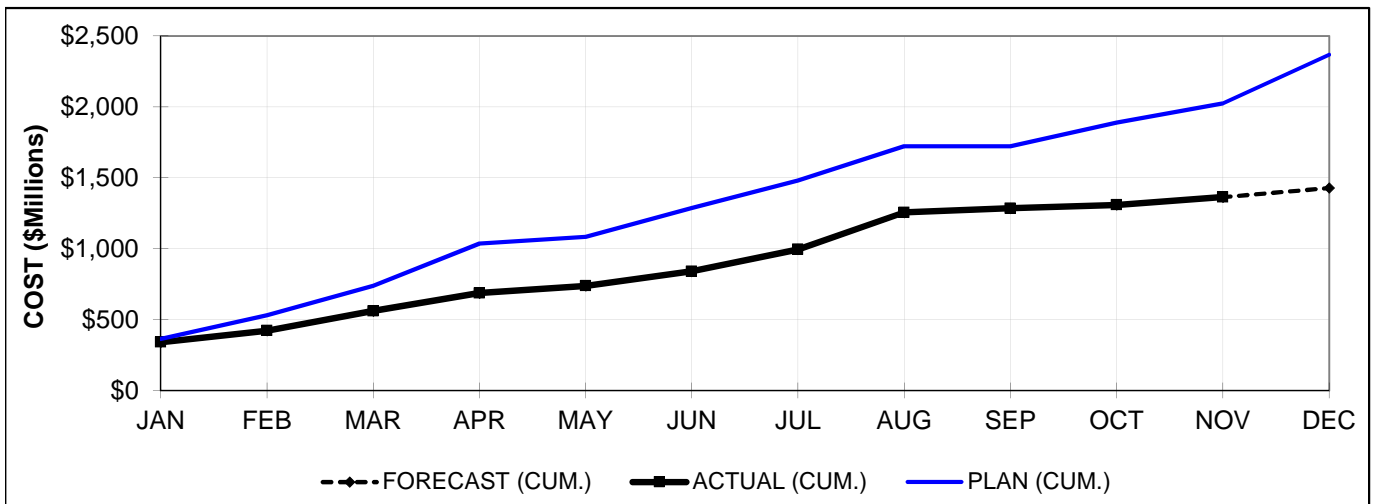
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												25.7
ACTUAL (NON-CUM.)	1.4	3.4	13.2	5.2	10.8	33.2	13.0	1.0	1.2	1.9	12.7	16.2
PLAN (NON-CUM.)	8.8	16.4	39.0	10.1	4.7	23.6	31.8	1.4	4.5	13.3	18.4	16.2
FORECAST (CUM.)												122.8
ACTUAL (CUM.)	1.4	4.8	18.0	23.2	34.0	67.2	80.2	81.2	82.5	84.4	97.1	122.8
PLAN (CUM.)	8.8	25.2	64.2	74.3	79.0	102.6	134.3	135.7	140.3	153.6	172.0	188.2

2015 Awards Charts

As of November 2015



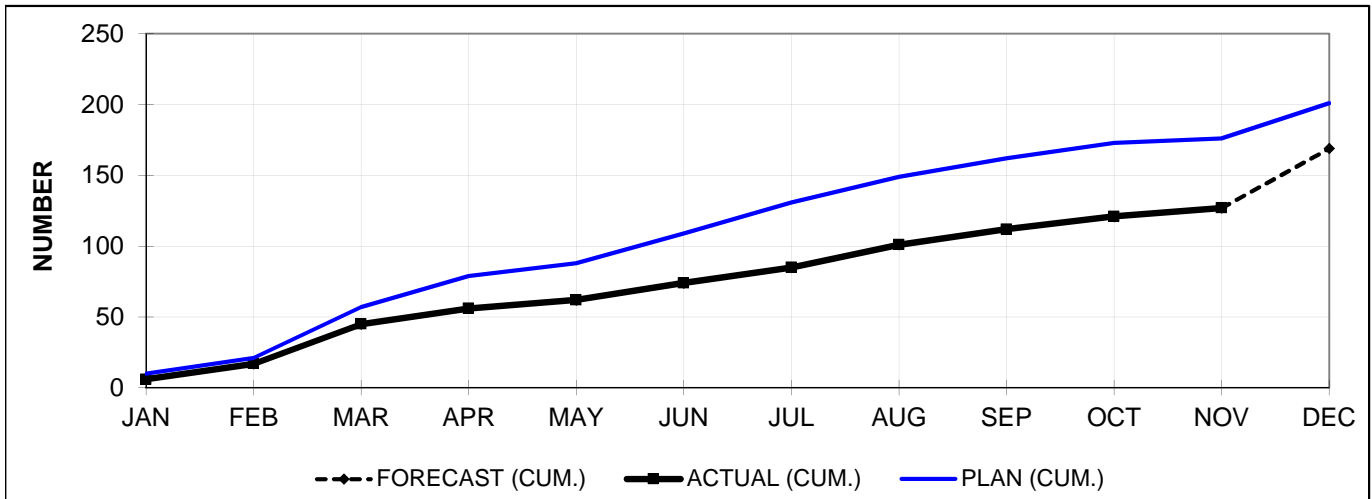
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												10
ACTUAL (NON-CUM.)	28	9	8	15	10	9	19	11	5	4	1	8
PLAN (NON-CUM.)	29	23	21	14	9	18	12	5	0	11	2	8
FORECAST (CUM.)												129
ACTUAL (CUM.)	28	37	45	60	70	79	98	109	114	118	119	129
PLAN (CUM.)	29	52	73	87	96	114	126	131	131	142	144	152



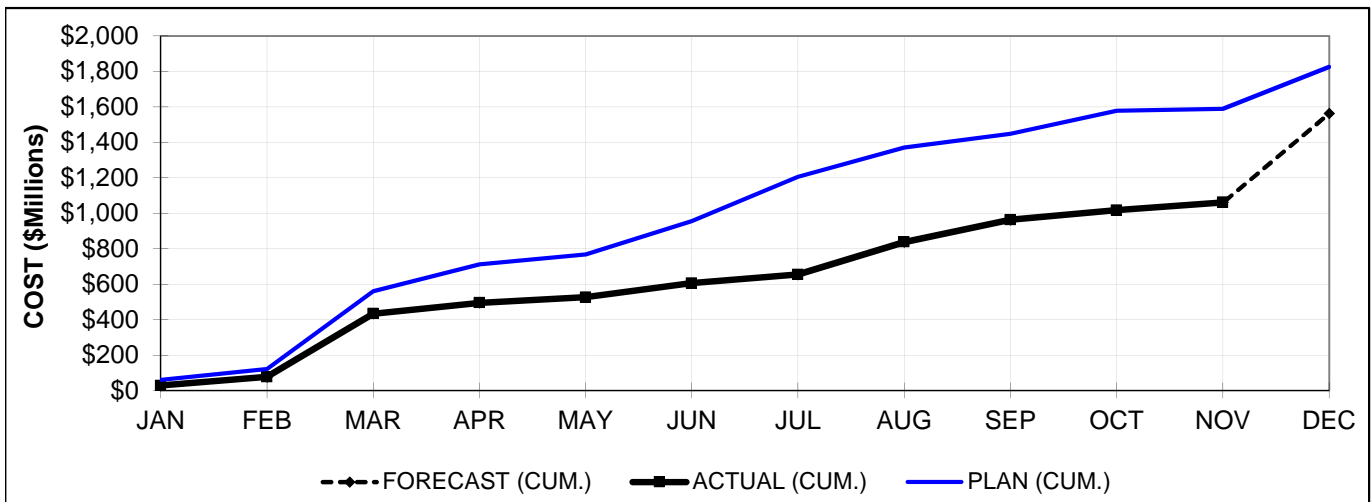
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												64.6
ACTUAL (NON-CUM.)	341.5	81.5	137.8	126.3	51.4	102.2	154.8	259.8	30.3	23.3	55.5	344.3
PLAN (NON-CUM.)	364.9	167.3	207.2	296.4	47.7	204.1	193.6	241.5	0.0	165.6	135.1	344.3
FORECAST (CUM.)												1,429.0
ACTUAL (CUM.)	341.5	422.9	560.8	687.0	738.5	840.7	995.5	1,255.3	1,285.6	1,308.9	1,364.4	1,429.0
PLAN (CUM.)	364.9	532.2	739.5	1,035.8	1,083.5	1,287.6	1,481.2	1,722.7	1,722.7	1,888.2	2,023.3	2,367.6

2015 Substantial Completions Charts

As of November 2015



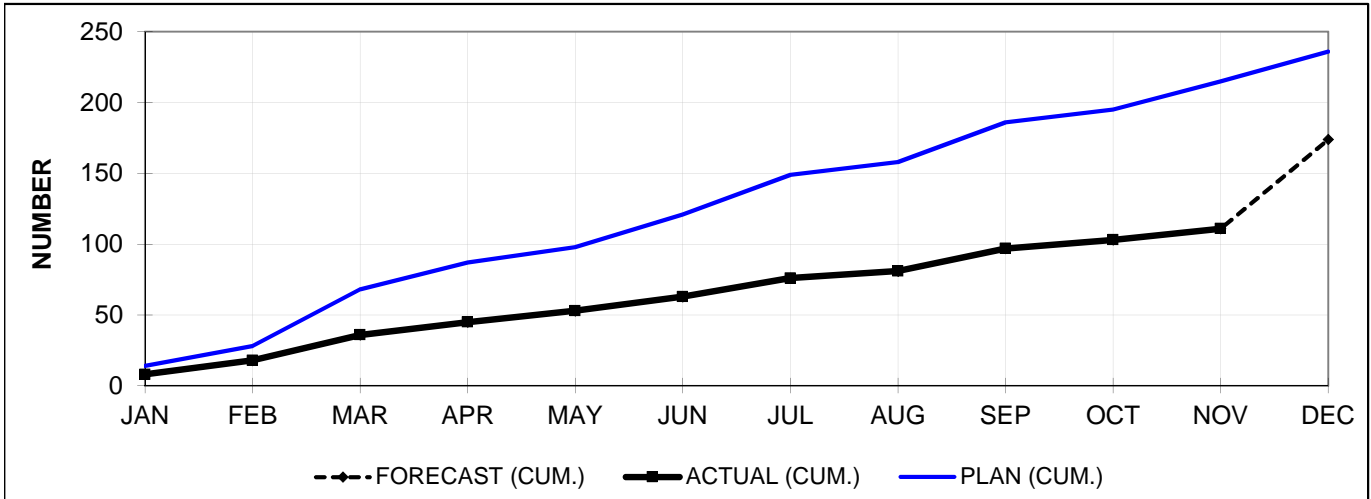
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												42
ACTUAL (NON-CUM.)	6	11	28	11	6	12	11	16	11	9	6	25
PLAN (NON-CUM.)	10	11	36	22	9	21	22	18	13	11	3	25
FORECAST (CUM.)												169
ACTUAL (CUM.)	6	17	45	56	62	74	85	101	112	121	127	169
PLAN (CUM.)	10	21	57	79	88	109	131	149	162	173	176	201



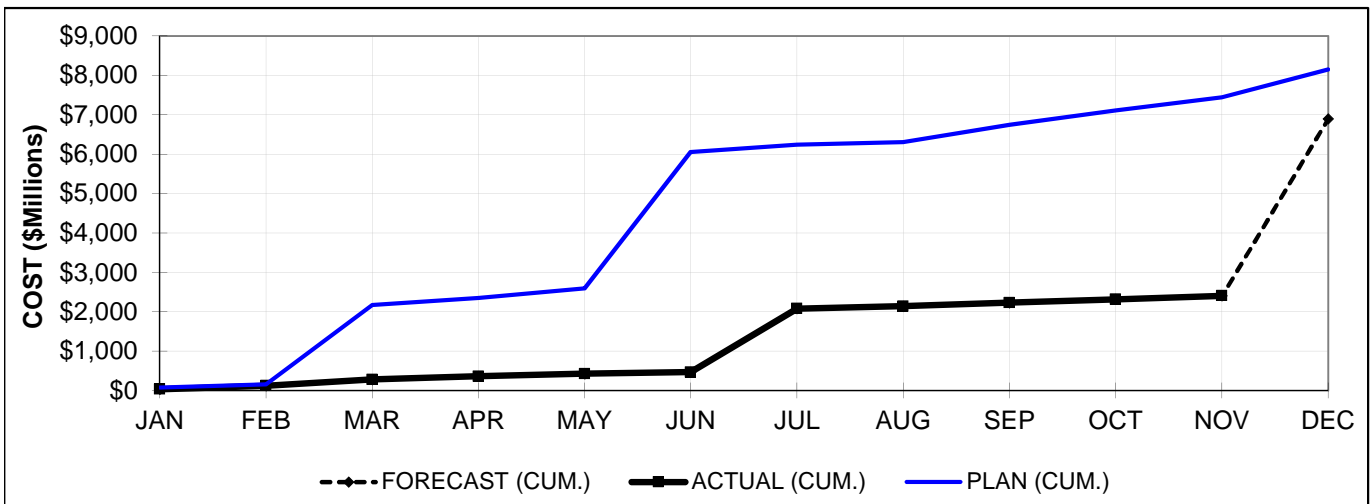
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												501.6
ACTUAL (NON-CUM.)	28.3	49.3	355.8	61.8	30.9	79.6	48.9	183.5	124.9	54.7	44.0	234.9
PLAN (NON-CUM.)	60.6	61.4	437.8	151.6	56.5	186.9	250.1	164.7	78.9	128.5	12.3	234.9
FORECAST (CUM.)												1,563.2
ACTUAL (CUM.)	28.3	77.6	433.4	495.2	526.1	605.7	654.6	838.1	962.9	1,017.6	1,061.6	1,563.2
PLAN (CUM.)	60.6	122.0	559.8	711.4	768.0	954.9	1,205.0	1,369.7	1,448.6	1,577.1	1,589.3	1,824.2

2015 Closeouts Charts

As of November 2015



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												63
ACTUAL (NON-CUM.)	8	10	18	9	8	10	13	5	16	6	8	21
PLAN (NON-CUM.)	14	14	40	19	11	23	28	9	28	9	20	21
FORECAST (CUM.)												174
ACTUAL (CUM.)	8	18	36	45	53	63	76	81	97	103	111	236
PLAN (CUM.)	14	28	68	87	98	121	149	158	186	195	215	236

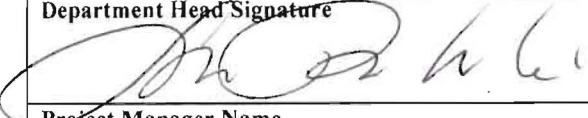


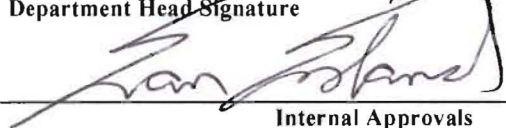
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												4487.5
ACTUAL (NON-CUM.)	35.4	90.8	156.0	83.8	64.8	39.5	1612.8	58.2	92.1	83.0	91.5	705.3
PLAN (NON-CUM.)	79.5	80.5	2010.4	183.5	239.6	3461.8	186.8	64.6	433.2	369.3	334.8	705.3
FORECAST (CUM.)												6,895.3
ACTUAL (CUM.)	35.4	126.2	282.2	366.0	430.8	470.3	2,083.1	2,141.3	2,233.4	2,316.4	2,407.9	8,149.3
PLAN (CUM.)	79.5	160.0	2,170.4	2,353.9	2,593.5	6,055.3	6,242.1	6,306.7	6,739.9	7,109.2	7,444.0	8,149.3

Report

PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed expenditure of \$7.9M.

Subject Request for Authorization to Award Various Procurements					
Department Materiel Division – NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	1/25/16			
2	Board	1/27/16			

January 15, 2016			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Internal Approvals			
	Approval		Approval
	President NYCT <i>UH</i>		President MTACC
	Executive VR <i>active MPC 1/15/16</i>	X	President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE:

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

DISCUSSION:

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

Procurements Requiring Two Thirds Vote:	# of Actions	\$ Amount
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ 5.3 M
• Alstom Signaling, Inc. \$ 5.3 M		
SUBTOTAL	1	\$ 5.3 M

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

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

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

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	1	\$	1.0 M
Schedule L: Budget Adjustments to Estimated Quantity Contracts	1	\$	0.6 M
SUBTOTAL	2	\$	1.6 M

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

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

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

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

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$	1.0 M
SUBTOTAL	1	\$	1.0 M
TOTAL	4	\$	7.9 M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

JANUARY 2016

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

- | | | |
|--|---------------------------|--------------------------------------|
| 1. Alstom Signaling, Inc.
Sole Source - Three-year omnibus | \$5,275,000 (Est.) | <u>Staff Summary Attached</u> |
| Multi-agency purchase of inventory and non-inventory replacement signal and switch system parts. | | |

Schedule A: Non-Competitive Purchases and Public Work Contracts



Item Number: 1

Vendor Name (& Location) Alstom Signaling, Inc. (West Henrietta, NY)
Description Purchase of inventory and non-inventory replacement signal and switch system parts
Contract Term (including Options, if any) March 1, 2016 – February 28, 2019
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: NYC Transit: \$3,850,000 MNR: \$775,000 LIRR: \$500,000 SIRTOA: \$150,000	
	\$5,275,000 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Division of Materiel, Stephen M. Plochochi	

Discussion:

This is an omnibus approval request for items identified as obtainable only from Alstom Signaling, Inc. (Alstom), and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the \$15,000 small purchase threshold. NYC Transit, Metro-North Railroad (MNR), Long Island Rail Road (LIRR) and Staten Island Rapid Transit Operating Authority (SIRTOA) are 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 §1209 for NYC Transit and paragraph 4(b) of Public Authorities Law §1265-a for SIRTOA, MNR and LIRR, which allow for purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 919 items (790 items for NYC Transit, 67 items for LIRR, 50 items for MNR, and 12 items for SIRTOA) covered by this approval for the purchase of components, subcomponents and various equipment for the signal and switch systems for NYC Transit’s subway system and the MNR, LIRR and SIRTOA railroad systems. These items are identified as obtainable only from Alstom 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 Alstom. These items are advertised a minimum of once every twelve months to seek competition. A list of Alstom’s sole source items, as well as the intention of NYC Transit 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 parts will be used by NYC Transit’s Division of Switch and Signals (Signals), MNR, LIRR and SIRTOA for normal maintenance and replenishment of inventory and non-inventory subway and railroad parts manufactured by Alstom.

The existing Alstom Omnibus Approval for \$4,875,000 (\$3,600,000 for NYC Transit, \$775,000 for MNR and \$500,000 for LIRR) was approved by the Board in April 2013 and will expire in April 2016. To date, NYC Transit, MNR and LIRR have expended \$3,178,931, \$737,397 and \$348,192, respectively, against the existing Omnibus. This new Omnibus Approval is now requested because NYC Transit’s remaining balance of \$421,069 will be insufficient to support maintenance requirements through April 2016, due to NYC Transit Signal replacement programs that were not originally taken into account until after the existing Omnibus was approved. Signals estimates expenditures for sole source materials during this new Omnibus Approval to be \$3,850,000, an increase of 6.9% from the existing Omnibus Approval. MNR and LIRR estimate that expenditures for this new Omnibus Approval will remain the same based on past usage and forecasted maintenance requirements.

Procurement performed an analysis on 32 NYC Transit contracts issued during the term of the existing Omnibus Approval that exceeded the \$15,000 threshold. Of the 32 contracts, the subset of items with a comparative history represents approximately 42%, or \$1,346,954.11, of the total expenditures made pursuant to the existing Omnibus. A price analysis of these contracts revealed an annual weighted average price increase of 1.9% that compares favorably to the PPI average annual increase of 1.6%.

It is anticipated that NYC Transit, MNR, LIRR and SIRTOA will require an approximate total of \$5,275,000 for sole source items from Alstom during the term of this new Omnibus Approval request. Procurement believes that the amount requested will be sufficient to procure all sole source materials from Alstom for the next three-year period. Procurement 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 Alstom on an as-required basis. Each item to be purchased under this new approval will be subject to a price analysis and determination that the price is fair and reasonable.

JANUARY 2016

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

- | | | |
|--|-------------------------|--------------------------------------|
| 1. Automotive Rentals, Inc.
RFQ. # 109349 | \$958,650 (Est.) | <u>Staff Summary Attached</u> |
|--|-------------------------|--------------------------------------|

Fleet maintenance and management services.

L. Budget Adjustments to Estimated Quantity Contracts

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

- | | | |
|---|------------------|--------------------------------------|
| 2. Exova, Inc.
Contract # 3229 | \$600,000 | <u>Staff Summary Attached</u> |
|---|------------------|--------------------------------------|

Provide additional funding for the continued performance of destructive metals testing and failure analysis.

Item Number: 1

Vendor Name (& Location) Automotive Rentals, Inc. (Mt. Laurel, NJ)
Description Fleet maintenance and management services
Contract Term (including Options, if any) February 1, 2016 - February 4, 2018
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Piggyback of an OGS Contract

Contract Number RFQ 109349	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Total Amount:	\$958,650 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Buses, Darryl C. Irick	

Discussion:

This contract will be utilized as a pilot program to provide NYC Transit’s Department of Buses, Support Fleet Services (Support Fleet) with Fleet Maintenance and Management Services that includes the administration and systemized tracking of light, medium and heavy duty vehicle maintenance, repairs, roadside assistance, and towing. The contract also includes the purchase and installation of GPS systems as well as the associated communication services. The estimated total contract amount is \$958,650. The contract will be awarded pursuant to the All-Agency Guidelines for the Procurement of Services, Article XIV, Paragraph D, which states that an Authority may contract for a service available through an existing contract between a contractor and the State of New York or the City of New York or another Authority. This contract will utilize existing New York State Office of General Services (OGS) Contract PS66689 that was competitively solicited through a Request for Proposals process and whose commercial terms and pricing have been deemed satisfactory.

OGS competitively solicited and awarded a contract for fleet maintenance and management services to Automotive Rentals, Inc. (ARI) for three years through February 4, 2018. The contract also includes an option to extend for two additional one year periods. The contract provides for a network of several thousand third-party automotive and truck repair companies in the metropolitan area that can be utilized for various maintenance and repair work. ARI will bill for the actual cost of repairs performed by the company, plus a per-occurrence fixed fee of \$18 for a light duty vehicle and \$25 for medium and heavy duty vehicles. The contract also includes a fleet management database that records all maintenance information, whether performed through this contract or by in-house forces, for an unlimited number of vehicles for a monthly fee of \$400, as well as GPS hardware and tracking system for a one-time per vehicle fee of \$90 (which includes the hardware and its installation), plus a \$25 per month, per vehicle service fee which allows NYC Transit to monitor its vehicles.

NYC Transit currently operates approximately 1,500 non-revenue, on-road vehicles ranging from sedans to specialized heavy duty service vehicles to support NYC Transit’s operations. Certain maintenance activities are performed on these vehicles such as inspections, emissions testing and general maintenance activities as prescribed by the manufacturers’ maintenance schedules utilizing in house forces, however the majority of non-warranty related repairs are presently done by multi-year automotive and truck repair contracts for specific types of repairs that are awarded through competitive solicitations. The use of this contract will be administered as a pilot program, allowing a full comparison between current maintenance protocols versus fleet maintenance through this contract. Utilizing this contract will minimize the time vehicles are out-of-service by taking advantage of the numerous companies available within the ARI network. This pilot will also allow for a pricing analysis between work performed under the ARI contract using a pre-established cost control policy versus work performed through customary contractual procedures.

Support Fleet will select companies to perform specific work based upon a pre-established cost control policy whereby labor rates, standard repair times and material costs, coupled with contractor capacity are evaluated. It is estimated that 400 repair occurrences will take place over the term of the contract representing approximately \$800,000 in actual repairs, \$9,300 in fees to ARI, \$9,600 for the fleet management database, \$138,000 for GPS installation on 200 vehicles including 24 months of monitoring, and \$1,750 for roadside assistance and towing.

The pricing offered by ARI regarding the fee structure and the GPS installation and monitoring portions of this contract has been found fair and reasonable. The pricing data obtained through the ARI network for actual maintenance and repairs will be utilized to perform a historical price analysis to determine if the contract should continue to be utilized at the conclusion of this pilot program.

L. Budget Adjustments to Estimated Quantity Contracts

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

<p>2. Exova, Inc. Contract# 3229 August 20, 2012 – August 19, 2017</p>	<p>Original Amount: Prior Modifications: Prior Budgetary Increases: Current Amount:</p>	<p>\$ 849,515 \$ 0 \$ 0 \$ <u>849,515</u></p>
	<p>This Request:</p>	<p>\$ 600,000</p>
	<p>% of This Request to Current Amount:</p>	<p>70.6%</p>
	<p>% of Mods/Budget Adjustments (including This Request) to Original Amount:</p>	<p>70.6%</p>

Discussion:

This Budget Adjustment will provide additional funding for the continued performance of destructive metal testing and failure analysis. This contract is for laboratory testing of samples from metal products such as subway car wheels, rail and other track materials which are purchased by NYC Transit for inventory or which will be installed by contractors under capital construction contracts. This testing is necessary to ensure that these safety sensitive products conform to NYC Transit’s rigorous specifications. Samples are taken in the manufacturers’ facilities and testing is performed before the metal products are shipped; any cases where material does not conform to NYC Transit’s specifications must be resolved before material is shipped to NYC Transit.

Usage of this contract increased after contract award. Several factors contributed to the unanticipated increase in usage. The first factor behind the increase in usage is that a more robust sampling plan has been implemented in order to ensure the quality of rail products. Second, a manufacturer of subway car wheels has made investments to upgrade a production facility located in the United States and the sampling percentage for subway car wheels will be increased in order to qualify the upgraded facility. Third, the testing program for screw spikes has been expanded in order to ensure that the products meet NYC Transit’s quality specifications. Finally, the increase in construction projects due to NYC Transit’s response to Superstorm Sandy has increased the amount of track materials and other steel construction materials being used and has thus increased the amount of testing.

JANUARY 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. Skanska/Railworks JV | \$1,050,000 | <u>Staff Summary Attached</u> |
| Contract# C-26505.34 | | |
| Modification to the contract for the furnishing and installation of finishes and systems, No. 7 Flushing Line Extension, in order to address changes to the Intrusion Access Control System. | | |

Item Number: 1

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

Contract Number C-26505	AWO/Mod. # 34
Original Amount:	\$ 513,700,497
Prior Modifications:	\$ 40,921,784
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 554,622,281
This Request:	\$ 1,050,000
% of This Request to Current Amount:	0.2%
% of Modifications (including This Request) to Original Amount:	8.2%

Discussion:

This retroactive modification addresses changes to the Intrusion Access Control System (IAC) related to the security of the facilities constructed as part of the No. 7 Line Extension. Funding for this modification will be provided by Hudson Yards Development Corporation (HYDC).

This contract covers the entire No. 7 Line Extension which runs from Times Square to Site A at 26th Street and 11th Avenue. It includes the furnishing and installation of finishes and systems including elevators and escalators; HVAC, tunnel ventilation and fire protection; plumbing, electrical power and lighting; signal, communications and traction power systems; and track work. The work also includes construction of the ventilation building at Site A.

The contract includes the installation of an Intrusion/Access Control (IAC) System for the 34th Street Station; Sites A, J, K and L; the 8th Avenue Subway retrofit; and the running tunnels of the No. 7 Extension. In an effort to preserve this contract’s award schedule, and ultimately the overall schedule for the No.7 project, the final design review period and solicitation were accelerated. As a result, discrepancies in the contract documents between the door specifications and the IAC design were not detected until after contract award. These discrepancies included the functions of various doors per the IAC System contract drawings not aligning with the door functions and hardware sets specified for the doors. This led to the need for modifications, some of which may be the result of a design error/omission. This modification also incorporates updates to NYC Transit’s IAC standards which were developed after the Contract award.

This modification addresses changes to the IAC system associated with the electronic control of sliding doors with Magnetic Locks, pushbutton “Request to Exit” functionality, horn/strobes and development of wall-mounted Field Enclosure Panels to house additional control equipment in communication rooms with limited space. This modification also addresses changes at various entry points including revised door hardware units and installation of additional horn/strobes. Work includes the furnishing and installation of door brackets, magnetic locks, associated hardware; revised conduit, cable and wire; and additional engineering, programming, integration and testing for all of the doors. These IAC system changes affected 371 doors.

In order to mitigate potential delays, it was necessary to proceed with the work immediately. The contractor was directed to proceed in June 2013 with approval subsequently obtained from the MTACC President.

The contractor’s proposal was \$2,000,198. MTACC’s revised estimate was \$1,030,523. Negotiations resulted in a net lump sum price of \$1,050,000, which was found to be fair and reasonable. Savings of \$950,198 were achieved.

STATION ACCESS CHANGES

Station Access Changes at 7th Avenue
F G and Borough Hall **4 5** Stations in Brooklyn

Service Issue

To improve customer service at the 7th Avenue **F G** and the Borough Hall **4 5** stations in Brooklyn, it is recommended to reconfigure mezzanine layouts and fare control lines. The reconfigurations would feature more turnstiles at key locations which would eliminate congestion and improve customer flow and convenience. While the reconfigurations would improve fare control capacity at both ends of the mezzanines, it would eliminate free-zone access across the mezzanines, thereby restricting customer access to a staffed station agent booth to only one side of the station mezzanine. At the 7th Avenue station, it is proposed to shift the token booth from the center of a long mezzanine (where it serves virtually no customers) to the 7th Avenue end of the station, where it would directly serve 65% of the station's passengers).

A formal public hearing was held on November 12th, 2015. A total of 22 comments were received at the hearing or via mail and e-mail. Between the two stations, nine of those comments supported the changes, six comments opposed the access changes and seven comments addressed other issues - mainly the need for ADA accessibility.

Recommendation

The MTA Board should approve the proposed access changes as described herein.

Budget Impact

At the 7th Avenue station, implementation of the reconfiguration will cost approximately \$400,000. This includes shifting and expanding the turnstile arrays, relocation of the station agent booth and modification of CCTV cameras. There would be a small decrease in annual operating costs since 18,000 square feet of mezzanine area, currently open for passenger circulation, would be closed off from passenger use.

At the Borough Hall station, implementation of the access change would be part of an overall station renewal capital project. There would be no impact on annual operating cost.

Proposed Implementation Date

The improvements at the 7th Avenue **F G** station would be implemented in 2016. The capital project at the Borough Hall **4 5** station is scheduled to start construction in late 2016.

Staff Summary



Subject	Station Access Changes at Two Stations in Brooklyn
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	David Haase

Date	January 4, 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 <i>HT</i>	4	VP General Counsel <i>X 1-8-16</i>
7	Executive VP <i>ACTIA</i> <i>MPC 1/12/16</i>	3	Director OMB <i>M</i>
6	SVP Subways <i>WLL</i>	2	VP GCR <i>WLL 1/7/16</i>
5	VP Corp. Comm. <i>X</i>	1	Chief OP <i>WLL 1/4/16</i>

1-11-16

Purpose

To obtain MTA Board approval of station access changes at the 7th Avenue **F** **G** station and the Borough Hall **4** **5** station, both in Brooklyn.

Discussion

Station access changes are proposed at the 7th Avenue **F** **G** station in Park Slope, Brooklyn and at the Borough Hall **4** **5** station in downtown Brooklyn. These changes would reconfigure mezzanine layouts and expand and re-position turnstile arrays to improve customer flow and convenience. While the reconfigurations would eliminate turnstile congestion at both ends of the mezzanines, it would eliminate free-zone access across the mezzanines and restrict customer access to the staffed station agent booth at only one side of the station mezzanine. Passengers entering at the unstaffed end would still be able to fully access all platforms, purchase or refill MetroCards at fare vending machines and speak to the station agent via a help point intercom. However, these passengers would have to walk at street level to the other side of the station if they need to access the station agent.

7th Avenue **F **G** Station**

Attachment 1 indicates both the existing and proposed station layouts. Currently passengers entering the station mezzanine at either the 7th Avenue or 8th Avenue ends of the station can walk almost 400 feet to access the station agent booth in the middle of the mezzanine. The agent at this location has extremely limited sightlines and serves a small portion of passengers because the agent is so remote from paths of direct station access. Virtually all passengers use high entry exit turnstiles at the 7th or 8th Avenue ends of the station and go directly down to the platforms.

It is proposed to relocate the station agent booth to the 7th Avenue end of the station, which is used by 65% of the station's ridership. The free-zone passageways, which are about 550 feet end-to-end, would be closed. Free-zone area would be limited to only the ends of the mezzanine at 7th and 8th Avenues. With the center of mezzanine closed to passengers, the existing center platform stairs would be converted to emergency-exit only.

Passengers entering the station at 8th Avenue would no longer have free-zone access at mezzanine level to reach the station agent; they would have to walk a total of 870 feet at street level to enter the station at 7th Avenue. This would be 510 feet longer than the current access to the booth in the center of the mezzanine. However, 8th Avenue passengers would have improved access to platforms because of more turnstiles located in more convenient locations. There would also be MetroCard vending machines, a help point intercom (to speak with the station agent) and CCTV cameras.

At the 7th Avenue end of the mezzanine, turnstile capacity would be greatly increased, including installation of low turnstiles. The station agent booth would be shifted to this end of the mezzanine, eliminating a walk of 420 feet to the center of the mezzanine for any 7th Avenue customer needing booth services. As noted earlier, 65% of the station's ridership enters or exits to 7th Avenue.

Based on spot checks during morning peak and evening peak periods, as well as mid-day, passenger use of the center mezzanine area proposed to be closed off was 3% of total passenger moves, which are concentrated at the ends of the mezzanine where the street stairs are. Furthermore, the vast majority of these center mezzanine moves were simply exit moves using the center platform stairs. During the three hours of spot observation, there were a total of seven passengers who entered at 8th Avenue and walked to the station agent booth; during the same three hours there were approximately 7,700 passenger moves throughout the entire station.

A total of 10 comments were received from the public focusing specifically on the proposed 7th Avenue station access changes. Five of the comments supported the reconfiguration. Five were opposed, however some of those opposed were mainly focused on getting NYCT to make the 7th Avenue station ADA accessible.

Borough Hall 4 5 Station

The center mezzanine over the Lexington line 4 5 platforms at Borough Hall station in downtown Brooklyn has street stairs on both the north and south sides of Joralemon Street. There are three overpasses connecting the north and south sides of the mezzanine, with the center overpass currently free-zone. This free-zone overpass allows customers who have entered on the northside of Joralemon Street to access the station agent in the booth on the southside of the mezzanine. It is proposed to convert the free-zone overpass to paid-zone to allow for expanded fare control lines on both the north and south sides of Joralemon St. Passengers on the northside of Joralemon Street who need to access the station agent would have to cross Joralemon Street at street-level and enter the station on the southside. See attachment 2.

It is proposed to convert the center free-zone overpass to paid-zone so there will be sufficient space to install more turnstiles to serve the southside mezzanine. Currently there is room for only two low turnstiles at one platform stair and three turnstiles at the other stair. This is insufficient capacity and there is frequently congestion. Converting the center overpass to a paid-zone will create enough space to relocate turnstiles and add more of them. This reconfiguration will also allow for more turnstiles to serve the northside mezzanine.

Ridership is split almost equally between the north and southsides of the mezzanine - 52% of the center mezzanine's ridership uses the northside and 48% uses the southside. Passengers on the northside of Joralemon Street would have to walk about 80 feet across Joralemon to enter the station on the south-side to access the station agent. However, passengers on the northside will have improved access to all platforms because the northside control lines will also be improved - high wheel turnstiles will be replaced by low turnstiles, greatly expanding fare control capacity and eliminating existing congestion. There will continue to be Metrocard vending machines on the northside, as well as a help point intercom and CCTV coverage.

A total of five comments were received from the public focusing on the proposed access changes at Borough Hall station. Four of the comments supported the changes and one comment was in opposition.

Recommendation

The MTA Board approve the proposed station access changes at the 7th Avenue **F** **G** and Borough Hall **4** **5** stations in Brooklyn.

Alternative to the Proposed Service Change

7th Avenue Station

Add additional turnstiles but leave the station agent booth in the center of the mezzanine.

While the booth would be accessible at mezzanine level to both ends of the station, it would remain isolated from virtually all customers.

Add additional turnstiles and shift the booth to 7th Avenue, but leave open the mezzanine between 8th and 7th Avenues.

This would create a free-zone passageway that would be 620 feet long and would have minimal use.

Staff Summary



Page 4 of 7

Borough Hall Station

Maintain the center overpass as a free-zone passageway.

The fare control lines of the northside of the mezzanine could be improved somewhat. However, on the southside of the mezzanine, there would be insufficient space to cleanly add turnstiles and fare control would remain inadequate and congested.

Budget Impact

At the 7th Avenue station, implementation of the reconfiguration will cost approximately \$400,000. This includes shifting and expanding the turnstile arrays, relocation of the station agent booth and modification of CCTV cameras. There would be a small decrease in annual operating costs since 18,000 square feet of mezzanine area, currently open for passenger circulation, would be closed off from passenger use.

At the Borough Hall station, implementation of the access change would be part of an overall station renewal capital project. There would be no impact on annual operating cost.

Proposed Implementation Date

The reconfiguration of the 7th Avenue station mezzanine would be implemented in 2016. The capital project at Borough Hall station is scheduled to start construction in late 2016.

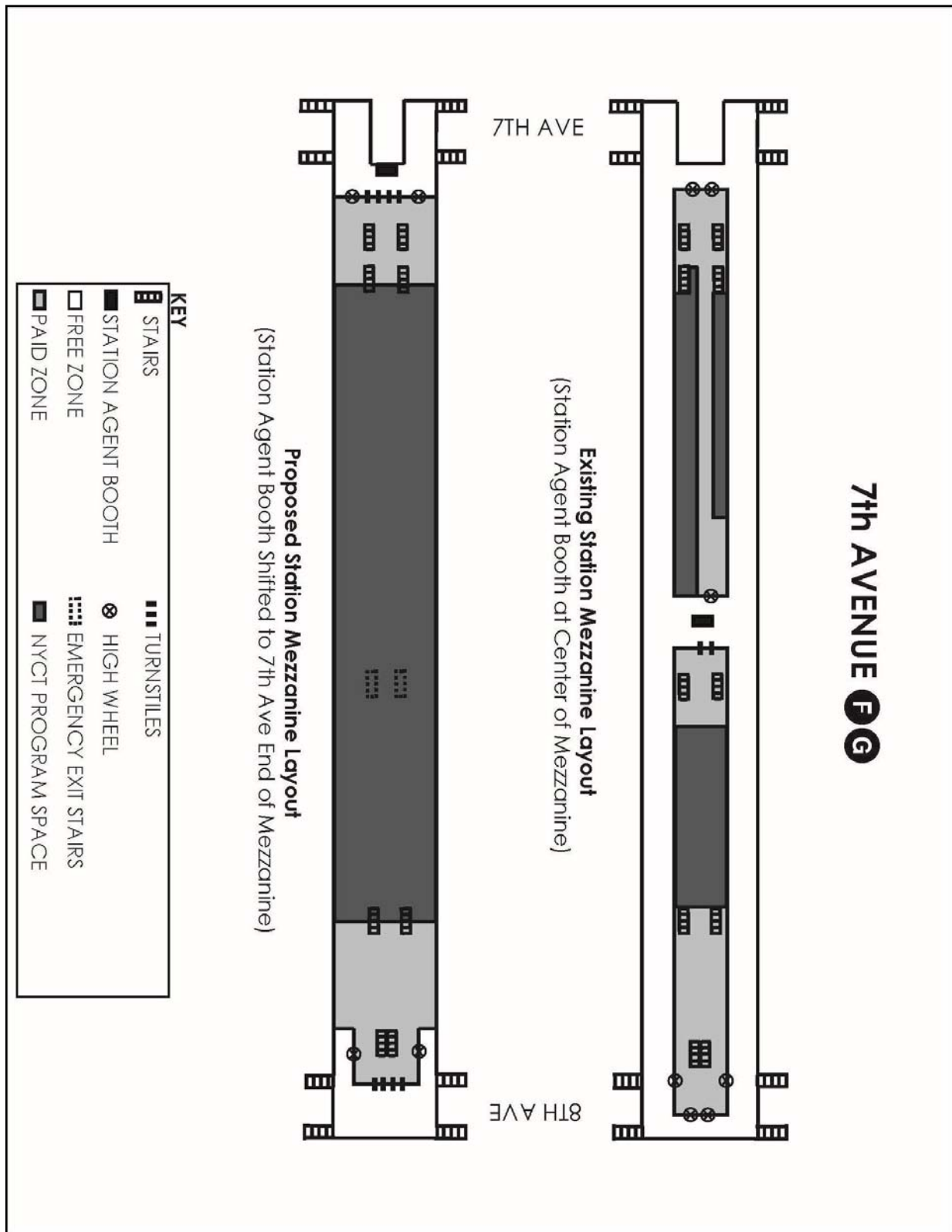
Approved:

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

Veronique Hakim
President

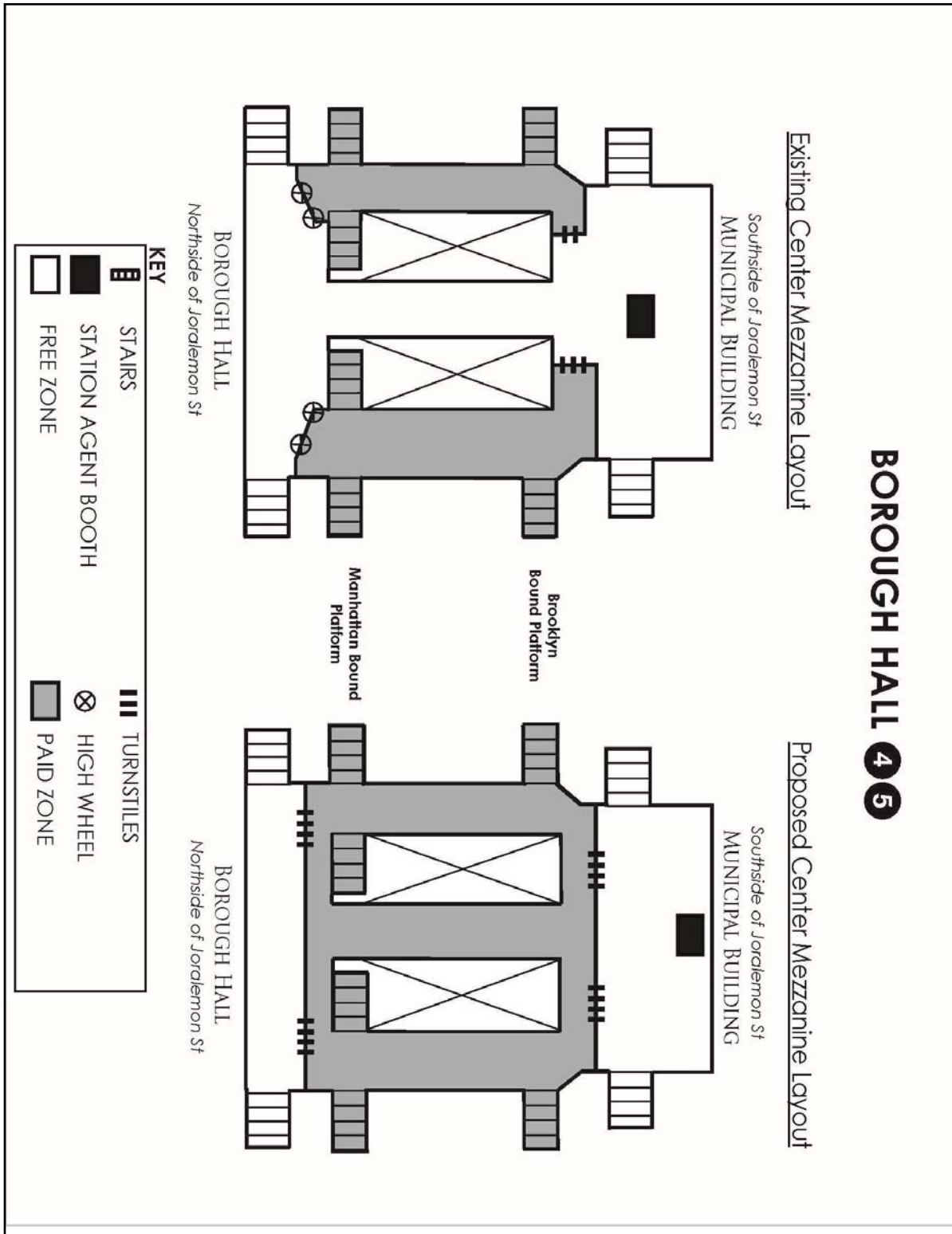
Staff Summary

Attachment 1



The legal name of MTA New York City Transit is New York City Transit Authority.

Attachment 2



The legal name of MTA New York City Transit is New York City Transit Authority.

**SERVICE CHANGES: PUBLIC HEARING:
M5, M1 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. The M5 serves 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. The short turns and frequent delays result in uneven and unreliable service. The proposal would split the M5 into two routes: the northern route would run between the George Washington Bridge Bus Terminal and Midtown (in the general vicinity of West 37th Street) and the southern route (M55) would run between Midtown (West 37th Street) and the South Ferry Terminal.

Splitting the M5 route into two shorter routes should 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. The Midtown location was chosen based on the combination of customer impact and the availability of layover space. It is estimated that 14% of M5 customers would have to transfer between the north and south portions of the route in order to complete their trip, but the majority of customers will experience improved reliability without any inconvenience.

A greater overlap of the north and south portions of the route that would cover more of the midtown area would reduce the number of customers requiring a transfer. However, this option is not possible at this time due to the limited availability of additional bus vehicles to meet the required service.

The M1 runs between West 147th Street and Lenox Avenue and Astor Place. The M1 serves approximately 12,200 daily riders. Resources saved from the M5 split would be reallocated in an extension of the M1 route by one mile to Worth Street via Broadway southbound and Centre/Lafayette Streets northbound. This extension would mitigate the impact of the M5 split by providing additional southbound service on Broadway below 8th Street. This proposal would respond directly to repeated community requests for more north-south travel options south of 8th Street.

Recommendation

As per MTA service change guidelines, a public hearing is required for changes affecting 25% or more of a bus route. Hold a public hearing regarding the proposal to split the M5 into two routes and to extend the M1 route south to Worth Street.

Budget Impact

The net cost is estimated to be \$0.8M.

Proposed Implementation Date







Hold the public hearing in March 2016.

Staff Summary

Subject	M5, M1 Service Revisions
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah J. Wyss

Date	January 4, 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  MRC 1/4/16	3	VP General Counsel X 1-8-16
6	SVP Buses  1/15/16	2	VP GCR  1/7/16
5	VP Corp. Comm. X	1	Chief OP  1/6/16

1-11-16

Purpose

The purpose of this staff summary is to gain the approval of the President and the Chairman to hold a public hearing on a proposal to split the M5 route into two routes and to extend the M1 route south by one mile.

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 a.m. to 1 a.m. The M5 operates as a limited service only weekdays from approximately 6:30 a.m. to 6:30 p.m., 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 serves 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. The 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 per year.

The proposal would split the M5 into two routes: the northern route would run between the George Washington Bridge Bus Terminal and Midtown (in the general vicinity of West 37th Street) and the southern route (M55) would run between Midtown (West 37th Street) and the South Ferry Terminal.

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. The Midtown location was chosen based on the combination of

Staff Summary

customer impact and the availability of layover space. It is estimated that 14% of M5 customers would have to transfer between the north and south portions of the route in order to complete their trip, but the majority of customers will experience improved reliability without any inconvenience.

A greater overlap of the north and south portions of the route that would cover more of the midtown area is desirable as it would reduce the number of customers requiring a transfer. However, this option is not possible at this time due to the limited availability of additional bus vehicles to meet the required service.

The M1 is an 8-mile, north-south route that provides local and Limited-stop bus service in Manhattan between Lenox Avenue and West 147th Street and Astor Place via Lenox Avenue, 5th Avenue, East 8th Street, 4th Avenue, Park Avenue South and Madison Avenue. The M1 operates daily from approximately 5 a.m. to 1 a.m. The M1 operates limited service weekdays during peak hours in the peak direction only.

The proposal would extend every other M1 trip to Worth Street on weekdays and every trip would be extended on weekends. Resources saved from the M5 split would be reallocated in an extension of the M1 route by one mile to Worth Street via Broadway southbound and Centre/Lafayette Streets northbound. This extension would mitigate the impact of the M5 split by providing additional southbound service on Broadway below 8th Street. This proposal would respond directly to repeated community requests for more north-south travel options south of 8th Street.

NYCT has presented the proposal to the seven (7) affected Manhattan community boards (1, 2, 4, 5, 7, 9, and 12).

Recommendation

As per MTA service change guidelines, a public hearing is required for changes affecting 25% or more of a bus route. Hold a public hearing regarding the proposal to split the M5 into two routes and to extend the M1 route south to Worth Street.

Alternatives to the Public Hearing Request

Do Nothing. NYCT would lose the opportunity to address significant reliability issues on the longest bus route in Manhattan.

Budget Impact

This net cost is estimated to be \$0.8M.

Authorization to conduct a public hearing:



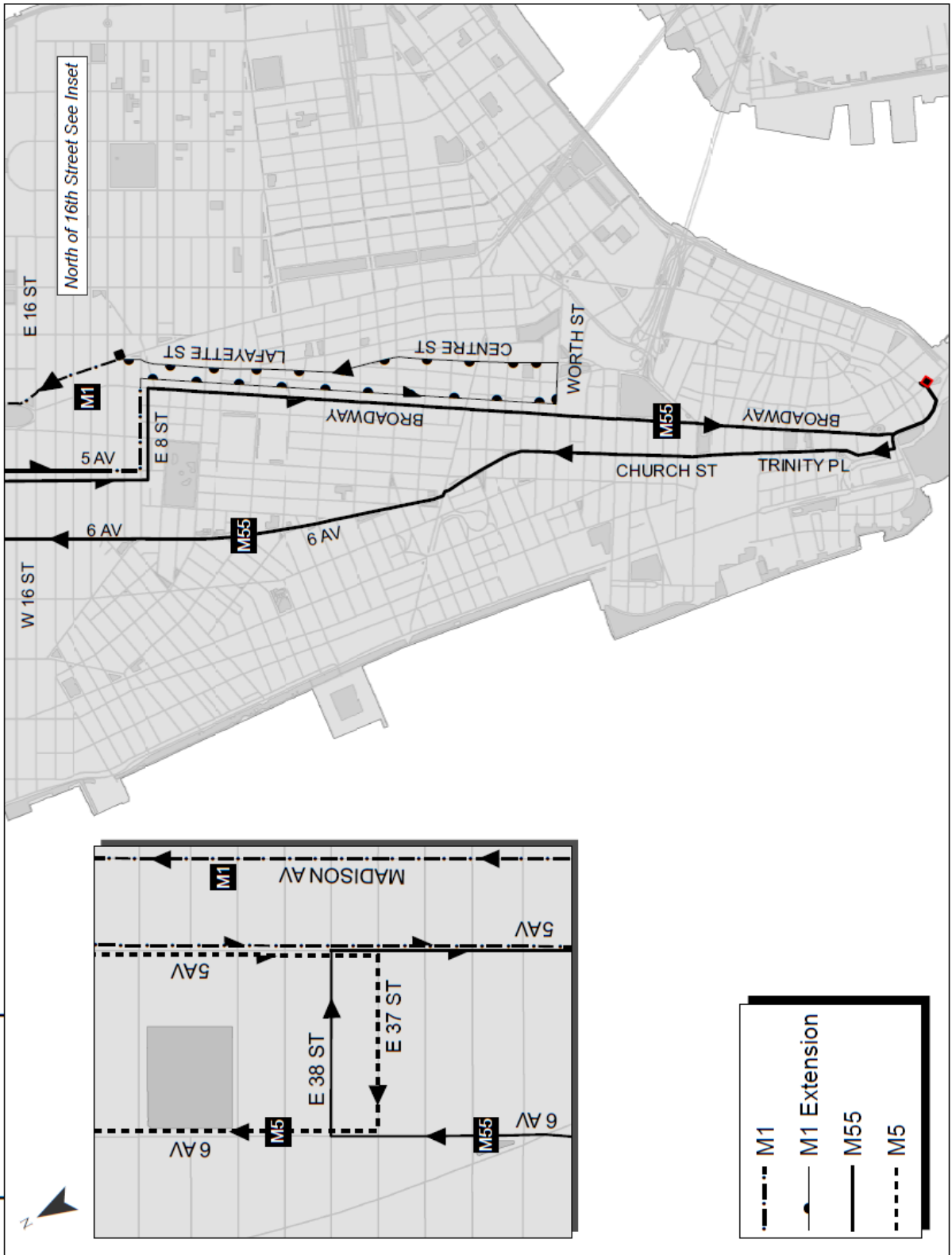
Veronique Hakim
President, NYCT



Thomas F. Prendergast
Chairman, MTA

Attachment 1

Proposed M5 Split at 37th/38th Street and M1 Extension to Worth Street



The legal name of MTA New York City Transit is New York City Transit Authority.

Report



New York City Transit

SERVICE CHANGES: REVISE B20 AND Q24 SERVICE IN EAST NEW YORK

Service Issue

Broadway Junction is a very congested area with service from five subway lines and five bus routes. The main access point for customers transferring between subway and buses is Van Sinderen Avenue. Van Sinderen Avenue is heavily congested with private vehicles, taxis, and pedestrians. In consultation with NYCT, NYC DOT proposed a new street configuration with expanded public areas. The proposal converts Van Sinderen Avenue to a one-way southbound street with a dedicated busway. The reconstruction project began in Summer 2015 and is expected to be completed in late Spring 2016. Prior to construction, the B20 and Q24 travelled northbound on Van Sinderen Avenue. When the DOT project is complete, northbound B20 and Q24 buses would have to permanently travel along Fulton Street and Eastern Parkway to Broadway. Both routes are currently using this travel path as a temporary detour during construction.

Recommendation

Revise B20 and Q24 bus service in East New York.

Budget Impact

The net operational cost associated with this service is \$36,000 annually for the B20 and \$58,000 annually for the Q24.

Proposed Implementation Date

Summer 2016.

Staff Summary

Subject	Revise B20 and Q24 Service in East New York
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	January 5, 2016
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	President	4	Director OMB
7	Executive VP <i>1/12/16</i> <i>ACTING</i>	3	VP General Counsel <i>x 1-8-16</i>
6	SVP Buses <i>1/15/16</i>	2	VP GCR <i>1/7/16</i>
5	VP Corp. Comm. <i>x</i>	1	Chief OP <i>1/6/16</i>

Purpose

To obtain approval of a recommendation to permanently revise the B20 and Q24 routes in East New York.

Discussion

Broadway Junction is a major transportation hub in East New York. The **ACJLZ** subway lines and the B20, B25, B83, Q24, and Q56 bus routes all provide transit service in the area. There is only one access point for the Broadway Junction station located on Van Sinderen Avenue. Four NYCT bus routes operate on Van Sinderen Avenue and one operates on Fulton Street. More than 5,200 customers transfer between the buses and subway at this station on an average weekday.

In an effort to address both vehicular and pedestrian challenges in the area, and in consultation with NYCT, NYC DOT developed a set of project goals that will improve bus operations, congestion, and the pedestrian environment at Broadway Junction. Major enhancements include the conversion of Van Sinderen Avenue to a one-way southbound street and separation between bus and general travel lanes on Van Sinderen Avenue, thus reducing conflicts and congestion. The widening of sidewalks at bus stops will allow for more open and free pedestrian movement while providing more space for customers waiting for the bus. Overall pedestrian safety and circulation will be improved by allowing transfers between bus and subway to take place without crossing the street.

The B83 and Q56 travel southbound on Van Sinderen Avenue and will not be affected by the one-way conversion. The B20 and Q24 travel north and south on Van Sinderen Avenue. These northbound buses will need to be rerouted, but the southbound buses will not be affected.

The B20 is a north-south route that provides local bus service between Spring Creek, Brooklyn and Ridgewood, Queens. The B20 travels along Linden Boulevard, Pennsylvania Avenue, Broadway, Decatur Street, Schaeffer Street, and Fresh Pond Road. In East New York, **ACJLZ** Broadway Junction station is a major mid-route transfer point located on Van

Sinderen Avenue between Broadway and Fulton Street. The B20 operates from 5 a.m. to 1 a.m. every day.

The Q24 is an east-west route that provides local service between Jamaica, Queens and Bushwick, Brooklyn. The Q24 travels along Jamaica Avenue, Archer Avenue, Atlantic Avenue, and Broadway. In East New York, **A C J L Z** Broadway Junction station is a major mid-route transfer point located on Van Sinderen Avenue between Broadway and Fulton Street. The Q24 operates at all times.

The B20 and Q24 share bus stops around Broadway Junction. In the north-west direction, both routes turn left onto Fulton Street, right onto Van Sinderen Avenue, and left onto Broadway. In the south-east direction, both routes travel from Broadway, right onto Van Sinderen Avenue, and left onto Fulton Street.

Recommendation

Revise B20 and Q24 bus service in East New York by discontinuing north and westbound routing via Van Sinderen Avenue. Northbound B20 trips and westbound Q24 trips would travel along their detoured route on Fulton Street, right on Eastern Parkway, and left on Broadway to resume their regular routing. Westbound B20 trips and eastbound Q24 trips would travel along their existing routing with no changes made.

The proposed permanent route revision allows customers to seamlessly transfer between the bus and subway without having to cross Van Sinderen Avenue. Both routes are currently using this travel path as a temporary detour during construction.

Alternatives to the Proposed Service Change

1. *Continue to operate the B20 and the Q24 north-west bound on Van Sinderen Avenue and Broadway with no change to existing routing.* NYCT would not be able to travel north on Van Sinderen Avenue after the DOT plaza and street conversion is completed.

Budget Impact

The net operational cost associated with this service is \$36,000 annually for the B20 and \$58,000 annually for the Q24.

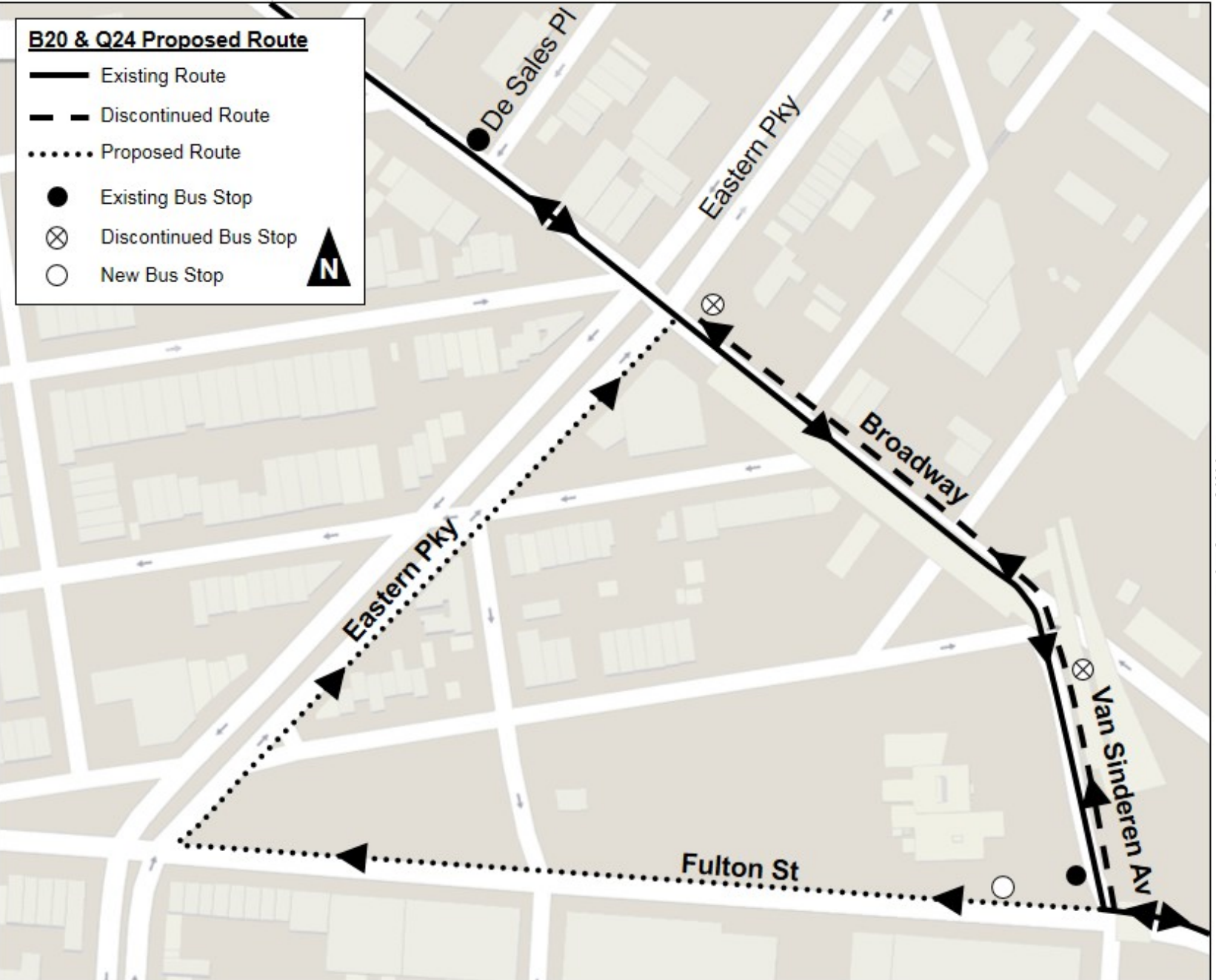
Proposed Implementation Date

Summer 2016.

Approved:



Veronique Hakim
President



Report



New York City Transit

SERVICE CHANGES: INCREASE THE EVENING SPAN ON THE Q30 TO QUEENSBOROUGH COMMUNITY COLLEGE

Service Issue

Q30 service to Queensborough Community College (QCC) currently ends at 5:59 p.m. and does not provide sufficient evening service for students and faculty at QCC and local residents. This issue was identified as part of the Northeast Queens Bus Study.

Recommendation

Increase the Q30 evening span from 5:59 p.m. to 11:09 p.m.

Budget Impact

The annual net operational cost associated with this service is \$0.4 million.

Proposed Implementation Date

April 3, 2016

Staff Summary

Subject	Revise Q30 Span to Queensborough Community College
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	January 5, 2015
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	President <i>WA</i>	4	VP General Counsel <i>X</i> 1/8/16
7	Executive VP <i>ACTIVE MFC 1/15/16</i>	3	Director OMB <i>MS</i>
6	SVP Buses <i>1/15/16</i>	2	VP GCR <i>1/17/16</i>
5	VP Corp. Comm. <i>X</i>	1	Chief OP <i>1/16/16</i>

1-11-16

Purpose

To obtain presidential approval and inform the board of a recommendation to permanently extend the span of the Q30 to Queensborough Community College (QCC) branch from 5:59 p.m. to 11:09 p.m.

Discussion

The Q30 is an east-west route that has two service branches providing local service in Queens. One branch operates from **E J Z** Sutphin Blvd - Archer Av - JFK Airport and LIRR Jamaica station to Little Neck, and the other operates between **E J Z** Sutphin Blvd - Archer Av - JFK Airport and LIRR Jamaica station and QCC in Bayside, Queens. The Q30 travels along Jamaica Avenue, Utopia Parkway, Horace Harding Expressway service road, and Little Neck Parkway (towards Little Neck), and Springfield Boulevard (towards QCC). The Q30 operates from Jamaica towards Little Neck from 5:00 a.m. to 12:25 a.m. weekdays and weekends and towards QCC on weekdays only from 6:27 a.m. to 5:59 p.m.

The Q30 was originally extended to QCC in January of 2013 to provide better service to local residents and students and faculty of QCC and Benjamin N. Cardozo High School.

An increase to the evening span has been continually requested by members of the Queens community since the service was extended. Late night service throughout Northeast Queens was also identified as a recommendation in the Northeast Queens Bus Study. QCC is also served by the Q27 bus route which operates until 11:09 p.m. Extending the Q30 weekday service span to match the Q27 weekday span will provide students and faculty with another bus option.

Recommendation

Extend the Q30 evening span from 5:59 p.m. to 11:09 p.m. to better serve students and faculty at QCC.

The legal name of MTA New York City Transit is New York City Transit Authority.

Alternatives to the Proposed Service Change

1. *Continue to operate the Q30 service to QCC ending at 5:59 p.m.* This would not provide any of the additional service to QCC that has been requested by members of the community.

Budget Impact

The annual net operational cost associated with this service is \$0.4 million.

Proposed Implementation Date

April 3, 2016

Approved:



Veronique Hakim
President, NYCT

SERVICE CHANGES: BUS SCHEDULE CHANGES EFFECTIVE APRIL 2016

Service Issue

To ensure that bus schedules accurately match current rider demand and operating conditions, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. NYC Transit routinely changes service to reflect changes in demand in compliance with MTA Board-adopted bus loading guidelines. These changes also address the need for running time adjustments to more accurately reflect observed traffic conditions. Major changes in service (e.g., new routes, route extensions and restructures, limited-stop or Select Bus Service implementation) are not included, and are presented in separate Staff Summaries if applicable.

Under the NYCT bus schedule review program all of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Recommendation

96 bus schedule changes (on 74 routes) are proposed for implementation in April 2016.

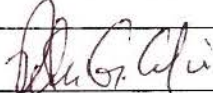
Budget Impact

Implementation of the April 2016 schedule changes is estimated to save \$0.6 million annually. This savings will be incorporated into the 2016 operating budget.

Proposed Implementation Date

April 2016.

Staff Summary

Subject	Bus Schedule Changes Effective April 2016
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Francisca Gomez

Date	January 4, 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  1-8-16
7	ACTING Executive VP  1/14/16	3	Director OMB 
6	SVP Buses  1/15/16	2	VP GCR  1/17/16
5	VP Corp. Comm.  1-11-16	1	Chief OP  1/16/16

Purpose

To obtain Presidential approval, and to inform the NYC Transit Committee, of ongoing bus schedule changes in response to changes in ridership, and revised running times where applicable that more closely match operating conditions.

Discussion

Under the NYCT bus schedule review program all of the weekday NYCT express bus route schedules, approximately 50% of the weekday NYCT local bus route schedules and approximately 25% of the weekend NYCT local and express bus route schedules are evaluated each year. Bus routes are selected for review based on the time elapsed since the previous review. In addition, schedules on routes where destinations have changed or route paths have been significantly modified are reviewed as soon as practicable after the service change to determine if follow up adjustments are required.

Bus schedule changes identified for implementation in April 2016 are a product of NYC Transit's continuing effort to review and revise bus schedules to ensure that they accurately meet customer demand, include running times adjusted to reflect the most recent traffic conditions, and comply with MTA Board-adopted bus loading guidelines. Major changes in service (e.g., new routes, route extensions and restructures, limited-stop or Select Bus Service implementation) are not included, and are presented in separate Staff Summaries if applicable.

Recommendation

Ninety-six bus schedule changes (on 74 routes) have been identified for proposed changes in service levels and/or running times in April 2016 (see Attachment 1).

1. 53 of the 96 bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.
2. 28 bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.
3. 15 bus schedule changes contain modifications in running times to improve reliability utilizing information on the latest available traffic conditions.

Alternative to the Proposed Service Change

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

Budget Impact

Implementation of the April 2016 schedule changes is estimated to save \$0.6 million annually. These savings will be incorporated into the 2016 operating budget.

Proposed Implementation Date

April 2016

Approved:



Veronique Hakim
President

**Attachment 1
April 2016 - Page 1 of 3**

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles Change
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B01	2	2	85%	85%	6	6	84%	84%	3	3	95%	95%	6	6	76%	76%	+0.5%
B03	4.5	4.5	96%	96%	9	9	64%	64%	9	8	95%	83%	12	12	91%	91%	+1.2%
B08	5	5	88%	88%	15	10	127%	85%	9	7	104%	81%	10	10	93%	93%	+1.7%
B16	5	4.5	105%	97%	-	-	-	-	-	-	-	-	-	-	-	-	+1.3%
B35	3	3	93%	93%	4.5	5	68%	74%	3	3	91%	91%	4	3.5	104%	89%	-2.2%
B44-SBS	3.5	4	66%	71%	8	9	56%	64%	6	6	86%	86%	8	8	87%	87%	-8.7%
B57	12	12	94%	94%	20	20	61%	61%	10	12	65%	84%	20	20	51%	51%	-2.9%
B60 (**)	9	8	88%	77%	15	12	108%	86%	9	10	70%	85%	15	15	71%	71%	0.0%
B67/B69	6	5.5	90%	82%	12	12	69%	69%	9	9	68%	68%	15	15	63%	63%	+4.7%
B74	8	8	94%	94%	15	15	94%	94%	7	7	70%	70%	10	9	92%	77%	+3.7%
Bx1/Bx2	4	3.5	95%	88%	4	4.5	88%	94%	3.5	3.5	77%	77%	5	5	65%	68%	-2.9%
Bx03	6	5	111%	92%	8	7	101%	83%	6	6	90%	90%	8	8	96%	96%	+1.3%
Bx05	4	5	76%	83%	10	10	85%	85%	8	9	72%	84%	9	9	90%	90%	-3.7%
Bx09	4	4.5	66%	71%	9	9	82%	82%	4	4	60%	60%	9	10	65%	76%	-2.0%
Bx11	5.5	5	106%	97%	9	10	81%	94%	5.5	5.5	83%	83%	10	8	120%	88%	+2.1%
Bx12	9	10	64%	79%	10	12	53%	64%	7	8	51%	59%	12	15	46%	90%	-4.9%
Bx12 - SBS	4	3.5	95%	90%	6	6	95%	95%	5	5	80%	80%	5.5	6	75%	84%	-1.0%
Bx13	4	4	93%	93%	10	9	110%	94%	4	4	83%	83%	7	6	101%	91%	+2.4%
Bx15	3.5	3	113%	92%	5.5	6	72%	80%	4	4	72%	72%	5.5	6	75%	85%	-0.6%
Bx16	7	8	110%	99%	20	20	94%	94%	10	10	87%	87%	20	20	96%	96%	+2.3%
Bx26	6	6	87%	87%	15	15	76%	76%	8	9	68%	78%	15	15	98%	98%	-5.2%
Bx27	5	4	120%	96%	12	12	87%	87%	7	6	95%	85%	40	40	85%	85%	+2.0%
M11	15	10	139%	80%	10	12	63%	75%	12	12	100%	100%	12	15	51%	64%	-5.5%
M14	1.5	2	75%	78%	4	4.5	53%	57%	3	3.5	67%	76%	4	5.5	53%	65%	-3.7%
Q16	8	6	122%	98%	20	20	81%	81%	9	9	64%	64%	20	20	92%	92%	+1.4%
Q36	8	7	103%	91%	15	15	76%	76%	8	8	89%	89%	10	10	71%	71%	+3.8%
Q46	1.5	2	79%	87%	6	6	81%	81%	2	2.5	72%	78%	2.5	3	55%	55%	-2.0%
Q55	6	5	119%	99%	15	15	92%	92%	8	8	78%	78%	12	12	84%	84%	-0.6%
Q56	10	10	80%	80%	10	12	68%	81%	10	10	66%	66%	20	20	77%	77%	-6.5%
Q58	2.5	2	101%	94%	8	9	81%	95%	3	3	73%	73%	4	3.5	68%	64%	+8.4%
Q83	3	2.5	90%	86%	10	10	71%	71%	4.5	5	74%	80%	7	8	67%	81%	-2.0%
Q88	3	3	99%	99%	12	9	123%	88%	4	4	78%	78%	15	15	88%	88%	+4.3%
S53 (**)	8	6	117%	94%	10	12	74%	88%	7	7	78%	78%	9	8	86%	73%	0.0%
S54	7	7	81%	81%	30	30	35%	35%	30	20	154%	88%	30	30	31%	31%	-4.9%
S57	10	9	84%	69%	30	30	44%	44%	30	20	142%	94%	30	30	31%	31%	-1.2%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

Routes with running time changes only - B48 and B49

(**) Trip adjustment

Attachment 1
April 2016 - Page 2 of 3

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route																	Change
S89	15	15	65%	65%	-	-	-	-	12	15	50%	81%	30	30	22%	22%	-2.7%
S93	10	8	96%	69%	30	20	114%	76%	15	10	141%	81%	30	20	142%	94%	+17.0%
X27	5	5	87%	95%	30	30	50%	50%	10	10	79%	79%	12	15	42%	59%	-5.9%
X28	6	7	79%	87%	30	30	47%	47%	9	9	72%	72%	20	20	62%	62%	-5.4%
X37	6	6	88%	88%	-	-	-	-	9	10	74%	86%	-	-	-	-	-5.5%
X38	8	9	76%	87%	-	-	-	-	10	10	85%	85%	-	-	-	-	-3.3%

Saturday	Morning				Midday				Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route																	Change
B06	4.5	4.5	74%	74%	4.5	5	62%	68%	5	5	91%	91%	5.5	5.5	84%	84%	-0.5%
B08	15	12	108%	86%	10	12	64%	77%	10	10	83%	83%	12	12	73%	73%	-5.4%
B09	12	15	60%	75%	10	12	67%	80%	10	12	58%	69%	15	15	59%	59%	-9.7%
B14	20	20	67%	67%	15	15	88%	88%	15	15	87%	87%	20	20	87%	87%	+0.7%
B25	12	15	49%	61%	7.5	7.5	81%	81%	7.5	7.5	78%	78%	12	12	92%	92%	-4.7%
B41	7	7	78%	78%	4	4	94%	94%	3.5	3.5	84%	84%	4.5	5	55%	59%	-2.1%
B62	15	20	43%	58%	10	12	53%	64%	7.5	7.5	56%	56%	12	15	55%	69%	-7.5%
Bx1/Bx2	12	10	103%	86%	5.5	6	79%	87%	6	6	82%	82%	8	8	75%	75%	-2.0%
Bx04	12	12	63%	63%	10	12	68%	81%	12	12	74%	74%	12	12	66%	66%	-6.1%
Bx16	20	20	75%	75%	15	20	48%	64%	15	15	65%	65%	15	20	40%	54%	-3.3%
Bx33	30	30	44%	44%	20	20	54%	54%	20	30	45%	69%	30	30	29%	29%	-5.5%
Bx36	8	7	105%	87%	8	7	89%	73%	7	7	90%	90%	10	9	102%	87%	+4.8%
Bx39 (**)	12	12	76%	76%	12	12	71%	71%	12	12	88%	88%	12	12	67%	67%	0.0%
Bx41	12	12	41%	41%	15	15	75%	75%	10	12	54%	65%	12	12	52%	52%	-6.4%
M10	12	15	51%	64%	10	10	73%	73%	10	10	75%	75%	15	15	79%	79%	-2.4%
M57	15	20	38%	51%	10	12	41%	49%	10	12	60%	72%	15	20	47%	62%	-17.0%
M60 - SBS	10	10	70%	70%	9	10	57%	66%	8	9	60%	68%	9	10	55%	64%	-4.4%
M100	15	15	93%	93%	10	12	58%	69%	12	12	94%	94%	12	15	62%	77%	-3.4%
M101	15	12	147%	76%	8	9	67%	76%	12	12	91%	91%	15	12	105%	54%	+2.1%
M102	15	20	41%	55%	12	15	36%	69%	9	10	70%	82%	15	15	72%	72%	-3.0%
M103	20	20	30%	30%	12	12	34%	34%	10	12	42%	50%	15	15	55%	55%	-4.8%
M104	10	10	80%	80%	7	6	102%	92%	5	6	60%	78%	7	8	58%	71%	-4.2%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

Routes with running time changes only -B7, B16, BX41-SBS, BX46, Q16

(**) Trip adjustment

**Attachment 1
April 2016 - Page 3 of 3**

The table below shows the headways and percent of guideline capacity at the maximum load point for four selected one hour time periods during the service day. It does not necessarily reflect all changes in the schedules, some of which take place during time periods not shown in the table.

Sunday Route	Morning				Midday				Afternoon				Evening				Rev Miles Change
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
B06	8	8	84%	84%	8	8	91%	91%	6	7	73%	81%	7	8	67%	82%	-3.9%
B09	15	15	77%	77%	10	10	83%	83%	10	12	55%	66%	15	15	63%	63%	-1.1%
B26	20	20	83%	83%	12	12	89%	89%	10	10	70%	70%	15	20	56%	75%	-1.2%
B38	12	10	118%	99%	9	7	123%	86%	8	8	97%	97%	15	10	129%	86%	+13.0%
B41	9	9	77%	77%	4.5	4.5	83%	83%	4.5	4	103%	96%	5	6	61%	73%	-1.7%
B54	20	20	69%	69%	12	15	54%	68%	12	12	75%	75%	20	20	89%	89%	-3.9%
B60	20	20	68%	68%	15	20	63%	83%	15	20	63%	84%	20	20	58%	58%	-11.9%
Bx04	15	15	69%	69%	12	12	52%	52%	12	12	48%	48%	10	12	38%	46%	-1.1%
Bx33	30	30	26%	26%	20	30	29%	43%	20	30	29%	43%	30	30	26%	26%	-17.0%
Bx35	10	10	94%	94%	9	9	95%	95%	10	9	107%	92%	15	12	123%	98%	+4.0%
Bx39 (**)	15	12	101%	52%	12	12	55%	55%	10	12	59%	71%	12	12	54%	54%	0.0%
M10	20	20	73%	73%	12	10	111%	92%	15	12	118%	94%	15	15	68%	68%	+5.6%
M14	8	8	63%	63%	5	5	72%	72%	4	5	56%	75%	4	5	31%	42%	-3.2%
M60 - SBS	15	12	108%	55%	9	9	77%	77%	9	10	59%	69%	12	12	76%	76%	+1.7%
Q48	30	30	81%	81%	20	30	33%	50%	30	30	94%	94%	30	20	128%	85%	-4.2%
S52	30	30	42%	42%	30	30	46%	46%	30	30	76%	76%	20	30	58%	88%	-2.6%
S59	20	30	47%	71%	30	30	65%	65%	20	20	67%	67%	30	30	40%	40%	-9.7%
S61	30	30	67%	67%	15	15	69%	69%	30	20	115%	77%	30	30	60%	60%	+2.1%

Local bus guidelines call for standees during peak periods and up to a seated load during non-peak periods and on weekends. Express bus guidelines call for up to a seated load at all times. Weekday AM and PM peak headways and percent of guideline capacity based on peak hour. Midday, evening, and weekend headways and percent of guideline capacity based on a representative hour during the time periods described in the headings.

Routes with running time changes only -B20, BX16, BX32, BX41-SBS, Q16, Q76, Q77, S57

(**) Trip adjustment



**SERVICE CHANGES: NYCT/MTA BUS COMMITTEE
NOTIFICATION
Q70 SCHEDULE CHANGE**

SERVICE ISSUE:

The Q70 is a limited-stop bus route providing non-stop service connecting LaGuardia Airport's central terminals (Terminals B, C and D) with regional transit hubs in Jackson Heights and Woodside, Queens, where passengers may connect to the **E F M R 7** subways, the Long Island Rail Road or buses.

The Q70 has been in operation since September 2013, and has proven to be an attractive transit option for passengers as evidenced by the continued trend of increasing ridership and positive feedback. Even though ridership has been increasing and continues to trend up, the schedule of the Q70 has remained mostly unchanged since the launch of service, with the exception of minor increases in service during the shoulder periods.

RECOMMENDED SOLUTION:

To address the current ridership increases on the Q70 limited-stop bus route, it is recommended to improve service frequencies during most hours of the day, seven days a week. The Q70 directly connects LaGuardia Airport with the regional transit network (subways, the Long Island Rail Road and buses). Peak daytime frequencies would be improved from every 12 minutes to every 8-10 minutes. Ridership on the Q70 has continued to grow since its introduction in September 2013, and this trend is expected to continue. These frequency improvements would also help to encourage airline travelers to use transit to access LaGuardia Airport.

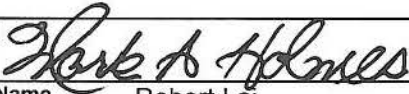
ESTIMATED IMPACT:

The net result of the recommended revision would be an increase in operating cost of approximately \$753,000 annually. Provision for this cost has been incorporated in the budget.

PLANNED IMPLEMENTATION:

April 2016

Staff Summary

Subject	Q70 Schedule Change
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	
Project Manager Name	Robert Lai

Date	January 8, 2016
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	President		X		
2	NYCT/MTA Bus Comm			X	

Internal Approvals			
Order	Approval	Order	Approval
4	President	1/14/16	
3	Executive Vice President	1/12/16	
2	VP, Government and Community Relations	1/11/16	
1	VP, Transportation, Safety & Training		MTA for S. Vidal

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise the schedule, improving service frequencies, of the Q70 limited-stop bus route between LaGuardia Airport and Jackson Heights/Woodside, Queens.

DISCUSSION:

The Q70 is a limited-stop bus route providing non-stop service connecting LaGuardia Airport's central terminals (Terminals B, C and D) with regional transit hubs in Jackson Heights and Woodside, Queens, where passengers may connect to the **E F M R 7** subways, the Long Island Rail Road or buses. The transit hubs in Jackson Heights and Woodside are the only bus stops the Q70 serves outside of LaGuardia Airport, enabling the route to provide fast and reliable service via limited-access highways. The Q70 has proven to be an attractive transit option for passengers as evidenced by the continued trend of increasing ridership and positive feedback since service was implemented in September 2013. The travel time on the Q70 between Jackson Heights and LaGuardia Airport is approximately 8-12 minutes. The connection at Woodside provides access to and from all easterly branches of the Long Island Rail Road and Penn Station in Manhattan.

The Q70 travels a one-way distance of approximately 4.5 miles, currently transporting approximately 4,000 passengers per weekday, 3,050 passengers per Saturday and 3,320 passengers per Sunday. Ridership has been trending up. During the 12 months ending in November 2015, average weekday ridership was 18.1 percent higher than the previous 12-month period.

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

In addition to the ridership increases seen to date on the Q70, LaGuardia Airport will be undergoing major reconstruction of its passenger terminals beginning in the coming months of 2016 and lasting for several years, with the first work being the complete replacement of Terminal B. This construction effort will reduce the number of available on-airport parking spaces, as such, the Port Authority of New York and New Jersey plans to encourage the use of public transit to access LaGuardia Airport.

The schedule of the Q70 has remained mostly unchanged since the launch of service in September 2013, with the exception of minor increases in service during the shoulder periods. Q70 generally operates every 12 minutes during most of the day, seven days a week (approximately 8 AM to 10 PM). To address the current ridership increases and growth, it is proposed to improve the frequency of service on the Q70 during most hours of the day. For example, it is proposed that the Q70 operate every 8-10 minutes during the peak daytime hours, instead of every 12 minutes, as shown in the table below.

Current and Proposed Frequency in Minutes by Time of Day

Day	Early Mornings		Peak Daytime		Evenings	
	Current	Proposed	Current	Proposed	Current	Proposed
Weekday	15	12	12	8	15	12
Saturday	15	12	12	10	20	12
Sunday	15	12	12	10	20	12

RECOMMENDATION:

To address the current ridership increases on the Q70 limited-stop route, it is recommended to improve service frequencies during most hours of the day, seven days a week. The Q70 directly connects LaGuardia Airport with the regional transit network (subways, the Long Island Rail Road and buses). Peak daytime frequencies would be improved from every 12 minutes to every 8-10 minutes. Ridership on the Q70 has continued to grow since its introduction in September 2013, and this trend is expected to continue. These frequency improvements would also help to encourage airline travelers to use transit to access LaGuardia Airport.

ALTERNATIVES:

The only alternative would be to leave the current Q70 schedule unchanged. This would forgo the opportunity to address the increasing ridership on this route.

IMPACT ON FUNDING:

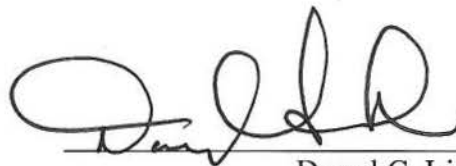
The net result of the recommended revision would be an increase in operating cost of approximately \$753,000 annually. Provision for this cost has been incorporated in the budget.

Staff Summary

IMPLEMENTATION:

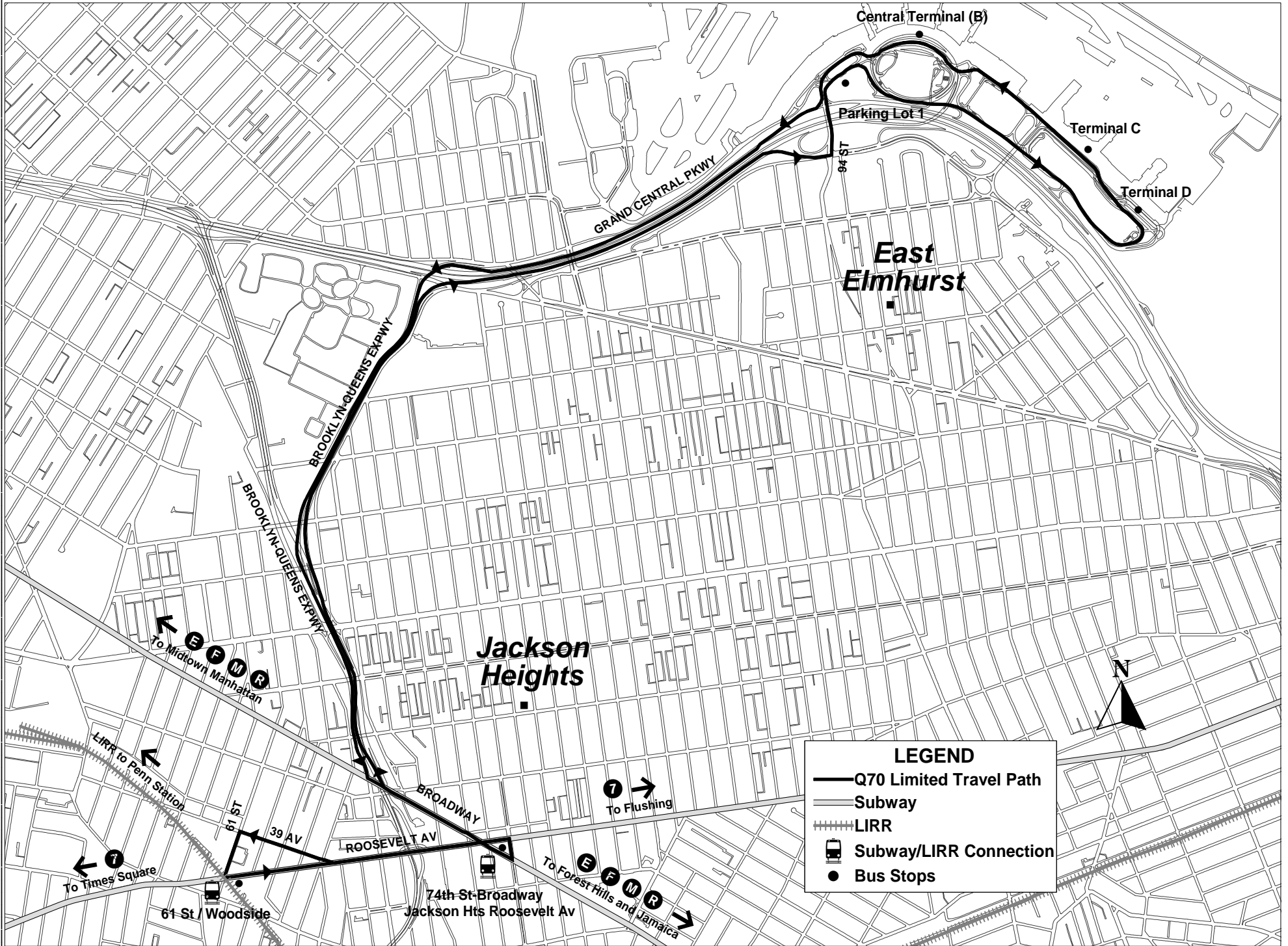
April 2016

Approved:



Darryl C. Irick
President

Q70 Limited





SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

Actual November 2015 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>November 2014</u>	<u>November 2015*</u>	<u>Difference</u>
Cash	2.5%	2.0%	(0.5%)
Single-Ride Ticket	0.8%	0.8%	(0.0%)
Bonus Pay-Per-Ride	42.6%	39.5%	(3.1%)
Non-Bonus Pay-Per-Ride	3.3%	5.3%	2.0%
7-Day Farecard	21.3%	22.4%	1.1%
30-Day Farecard	<u>29.5%</u>	<u>30.0%</u>	0.5%
Total	100.0%	100.0%	

* Preliminary

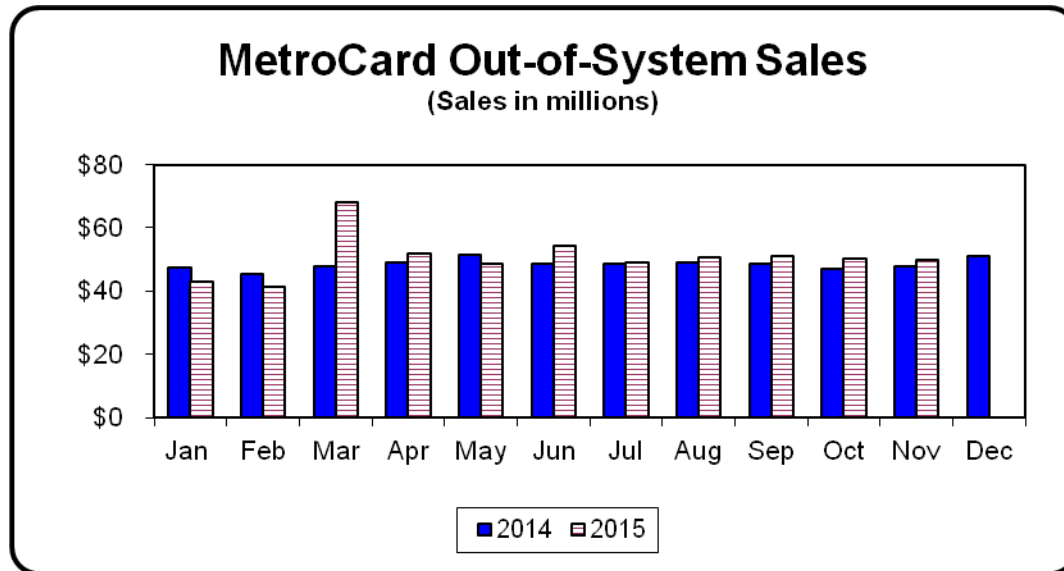
Note: Percentages may not add due to rounding.

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 November 2015 was 4,209, a 0.17 percent increase from the same period last year. The average value of a credit issued was \$70.95.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$50.0 million in November 2015, a 4.6 percent increase compared to November of 2014. Year to date sales totaled \$561.2 million, a 5.7 percent increase compared to the same period last year.



Retail Sales

There were 4,326 active out-of-system sales and distribution locations for MetroCards, generating \$24.0 million in sales revenue during November 2015.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 160,300 MetroCards valued at approximately \$13.9 million were made in November 2015 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$86.88. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 91,017 for November 2015, generating an additional \$10.6 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$267.3 million, a 13 percent increase when compared to last year.

Mobile Sales Program

In November 2015, the Mobile Sales unit completed 175 site visits, of which 115 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$91,000 in revenue was generated. In November 2015, the Mobile Sales unit assisted and enabled 1,610 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events including Francis Lewis HS (Queens).

Reduced-Fare Program

During November 2015 enrollment in the Reduced-Fare Program increased by 5,614 new customers, while 1,937 customers left the program. The total number of customers in the program is 990,061. Seniors account for 812,479 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 177,582 customers. Of those, a total of 38,079 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$7.7 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In November 2015, the EasyPay Reduced Fare program enrollment totaled 153,410 accounts. During the month, active EasyPay customers accounted for approximately 2.2 million subway and bus rides with \$2.2 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In November 2015, the EasyPay Xpress PPR program enrollment totaled 81,507 accounts. During this month, active Xpress PPR customers accounted for approximately 1.4 million subway, express bus and local bus rides with \$3.5 million charged to their accounts. Each active account averaged 21 trips per month, with an average monthly bill of \$55.

EasyPay Xpress Unlimited Program

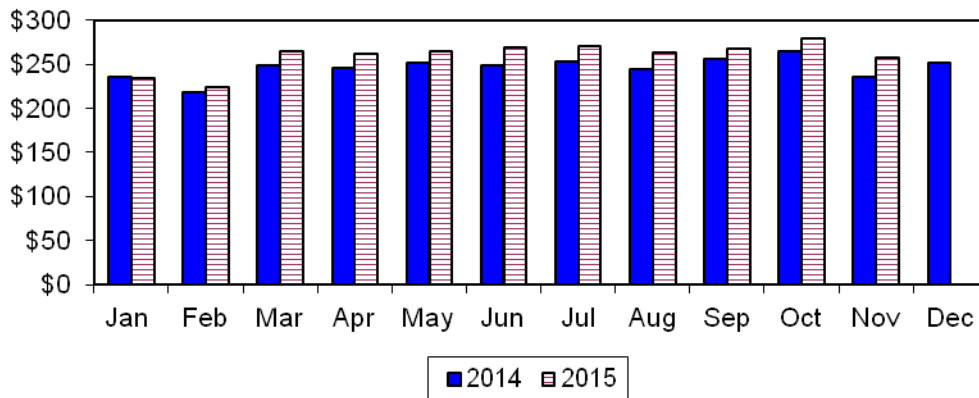
In November 2015, the EasyPay Xpress Unlimited program enrollment totaled 16,950 accounts. During this month, active Xpress Unlimited customers accounted for approximately 741,000 subway and local bus rides with \$1.6 million charged to their accounts. Each active account averaged 49 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during November 2015 totaled \$258.2 million, on a base of 14.5 million customer transactions. This represents a 1.1 percent decrease in vending machine transactions compared to the same period last year. During November 2015, MEMs accounted for 1,969,145 transactions resulting in \$51,820,933 in sales. Debit/credit card purchases accounted for 77.4 percent of total vending machine revenue, while cash purchases accounted for 22.6 percent. Debit/credit card transactions account for 53.3 percent of total vending machine transactions, while cash transactions account for 46.7 percent. The average credit sale was \$29.18, more than three times the average cash sale of \$8.58. The average debit sale was \$21.10.

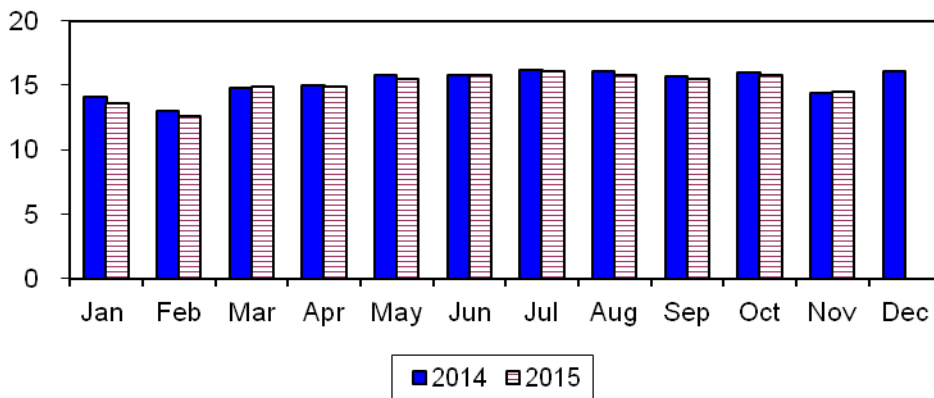
Vending Machine Sales

(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 - January 2016

data thru December 2015; \$s in million

	Budget	Expenditures
Final Design	\$ 119.4	118.0
Construction	1,905.2	1,849.8
Construction Management	51.0	46.5
Subway Project Reserve	25.2	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 2,014.4
HYDC-Funded Non-Subway Work [†]	266.0	243.7
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,258.0
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,311.0

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Systems Testing and Integration Start	October-2013
Revenue Service Date	September-2015

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	\$557.8	\$557.3	\$0.5	\$547.8	Aug-2011	Jun-2014	Feb-2016
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes^{††} <i>John P. Picone Inc.</i>	\$92.3	\$86.2	\$6.0	\$45.7	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 an Agreement with the Developer, which will extend the completion of Site P. Exact completion date will be decided after the Agreement is finalized.

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

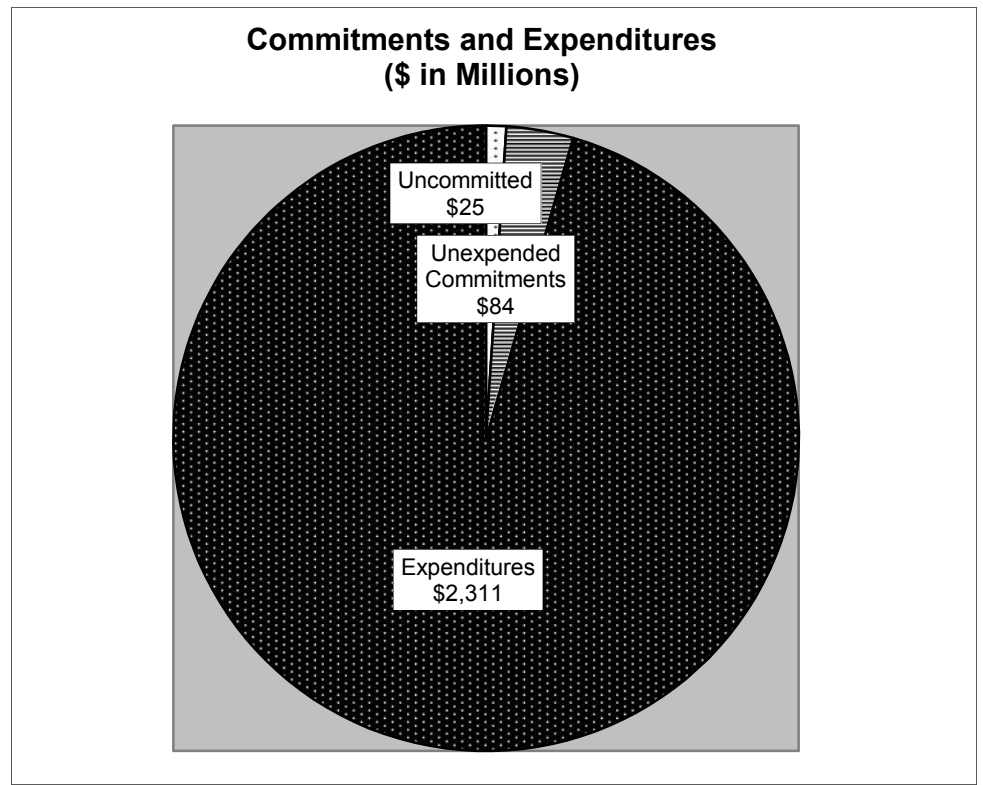
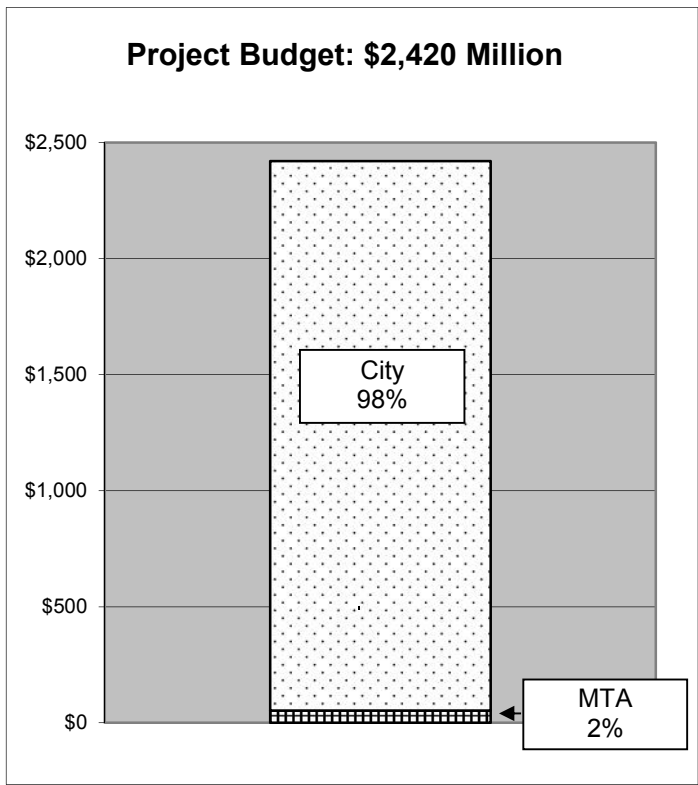
†† The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

7 Line Extension Status

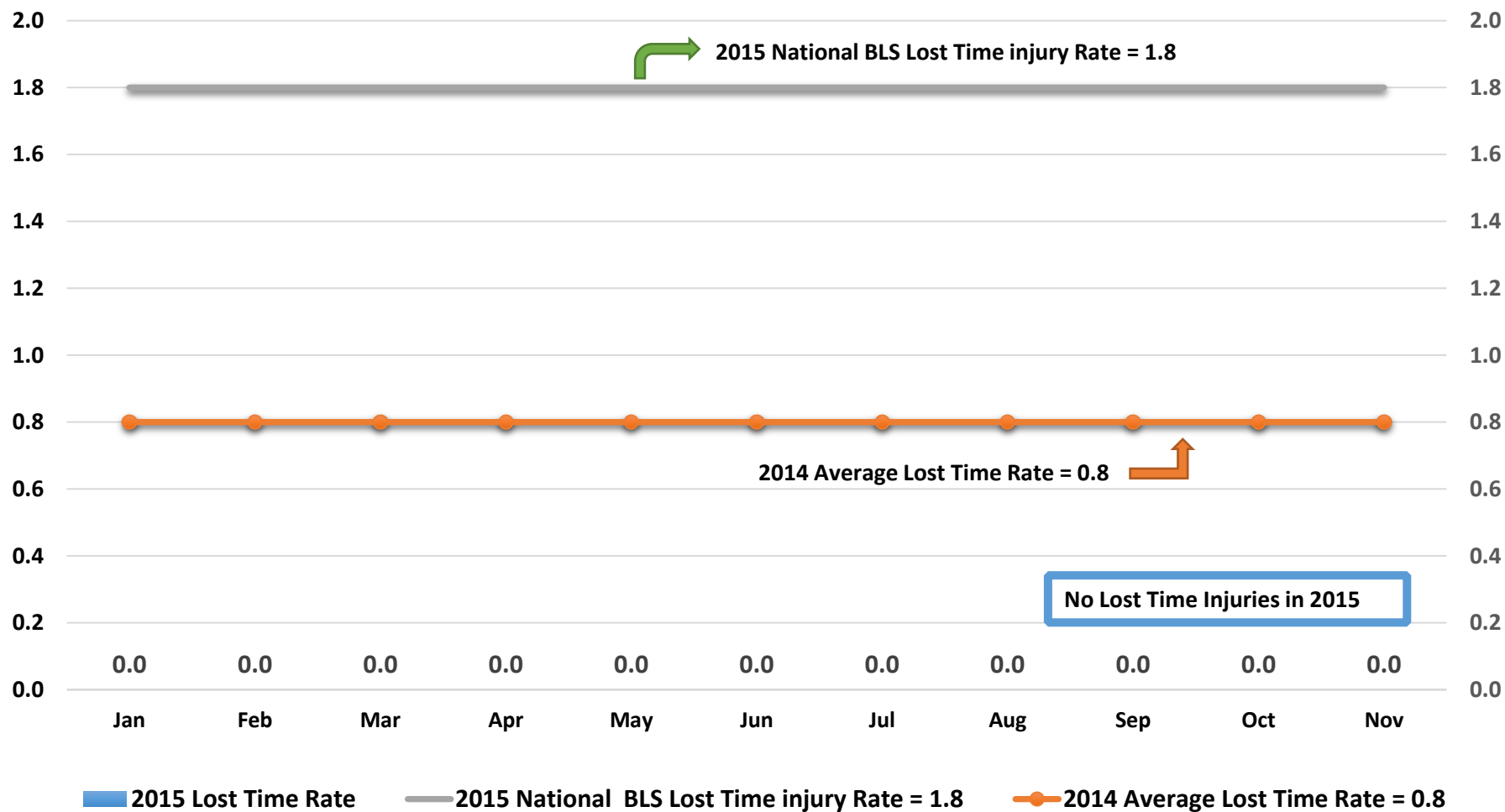
Report to the Transit Committee - January 2016
data thru December 2015

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	2,258
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,342	\$ 2,395	\$ 25	\$ 2,311

* MTA funding was for preliminary engineering and environmental review work.



7 Line 2015 Cumulative Profile of Lost Time Injury Rates



Second Ave Subway (Ph I) Active Construction Contracts

Report to the Transit Committee - January 2016

data thru December 2015; \$s in million

	Budget	Expenditures
Construction	\$ 3,393.3	\$ 2,774.4
Design	\$ 508.2	493.0
Construction Management	\$ 268.0	186.0
Real Estate	\$ 281.5	238.0
Total	\$ 4,451.0	\$ 3,691.5

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$205.9	\$202.6	\$3.3	\$187.1	Jul-2010	Jan-2011	May-2014	Mar-2016
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$270.5	\$12.4	\$183.4	Mar-2011	Jan-2012	Aug-2016	Dec-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$362.3	\$360.0	\$2.3	\$288.7	Mar-2011	Jun-2012	Dec-2015	Nov-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$289.3	\$288.1	\$1.2	\$207.6	Nov-2012	Feb-2013	Nov-2015	Nov-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$216.6	\$6.3	\$126.8	Oct-2013	Jun-2013	May-2016	Nov-2016

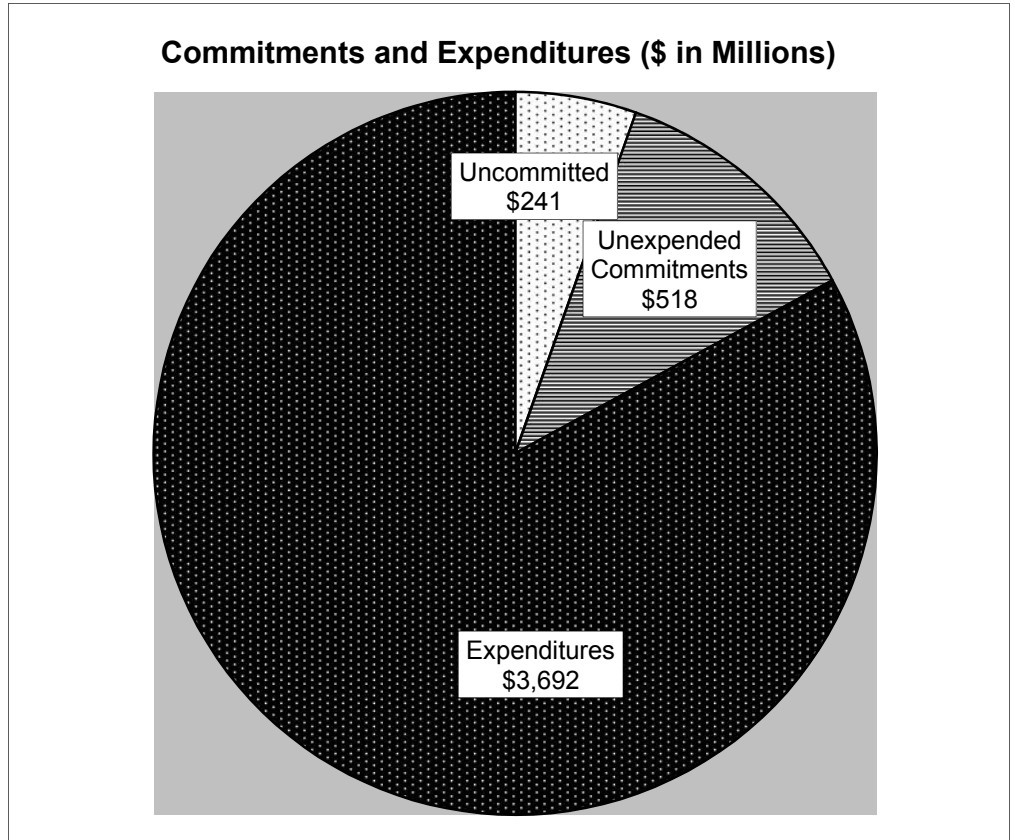
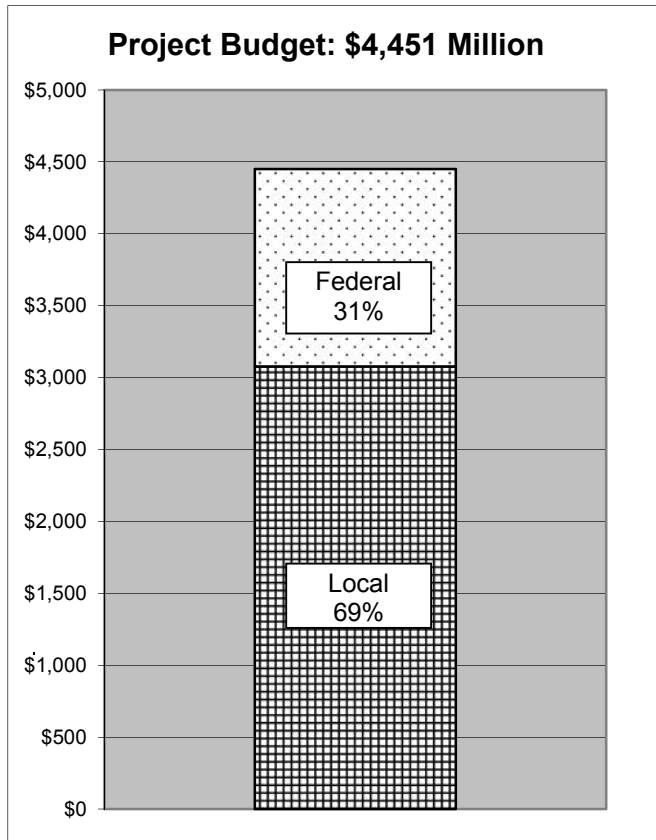
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - January 2016

data thru December 2015

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	\$ 1,041
2005-2009	1,914	846	1,068	944	1,880	34	1,697
2010-2014	1,487	1,487	-	-	1,280	207	953
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,210	\$ 241	\$ 3,692



SAS 2015 Cumulative Profile of Lost Time Injury Rates

