Transit & Bus Committee Meeting

June 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, 6/20/2016
10:00 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – MAY 23, 2016

May Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 11

4. OPERATIONS PERFORMANCE SUMMARY

a. April Operations Report

April Operations Report - Page 19

5. FINANCIAL REPORTS

a. April NYCT Financial & Ridership Report

April NYCT Financial and Ridership Report - Page 50

b. April SIR Financial & Ridership Report

April SIR Financial and Ridership Report - Page 71

c. April MTA Bus Financial & Ridership Report

April MTA Bus Financial and Ridership Report - Page 82

d. Capital Program Status Report

Capital Program Status Report - Page 95

6. PROCUREMENTS

June Procurement Staff Summary and Resolution - Page 104

a. Non-Competitive

NYCT Non-Competitive Actions - Page 108

b. Competitive

NYCT Competitive Actions - Page 111

c. Ratifications (None)

7. SERVICE CHANGES

a. NYCT M23 SBS Implementation

NYCT M23 SBS Implementation - Page 114

b. NYCT Restoration of X28 Weekend Service

NYCT Restoration of X28 Weekend Service - Page 119

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
May 23, 2016

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

The following Members were present:
Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. Jonathan A. Ballan
Hon. 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:

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

Judith McClain, Senior Director, Operations Planning
Michael Chubak, Acting Executive Vice President
Raymond Porteus, Inspector, NYPD Transit Bureau
Wynton Habersham, Senior Vice President, Subways
Kent Haggas, Senior Project Manager, McKissack Group Inc., IEC
James Henly, VP & General Counsel, Law
Cheryl Kennedy, Vice President, Office of System Safety
Owen J. Monaghan, Vice President, Security
Mark Bienstock, Program Officer, CPM
Stephen Plochochi, Vice President, Materiel

Chair Ferrer opened the meeting.

II. Public Speakers

Omar Vera spoke in support of the restoration of W service.

Jason Anthony Pineiro requested that the lower level of the Bergen Street station be restored to allow for F express service, and also encouraged the MTA to start W service in September to coincide with the start of the school year.

Pedro Valdez Rivera, Jr. spoke in support of the restoration of W service, asked that the accelerated pace of Phase 1 of the Second Avenue Subway be maintained, and proposed that articulated buses run on the Q70 route to address current overcrowding. Mr. Rivera suggested that the B38, Q52, Q113, Q114 and Q10 be considered as potential SBS routes.

Orrin Getz noted that the New Jersey First Act, which precludes New York residents from working in New Jersey State or local government, could spur similar legislation in New York. Noting that this could be detrimental to the MTA, he urged President Hakim to approach New Jersey legislators about repealing the Act.

Murray Bodin spoke in support of a new proposal for a rail line from the Bronx to Queens running along existing tracks, and asked that the NYCT apply "innovative thinking" in developing a means to expedite such a plan.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the April 18, 2016 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

IV. Agenda Items

President Hakim commented on the novel and significant public outreach efforts in connection with the reconstruction of the Canarsie L line project.

President Hakim also noted that a report entitled "Feasibility and Analysis of F express Service in Brooklyn" had been posted on the MTA website, and remarked on the delivery of buses with both a new look and new amenities.

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

Member Moerdler compared the wait assessment statistics from this period to that of last year and noted the worsening KPI in the borough of the Bronx, stressing the need for improvement in both areas.

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

Member Moerdler commented on the costliness of the Paratransit program, calling on the Federal government to help in defraying expenses.

In response to concerns expressed by Member Kay arising from the New York City Comptroller's Paratransit audit, Tom Charles noted that 97% of the Access-A-Ride fleet have Automatic Vehicle Location Monitoring Systems in place and that manual override adjustments by vehicle operators were only of 1-2 minutes, and only occurred in about one third of the total monthly trips. Mr. Charles also noted the pending change to the system software that would allow AVL data to be accepted "as is," and agreed to revisit performance incentives/disincentives in future vendor contracts.

At Member Albert's request VP Charles agreed to provide the Committee with an update by the next meeting on the program to convert ambulatory Access-A-Ride users to the fixed route system.

VP Kennedy presented the Safety Report.

In response to a concerns expressed by Member Moerdler regarding the physical safety and security of areas beneath elevated subway lines or leading to subway yards, VP Kennedy indicated that NYCT is currently taking surveys to evaluate conditions on its property, and that a contractor is performing periodic inspections of leased locations. VP Monaghan added that NYCT Security performs fence line inspections at the subway yards nightly and that the department would be available to collaborate on inspections under elevated structures.

Member Moerdler requested a copy of the survey results.

President Hakim added that following the Metro-North fire, NYCT has conferred with MTA Real Estate to confirm that all licenses and leases contain provisions appropriately promoting the safe use of the property, and that NYCT is collaborating with the FDNY.

Inspector Porteus presented the NYPD Transit Bureau statistics.

In response to a question by Member Cappelli, Inspector Porteus indicated that 38% of robberies, 13.4% of grand larcenies and 65% of felony assaults have resulted in arrests in the year to-date. Inspector Porteus agreed to provide Member Cappelli with information on the number of arrests attributable to repeat offenders.

President Hakim noted that a unit is being created to focus on the repeat offender issue, and that a report on this matter will be provided to the Committee by the early fall of 2016. Chair

Ferrer stressed the need for communication between the District Attorneys' offices and the MTA, noting the importance of the MTA playing an active role as trustee of the transit system.

VP and NYCT General Counsel Jim Henly added that the agency is in the process of establishing relationships with each of the DA offices, and that outreach efforts with Transit crime liaisons within the DAs' offices will be pursued with regard to recidivist crimes.

In response to a question from Member Moerdler, VP Henly indicated that NYCT plans to present courts with sentencing letters in connection with recidivist crime cases, and, where plea bargaining is involved, to communicate the agency's concerns to the DAs' offices, adding that, when appropriate, requests will be made that repeat offenders be excluded from the transit system.

In response to a question from Member Albert, Inspector Porteus agreed to look into the status of plans to approach the legislature about requiring mobile carriers to install "kill switches" on their phones as a disincentive to the theft of the devices.

B. Financial Reports

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

In response to a question from Member Cappelli, Acting EVP Chubak indicated that ridership for the year has increased slightly on subways, and decreased slightly on buses, noting that ridership on both modes was below budget during the period.

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

Acting EVP Chubak 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 10 actions totaling $45 million in expenditures. VP Plochochi highlighted for the Committee three procurement agenda items: a modification to a contract with Louis T. Klauder and Associates (LTK) extending the term of the R179 subway car consulting services contract by an additional 16 months, and adding funding in the estimated amount of $10.7M; and two contract extensions, one for building materials and plumbing supplies with Ozone Park Lumber, and the second for electrical supplies with Mid-Island Electrical Supply, for a combined estimated total of $20.8M.

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

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

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

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

In response to a question from Member Albert, VP Plochochi noted that the extension of the LTK contract reflects existing delays associated with the R179 subway cars, not any additional delays in their manufacture.

In response to a question from Member Ballan, VP Plochochi noted that, as with all solicitations, extensive outreach efforts were made in connection with the Ozone and Mid-Island procurements with the aim of increasing competition.

In response to a question from Member Ballan on the budget adjustment to the Corporate Transportation Group (CTG) contract, VP Plochochi explained that there are cost savings associated with having CTG cover Access-A-Ride trips that would otherwise have been handled by primary carriers.

In response to a question from Member Greenberg regarding the Cummins Power Systems LLC bus repair procurement item, VP Plochochi indicated that the referenced non-warranty repairs cover specific parts excluded from the contractual five-year warranty coverage.

V. Service Changes

Judith McClain presented a staff summary addressing subway service changes associated with the opening of Phase 1 of the Second Avenue Subway for approval. The recommended service plan would provide service on the new Second Avenue line via a rerouted Q train. W service between Queens and lower Manhattan, which was eliminated as part of the 2010 Service Reductions, would be restored to replace Q service in Astoria, and the W would operate as a local in Manhattan, terminating at Whitehall St. N service would operate express in Manhattan between Canal St and 34 St-Herald Square during the day. These service changes would be implemented in late 2016.

Upon motion duly made and seconded, the Second Avenue Service Plan was approved and forwarded to the full Board for consideration.

In response to questions from Members Albert and Cappelli, Ms. McClain advised the Committee that extending the W to the Bay Parkway terminus during rush hour is not currently an option due to both the lack of necessary equipment and due to the fact that there is insufficient ridership to warrant the change under NYCT's Board-approved loading guidelines.

Ms. McClain then presented NYCT's plan to re-route the M60 SBS and Q48 buses to bypass Terminal A at LaGuardia Airport in response to construction at the airport, noting that riders will still be able to use the Q47 bus, as well as the free terminal-to-terminal buses within the airport, to reach Terminal A.

In response to a question from Member Ballan, Ms. McClain explained that the Port Authority and the LaGuardia Gateway Partners consortium are aware of the plan for buses to bypass Terminal A of LaGuardia airport, and that although the Port Authority did not formally "sign off" on the re-routing, it is fully aware and in open and active communication with NYCT on the issue.

Mark Holmes advised the Committee of the MTA Bus Company's plans to re-route the QM12 bus to serve a new drop-off stop at Woodhaven Boulevard & Booth Street, noting that the revision will provide more frequent service for those customers traveling to and from Midtown Manhattan.

VI. Special Reports and Presentations

President Hakim presented the MetroCard Report.

VII. Standard Follow-Up Reports

President Hakim presented the first quarter 2016 Elevator & Escalator, Transit Adjudication Bureau and EEO & Diversity Reports.

VIII. MTA CC Project Report

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

Richard Mulieri, MTA CC's Senior Director of Public Affairs, presented a video on recent Second Avenue Subway community information efforts.

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

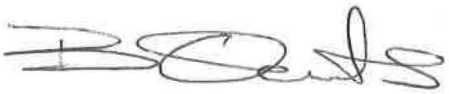
In response to a question by Member Moerdler, President Horodniceanu advised the Committee that Judlau Contracting Inc. has increased its manpower and that the schedule forecasts for the 72nd Street location have improved.

In response to questions from Member Ballan, Kent Haggas indicated that the IEC would expect that all forecasted completion dates for interim tracking milestones identified at the March CPOC meeting be on target, that the forecasted elevator and escalator completion dates at the 72nd Street Station need to improve, and that the current backlog of changes needs to be addressed to reduce the risk to completion of the testing program. He also noted that the pace of spending on construction is increasing, and that the contractors have committed to completing their work in a timely manner.

President Horodniceanu added that expenditures increase upon the completion of milestone events.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary

Metropolitan Transportation Authority

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

June 2016
No Items

July 2016
No Items

August 2016
No Meetings Held

September 2016

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

II. SPECIFIC AGENDA ITEMS (con't)

	Responsibility
October 2016	
Public Comment/Committee review of budget	
2017 Preliminary NYC Transit Budget	Management & Budget
2017 Preliminary SIR Budget	Management & Budget
2017 Preliminary MTA Bus Budget	Management & Budget
November 2016	
Charter for Transit Committee	Law
Elevator & Escalator Service Report, 3rd, Qtr, 2016	Subways
Transit Adjudication Bureau Report, 3rd Qtr, 2016	Law
December 2016	
NYCT 2017 Adopted Budget/Financial Plan 2017-2020	Management & Budget
SIR 2017 Adopted Budget/Financial Plan 2017-2020	Management & Budget
MTA Bus 2017 Adopted Budget/Financial Plan 2017-2020	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 3rd Qtr, 2016	EEO & Human Resources
January 2017	
Approval of 2017 NYC Transit Committee Work Plan	Committee Chair & Members
February 2017	
Preliminary Review of NYC Transit 2016 Operating Results	Management & Budget
Preliminary Review of SIR 2016 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2016 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2017-2020	Management & Budget
SIR Adopted Budget/Financial Plan 2017-2020	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2017-2020	Management & Budget
Service Quality Indicators (including PES)	Operations Planning
ADA Compliance Report	Capital Program Management
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
NYCT & MTA Bus EEO & Diversity Report, 2015 Yr End Report	EEO & Human Resources
March 2017	
No Items	
April 2017	
Final Review of NYC Transit 2016 Operating Results	Management & Budget
Final Review of SIR 2016 Operating Results	Management & Budget
Final Review of MTA Bus 2016 Operating Results	Management & Budget
May 2017	
Transit Adjudication Bureau Report, 1st Qtr, 2017	Law
Elevator & Escalator Service Report, 1st Qtr, 2017	Subways
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2017	EEO & Human Resources

Metropolitan Transportation Authority

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

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.

JANUARY 2017

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

FEBRUARY 2017

Preliminary Review of NYC Transit's 2016 Operating Results
NYC Transit will present a brief review of its 2016 Budget results.

Preliminary Review of SIR 2016 Operating Results
NYC Transit will present a brief review of SIR's 2016 Budget results.

Preliminary Review of MTA Bus 2016 Operating Results
MTA Bus will present a brief review of its 2016 Budget results.

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

II. SPECIFIC AGENDA ITEMS (con't)

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

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

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

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

Elevator & Escalator Service Report
Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

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

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

MARCH 2017
No Agenda Items

II. SPECIFIC AGENDA ITEMS (con't)

APRIL 2017

Final Review of NYC Transit 2016 Operating Results
NYC Transit will review the prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of SIR 2016 Operating Results
NYC Transit will review SIR's prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of MTA Bus 2016 Operating Results
MTA Bus will review its prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

MAY 2017

Transit Adjudication Bureau Report, 1st Qtr, 2017
Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

Elevator & Escalator Service Report, 1st Qtr, 2017
Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

EEO & Diversity Report, 1st Qtr, 2017
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

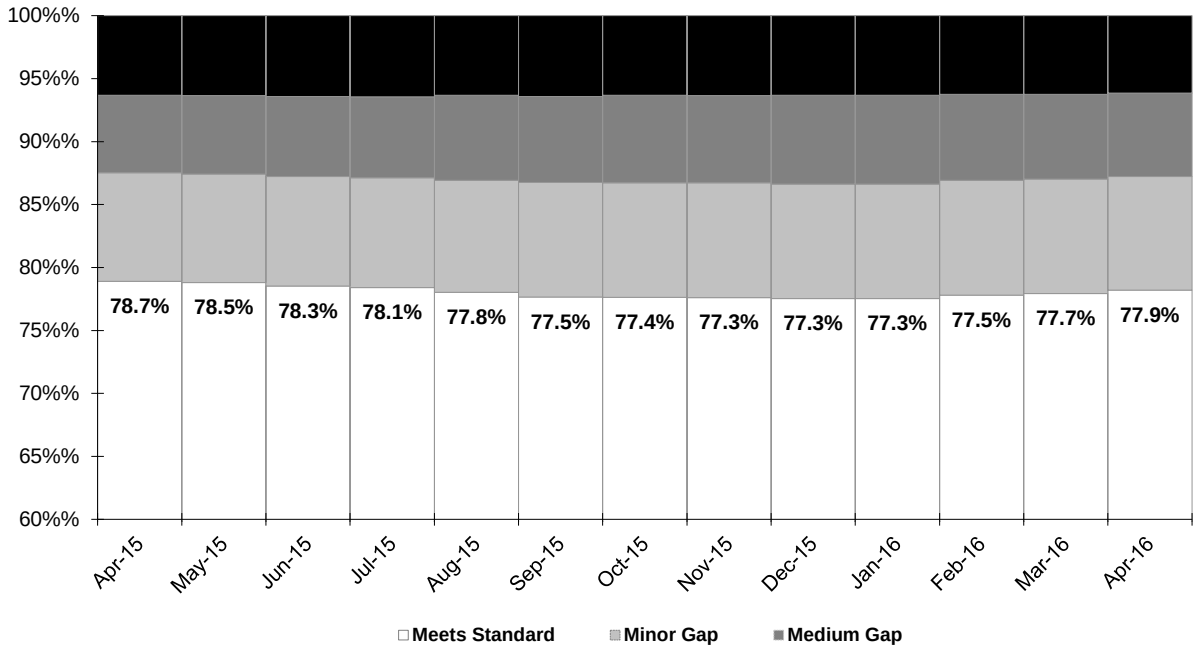
Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators

Performance Indicator	Current Month: April 2016			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				77.9%	78.7%	-0.8%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	71.3%	72.7%	-1.4%	72.0%	72.5%	-0.5%
A Division Weekday Wait Assessment - (All Lines)				74.7%	75.3%	-0.6%
B Division Weekday Wait Assessment	82.7%	78.0%	+4.7%	79.6%	80.5%	-0.9%
System Weekend Wait Assessment (Chart 3)				84.4%	86.0%	-1.6%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	79.3%	82.0%	-2.7%	81.0%	82.9%	-1.9%
A Division Weekend Wait Assessment - (All Lines)				83.1%	85.0%	-1.9%
B Division Weekend Wait Assessment	86.4%	87.5%	-1.1%	85.3%	86.7%	-1.4%
System Weekday Terminal On-Time Performance (Charts 4-5)	69.1%	71.4%	-2.3%	69.0%	73.0%	-4.0%
A Division Weekday Terminal On-Time Performance	63.7%	65.4%	-1.7%	65.1%	68.7%	-3.6%
B Division Weekday Terminal On-Time Performance	73.7%	76.3%	-2.6%	72.4%	76.5%	-4.1%
System Number of Terminal Delays **(Chart 6)**	50,235	48,984	+2.6%	50,916	44,657	+14.0%
System Weekend Terminal On-Time Performance (Charts 7-8)	71.5%	74.3%	-2.8%	73.6%	79.3%	-5.7%
A Division Weekend Terminal On-Time Performance	70.7%	68.9%	+1.8%	71.9%	76.4%	-4.5%
B Division Weekend Terminal On-Time Performance	72.0%	77.7%	-5.7%	74.8%	81.3%	-6.5%
System Number of Weekend Terminal Delays **(Chart 9)**	14,075	11,128	+26.5%	13,411	10,520	+27.5%
Mean Distance Between Failures (Charts 10-11)	124,787	157,519	-20.8%	123,454	142,799	-13.5%
A Division Mean Distance Between Failures	134,481	130,885	+2.7%	113,131	126,982	-10.9%
B Division Mean Distance Between Failures	118,675	185,949	-36.2%	132,408	157,132	-15.7%
System Weekday Service-KPI (Charts 12-13)	75.6%	77.6%	-2.0%	75.7%	78.0%	-2.3%
A Division Weekday Service-KPI	71.3%	72.8%	-1.5%	71.9%	73.7%	-1.8%
B Division Weekday Service-KPI	78.7%	80.9%	-2.2%	78.3%	81.0%	-2.7%
System Weekday PES-KPI (Charts 14-16)				92.1%	91.1%	+1.0%
Staten Island Railway						
24 Hour On-Time Performance	96.9%	95.8%	+1.1%	95.8%	92.0%	+3.8%
AM Rush On-Time Performance	95.2%	98.2%	-3.0%	95.4%	92.6%	+2.8%
PM Rush On-Time Performance	99.5%	95.8%	+3.7%	98.3%	94.6%	+3.7%
Percentage of Completed Trips	100.0%	99.7%	+0.3%	99.9%	99.7%	+0.2%
Mean Distance Between Failures	108,402	103,252	+5.0%	93,537	54,321	+72.2%
Staten Island Railway PES-KPI **(Chart 17)**				90.6%	91.4%	-0.8%

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



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

Systemwide*

12-Month Average

	Meets Standard	GAP			Annual Results (Meets Standard)	
		Minor	Medium	Major		
May '15 - Apr '16	77.9%	9.1%	6.7%	6.2%	2016 TARGET:	80.7%
May '14 - Apr '15	78.7%	8.7%	6.2%	6.4%	2015 ACTUAL:	77.3%

Chart 1

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

Line	May '15 - Apr '16 Meets Standard	Headways* GAP Minor	Medium	Major	May '14 - Apr '15 Meets Standard	Headways* GAP Minor	Medium	Major	Standard Difference
1	**78.4%**	9.3%	6.8%	5.4%	79.4%	8.7%	6.3%	5.6%	**-1.0%**
2	**71.9%**	10.1%	9.5%	8.4%	72.4%	10.0%	9.0%	8.6%	**-0.5%**
3	**77.5%**	9.9%	7.2%	5.5%	78.0%	9.4%	6.9%	5.7%	**-0.5%**
4	**70.5%**	9.7%	8.9%	10.9%	71.3%	9.6%	8.6%	10.5%	**-0.8%**
5	**66.3%**	10.2%	10.8%	12.7%	67.1%	9.9%	10.3%	12.6%	**-0.8%**
6	**67.4%**	9.7%	10.5%	12.3%	67.0%	9.2%	10.1%	13.7%	**0.4%**
7	**74.3%**	10.3%	7.6%	7.7%	76.1%	9.7%	6.8%	7.4%	**-1.8%**
S 42nd	**91.4%**	4.1%	2.3%	2.2%	90.8%	3.8%	2.2%	3.1%	**0.6%**
Subdivision A	**74.7%**	9.2%	8.0%	8.1%	75.3%	8.8%	7.5%	8.4%	**-0.6%**
A	**69.4%**	9.5%	9.4%	11.7%	69.5%	9.9%	8.5%	12.1%	**-0.1%**
B	**78.1%**	10.3%	7.0%	4.7%	79.9%	9.4%	5.7%	5.1%	**-1.8%**
C	**77.9%**	10.7%	6.0%	5.4%	80.8%	9.6%	5.2%	4.4%	**-2.9%**
D	**79.7%**	10.7%	6.0%	3.5%	81.0%	8.7%	6.1%	4.2%	**-1.3%**
E	**74.4%**	10.4%	7.7%	7.5%	75.2%	9.4%	7.3%	8.1%	**-0.8%**
F	**73.5%**	9.7%	8.4%	8.4%	72.2%	9.1%	7.6%	11.2%	**1.3%**
S Fkln	**96.1%**	1.8%	0.7%	1.4%	95.6%	1.8%	1.0%	1.6%	**0.5%**
G	**82.6%**	9.9%	4.9%	2.6%	81.3%	10.7%	5.0%	3.0%	**1.3%**
S Rock	**92.2%**	4.2%	2.0%	1.6%	91.2%	5.3%	1.7%	1.8%	**1.0%**
J Z	**79.2%**	9.4%	6.9%	4.4%	81.0%	9.9%	5.2%	3.9%	**-1.8%**
L	**77.9%**	9.9%	7.0%	5.2%	81.5%	9.6%	5.3%	3.6%	**-3.6%**
M	**78.3%**	8.9%	6.6%	6.2%	78.0%	10.1%	7.4%	4.6%	**0.3%**
N	**79.0%**	10.7%	6.6%	3.7%	80.7%	8.8%	5.3%	5.2%	**-1.7%**
Q	**79.3%**	10.9%	5.4%	4.4%	80.5%	9.4%	5.4%	4.7%	**-1.2%**
R	**76.5%**	9.7%	6.9%	7.0%	78.9%	9.2%	6.0%	5.9%	**-2.4%**
Subdivision B	**79.6%**	9.1%	6.1%	5.2%	80.5%	8.7%	5.5%	5.3%	**-0.9%**
Systemwide	**77.9%**	**9.1%**	**6.7%**	**6.2%**	**78.7%**	**8.7%**	**6.2%**	**6.4%**	**-0.8%**

*** Headway Definitions**

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

Chart 2

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

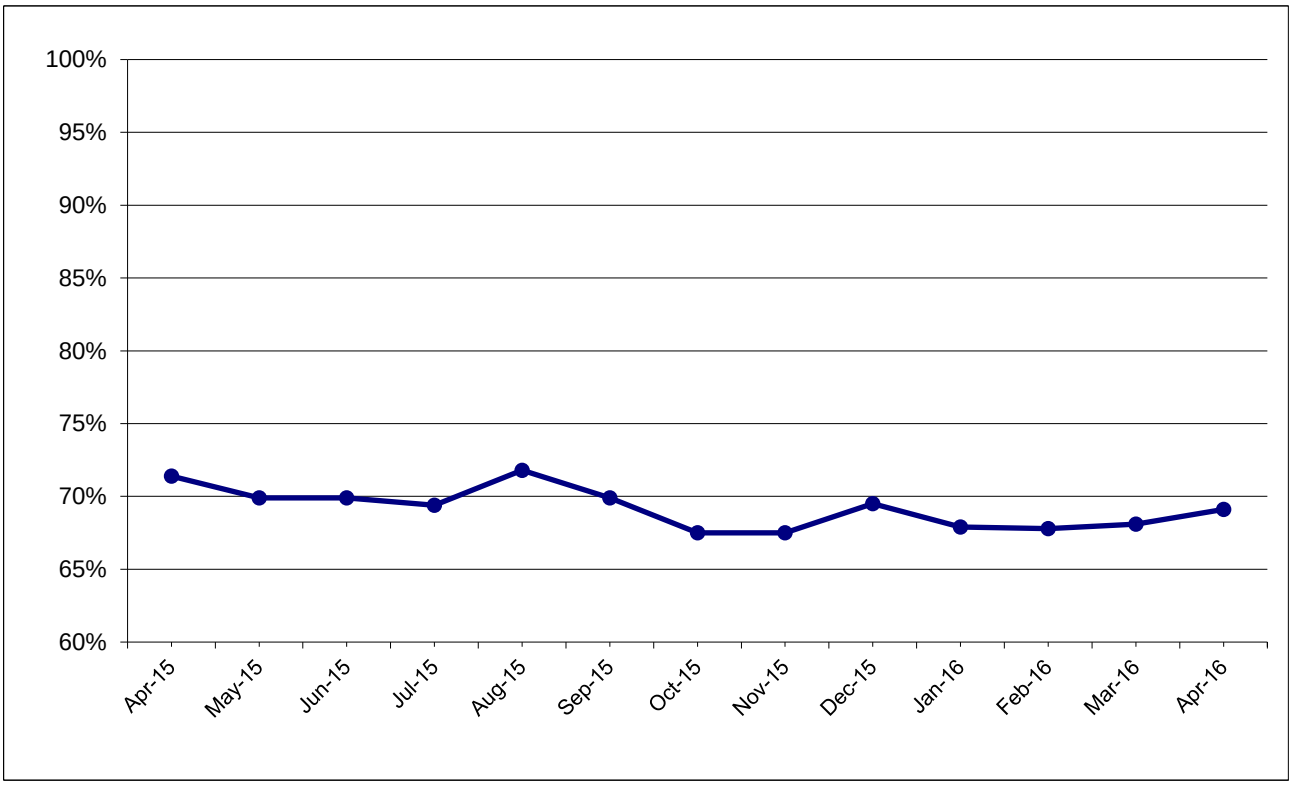
	May 15 - Apr '16				May '14 - Apr '15				
		Headways*				Headways*			
	Meets	GAP			Meets	GAP			Standard
Line	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	Difference
1	**88.3%**	6.7%	3.3%	1.7%	87.7%	6.7%	3.6%	2.0%	**+0.6%**
2	**76.8%**	10.5%	8.1%	4.5%	80.1%	10.3%	6.3%	3.3%	**-3.3%**
3	**85.0%**	8.4%	4.4%	2.2%	87.6%	7.4%	3.2%	1.8%	**-2.6%**
4	**74.2%**	10.1%	8.4%	7.2%	77.4%	9.7%	7.2%	5.8%	**-3.2%**
5	**82.3%**	8.0%	5.6%	4.0%	84.1%	7.7%	4.9%	3.4%	**-1.8%**
6	**79.4%**	9.3%	6.7%	4.6%	80.7%	8.6%	6.2%	4.5%	**-1.3%**
7	**79.9%**	10.7%	4.7%	4.7%	83.5%	8.8%	3.7%	4.0%	**-3.6%**
S 42nd	**98.6%**	0.4%	0.3%	0.7%	98.7%	0.8%	0.3%	0.2%	**-0.1%**
Subdivision A	**83.1%**	8.0%	5.2%	3.7%	85.0%	7.5%	4.4%	3.1%	**-1.9%**
A	**75.9%**	10.3%	7.2%	6.6%	76.5%	9.9%	6.3%	7.3%	**-0.6%**
C	**81.6%**	9.3%	4.9%	4.2%	82.8%	8.7%	4.8%	3.6%	**-1.2%**
D	**87.1%**	7.4%	4.5%	1.0%	85.0%	6.3%	3.9%	4.7%	**+2.1%**
E	**82.7%**	10.1%	3.9%	3.4%	84.0%	7.4%	4.3%	4.4%	**-1.3%**
F	**83.3%**	7.8%	4.2%	4.6%	85.4%	7.4%	2.4%	4.7%	**-2.1%**
S Fkln	**93.3%**	3.1%	2.0%	1.6%	94.8%	3.6%	0.6%	1.0%	**-1.5%**
G	**90.6%**	7.3%	1.5%	0.6%	93.1%	3.4%	1.6%	2.0%	**-2.5%**
J Z	**89.0%**	6.2%	2.1%	2.8%	91.3%	6.5%	1.5%	0.7%	**-2.3%**
L	**81.4%**	7.1%	6.1%	5.5%	87.5%	6.2%	3.2%	3.2%	**-6.1%**
N	**85.5%**	8.6%	3.7%	2.1%	88.8%	5.7%	3.6%	2.0%	**-3.3%**
Q	**87.0%**	5.3%	4.4%	3.3%	88.0%	6.8%	3.4%	1.9%	**-1.0%**
R	**85.9%**	6.6%	4.8%	2.7%	83.8%	7.1%	3.5%	5.6%	**+2.1%**
Subdivision B	**85.3%**	7.4%	4.1%	3.2%	86.7%	6.6%	3.3%	3.4%	**-1.4%**
Systemwide	**84.4%**	**7.7%**	**4.5%**	**3.4%**	**86.0%**	**6.9%**	**3.7%**	**3.3%**	**-1.6%**

*** Headway Definitions**

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

Chart 3

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



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide
Monthly Results
Apr 2016: 69.1%
Apr 2015: 71.4%
12-Mon Avg: 69.0%
(May '15-Apr '16)

Subdivision A
Monthly Results
Apr 2016: 63.7%
Apr 2015: 65.4%
12-Mon Avg: 65.1%
(May '15-Apr '16)

Subdivision B
Monthly Results
Apr 2016: 73.7%
Apr 2015: 76.3%
12-Mon Avg: 72.4%
(May '15-Apr '16)

Discussion of Results

In April 2016, Over Crowding (19,155 delays), Right-Of-Way (7,067 delays), and Track Gangs (6,431 delays) were the highest categories of delays, representing 65.0% of the total 50,235 delays.

Chart 4

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

Line	May '15 - Apr '16	May '14 - Apr '15	% Difference
1	75.6%	78.2%	**-2.6%**
2	41.7%	48.2%	**-6.5%**
3	64.5%	67.9%	**-3.4%**
4	41.9%	46.8%	**-4.9%**
5	38.0%	44.1%	**-6.1%**
6	47.6%	51.1%	**-3.5%**
7	81.1%	85.8%	**-4.7%**
S 42 St	98.9%	98.4%	**+0.5%**
Subdivision A	65.1%	68.7%	**-3.6%**
A	65.7%	70.2%	**-4.5%**
B	74.8%	75.4%	**-0.6%**
C	76.1%	83.2%	**-7.1%**
D	71.8%	74.7%	**-2.9%**
E	68.7%	71.8%	**-3.1%**
F	58.2%	56.3%	**+1.9%**
S Fkln	99.7%	99.5%	**+0.2%**
G	71.9%	73.5%	**-1.6%**
S Rock	95.8%	95.5%	**+0.3%**
J Z	68.5%	83.4%	**-14.9%**
L	91.5%	93.2%	**-1.7%**
M	69.3%	72.6%	**-3.3%**
N	64.7%	70.9%	**-6.2%**
Q	70.3%	74.8%	**-4.5%**
R	59.8%	74.6%	**-14.8%**
Subdivision B	72.4%	76.5%	**-4.1%**
Systemwide	**69.0%**	**73.0%**	**-4.0%**

Chart 5

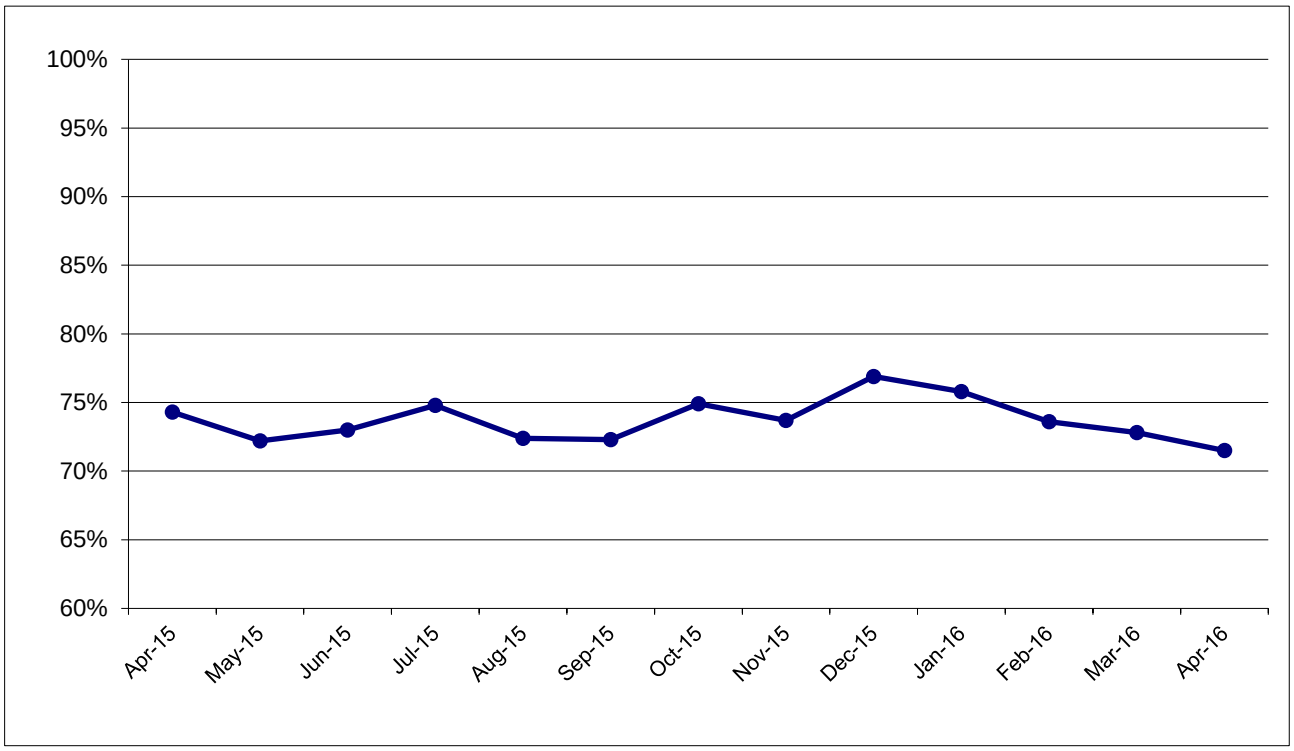
Subway Weekday Terminal Delays
Monthly
(24 hours)

Categories	Apr '16 Delays
Over Crowding	19,155
ROW Delays	7,067
Track Gangs	6,431
Sick Customer	3,529
Work Equipment/G. O.	3,213
Car Equipment	2,653
Police	2,553
Unruly Customer	1,578
Operational Diversions	1,376
Employee	876
Fire	582
Inclement Weather	522
Infrastructure	484
External	215
Total Delays	**50,235**

* Total may differ slightly due to rounding.

Chart 6

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



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide
Monthly Results
Apr 2016: 71.5%
Apr 2015: 74.3%
12-Mon Avg: 73.6%
(May '15-Apr '16)

Subdivision A
Monthly Results
Apr 2016: 70.7%
Apr 2015: 68.9%
12-Mon Avg: 71.9%
(May '15-Apr '16)

Subdivision B
Monthly Results
Apr 2016: 72.0%
Apr 2015: 77.7%
12-Mon Avg: 74.8%
(May '15-Apr '16)

Discussion of Results

In April 2016, Work Equipment/G.O. (3,373 delays), Over Crowding (3,318 delays), and Tack Gangs (3,205 delays) were the highest categories of delays, representing 70.3% of the total 14,075 delays.

Chart 7

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

Line	May '15 - Apr '16	May '14 - Apr '15	% Difference
1	88.2%	86.8%	**+1.4%**
2	44.3%	39.7%	**+4.6%**
3	59.1%	72.3%	**-13.2%**
4	50.8%	57.2%	**-6.4%**
5	74.6%	73.3%	**+1.3%**
6	57.0%	68.0%	**-11.0%**
7	84.8%	91.9%	**-7.1%**
S 42 St	99.6%	99.7%	**-0.1%**
Subdivision A	71.9%	76.4%	**-4.5%**
A	62.7%	68.1%	**-5.4%**
C	52.2%	72.3%	**-20.1%**
D	69.4%	76.4%	**-7.0%**
E	61.8%	68.5%	**-6.7%**
F	35.6%	56.7%	**-21.1%**
S Fkln	99.6%	99.5%	**+0.1%**
G	84.8%	87.2%	**-2.4%**
S Rock	97.7%	97.3%	**+0.4%**
J Z	87.3%	94.0%	**-6.7%**
L	88.9%	95.1%	**-6.2%**
M	96.8%	97.5%	**-0.7%**
N	70.4%	75.5%	**-5.1%**
Q	82.2%	84.2%	**-2.0%**
R	69.0%	75.1%	**-6.1%**
Subdivision B	74.8%	81.3%	**-6.5%**
Systemwide	**73.6%**	**79.3%**	**-5.7%**

Chart 8

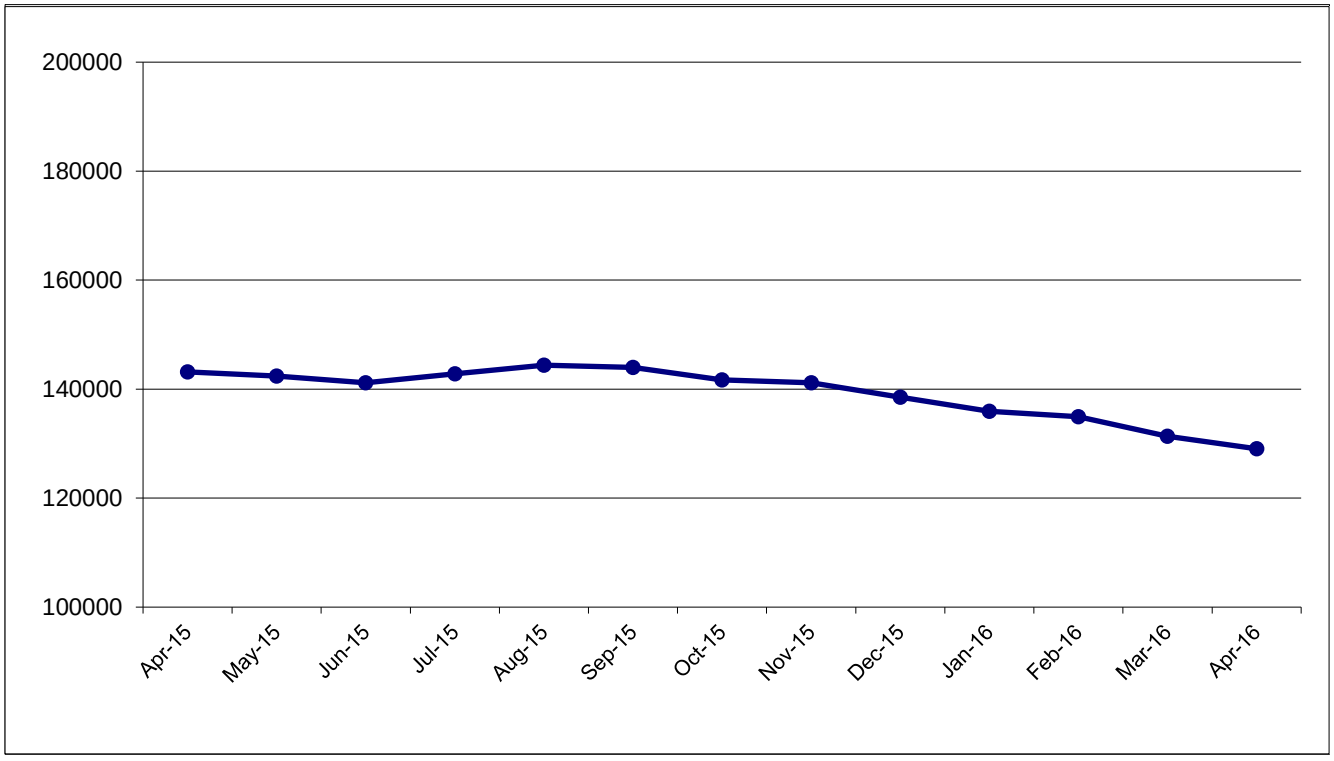
Subway Weekend Terminal Delays
Monthly
(24 hours)

Categories	Apr '16 Delays
Work Equipment/G. O.	3,373
Over Crowding	3,318
Track Gangs	3,205
ROW Delays	1,315
Unruly Customer	622
Car Equipment	382
Sick Customer	369
Operational Diversions	366
Police	343
Employee	277
Infrastructure	239
Fire	107
Inclement Weather	102
External	58
Total Delays	**14,075**

* Total may differ slightly due to rounding.

Chart 9

Subway Mean Distance Between Failure
12 Month Rolling Average



Definition

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

Monthly Results		**12-Month Average**		**Annual Result**	
Apr 2016:	124,787	May 15 - Apr 16:	123,454	2016 TARGET:	150,000
Apr 2015:	157,519	May 14 - Apr 15:	142,799	2015 ACTUAL:	131,325

Discussion of Results

MDBF in April 2016 decreased 20.8% from April 2015. Over the past year, the MDBF 12-month average decreased 13.5%.

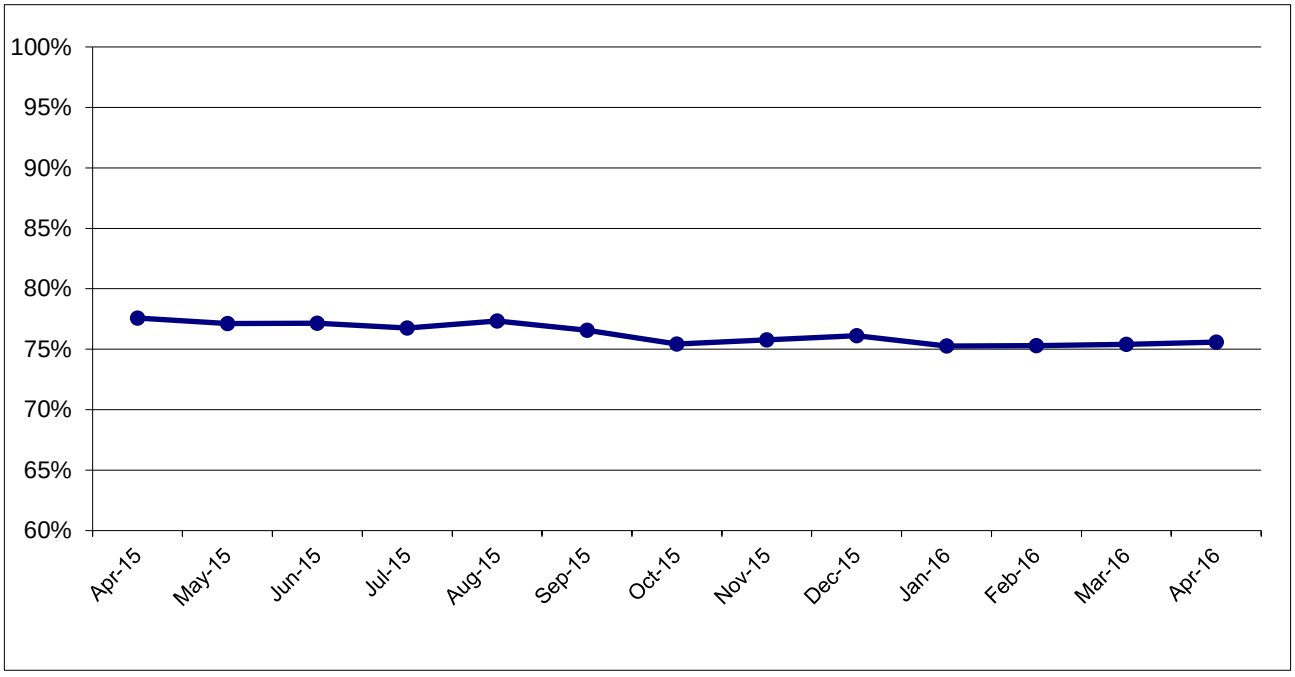
Chart 10

Subway Mean Distance Between Failure
12 Month Rolling Average

Car Class	# of Cars	Apr '16	Apr '15	% Change
R32	222	35,666	59,547	**-40.1%**
R42	50	40,140	55,119	**-27.2%**
R46	752	89,305	91,119	**-2.0%**
R62	315	190,675	180,525	**5.6%**
R62A	824	91,604	115,613	**-20.8%**
R68	425	119,902	151,111	**-20.7%**
R68A	200	128,828	78,648	**63.8%**
R142	1,030	153,221	154,921	**-1.1%**
R142A	220	54,135	83,409	**-35.1%**
R143	212	63,288	91,540	**-30.9%**
R160	1,662	327,425	377,858	**-13.3%**
R188 - New	123	352,571	338,493	**4.2%**
R188 - Conversion	350	126,637	89,890	**40.9%**
FLEET	**6,385**	**123,454**	**142,799**	**-13.5%**

Chart 11

Service - Key Performance Indicator (S-KPI)
Monthly



S-KPI Definition

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

60%	Wait Assessment (WA) is measured weekdays between 6:00 am - midnight and is defined as the percent of actual intervals between trains that are no more than the scheduled interval plus 25%. Results are based on 12-month rolling sample data except for the monthly ATS-A ❶ thru ❻ 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

Apr 2016: 75.6%
Apr 2015: 77.6%
12 Mon Avg: 75.7%
(May '15 - Apr '16)

Subdivision A

Monthly Results

Apr 2016: 71.3%
Apr 2015: 72.8%
12 Mon Avg: 71.9%
(May '15 - Apr '16)

Subdivision B

Monthly Results

Apr 2016: 78.7%
Apr 2015: 80.9%
12 Mon Avg: 78.3%
(May '15 - Apr '16)

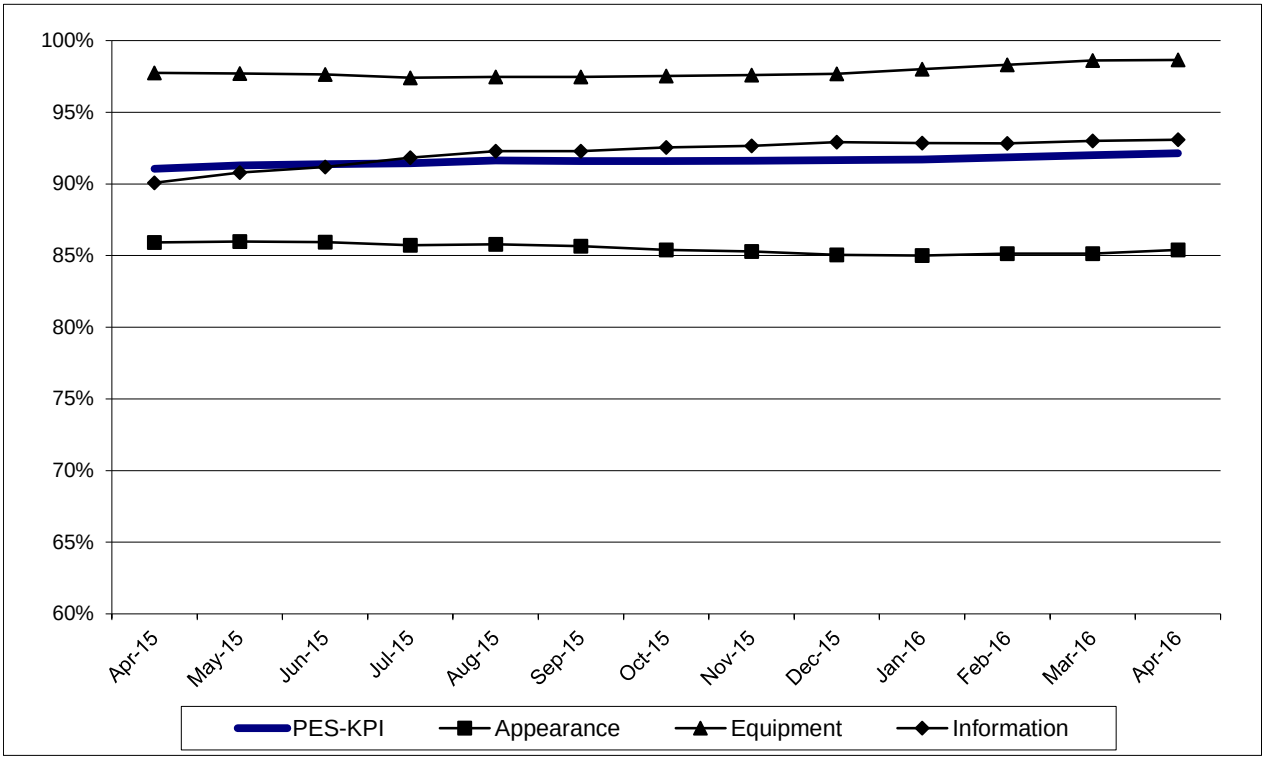
Chart 12

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

Line	May '15 - Apr '16	May '14 - Apr '15	% Difference
1	77.7%	78.8%	**-1.1%**
2	65.7%	66.5%	**-0.8%**
3	75.8%	77.2%	**-1.4%**
4	60.1%	64.6%	**-4.5%**
5	61.2%	63.2%	**-2.0%**
6	58.9%	60.6%	**-1.7%**
7	78.9%	81.4%	**-2.5%**
S 42nd	87.1%	86.0%	**+1.1%**
Subdivision A	71.9%	73.7%	**-1.8%**
A	67.4%	68.4%	**-1.0%**
B	77.6%	75.9%	**+1.7%**
C	73.4%	77.7%	**-4.3%**
D	79.4%	81.0%	**-1.6%**
E	75.3%	76.7%	**-1.4%**
F	71.5%	70.2%	**+1.3%**
S Fkln	90.6%	89.5%	**+1.1%**
G	75.3%	77.1%	**-1.8%**
S Rock	87.9%	87.5%	**+0.4%**
J Z	71.6%	82.6%	**-11.0%**
L	79.0%	83.2%	**-4.2%**
M	77.8%	78.6%	**-0.8%**
N	76.8%	79.7%	**-2.9%**
Q	78.7%	80.8%	**-2.1%**
R	70.0%	78.7%	**-8.7%**
Subdivision B	78.3%	81.0%	**-2.7%**
Systemwide	**75.7%**	**78.0%**	**-2.3%**

Chart 13

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



PES-KPI Definition

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

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

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

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

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

	PES-KPI	Appearance	Equipment	Information
Apr 2016:	**92.1%**	85.4%	98.6%	93.1%
Apr 2015:	**91.1%**	85.9%	97.8%	90.1%
% Difference:	**+1.0%**	-0.5%	+0.8%	+3.0%

Chart 14

PES-KPI - Subway Car
12 Month Rolling Average

Line	April 2016 KPI	Appearance	Equipment	Information	April 2015 KPI	Appearance	Equipment	Information	% Difference KPI
1	**95.2%**	96.9%	98.2%	90.5%	**93.4%**	94.3%	94.2%	91.6%	**+1.8%**
2	**97.2%**	95.4%	99.0%	97.4%	**94.7%**	90.2%	97.5%	96.7%	**+2.5%**
3	**95.1%**	95.5%	99.6%	90.3%	**95.9%**	96.3%	97.4%	93.9%	**-0.8%**
4	**95.6%**	93.3%	98.1%	95.5%	**95.3%**	93.0%	95.5%	97.3%	**+0.3%**
5	**96.1%**	94.7%	97.6%	95.9%	**95.3%**	92.5%	98.1%	95.5%	**+0.8%**
6	**95.2%**	94.9%	98.1%	92.7%	**94.7%**	91.5%	96.5%	96.2%	**+0.5%**
7	**98.1%**	98.3%	99.8%	96.2%	**95.9%**	96.6%	98.6%	92.5%	**+2.2%**
S 42nd	**94.1%**	96.5%	95.2%	90.5%	**95.5%**	95.4%	97.8%	93.2%	**-1.4%**
Subdivision A	**95.9%**	95.6%	98.5%	93.7%	**94.9%**	93.3%	96.7%	94.6%	**+1.0%**
A	**95.1%**	93.2%	99.3%	92.9%	**93.7%**	93.0%	94.1%	94.1%	**+1.4%**
B	**93.5%**	91.8%	96.1%	92.6%	**93.5%**	92.7%	94.9%	92.8%	**+0.0%**
C	**96.3%**	95.1%	98.7%	95.1%	**94.7%**	94.3%	96.7%	93.1%	**+1.6%**
D	**93.1%**	91.2%	98.5%	89.5%	**92.2%**	91.3%	92.6%	92.7%	**+0.9%**
E	**96.7%**	94.5%	97.3%	98.3%	**96.3%**	94.2%	98.8%	96.1%	**+0.4%**
F	**96.5%**	95.2%	98.7%	95.7%	**95.2%**	91.8%	98.4%	95.5%	**+1.3%**
S Fkln	**95.1%**	89.9%	99.4%	96.1%	**92.8%**	94.4%	95.2%	88.7%	**+2.3%**
G	**95.5%**	95.8%	98.1%	92.5%	**93.7%**	93.2%	93.4%	94.4%	**+1.8%**
J/Z	**94.5%**	91.3%	98.8%	93.4%	**97.4%**	94.4%	99.6%	98.4%	**-2.9%**
L	**96.6%**	93.6%	98.4%	98.0%	**94.7%**	90.2%	96.7%	97.2%	**+1.9%**
M	**96.7%**	92.8%	98.2%	99.3%	**95.5%**	90.6%	97.7%	98.4%	**+1.2%**
N	**96.8%**	93.3%	99.1%	98.1%	**95.1%**	89.6%	97.6%	98.1%	**+1.7%**
Q	**96.3%**	89.9%	99.6%	99.6%	**94.9%**	90.0%	98.4%	96.6%	**+1.4%**
R	**95.8%**	96.2%	98.6%	92.4%	**95.0%**	92.4%	97.4%	95.3%	**+0.8%**
Subdivision B	**95.7%**	93.4%	98.4%	95.4%	**94.7%**	92.1%	96.7%	95.5%	**+1.0%**
Systemwide	**95.8%**	**94.2%**	**98.4%**	**94.8%**	**94.8%**	**92.5%**	**96.7%**	**95.2%**	**+1.0%**

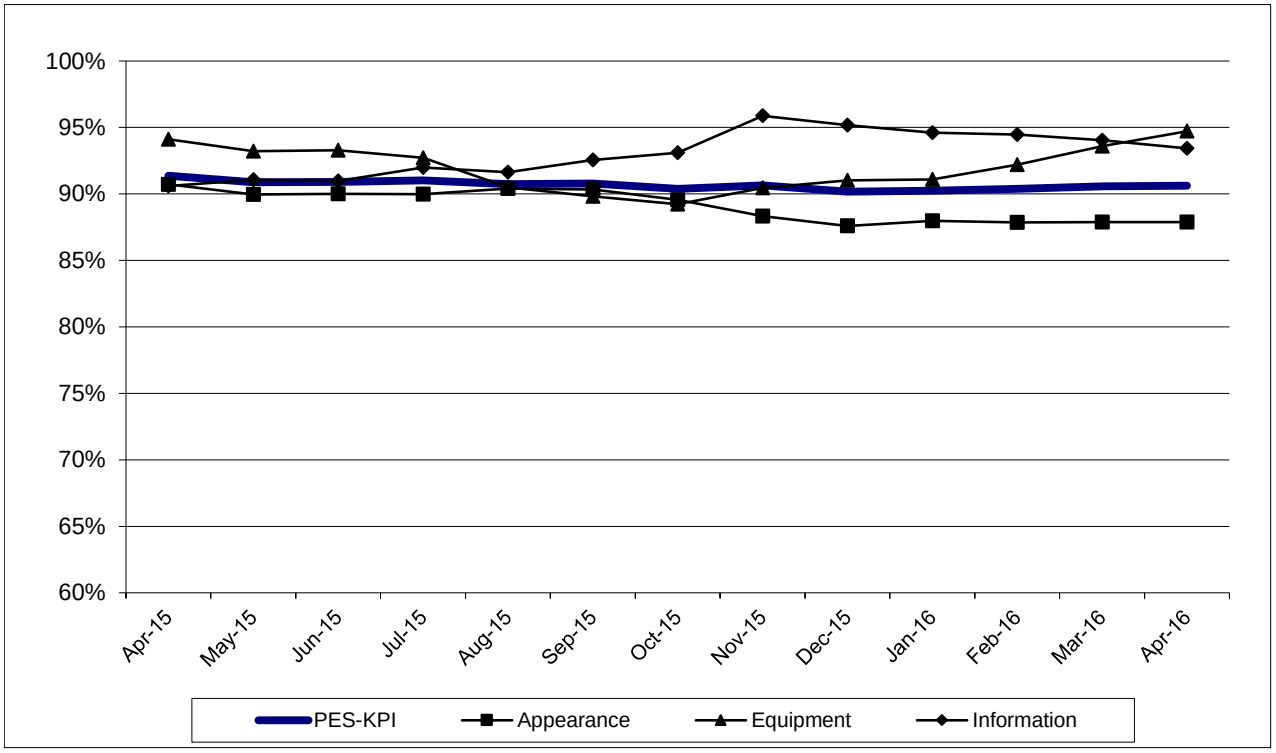
Chart 15

PES-KPI - Stations
12 Month Rolling Average

	April 2016				April 2015				% Difference
Borough	**KPI**	**Appearance**	**Equipment**	**Information**	**KPI**	**Appearance**	**Equipment**	**Information**	**KPI**
Bronx	**86.2%**	71.7%	98.4%	91.1%	**85.7%**	76.8%	98.7%	83.3%	**+0.5%**
Manhattan	**88.3%**	77.5%	98.6%	90.8%	**86.4%**	78.2%	99.0%	83.8%	**+1.9%**
Brooklyn	**89.1%**	77.6%	99.3%	92.6%	**87.4%**	80.7%	98.0%	84.8%	**+1.7%**
Queens	**89.5%**	81.0%	99.4%	89.6%	**89.6%**	82.9%	99.5%	87.8%	**-0.1%**
Systemwide	**88.5%**	**77.3%**	**98.9%**	**91.4%**	**87.3%**	**79.8%**	**98.8%**	**84.8%**	**+1.2%**

Chart 16

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



PES-KPI Definition

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

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

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

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

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

SIR PES-KPI Results

	PES-KPI	Appearance	Equipment	Information
Apr 2016:	**90.6%**	87.9%	94.7%	93.4%
Apr 2015:	**91.4%**	90.7%	94.1%	90.6%
% Difference:	**-0.8%**	-2.8%	+0.6%	+2.8%

Chart 17

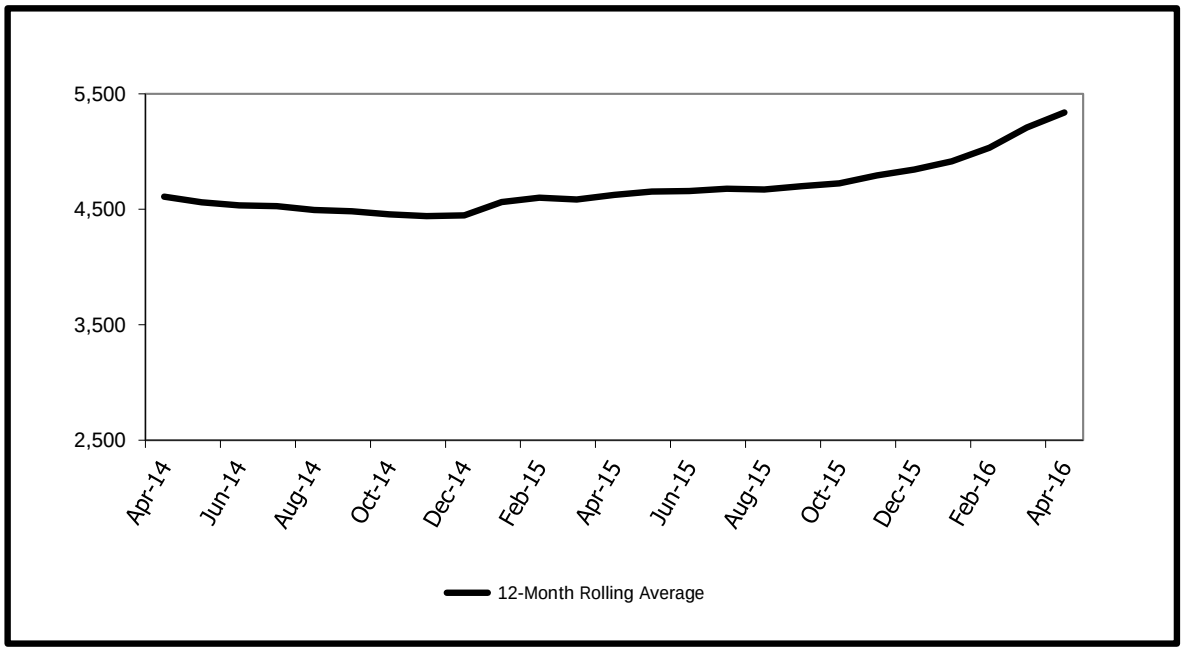
Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators

Performance Indicator	Current Month: April 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	7,016	5,041	+39.2%	5,338	4,625	+15.4%
NYCT Bus	6,886	4,865	+41.5%	5,105	4,388	+16.4%
MTA Bus	7,467	5,690	+31.2%	6,250	5,594	+11.7%
System MDBSI (chart 2)	2,967	2,609	+13.7%	2,588	2,460	+5.2%
NYCT Bus	2,856	2,527	+13.0%	2,468	2,393	+3.1%
MTA Bus	3,389	2,908	+16.6%	3,064	2,704	+13.3%
System Trips Completed (chart 3)	99.38%	99.12%	+0.3%	99.03%	98.81%	+0.2%
NYCT Bus	99.41%	99.22%	+0.2%	99.05%	98.93%	+0.1%
MTA Bus	99.27%	98.68%	+0.6%	98.93%	98.30%	+0.6%
System AM Pull Out (chart 4)	99.89%	99.53%	+0.4%	99.74%	99.40%	+0.3%
NYCT Bus	99.95%	99.62%	+0.3%	99.77%	99.52%	+0.2%
MTA Bus	99.70%	99.23%	+0.5%	99.63%	98.98%	+0.7%
System PM Pull Out (chart 5)	99.93%	99.74%	+0.2%	99.85%	99.62%	+0.2%
NYCT Bus	99.97%	99.94%	+0.0%	99.91%	99.84%	+0.1%
MTA Bus	99.79%	99.02%	+0.8%	99.63%	98.86%	+0.8%
System Buses>=12 years	16%	26%				
NYCT Bus	18%	30%				
MTA Bus	9%	12%				
System Fleet Age	7.27	8.81				
NYCT Bus	6.83	8.87				
MTA Bus	8.82	8.60				
Paratransit						
% of Trips Completed	95.01%	94.88%	+0.1%	94.79%	94.46%	+0.3%
Trips Requested	667,141	676,455	-1.4%	653,336	651,355	+0.3%
Trips Scheduled	574,692	588,971	-2.4%	564,242	566,035	-0.3%
Trips Completed	546,018	558,795	-2.3%	534,850	534,673	+0.0%
Early Cancellations as a Percentage of Trips Requested	12.99%	12.09%	+0.9%	12.84%	12.31%	+0.5%
Late Cancellations as a Percentage of Trips Scheduled	2.92%	2.73%	+0.2%	2.84%	3.28%	-0.4%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.41%	1.47%	-0.1%	1.54%	1.47%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.66%	0.93%	-0.3%	0.82%	0.79%	+0.0%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.86%	0.84%	+0.0%	0.79%	0.79%	+0.0%
New Applications Received	3,148	3,490	-9.8%	2,997	3,046	-1.6%

Bus Mean Distance Between Failures - System*



Definition

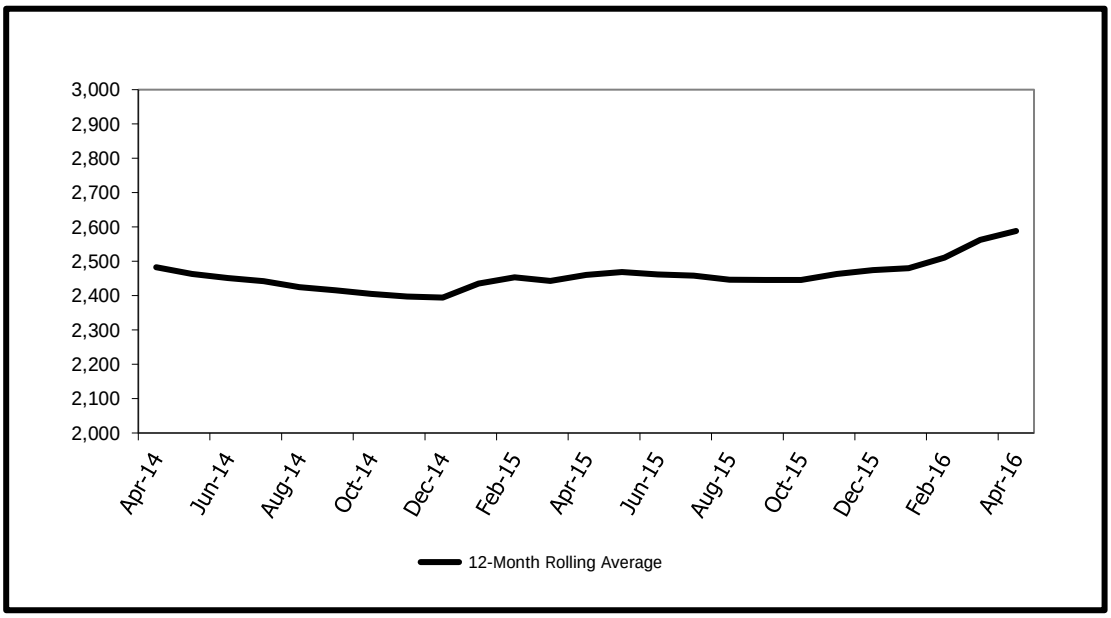
Bus Mean Distance Between Failures (MDBF) measures the average miles between mechanical road calls. It indicates the Mechanical Reliability of the Fleet.

Monthly Results		**12-Month Average**		**Annual Results**	
April 2016:	7,016	May 15 - April 16	5,338	2016 Goal:	5,002
April 2015:	5,041	May 14 - April 15	4,625	2015 Actual:	4,844

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

Chart 1

Bus Mean Distance Between Service Interruptions - System*



Definition

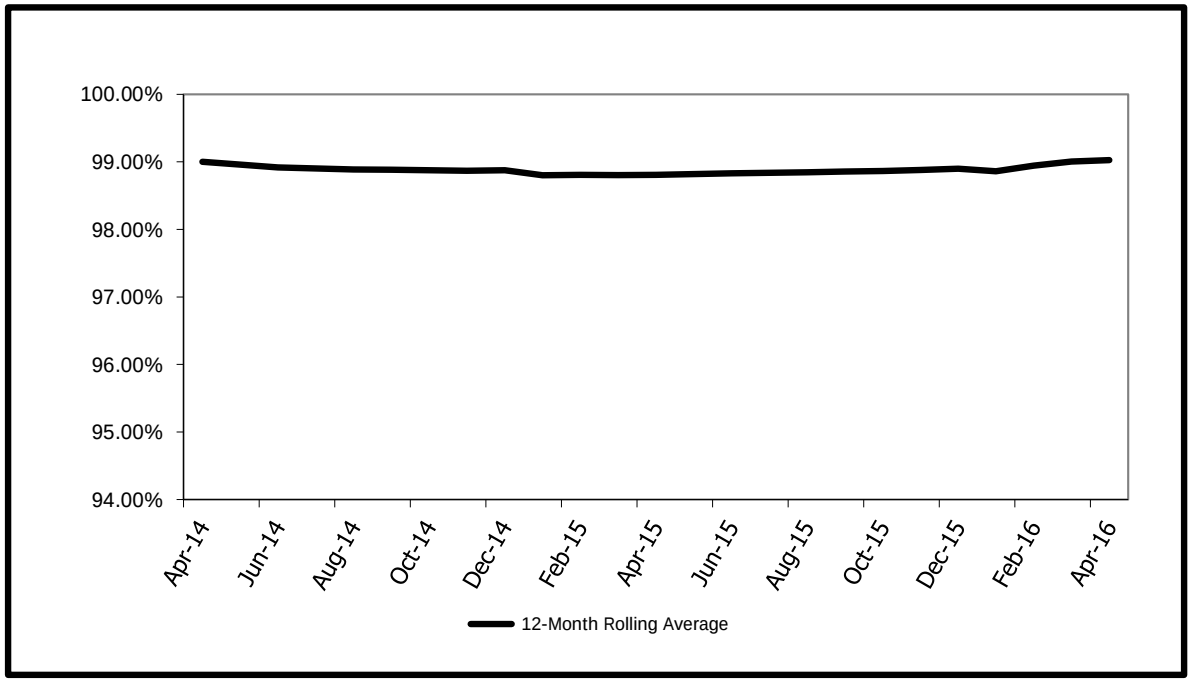
The average distance traveled by a bus between all delays and/or inconveniences to customers within a 12-month period. All road calls caused by both mechanical and non-mechanical failures are included.

Monthly Results		**12-Month Average**		**Annual Results**	
April 2016:	2,967	May 15 - April 16	2,588	2016 YTD:	2,801
April 2015:	2,609	May 14 - April 15	2,460	2015 Actual:	2,474

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

Chart 2

Bus Percentage of Completed Trips - System*



Definition

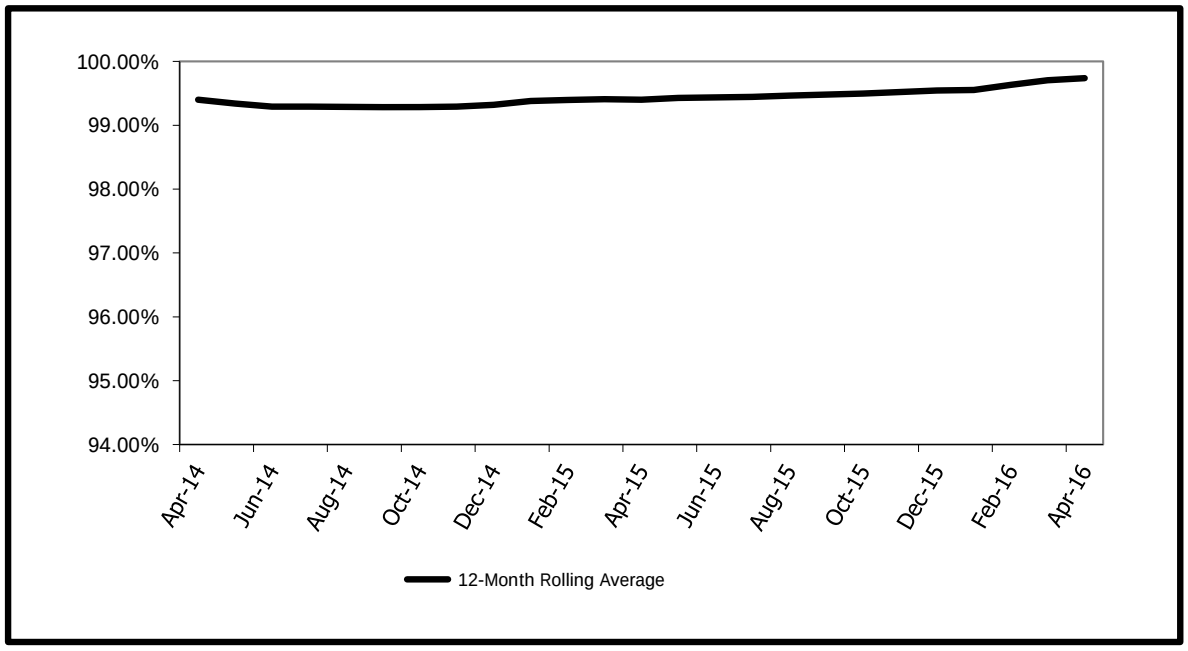
The percent of trips completed system wide for the 12-month period.

Monthly Results		12-Month Average		Annual Results	
April 2016:	99.38%	May 15 - April 16	99.03%	2016 YTD:	98.80%
April 2015:	99.12%	May 14 - April 15	98.81%	2015 Actual:	98.90%

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

Chart 3

Bus AM Weekday Pull Out Performance - System*



Definition

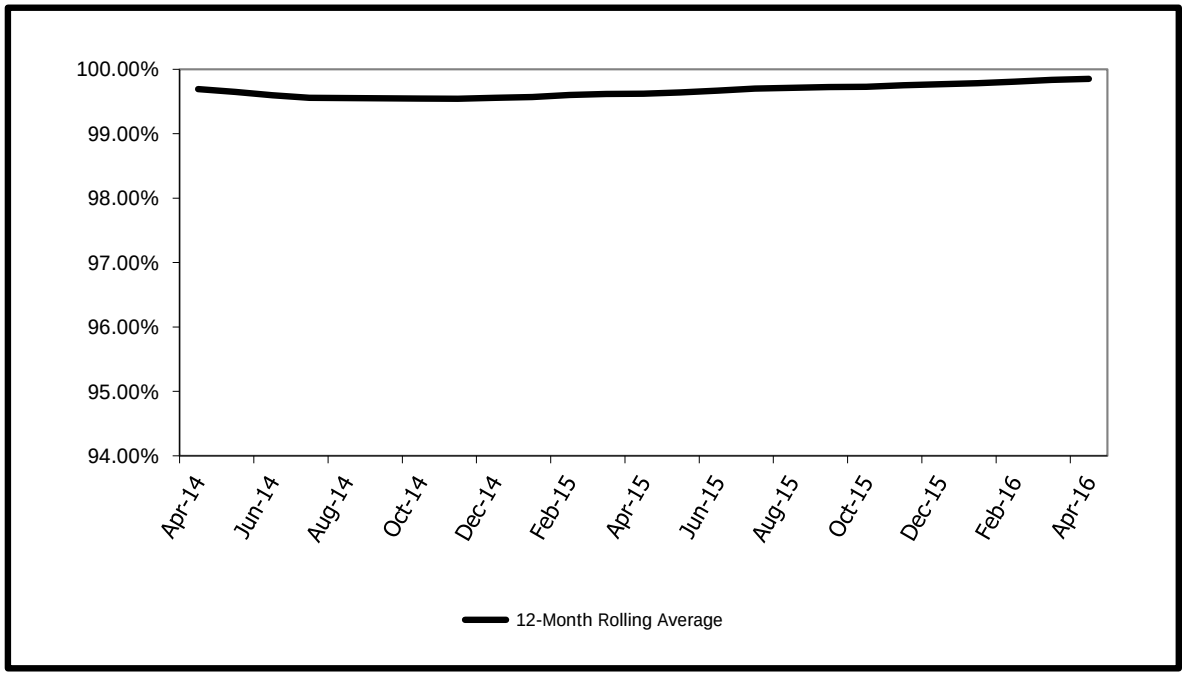
The percent of required buses and operators available in the AM peak period.

Monthly Results		**12-Month Average**		**Annual Results**	
April 2016:	99.89%	May 15 - April 16	99.74%	2016 YTD:	99.82%
April 2015:	99.53%	May 14 - April 15	99.40%	2015 Actual:	99.55%

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

Chart 4

Bus PM Weekday Pull Out Performance - System*



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

Monthly Results		**12-Month Average**		**Annual Results**	
April 2016:	99.93%	May 15 - April 16	99.85%	2016 YTD:	99.91%
April 2015:	99.74%	May 14 - April 15	99.62%	2015 Actual:	99.77%

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

Chart 5

Monthly Operations Report

Statistical results for the 12-Month period are shown below.

Safety Report

Performance Indicators		12-Month Average May 2013 - Apr 2014	May 2014 - Apr 2015	May 2015 - Apr 2016
Subways				
Subway Customer Accidents per Million Customers [1]		2.62	2.67	2.46
Subway Collisions [2,3]		1	0	0
Subway Derailments [2,3]		1	2	2
Subway Fires [2]		975	1,012	945
Buses				
Bus Collisions Per Million Miles	Regional	50.44	49.65	54.28
Bus Collision Injuries Per Million Miles	Regional	7.07	6.37	6.33
Bus Customer Accidents Per Million Customers	Regional	1.04	1.09	1.18
Total NYCT and MTA Bus Lost Time Accidents per 100 Employees		3.71	3.66	3.83

[1] 12-Month Average data from April through March.

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

[3] Data from June through May.

Leading Indicators

Subways	May	YTD	Goal	YTD as % of Goal
Roadway Worker Protection				
Joint Track Safety Audits -- Actual Count	27	157	336	46.7%
Joint Track Safety Audits -- Compliance Rate	99.6%	99.0%	100.0%	99.0%
Mainline Collision / Derailment Prevention				
Continuous Welded Rail Initiative (# of Track Feet)	3,120	24,429	61,178	39.9%
Station -- Emergency Communication				
Help Point Installations	11	43	130	33.1%
Buses	**May**	**YTD**	**Goal**	**YTD as % of Goal**
Collision Prevention				
Audible Pedestrian Warning System Pilot [4]	N/A	N/A	40	N/A
Collision Avoidance System Pilot [5]	N/A	N/A	20	N/A
Vision Zero Employee Training	405	2,390	6,000	39.8%

[4] Proof of concept on 4 buses continues to function as designed – currently developing a design for the visual portion of this initiative. Requirements document and statement of work 96% complete. Vendor outreach initiated.

[5] Algorithms on proof of concept 2 buses fine-tuned successfully for better object recognition. Requirements document and statement of work 96% complete for expanded rollout to additional 100 buses. Started to work with Procurement on next steps.

Monthly Operations Report

Safety Report Definitions:

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

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

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

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

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

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

Monthly Operations Report

Subways Crime Report

Performance Indicator	Current Month: May 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies [1] **(Attachments 1-3)**	202	221	-8.6%	958	942	+1.7%
Robberies [1]	38	59	-35.6%	201	195	+3.1%

SIR Crime Report

Performance Indicator	Current Month: May 2016			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies [1] **(Attachment 4)**	0	4	-100.0%	8	9	-11.1%
Robberies [1]	0	2	-100.0%	2	6	-66.7%

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

Police Department
City of New York

MTA Report

CRIME STATISTICS MAY

	2016	2015	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	38	59	-21	-35.6%
GL	128	139	-11	-7.9%
FELASSAULT	34	23	11	47.8%
BURGLARY	2	0	2	***.*%
TOTAL MAJOR FELONIES	***202***	***221***	***-19***	***-8.6%***

During May, the daily Robbery average decreased from 1.8 to 1.2

During May, the daily Major Felony average decreased from 6.9 to 6.3

CRIME STATISTICS JANUARY THRU MAY

	2016	2015	Diff	% Change
MURDER	1	0	1	***.*%
RAPE	0	0	0	0.0%
ROBBERY	201	195	6	3.1%
GL	617	640	-23	-3.6%
FELASSAULT	129	101	28	27.7%
BURGLARY	10	6	4	66.7%
TOTAL MAJOR FELONIES	***958***	***942***	***16***	***1.7%***

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

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

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Police Department
City of New York

MTA Report

MAY ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	2890	3815	-925	-24.2%
TOS Arrests	2096	2054	42	2.0%
Summons	7563	7046	517	7.3%

JANUARY THRU MAY ACTIVITY

	2016	2015	Diff	% Change
Total Arrests	17080	19473	-2393	-12.3%
TOS Arrests	10993	10180	813	8.0%
Summons	36470	32764	3706	11.3%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

Police Department

City of New York

REPORT

	JANUARY-MAY																			
	1997	*1998*	*1999*	*2000*	*2001*	*2002*	*2003*	*2004*	*2005*	*2006*	*2007*	*2008*	*2009*	*2010*	*2011*	*2012*	*2013*	*2014*	*2015*	*2016*
Murder	*1*	*0*	*3*	*1*	*0*	*0*	*1*	1	4	1	1	1	1	0	0	0	**0**	**0**	**0**	**1**
Rape	*1*	*6*	*0*	*1*	*1*	*0*	*2*	1	2	3	0	2	0	0	1	4	**3**	**5**	**0**	**0**
Robbery	*890*	*843*	*697*	*560*	*547*	*536*	*480*	444	514	403	306	317	292	310	301	368	**251**	**187**	**195**	**201**
Assault	*188*	*213*	*168*	*151*	*110*	*127*	*116*	118	108	81	83	78	71	92	92	73	**76**	**78**	**101**	**129**
Burglary	*17*	*10*	*1*	*4*	*8*	*3*	*674*	4	0	1	0	4	0	2	0	11	**7**	**7**	**6**	**10**
GL	*1313*	*1056*	*918*	*963*	*873*	*837*	*393*	746	755	528	503	527	480	455	560	687	**640**	**628**	**640**	**617**
TOTAL MAJOR FELONIES	***2410***	***2128***	***1787***	***1680***	***1539***	***1503***	***1276***	**1314**	**1383**	**1017**	**893**	**929**	**844**	**859**	**954**	**1143**	**977**	**905**	**942**	**958**
Major Fel Per Day	***15.96***	***14.09***	***11.83***	***11.13***	***10.19***	***9.95***	***8.45***	***8.70***	***9.16***	***6.74***	***5.91***	***6.11***	***5.59***	***5.69***	***6.32***	***7.52***	***6.47***	***5.99***	***6.24***	***6.30***

METROPOLITAN TRANSPORTATION AUTHORITY
Police Department
Staten Island Rapid Transit

May 2016 vs. 2015

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

Year to Date 2016 vs. 2015

	2016	2015	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	6	-4	-67%
Felony Assault	1	0	1	100%
Burglary	0	0	0	0%
Grand Larceny	5	3	2	67%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	8	9	-1	-11%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION

New York City Transit

FINANCIAL AND RIDERSHIP REPORT

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

Category ($ in millions)	April Results Variance Fav/(Unfav) $	April Results Variance Fav/(Unfav) %	April Year-to-Date Results Budget $	April Year-to-Date Results Prel Actual $	April Year-to-Date Results Variance Fav/(Unfav) $	April Year-to-Date Results Variance Fav/(Unfav) %
Total Farebox Revenue	(11.4)	(3.1)	1,463.2	1,425.0	(38.3)	(2.6)
Nonreimb. Exp. before Dep./OPEB	34.7	6.4	2,271.6	2,211.0	60.7	2.7
Net Cash Deficit*	28.2	15.3	(861.5)	(862.0)	(0.4)	(0.1)

*Excludes Subsidies and Debt Service

April 2016 **farebox revenue** was $359.4 million, $11.4 million (3.1 percent) below budget. Subway revenue was $9.0 million (3.2 percent) below budget, bus revenue was $2.3 million (2.8 percent) below budget, and paratransit revenue was $0.1 million (6.7 percent) below budget. Accrued fare media liability was equal to budget. Year-to-date revenue of $1,425.0 million was $38.3 million (2.6 percent) below budget. The April 2016 non-student **average fare** of $1.855 decreased 0.6¢ from April 2015; the subway fare decreased 0.7¢, the local bus fare decreased 0.5¢, and the express bus fare decreased 2.5¢.

Total **ridership** in April 2016 of 202.3 million was 5.5 million trips (2.6 percent) below budget. Average weekday ridership in April 2016 was 7.8 million, 0.3 percent lower than April 2015. Average weekday ridership for the twelve months ending April 2016 was 7.8 million, 0.2 percent higher than the twelve months ending April 2015.

Nonreimbursable expenses before depreciation, OPEB and GASB #68 Pension Adjustment in April were below budget by $34.7 million (6.4 percent). Labor expenses were less than budget by a net $28.2 million (7.1 percent), due largely to favorable rates and the timing of health & welfare/OPEB current expenses as well as lower payroll and overtime expenses involving mostly a catch-up in recording reimbursable work. Non-labor expenses were under budget by $6.5 million (4.5 percent), mostly resulting from an electric power underrun and the favorable timing of professional service contract expenses.

Year-to-date, nonreimbursable expenses were less than budget by $60.7 million (2.7 percent). Labor expenses were under budget by a $29.1 million (1.7 percent), principally due to favorable rates and the timing of health & welfare/OPEB current expenses. Non-labor expenses were below budget by $31.6 million (5.5 percent), mostly from lower energy costs.

The **net cash deficit** for April year-to-date was $862.0 million, unfavorable to budget by $0.4 million (0.1 percent).

FINANCIAL RESULTS

Farebox Revenue

April 2016 Farebox Revenue - ($ in millions)

	April				April Year-to-Date			
		Preliminary	Favorable/(Unfavorable)			Preliminary	Favorable/(Unfavorable)	
	Budget	Actual	Amount	Percent	Budget	Actual	Amount	Percent
Subway	282.3	273.3	(9.0)	(3.2%)	1,115.7	1,084.1	(31.6)	(2.8%)
NYCT Bus	81.9	79.6	(2.3)	(2.8%)	320.8	314.8	(6.1)	(1.9%)
Paratransit	1.6	1.5	(0.1)	(6.7%)	6.6	6.0	(0.6)	(8.4%)
Subtotal	365.8	354.4	(11.4)	(3.1%)	1,443.1	1,404.8	(38.3)	(2.7%)
Fare Media Liability	5.0	5.0	0.0	0.0%	20.1	20.1	0.0	0.0%
Total - NYCT	**370.8**	**359.4**	**(11.4)**	**(3.1%)**	**1,463.2**	**1,425.0**	**(38.3)**	**(2.6%)**
MTA Bus Company	18.0	17.5	(0.6)	(3.1%)	69.9	68.6	(1.3)	(1.9%)
Total - Regional Bus	*99.9*	*97.0*	*(2.9)*	*(2.9%)*	*390.7*	*383.4*	*(7.4)*	*(1.9%)*

Note: Totals may not add due to rounding.

- The larger percentage revenue variance, compared to ridership, in April was due to higher-than-budgeted student ridership partially offsetting lower non-student ridership. Student ridership does not affect revenue since most students ride for free. Subway and bus non-student ridership was 3.1 percent below budget.
- Year-to-date revenue includes a $6.4 million positive adjustment made to January and February revenue based on updated 1st quarter average pass fares, mostly due to the blizzard in January.

Average Fare

April Non-Student Average Fare - (in $)

	NYC Transit				**MTA Bus Company**			
		Prelim.	Change			Prelim.	Change	
	2015	2016	Amount	Percent	2015	2016	Amount	Percent
Subway	1.944	1.937	(0.007)	(0.4%)				
Local Bus	1.557	1.552	(0.005)	(0.3%)	1.579	1.578	(0.001)	(0.1%)
Subway & Local Bus	1.845	1.839	(0.006)	(0.3%)	1.579	1.578	(0.001)	(0.1%)
Express Bus	5.095	5.070	(0.025)	(0.5%)	5.115	5.080	(0.035)	(0.7%)
Total	1.861	1.855	(0.006)	(0.3%)	1.851	1.837	(0.013)	(0.7%)

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

Other Operating Revenue

In the month of April, other operating revenue was below budget by $0.9 million (2.6 percent), mostly from lower advertising and paratransit Urban Tax revenues, partly offset by an increase in real estate revenue. Year-to-date, other operating revenue was below budget by $9.0 million (6.0 percent), caused mainly by lower advertising revenue and the unfavorable timing of paratransit Urban Tax revenue recorded in December 2015.

Nonreimbursable Expenses

In the month of April, nonreimbursable expenses before depreciation, OPEB and GASB #68 Pension Adjustment were below budget by $34.7 million (6.4 percent). Year-to-date, expenses were under budget by $60.7 million (2.7 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of April were less than budget by $28.2 million (7.1 percent). Health & welfare/OPEB current expenses underran budget by $13.9 million (13.7 percent), due largely to favorable rates and the timing of expenses. Payroll expenses were under budget by $6.2 million (2.5 percent), mainly from a catch-up in recording reimbursable work and vacancies. Reimbursable overhead credits were favorable by $3.0 million (11.2 percent), due to higher reimbursable overtime expenses. Other fringe benefits were below budget by $2.1 million (10.0 percent), mostly from favorable direct overhead credits, also caused by higher reimbursable overtime expenses. Overtime expenses were under by $2.1 million (6.7 percent), due primarily to a catch-up in the recording of reimbursable work. Year-to-date, labor expenses were below budget by $29.1 million (1.7 percent), including lower health & welfare/OPEB current expenses of $23.3 million (5.7 percent), due to favorable rates and the timing of expenses, and less pension expenses of $5.3 million (6.9 percent), due to the favorable timing of NYCERS expenses. Payroll expenses were under by $4.4 million (0.4 percent), due largely to vacancies and the favorable timing of expenses, partly offset by the unfavorable timing of employee earned separation costs. Overtime expenses were higher by $5.1 million (3.6 percent), due primarily to overtime requirements in response to the January blizzard.

Non-labor expenses were below budget in April by $6.5 million (4.5 percent). Professional service contracts were under budget by $6.2 million (58.4 percent), mainly from the favorable timing of bond and MTA services expenses. Electric power expenses were under by $5.4 million (22.6 percent), primarily from lower prices and consumption, and favorable billing and timing adjustments. Paratransit service contract expenses were favorable by $3.4 million (9.8 percent), due primarily to lower trips. Materials and supplies expenses exceeded budget by $4.3 million (16.5 percent), mostly from unfavorable inventory obsolescence adjustments and the unfavorable timing of maintenance material requirements. Maintenance contract expenses were above budget by $4.1 million (22.3 percent), largely from the unfavorable timing of maintenance & repair and security services expenses. Claims expenses were in excess by $2.6 million (24.9 percent), due to the unfavorable timing of expenses. Year-to-date, non-labor expenses were under budget by $31.6 million (5.5 percent), including the following:

- Electric power expenses were under budget by $23.0 million (21.3 percent), due mainly to lower consumption and prices, and favorable billing/timing adjustments.

- Fuel expenses were lower than budget by $11.2 million (29.2 percent), mainly from lower prices.

- Paratransit service contract expenses were below budget by $9.6 million (7.1 percent), due principally to lower trips.

- Professional service contract expenses were under by $3.2 million (9.2 percent), due primarily to the favorable timing of MTA professional service and bond service account expenses, partly offset by the unfavorable timing of IT data communication expenses.

- Materials and supplies expenses were more than budget by $7.4 million (7.2 percent), due mostly to unfavorable inventory/obsolescence adjustments.

- Maintenance contract expenses were in excess of budget by $11.2 million (17.3 percent), primarily from the unfavorable timing of non-vehicle maintenance & repair and facility maintenance expenses.

Depreciation expenses were higher than budget year-to-date by $39.1 million (7.5 percent), due to the unfavorable timing of assets reaching beneficial use.

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

Net Cash Deficit

The net cash deficit for April year-to-date was $862.0 million, unfavorable to budget by $0.4 million (0.1 percent).

Incumbents

There were 47,189 full-time paid incumbents at the end of April, representing a decrease of 30 from March and an increase of 38 from December 2015 (excluding 164 December temporary paid incumbents).

RIDERSHIP RESULTS

April 2016 Ridership vs. Budget - (millions)

	April				April Year-to-Date			
		Preliminary	More/(Less)			Preliminary	More/(Less)	
	Budget	Actual	Amount	Percent	Budget	Actual	Amount	Percent
Subway	151.2	147.2	(3.9)	(2.6%)	595.1	576.6	(18.5)	(3.1%)
NYCT Bus	55.9	54.3	(1.6)	(2.8%)	219.4	212.4	(6.9)	(3.2%)
Subtotal	207.0	201.6	(5.5)	(2.6%)	814.4	789.0	(25.4)	(3.1%)
Paratransit	0.8	0.8	(0.0)	(4.6%)	3.2	2.9	(0.3)	(8.6%)
Total - NYCT	**207.8**	**202.3**	**(5.5)**	**(2.6%)**	**817.6**	**791.9**	**(25.7)**	**(3.1%)**
MTA Bus Company	10.8	10.6	(0.2)	(1.8%)	42.3	41.1	(1.2)	(2.8%)
Total - Regional Bus	*66.6*	*64.9*	*(1.8)*	*(2.6%)*	*261.6*	*253.5*	*(8.2)*	*(3.1%)*

Notes: Totals may not add due to rounding.

- Subway and NYCT Bus ridership was below budget nearly every day in April, but variances were larger during spring break week, even though the budget anticipated lower ridership. Average weekday ridership during spring break week was 4.3 percent below budget, while weekday ridership excluding spring break was 2.0 percent below budget.

April Average Weekday and Weekend Ridership vs. Prior Year

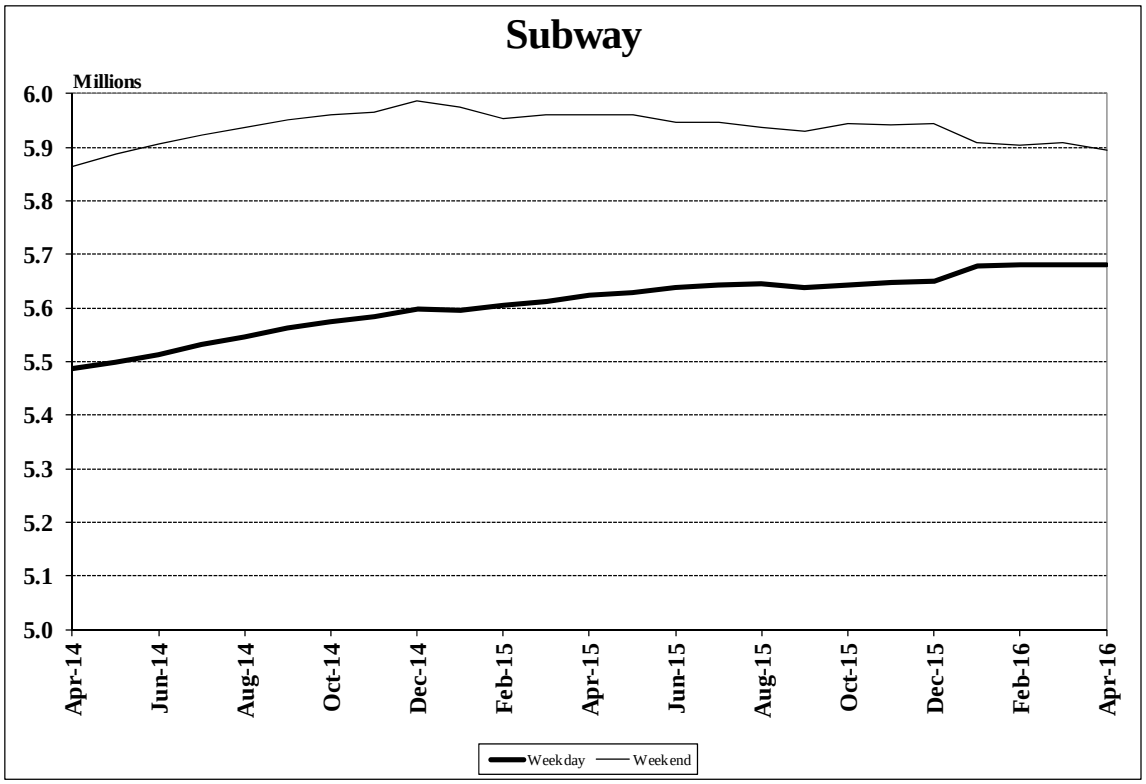
	Average Weekday (thousands)				Average Weekend (thousands)			
		Preliminary	Change			Preliminary	Change	
Month	2015	2016	Amount	Percent	2015	2016	Amount	Percent
Subway	5,724	5,724	+1	+0.0%	6,113	5,924	-189	-3.1%
NYCT Local Bus	2,071	2,048	-22	-1.1%	2,368	2,261	-107	-4.5%
NYCT Express Bus	42	41	-1	-1.2%	12	13	+0	+3.0%
Paratransit	29	29	+0	+0.5%	36	35	-1	-3.5%
TOTAL - NYCT	**7,865**	**7,843**	**-22**	**-0.3%**	**8,529**	**8,232**	**-297**	**-3.5%**
MTABC Local Bus	382	383	+1	+0.4%	403	399	-5	-1.2%
MTABC Express Bus	31	31	-1	-2.2%	13	13	-1	-4.7%
Total - MTA Bus	413	414	+1	+0.2%	416	411	-5	-1.3%
Total - Regional Bus	*2,526*	*2,503*	*-22*	*-0.9%*	*2,797*	*2,684*	*-112*	*-4.0%*
12-Month Rolling Average								
Subway	5,623	5,681	+58	+1.0%	5,960	5,894	-65	-1.1%
Local Bus	2,073	2,033	-39	-1.9%	2,288	2,235	-53	-2.3%
Express Bus	42	41	-1	-3.0%	12	12	+0	+0.9%
Paratransit	28	28	+0	+0.4%	34	33	-0	-0.7%
TOTAL - NYCT	**7,765**	**7,783**	**+17**	**+0.2%**	**8,293**	**8,175**	**-119**	**-1.4%**
MTABC Local Bus	378	378	-0	-0.0%	390	392	+2	+0.5%
MTABC Express Bus	32	30	-2	-5.7%	13	12	-0	-3.1%
Total - MTA Bus	410	408	-2	-0.5%	402	404	+2	+0.4%
Total - Regional Bus	*2,524*	*2,482*	*-42*	*-1.7%*	*2,702*	*2,651*	*-51*	*-1.9%*

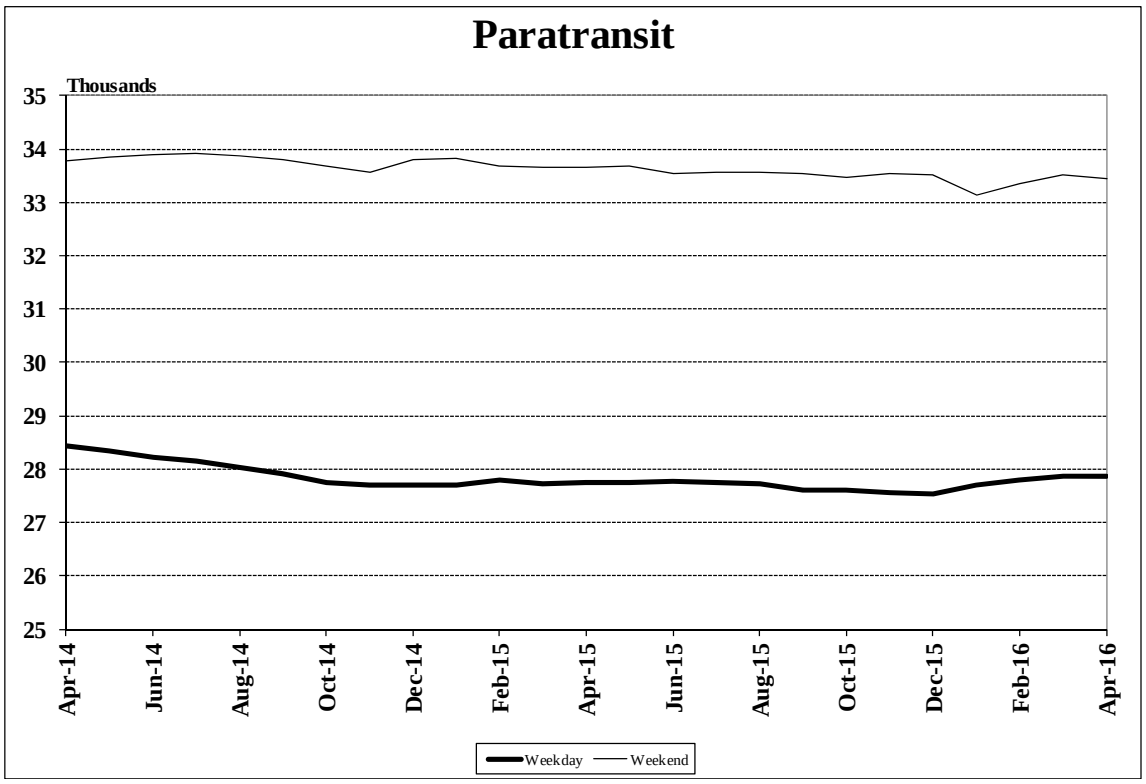
Notes: Totals may not add due to rounding. Percentages are based on unrounded figures.

- Public school spring recess fell in April in both 2015 and 2016, but Easter and Good Friday (a public school holiday with lower-than-normal ridership) fell in March 2016 and in April 2015. Excluding Good Friday from April 2015 weekday averages, April 2016 weekday subway ridership was 0.8 percent lower than April 2015, and weekday bus ridership was 2.1 percent lower.
- The average weekend subway and bus ridership decreases in April 2016 were due in part to four weekend days with rain in April 2016, compared with virtually no weekend rain in April 2015.
- Subway ridership exceeded 6 million on one day in April: 6,021,694 on April 13th.

Average Weekday and Weekend Ridership

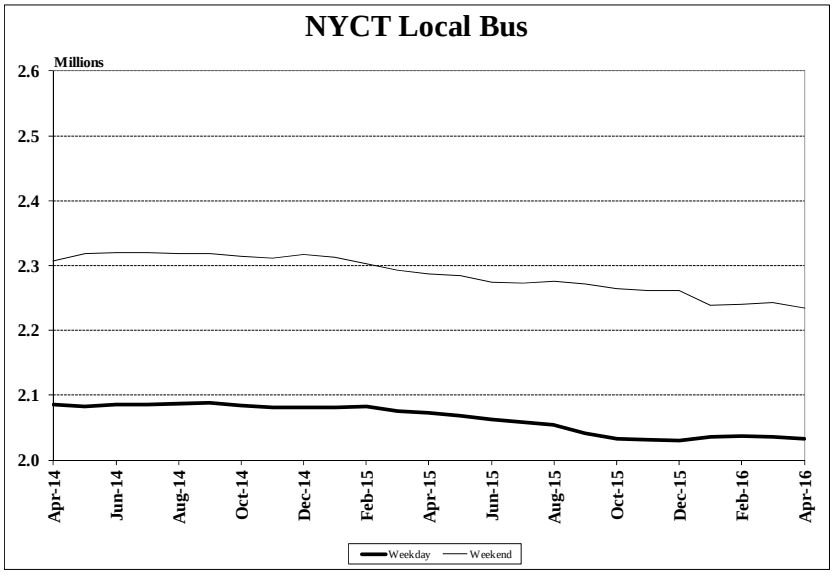
12-Month Rolling Averages

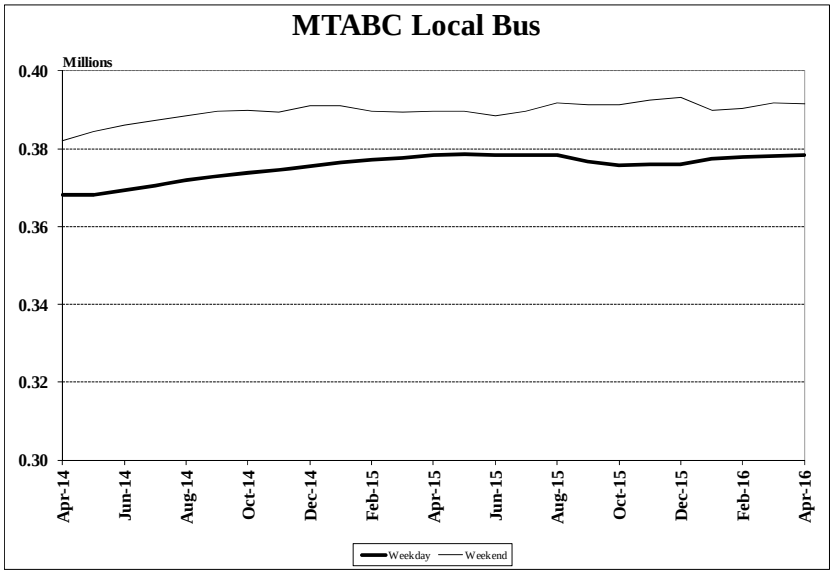


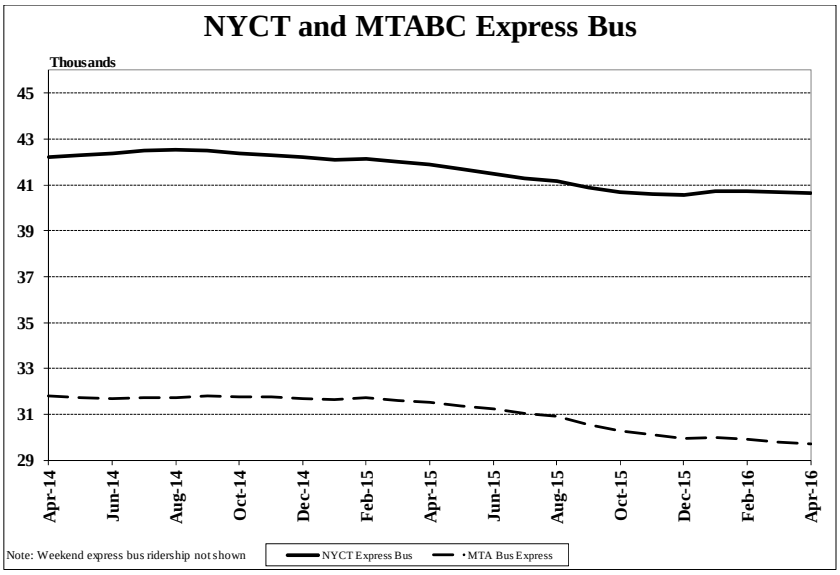


Average Weekday and Weekend Ridership

12-Month Rolling Averages







Ridership on New York Area Transit Services

From April 2015 to April 2016, weekday ridership had mixed results on all area services. Staten Island Railway had one of the largest weekday increases in its 12-month rolling average, while NYCT Express Buses saw a drop. This was likely due to riders continuing to shift away from express bus service after the March 2015 fare increase. Staten Island Railway and Staten Island Ferry had double digit drops in weekend ridership over April 2015 levels, partly due to more mild and warmer weather in April 2015 and slightly rainy and cooler weather in April 2016.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	**Apr-15**	**Preliminary Apr-16**	**Percent Change**	**12-Month Rolling Average Percent Change**
Average Weekday				
NYCT Subway	**5,724**	**5,724**	**+0.0%**	**+1.0%**
NYCT Local Bus	**2,071**	**2,048**	**-1.1%**	**-1.9%**
NYCT Express Bus	**42**	**41**	**-1.2%**	**-3.0%**
NYCT Paratransit	**29**	**29**	**+0.5%**	**+0.4%**
Staten Island Railway	**16**	**16**	**+2.8%**	**+5.1%**
MTA Local Bus	**382**	**383**	**+0.4%**	**-0.0%**
MTA Express Bus	**31**	**31**	**-2.2%**	**-5.7%**
Long Island Rail Road	295	306	+3.8%	+2.7%
Metro-North Railroad	283	275	-2.6%	+0.8%
Staten Island Ferry	67	70	+5.3%	+4.8%
PATH	258	270	+4.6%	+4.5%
Average Weekend				
NYCT Subway	**6,113**	**5,924**	**-3.1%**	**-1.1%**
NYCT Local Bus	**2,368**	**2,261**	**-4.5%**	**-2.3%**
NYCT Express Bus	**12**	**13**	**+3.0%**	**+0.9%**
NYCT Paratransit	**36**	**35**	**-3.5%**	**-0.7%**
Staten Island Railway	**8**	**7**	**-10.0%**	**-3.8%**
MTA Local Bus	**403**	**399**	**-1.2%**	**+0.5%**
MTA Express Bus	**13**	**13**	**-4.7%**	**-3.1%**
Long Island Rail Road	190	187	-1.5%	+1.4%
Metro-North Railroad	229	221	-3.5%	+2.3%
Staten Island Ferry	97	80	-17.3%	+2.2%
PATH	213	206	-3.2%	+8.4%

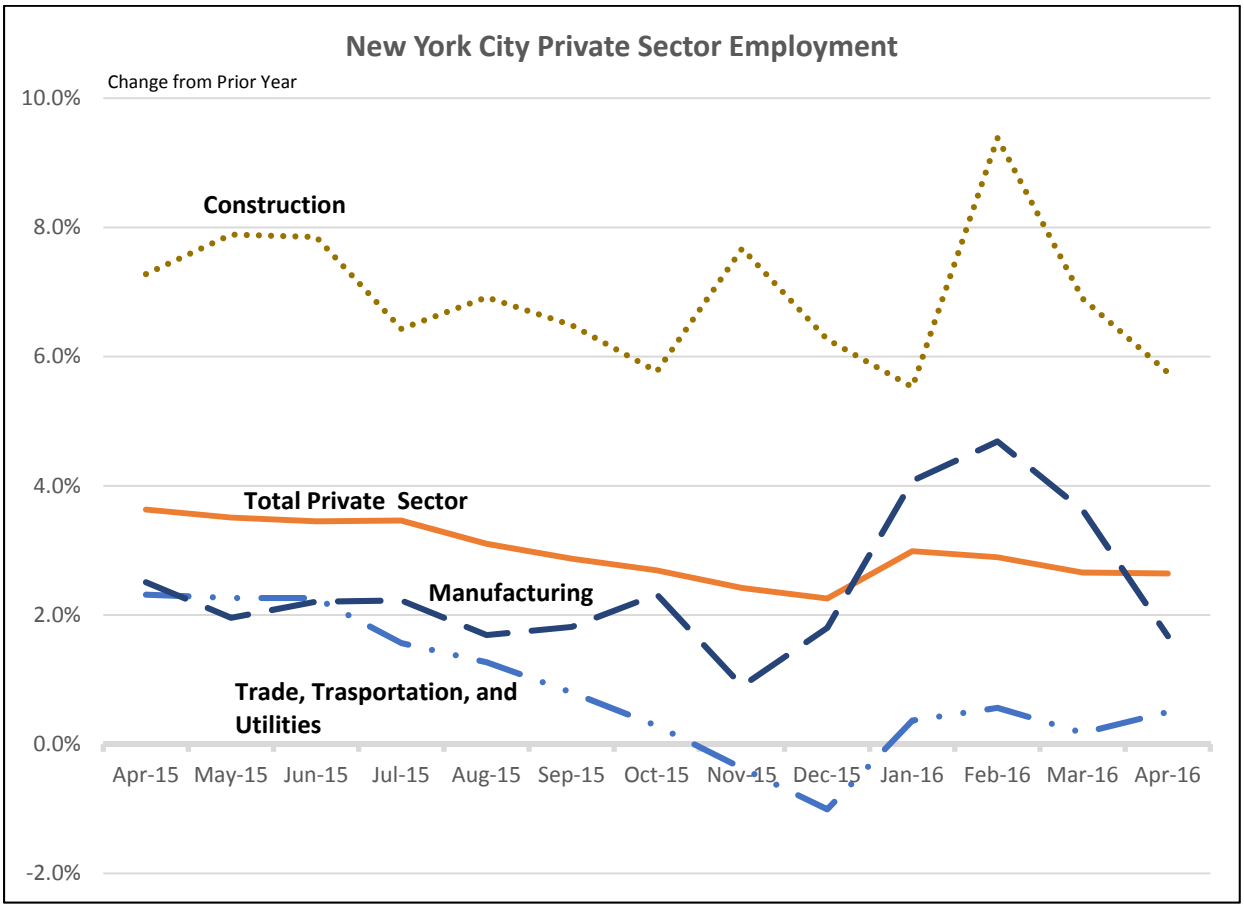
MTA Bridges and Tunnels (thousands)				
Average Weekday	838	865	+3.3%	+4.9%
Average Weekend	1,599	1,618	+1.1%	+4.6%

Note: Percentages are based on unrounded data.

Economy

From April 2015 to April 2016, New York City employment increased 2.4 percent (99,800 jobs). Private sector employment increased 2.6 percent (96,500 jobs) and government employment increased 0.6 percent (3,300 jobs). All of the private employment sub-sectors increased over the prior year. The sub-sector with the largest absolute increase was educational & health services (up 32,400 jobs or 3.7 percent). The sub-sector with the largest percentage increase was construction (up 5.8 percent or 7,800 jobs).

As shown in the graph below, the year-over-year change in several subsectors have fluctuated in the past 12-months. While construction employment has seen impressive growth (average of 6.9 percent during the time period shown), the subsector only accounts for around 3.8 percent of private sector New York City employment. Manufacturing has been more erratic, with a growth spike in the first quarter of 2016 of over 4.1 percent, but this subsector accounts for only 2.1 percent of private sector employment. The trade, transportation, and utilities subsector change was also meandering, including 2 months of decline. But, at 16.7 percent of the total private sector, this subsector has a large impact in driving the change in the total private sector.



MTA NEW YORK CITY TRANSIT

apr - 2016 Adopted
Accrual Statement of Operations By Category
Month - apr 2016
($ in Millions)

6/01/2016 10:34 AM

	Nonreimbursable		Var Percent		Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	$282.280	$273.263	(9.017)	(3.2)	$0.000	$0.000	-	-	$282.280	$273.263	(9.017)	(3.2)
Bus	$81.875	$79.563	(2.312)	(2.8)	$0.000	$0.000	-	-	$81.875	$79.563	(2.312)	(2.8)
Paratransit	$1.645	$1.534	(0.111)	(6.7)	$0.000	$0.000	-	-	$1.645	$1.534	(0.111)	(6.7)
Fare Liability	$5.033	$5.033	$0.000	0.0	$0.000	$0.000	-	-	$5.033	$5.033	$0.000	0.0
Farebox Revenue	**$370.834**	**$359.393**	**(11.440)**	**(3.1)**	**$0.000**	**$0.000**	**-**	**-**	**$370.834**	**$359.393**	**(11.440)**	(3.1)
Fare Reimbursment	$7.989	$7.989	$0.000	0.0	$0.000	$0.000	-	-	$7.989	$7.989	$0.000	0.0
Paratransit Reimbursment	$15.753	$15.230	(0.523)	(3.3)	$0.000	$0.000	-	-	$15.753	$15.230	(0.523)	(3.3)
Other Operating Revenue	$13.308	$12.886	(0.422)	(3.2)	$0.000	$0.000	-	-	$13.308	$12.886	(0.422)	(3.2)
Other Revenue	**$37.050**	**$36.105**	**(0.945)**	**(2.6)**	**$0.000**	**$0.000**	**-**	**-**	**$37.050**	**$36.105**	**(0.945)**	(2.6)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$116.702	$125.815	$9.113	7.8	$116.702	$125.815	$9.113	7.8
Total Revenue	**$407.884**	**$395.498**	**(12.386)**	**(3.0)**	**$116.702**	**$125.815**	**$9.113**	**7.8**	**$524.586**	**$521.312**	**(3.273)**	(0.6)
Expenses												
Labor :												
Payroll	$250.233	$243.984	$6.249	2.5	$47.392	$44.826	$2.566	5.4	$297.625	$288.810	$8.815	3.0
Overtime	$31.113	$29.026	$2.087	6.7	$12.121	$17.951	(5.831)	(48.1)	$43.234	$46.978	(3.744)	(8.7)
Total Salaries & Wages	**$281.346**	**$273.011**	**$8.335**	**3.0**	**$59.512**	**$62.777**	**(3.265)**	**(5.5)**	**$340.859**	**$335.788**	**$5.071**	1.5
Health and Welfare	$66.534	$62.145	$4.389	6.6	$1.773	$1.775	(0.002)	(0.1)	$68.307	$63.920	$4.386	6.4
OPEB Current Payment	$35.274	$25.734	$9.540	27.0	$0.761	$0.689	$0.072	9.5	$36.035	$26.423	$9.613	26.7
Pensions	$18.683	$17.902	$0.782	4.2	$0.537	$0.658	(0.121)	(22.4)	$19.220	$18.559	$0.661	3.4
Other Fringe Benefits	$20.991	$18.897	$2.094	10.0	$18.306	$20.232	(1.926)	(10.5)	$39.297	$39.130	$0.167	0.4
Total Fringe Benefits	**$141.483**	**$124.678**	**$16.804**	**11.9**	**$21.377**	**$23.354**	**(1.977)**	**(9.2)**	**$162.859**	**$148.032**	**$14.827**	9.1
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(27.168)	(30.210)	$3.042	11.2	$27.168	$30.210	(3.042)	(11.2)	$0.000	$0.000	$0.000	(49.0)
Labor	**$395.661**	**$367.479**	**$28.182**	**7.1**	**$108.057**	**$116.341**	**(8.284)**	**(7.7)**	**$503.718**	**$483.820**	**$19.898**	4.0
Non-Labor :												
Electric Power	$23.788	$18.406	$5.382	22.6	$0.021	$0.067	(0.045)	-	$23.810	$18.473	$5.337	22.4
Fuel	$8.348	$7.652	$0.696	8.3	$0.000	$0.002	(0.002)	-	$8.348	$7.653	$0.695	8.3
Insurance	$6.440	$6.052	$0.388	6.0	$0.000	$0.000	-	-	$6.440	$6.052	$0.388	6.0
Claims	$10.429	$13.028	(2.599)	(24.9)	$0.000	$0.000	-	-	$10.429	$13.028	(2.599)	(24.9)
Paratransit Service Contracts	$34.253	$30.896	$3.358	9.8	$0.000	$0.000	-	-	$34.253	$30.896	$3.358	9.8
Maintenance and Other Operating Contracts	$18.547	$22.691	(4.144)	(22.3)	$2.406	$2.364	$0.042	1.8	$20.953	$25.055	(4.102)	(19.6)
Professional Service Contracts	$10.676	$4.442	$6.236	58.4	$0.626	$2.688	(2.062)	-	$11.303	$7.130	$4.173	36.9
Materials & Supplies	$25.795	$30.060	(4.264)	(16.5)	$5.433	$3.974	$1.459	26.9	$31.228	$34.033	(2.805)	(9.0)
Other Business Expenses	$6.724	$5.300	$1.424	21.2	$0.159	$0.380	(0.221)	-	$6.883	$5.680	$1.203	17.5
Non-Labor	**$145.003**	**$138.526**	**$6.477**	**4.5**	**$8.645**	**$9.474**	**(0.829)**	**(9.6)**	**$153.648**	**$148.000**	**$5.648**	3.7
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	-
Total Expenses before Depreciation and OPEB	**$540.664**	**$506.005**	**$34.659**	**6.4**	**$116.702**	**$125.815**	**(9.113)**	**(7.8)**	**$657.366**	**$631.820**	**$25.546**	3.9
Depreciation	$132.268	$165.574	(33.306)	(25.2)	$0.000	$0.000	-	-	$132.268	$165.574	(33.306)	(25.2)
OPEB Liability	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 68 Pension Adjustment	$0.000	$56.780	(56.780)	-	$0.000	$0.000	-	-	$0.000	$56.780	(56.780)	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$672.932**	**$728.360**	**(55.428)**	**(8.2)**	**$116.702**	**$125.815**	**(9.113)**	**(7.8)**	**$789.633**	**$854.174**	**(64.541)**	(8.2)
OPERATING SURPLUS/DEFICIT	**(265.048)**	**(332.862)**	**(67.814)**	**(25.6)**	**$0.000**	**$0.000**	**$0.000**	**-**	**(265.048)**	**(332.862)**	**(67.814)**	(25.6)

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.

TRANSIT : RPTNG
Adopted. FinalFY16

MTA NEW YORK CITY TRANSIT

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

6/01/2016 10:34 AM

	Nonreimbursable		Var Percent		Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	$1,115.707	$1,084.058	(31.648)	(2.8)	$0.000	$0.000	-	-	$1,115.707	$1,084.058	(31.648)	(2.8)
Bus	$320.814	$314.753	(6.061)	(1.9)	$0.000	$0.000	-	-	$320.814	$314.753	(6.061)	(1.9)
Paratransit	$6.591	$6.037	(0.554)	(8.4)	$0.000	$0.000	-	-	$6.591	$6.037	(0.554)	(8.4)
Fare Liability	$20.132	$20.132	$0.000	0.0	$0.000	$0.000	-	-	$20.132	$20.132	$0.000	0.0
Farebox Revenue	**$1,463.244**	**$1,424.980**	**(38.264)**	**(2.6)**	**$0.000**	**$0.000**	**-**	**-**	**$1,463.244**	**$1,424.980**	**(38.264)**	(2.6)
Fare Reimbursment	$31.152	$31.153	$0.001	0.0	$0.000	$0.000	-	-	$31.152	$31.153	$0.001	0.0
Paratransit Reimbursment	$66.192	$62.245	(3.947)	(6.0)	$0.000	$0.000	-	-	$66.192	$62.245	(3.947)	(6.0)
Other Operating Revenue	$53.232	$48.194	(5.038)	(9.5)	$0.000	$0.000	-	-	$53.232	$48.194	(5.038)	(9.5)
Other Revenue	**$150.576**	**$141.591**	**(8.985)**	**(6.0)**	**$0.000**	**$0.000**	**-**	**-**	**$150.576**	**$141.591**	**(8.985)**	(6.0)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$380.790	$383.183	$2.392	0.6	$380.790	$383.183	$2.392	0.6
Total Revenue	**$1,613.820**	**$1,566.571**	**(47.249)**	**(2.9)**	**$380.790**	**$383.183**	**$2.392**	**0.6**	**$1,994.610**	**$1,949.754**	**(44.856)**	(2.2)
Expenses												
Labor :												
Payroll	$1,045.264	$1,040.892	$4.372	0.4	$161.203	$143.812	$17.391	10.8	$1,206.467	$1,184.704	$21.763	1.8
Overtime	$143.944	$149.086	(5.143)	(3.6)	$34.291	$48.443	(14.153)	(41.3)	$178.234	$197.530	(19.296)	(10.8)
Total Salaries & Wages	**$1,189.207**	**$1,189.978**	**(0.771)**	**(0.1)**	**$195.494**	**$192.255**	**$3.239**	**1.7**	**$1,384.701**	**$1,382.234**	**$2.468**	0.2
Health and Welfare	$265.668	$254.655	$11.013	4.1	$7.144	$8.209	(1.065)	(14.9)	$272.812	$262.864	$9.948	3.6
OPEB Current Payment	$141.097	$128.906	$12.190	8.6	$3.044	$2.732	$0.312	10.2	$144.141	$131.639	$12.502	8.7
Pensions	$77.057	$71.722	$5.336	6.9	$2.148	$2.510	(0.362)	(16.9)	$79.206	$74.232	$4.974	6.3
Other Fringe Benefits	$101.174	$103.878	(2.705)	(2.7)	$60.571	$58.613	$1.958	3.2	$161.744	$162.491	(0.747)	(0.5)
Total Fringe Benefits	**$584.996**	**$559.162**	**$25.834**	**4.4**	**$72.906**	**$72.064**	**$0.843**	**1.2**	**$657.902**	**$631.226**	**$26.677**	4.1
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(80.575)	(84.635)	$4.059	5.0	$80.575	$84.635	(4.059)	(5.0)	$0.000	$0.000	$0.000	(7.1)
Labor	**$1,693.628**	**$1,664.506**	**$29.122**	**1.7**	**$348.976**	**$348.954**	**$0.022**	**0.0**	**$2,042.604**	**$2,013.459**	**$29.144**	1.4
Non-Labor :												
Electric Power	$107.796	$84.830	$22.966	21.3	$0.085	$0.151	(0.065)	(76.4)	$107.882	$84.980	$22.901	21.2
Fuel	$38.380	$27.191	$11.189	29.2	$0.000	$0.006	(0.006)	-	$38.380	$27.197	$11.182	29.1
Insurance	$24.946	$24.138	$0.808	3.2	$0.000	$0.000	-	-	$24.946	$24.138	$0.808	3.2
Claims	$41.715	$41.715	$0.000	0.0	$0.000	$0.000	-	-	$41.715	$41.715	$0.000	0.0
Paratransit Service Contracts	$135.522	$125.898	$9.624	7.1	$0.000	$0.000	-	-	$135.522	$125.898	$9.624	7.1
Maintenance and Other Operating Contracts	$65.102	$76.351	(11.249)	(17.3)	$9.771	$10.846	(1.075)	(11.0)	$74.873	$87.197	(12.324)	(16.5)
Professional Service Contracts	$34.978	$31.776	$3.202	9.2	$2.043	$4.351	(2.308)	-	$37.022	$36.127	$0.894	2.4
Materials & Supplies	$102.497	$109.886	(7.389)	(7.2)	$21.269	$17.157	$4.113	19.3	$123.767	$127.043	(3.276)	(2.6)
Other Business Expenses	$27.080	$24.676	$2.404	8.9	(1.355)	$1.718	(3.073)	-	$25.725	$26.394	(0.669)	(2.6)
Non-Labor	**$578.016**	**$546.461**	**$31.555**	**5.5**	**$31.814**	**$34.229**	**(2.415)**	**(7.6)**	**$609.830**	**$580.690**	**$29.140**	4.8
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	**$2,271.644**	**$2,210.967**	**$60.677**	**2.7**	**$380.790**	**$383.183**	**(2.392)**	**(0.6)**	**$2,652.434**	**$2,594.149**	**$58.285**	2.2
Depreciation	$522.512	$561.578	(39.066)	(7.5)	$0.000	$0.000	-	-	$522.512	$561.578	(39.066)	(7.5)
OPEB Liability	$420.228	$273.909	$146.319	34.8	$0.000	$0.000	-	-	$420.228	$273.909	$146.319	34.8
GASB 68 Pension Adjustment	$0.000	$227.122	(227.122)	-	$0.000	$0.000	-	-	$0.000	$227.122	(227.122)	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$3,214.383**	**$3,273.576**	**(59.192)**	**(1.8)**	**$380.790**	**$383.183**	**(2.392)**	**(0.6)**	**$3,595.174**	**$3,656.758**	**(61.585)**	(1.7)
OPERATING SURPLUS/DEFICIT	**(1,600.564)**	**(1,707.005)**	**(106.441)**	**(6.7)**	**$0.000**	**$0.000**	**$0.000**	**-**	**(1,600.564)**	**(1,707.005)**	**(106.441)**	(6.7)

Note: Totals may not add due to rounding

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

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
April 2016
($ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH Favorable (Unfavorable) Variance $	MONTH Favorable (Unfavorable) Variance %	MONTH Reason for Variance	YEAR TO DATE Favorable (Unfavorable) Variance $	YEAR TO DATE Favorable (Unfavorable) Variance %	YEAR TO DATE Reason for Variance
Farebox Revenue	NR	(11.4)	(3.1)	Budgeted ridership increase not realized	(38.3)	(2.6)	Due largely to the impacts of the January blizzard and extreme cold weather during the President's Day three day holiday weekend in February
Other Operating Revenue	NR	(0.9)	(2.6)	Mostly lower advertising and paratransit Urban Tax revenues, partly offset by an increase in real estate revenues	(9.0)	(6.0)	Caused mainly by lower advertising revenue and the unfavorable timing of paratransit Urban Tax revenues recorded in December 2015
Payroll	NR	6.2	2.5	Largely a catch-up in the recording of reimbursable work, vacancies and the favorable timing of expenses	4.4	0.4	Largely vacancies and the favorable timing of expenses, partly offset by the unfavorable timing of employee earned separation costs
Overtime	NR	2.1	6.7	Due primarily to a catch-up in the recording of reimbursable work	(5.1)	(3.6)	Due mostly to overtime requirements in response to the January blizzard
Health & Welfare (including OPEB current payment)	NR	13.9	13.7	Mostly favorable rates and the timing of expenses	23.3	5.7	Mostly favorable rates and the timing of expenses
Pension	NR				5.3	6.9	The favorable timing of NYCERS expenses
Other Fringe Benefits	NR	2.1	10.0	Mainly favorable direct overhead credits, resulting from higher reimbursable overtime expenses	(2.7)	(2.7)	Mainly unfavorable direct overhead credits, due to reimbursable payroll underruns, and higher FICA costs
Electric Power	NR	5.4	22.6	Primarily lower prices and consumption, and favorable billing/timing adjustments	23.0	21.3	Primarily lower consumption and prices, and favorable billing/timing adjustments
Fuel	NR	0.7	8.3	Mainly lower prices	11.2	29.2	Mainly lower prices
Claims	NR	(2.6)	(24.9)	The unfavorable timing of expenses			
Paratransit Service Contracts	NR	3.4	9.8	Due principally to lower trips	9.6	7.1	Due principally to lower trips
Maintenance and Other Operating Contracts	NR	(4.1)	(22.3)	Mainly the unfavorable timing of maintenance & repair and security services expenses	(11.2)	(17.3)	Primarily the unfavorable timing of non-vehicle maintenance & repair and facility maintenance expenses

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
April 2016
($ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH Favorable (Unfavorable) Variance $	MONTH Favorable (Unfavorable) Variance %	MONTH Reason for Variance	YEAR TO DATE Favorable (Unfavorable) Variance $	YEAR TO DATE Favorable (Unfavorable) Variance %	YEAR TO DATE Reason for Variance
Professional Service Contracts	NR	6.2	58.4	Mainly the favorable timing of bond and MTA services expenses	3.2	9.2	Principally the favorable timing of MTA professional service and bond service account expenses, partly offset by the unfavorable timing of IT data communication expenses
Materials and Supplies	NR	(4.3)	(16.5)	Mostly unfavorable inventory obsolescence adjustments and the unfavorable timing of maintenance material requirements	(7.4)	(7.2)	Mostly due to unfavorable inventory obsolescence adjustments
Other Business Expenses	NR	1.4	21.2	Largely the favorable timing of miscellaneous credit/debit results	2.4	8.9	Largely the favorable timing of reimbursable job closing adjustments
Capital and Other Reimbursements	R	9.1	7.8	Increased reimbursements consistent with an increase in reimbursable expenses	2.4	0.6	Increased reimbursements consistent with an increase in reimbursable expenses
Payroll	R	2.6	5.4	Mainly the timing of capital engineering project requirements and non-capital transactions	17.4	10.8	Mainly the timing of capital engineering project requirements and non-capital transactions
Overtime	R	(5.8)	(48.1)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability, and other capital program support	(14.2)	(41.3)	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	(1.9)	(10.5)	Mostly from unfavorable direct overhead expenses	2.0	3.2	Mostly from favorable direct overhead expenses, due to reimbursable payroll underruns
Maintenance Contracts	R				(1.1)	(11.0)	Largely the unfavorable timing of construction services requirements
Professional Service Contracts	R	(2.1)	over (100.0)	Primarily higher IT hardware requirements and increases in various professional service account expenses	(2.3)	over (100.0)	Primarily higher IT hardware requirements and increases in various professional service account expenses
Materials & Supplies	R	1.5	26.9	Primarily the favorable timing of maintenance material requirements	4.1	19.3	Primarily the favorable timing of maintenance material requirements
Other Business Expenses	R				(3.1)	over (100.0)	Principally the unfavorable timing of reimbursable job closing adjustments

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

5/26/2016 04:26 PM

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Receipts								
Farebox Revenue	**$370.716**	**$365.231**	**(5.485)**	**(1.5)**	**$1,461.085**	**$1,438.537**	**(22.548)**	**(1.5)**
Fare Reimbursment	$6.312	$0.000	(6.312)	-	$6.312	$0.000	(6.312)	-
Paratransit Reimbursment	$4.360	$4.379	$0.019	0.4	$55.620	$86.110	$30.490	54.8
Other Operating Revenue	$3.264	$3.129	(0.135)	(4.1)	$13.056	$13.226	$0.170	1.3
Other Revenue	**$13.936**	**$7.508**	**(6.428)**	**(46.1)**	**$74.988**	**$99.336**	**$24.348**	**32.5**
Capital and Other Reimbursements	$116.702	$128.203	$11.501	9.9	$380.790	$351.640	(29.150)	(7.7)
Total Revenue	**$501.354**	**$500.942**	**(0.412)**	**(0.1)**	**$1,916.863**	**$1,889.513**	**(27.350)**	**(1.4)**
Expenditures								
Labor :								
Payroll	$273.719	$267.982	$5.737	2.1	$1,111.048	$1,096.690	$14.358	1.3
Overtime	$43.234	$46.978	(3.744)	(8.7)	$178.234	$197.530	(19.296)	(10.8)
Total Salaries & Wages	**$316.953**	**$314.960**	**$1.993**	**0.6**	**$1,289.282**	**$1,294.220**	**(4.938)**	**(0.4)**
Health and Welfare	$68.307	$55.101	$13.205	19.3	$272.812	$278.965	(6.154)	(2.3)
OPEB Current Payment	$36.035	$26.423	$9.613	26.7	$144.141	$131.639	$12.502	8.7
Pensions	$75.977	$75.331	$0.646	0.9	$306.233	$301.266	$4.967	1.6
Other Fringe Benefits	$34.238	$35.317	(1.079)	(3.2)	$149.590	$151.425	(1.835)	(1.2)
Total Fringe Benefits	**$214.557**	**$192.172**	**$22.385**	**10.4**	**$872.775**	**$863.295**	**$9.480**	**1.1**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Labor	**$531.509**	**$507.132**	**$24.377**	**4.6**	**$2,162.057**	**$2,157.515**	**$4.542**	**0.2**
Non-Labor :								
Electric Power	$23.810	$21.629	$2.181	9.2	$107.882	$85.911	$21.971	20.4
Fuel	$8.348	$7.404	$0.944	11.3	$38.380	$25.579	$12.801	33.4
Insurance	$10.323	$7.384	$2.939	28.5	$38.597	$33.550	$5.047	13.1
Claims	$9.543	$7.285	$2.258	23.7	$38.171	$32.884	$5.287	13.9
Paratransit Service Contracts	$34.253	$31.424	$2.829	8.3	$135.022	$119.813	$15.209	11.3
Maintenance and Other Operating Contracts	$20.953	$21.153	(0.200)	(1.0)	$74.873	$85.742	(10.869)	(14.5)
Professional Service Contracts	$8.303	$12.226	(3.923)	(47.2)	$31.022	$48.312	(17.290)	(55.7)
Materials & Supplies	$31.686	$33.628	(1.942)	(6.1)	$126.683	$133.667	(6.984)	(5.5)
Other Business Expenses	$6.883	$7.726	(0.843)	(12.2)	$25.725	$28.524	(2.799)	(10.9)
Non-Labor	**$154.103**	**$149.859**	**$4.244**	**2.8**	**$616.353**	**$593.982**	**$22.371**	**3.6**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$685.612**	**$656.991**	**$28.621**	**4.2**	**$2,778.410**	**$2,751.497**	**$26.913**	**1.0**
Depreciation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
OPEB Liability	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
GASB 68 Pension Adjustment	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$685.612**	**$656.991**	**$28.621**	**4.2**	**$2,778.410**	**$2,751.497**	**$26.913**	**1.0**
Net Surplus/(Deficit)	**(184.258)**	**(156.049)**	**$28.209**	**15.3**	**(861.547)**	**(861.984)**	**(0.437)**	**(0.1)**

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
April 2016
($ in millions)

Operating Receipts or Disbursements	MONTH Favorable (Unfavorable) Variance $	MONTH Favorable (Unfavorable) Variance %	MONTH Reason for Variance	YEAR TO DATE Favorable (Unfavorable) Variance $	YEAR TO DATE Favorable (Unfavorable) Variance %	YEAR TO DATE Reason for Variance
Farebox Receipts	(5.5)	(1.5)	Mostly from a budgeted ridership increase not realized	(22.5)	(1.5)	Due largely to the impact of the January blizzard and severe cold weather in February around the President's Day Holiday weekend
Other Operating Receipts	(6.4)	(46.1)	Due principally to the unfavorable timing of student fare reimbursements	24.3	32.5	Due principally to the favorable timing of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	11.5	9.9	Largely the favorable timing of capital reimbursements	(29.2)	(7.7)	Largely the unfavorable timing of capital reimbursements
Salaries & Wages				(4.9)	(0.4)	Caused largely by higher overtime expenditures, partly offset by payroll underruns
Health & Welfare (including OPEB current payment)	22.8	21.9	Mostly favorable rates, and the timing of expenses and payments	6.3	1.5	Mostly favorable rates and the timing of expenses, partly offset by the unfavorable timing of payments
Other Fringe Benefits	(1.1)	(3.2)	Mainly the unfavorable timing of payments	(1.8)	(1.2)	Mainly the unfavorable timing of payments and higher FICA costs
Electric Power	2.2	9.2	Primarily lower prices and consumption, and favorable billing/timing adjustments, partly offset by the unfavorable timing of payments	22.0	20.4	Primarily lower consumption and prices, and favorable billing/timing adjustments
Fuel				12.8	33.4	Mainly lower prices
Insurance	2.9	28.5	Predominantly the favorable timing of interagency payments	5.0	13.1	Predominantly the favorable timing of interagency payments
Claims	2.3	23.7	The favorable timing of payments	5.3	13.9	The favorable timing of payments
Paratransit Service Contracts	2.8	8.3	Largely expense savings	15.2	11.3	Expense savings and the favorable timing of payments
Maintenance Contracts				(10.9)	(14.5)	Primarily the unfavorable timing of non-vehicle maintenance & repair and facility maintenance expenses
Professional Service Contracts	(3.9)	(47.2)	Primarily the unfavorable timing of payments	(17.3)	(55.7)	Primarily the unfavorable timing of payments
Materials & Supplies	(1.9)	(6.1)	Mostly the unfavorable timing of maintenance material requirements	(7.0)	(5.5)	Largely the unfavorable timing of payments

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

5/26/2016 04:31 PM

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue								
Farebox Revenue	**(0.118)**	**$5.838**	**$5.956**	-	**(2.159)**	**$13.557**	**$15.716**	-
Fare Reimbursment	(1.677)	(7.989)	(6.312)	-	(24.840)	(31.153)	(6.313)	(25.4)
Paratransit Reimbursment	(11.393)	(10.851)	$0.542	4.8	(10.572)	$23.865	$34.437	-
Other Operating Revenue	(10.044)	(9.757)	$0.287	2.9	(40.176)	(34.968)	$5.208	13.0
Other Revenue	**(23.114)**	**(28.597)**	**(5.483)**	**(23.7)**	**(75.588)**	**(42.255)**	**$33.333**	**44.1**
Capital and Other Reimbursements	$0.000	$2.388	$2.388	-	$0.000	(31.543)	(31.543)	-
Total Revenue	**(23.232)**	**(20.370)**	**$2.862**	**12.3**	**(77.747)**	**(60.241)**	**$17.506**	**22.5**
Expenses								
Labor :								
Payroll	$23.906	$20.828	(3.078)	(12.9)	$95.420	$88.014	(7.406)	(7.8)
Overtime	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Salaries & Wages	**$23.906**	**$20.828**	**(3.078)**	**(12.9)**	**$95.420**	**$88.014**	**(7.406)**	**(7.8)**
Health and Welfare	$0.000	$8.819	$8.819	-	$0.000	(16.101)	(16.101)	-
OPEB Current Payment	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Pensions	(56.757)	(56.772)	(0.015)	0.0	(227.027)	(227.034)	(0.007)	0.0
Other Fringe Benefits	$5.059	$3.813	(1.247)	(24.6)	$12.155	$11.066	(1.088)	(9.0)
Total Fringe Benefits	**(51.697)**	**(44.140)**	**$7.557**	**14.6**	**(214.873)**	**(232.069)**	**(17.197)**	**(8.0)**
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Labor	**(27.791)**	**(23.312)**	**$4.479**	**16.1**	**(119.453)**	**(144.056)**	**(24.603)**	**(20.6)**
Non-Labor :								
Electric Power	$0.000	(3.156)	(3.156)	-	$0.000	(0.931)	(0.931)	-
Fuel	$0.000	$0.249	$0.249	-	$0.000	$1.618	$1.618	-
Insurance	(3.883)	(1.332)	$2.551	65.7	(13.651)	(9.412)	$4.239	31.1
Claims	$0.886	$5.743	$4.857	-	$3.544	$8.831	$5.287	-
Paratransit Service Contracts	$0.000	(0.528)	(0.528)	-	$0.500	$6.085	$5.585	-
Maintenance and Other Operating Contracts	$0.000	$3.902	$3.902	-	$0.000	$1.455	$1.455	-
Professional Service Contracts	$3.000	(5.096)	(8.096)	-	$6.000	(12.185)	(18.185)	-
Materials & Supplies	(0.458)	$0.405	$0.863	-	(2.916)	(6.624)	(3.708)	-
Other Business Expenses	$0.000	(2.046)	(2.046)	-	$0.000	(2.130)	(2.130)	-
Non-Labor	**(0.455)**	**(1.859)**	**(1.404)**	-	**(6.523)**	**(13.292)**	**(6.769)**	-
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	**(28.246)**	**(25.171)**	**$3.075**	**10.9**	**(125.976)**	**(157.348)**	**(31.372)**	**(24.9)**
Depreciation	$132.268	$165.574	$33.306	25.2	$522.512	$561.578	$39.066	7.5
OPEB Liability	$0.000	$0.000	$0.000	-	$420.228	$273.909	(146.319)	(34.8)
GASB 68 Pension Adjustment	$0.000	$56.780	$56.780	-	$0.000	$227.122	$227.122	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$104.022**	**$197.183**	**$93.162**	**89.6**	**$816.764**	**$905.261**	**$88.497**	**10.8**
Total Cash Conversion Adjustments	**$80.790**	**$176.813**	**$96.023**	-	**$739.017**	**$845.021**	**$106.004**	**14.3**

Note: Totals may not add due to rounding

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

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

	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration				
Office of the President	66	53	13	
Law	303	296	7	
Office of the EVP	46	41	5	
Human Resources	231	237	(6)	
Office of Management and Budget	42	43	(1)	
Capital Planning & Budget	35	31	4	
Corporate Communications	260	255	5	
Non-Departmental	(36)	(1)	(35)	
Labor Relations	98	92	6	
Materiel	289	276	13	
Controller	131	125	6	
Total Administration	**1,465**	**1,448**	**17**	
Operations				
Subways Service Delivery	7,986	7,824	162	Timing of Bud. Increase-Train Opers./Conductors
Subways Operations Support/Admin	405	388	17	
Subways Stations	2,632	2,603	29	
Sub-total Subways	**11,023**	**10,815**	**208**	
Buses	10,976	10,915	61	
Paratransit	213	206	7	
Operations Planning	402	371	31	
Revenue Control	579	547	32	
Non-Departmental	51	0	51	
Total Operations	**23,244**	**22,854**	**390**	
Maintenance				
Subways Operations Support/Admin	152	140	12	
Subways Engineering	377	353	24	
Subways Car Equipment	4,454	4,397	57	Timing of Budget Increase.-Car Maintainers
Subways Infrastructure	1,589	1,530	59	Shortage of Available Infra. Maintainer Candidates
Subways Elevators & Escalators	450	403	47	
Subways Stations	3,706	3,625	81	Shortage of Available Station Maintainer Candidates
Subways Track	2,804	2,796	8	
Subways Power	607	601	6	
Subways Signals	1,507	1,475	32	
Subways Electronic Maintenance	1,592	1,533	59	Mostly in PTE Titles
Sub-total Subways	**17,238**	**16,853**	**385**	
Buses	3,686	3,634	52	
Supply Logistics	559	558	1	
System Safety	99	84	15	
Non-Departmental	(88)	(1)	(87)	
Total Maintenance	**21,494**	**21,128**	**366**	
Engineering/Capital				
Capital Program Management	1,358	1,368	(10)	
Total Engineering/Capital	**1,358**	**1,368**	**(10)**	
Public Safety				
Security	650	634	16	
Total Public Safety	**650**	**634**	**16**	
Total Positions	**48,211**	**47,432**	**779**	
Non-Reimbursable	43,040	42,997	43	
Reimbursable	5,171	4,435	736	
Total Full-Time	48,008	47,189	819	
Total Full-Time Equivalents	203	243	(40)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	542	465	77	
Professional, Technical, Clerical	894	958	(64)	
Operational Hourlies	29	25	4	
Total Administration	**1,465**	**1,448**	**17**	
Operations				
Managers/Supervisors	2,755	2,672	83	
Professional, Technical, Clerical	505	485	20	
Operational Hourlies	19,984	19,697	287	
Total Operations	**23,244**	**22,854**	**390**	
Maintenance				
Managers/Supervisors	3,859	3,851	8	
Professional, Technical, Clerical	1,096	1,022	74	
Operational Hourlies	16,539	16,255	284	
Total Maintenance	**21,494**	**21,128**	**366**	
Engineering/Capital				
Managers/Supervisors	339	347	(8)	
Professional, Technical, Clerical	1,017	1,019	(2)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	**1,358**	**1,368**	**(10)**	
Public Safety				
Managers/Supervisors	275	265	10	
Professional, Technical, Clerical	39	37	2	
Operational Hourlies	336	332	4	
Total Public Safety	**650**	**634**	**16**	
Total Positions				
Managers/Supervisors	7,770	7,600	170	
Professional, Technical, Clerical	3,551	3,521	30	
Operational Hourlies	36,890	36,311	579	
Total Positions	**48,211**	**47,432**	**779**	

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

	April						April Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**	**Hours**	**$**
Scheduled Service	337,569	$10.685	340,392	$10.853	(2,823)	($0.168) (1.6%)	1,362,208	$43.009	1,364,119	$43.372	(1,911)	($0.362) (0.8%)
Unscheduled Service	290,691	$9.455	308,585	$10.049	(17,893)	($0.595) (6.3%)	1,117,856	$36.152	1,137,139	$36.824	(19,283)	($0.673) (1.9%)
Programmatic/Routine Maintenance	332,019	$8.860	184,303	$6.362	147,716	$2.498 28.2%	1,317,082	$44.228	1,275,037	$43.265	42,045	$0.963 2.2%
Unscheduled Maintenance	0	$0.000	0	$0.000	0	$0.000 0.0%	0	$0.000	0	$0.000	0	$0.000 0.0%
Vacancy/Absentee Coverage	41,411	$1.290	26,093	$0.861	15,318	$0.429 33.3%	165,643	$5.147	155,508	$5.129	10,135	$0.019 0.4%
Weather Emergencies	3,029	$0.100	3,291	$0.099	(263)	$0.001 1.1%	377,075	$12.508	521,452	$17.629	(144,376)	($5.122) (41.0%)
Safety/Security/Law Enforcement	11,236	$0.325	8,200	$0.227	3,036	$0.098 30.0%	44,958	$1.299	42,248	$1.180	2,710	$0.119 9.1%
Other	13,260	$0.398	15,867	$0.575	(2,607)	($0.177) (44.3%)	53,479	$1.601	46,520	$1.686	6,959	($0.085) (5.3%)
Subtotal	1,029,215	$31.113	886,731	$29.026	142,484	$2.087 (6.7%)	4,438,301	$143.944	4,542,023	$149.086	(103,722)	($5.142) (3.6%)
REIMBURSABLE OVERTIME	243,332	$12.121	515,351	$17.951	(272,019)	($5.830) (48.1%)	969,571	$34.291	1,383,069	$48.443	(413,499)	($14.152) (41.3%)
TOTAL OVERTIME	**1,272,546**	**$43.234**	**1,402,082**	**$46.977**	**(129,536)**	**($3.743)** (8.7%)	**5,407,872**	**$178.234**	**5,925,092**	**$197.529**	**(517,220)**	**($19.295)** (10.8%)

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

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

	April			April Year to Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
NON-REIMBURSABLE OVERTIME	**Hours**	**$**	**Explanations**	**Hours**	**$**	**Explanations**
Scheduled Service	(2,823)	($0.2)		(1,911)	($0.4)	
		(8.1%)			7.0%	
Unscheduled Service	(17,893)	($0.6)		(19,283)	($0.7)	
		(28.5%)			13.1%	
Programmatic/Routine Maintenance	147,716	$2.5	Favorable results due to catch-up of recording reimbursable work.	42,045	$1.0	
		119.7%			(18.7%)	
Unscheduled Maintenance	0	$0.0		0	$0.0	
		.0%			.0%	
Vacancy/Absentee Coverage	15,318	$0.4		10,135	$0.0	
		20.6%			(0.4%)	
Weather Emergencies	(263)	$0.0		(144,376)	($5.1)	Unfavorable results mainly due to response to the January blizzard.
		.1%			99.6%	
Safety/Security/Law Enforcement	3,036	$0.1		2,710	$0.1	
		4.7%			(2.3%)	
Other	(2,607)	($0.2)		6,959	($0.1)	
		(8.5%)			1.6%	
Subtotal	142,484	$2.1		(103,721)	($5.1)	
		(55.8%)			26.7%	
REIMBURSABLE OVERTIME	(272,019)	($5.8)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	(413,499)	($14.2)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.
		155.8%			73.3%	
TOTAL OVERTIME	**(129,536)**	**($3.7)**		**(517,220)**	**($19.3)**	

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

METROPOLITAN TRANSPORTATION AUTHORITY
2016 Overtime Reporting
Overtime Legend

Type	**Definition**
Scheduled Service	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).
Unscheduled Service	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.
Programmatic/Routine Maintenance	*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 not resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
Unscheduled Maintenance	Resulting from an extraordinary event (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.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime, and miscellaneous overtime.

Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

Staten Island Railway

FINANCIAL AND RIDERSHIP REPORT

April 2016

(All data are preliminary and subject to audit)

Operating revenue, which was $0.7 million in April, was less than $0.1 million (3.0 percent) below the Adopted Budget (budget). Year-to-date, operating revenue was $3.0 million, $0.1 million (4.1 percent) below budget, due mostly to an underrun in farebox revenue, caused by lower-than-anticipated ridership.

Total **ridership** in April 2016 was 371,087 riders, 3.0 percent (11,336 riders) below budget, due in part to lower student ridership and lower ridership on Fridays. Year-to-date, ridership was 1,487,045 riders, 3.5 percent (54,113 riders) below budget, due mainly to poor weekend ridership resulting from the historic blizzard in January and the President's Day weekend service shutdown in February. April 2016 average weekday ridership was 16,039, 2.8 percent (435 riders) higher than April 2015. Average weekday ridership for the twelve months ending April 2016 was 16,318 riders, 5.1 percent (799 riders) higher than the previous twelve-month period, due to a shift from express buses to SIR and the SI Ferry after the March 22, 2015 fare increase.

Nonreimbursable expenses before depreciation, Other Post-Employment Benefits and GASB #68 Pension Adjustment were below budget in April by $2.6 million (46.3 percent). Labor expenses were under budget by $0.8 million (24.5 percent), due primarily to timing underruns in: payroll of $0.3 million (16.4 percent), health & welfare/OPEB current expenses of $0.3 million (56.8 percent) and overtime of $0.1 million (45.8 percent). Non-labor expenses underran budget by $1.8 million (74.7 percent), due primarily to lower maintenance contract expenses of $1.6 million (94.8 percent), involving the favorable timing of R44 car fleet maintenance inter-agency billing/payments. Year-to-date, non-reimbursable expenses were below budget by $5.8 million (26.0 percent). Labor expenses were less than budget by $1.1 million (9.0 percent), resulting largely from the favorable timing of pension expenses of $1.5 million (75.5 percent). Payroll expenses overran by $0.6 million (8.4 percent), caused mostly by a higher-than-estimated retro-wage adjustment effective mid-2010, partly offset by vacancies and the timing of expenses. Non-labor expenses were favorable to budget by $4.7 million (48.2 percent), due substantially to an underrun in maintenance contract expenses of $4.4 million (65.7 percent), resulting from the favorable timing of R44 car fleet maintenance inter-agency billing/payments.

Depreciation expenses of $2.5 million year-to-date were below budget by $0.3 million (10.3 percent). Other Post-Employment Benefit expenses of $1.8 million were $1.2 million (over 100.0 percent) above budget, based on a year-end 2015 actuarial update. GASB #68 Pension Adjustment accrued expenses of $1.7 million were recorded year-to-date.

The **operating cash deficit** (excluding subsidies) was $20.3 million through April, $0.8 million (4.2 percent) unfavorable to budget.

MTA STATEN ISLAND RAILWAY

apr - 2016 Adopted
Accrual Statement of Operations By Category
Month - apr 2016
($ in Millions)

5/26/2016 06:14 PM

	Nonreimbursable			Var Percent	Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue	$0.551	$0.526	(0.024)	(4.4)	$0.000	$0.000	-	-	$0.551	$0.526	(0.024)	(4.4)
Other Revenue	$0.203	$0.205	$0.002	0.9	$0.000	$0.000	-	-	$0.203	$0.205	$0.002	0.9
Capital and Other Reimbursements	$0.000	$0.000	-	-	$0.629	$0.280	(0.349)	(55.5)	$0.629	$0.280	(0.349)	(55.5)
Total Revenue	**$0.754**	**$0.731**	**(0.023)**	**(3.0)**	**$0.629**	**$0.280**	**(0.349)**	**(55.5)**	**$1.383**	**$1.011**	**(0.372)**	(26.9)
Expenses												
Labor :												
Payroll	$1.757	$1.469	$0.289	16.4	$0.150	$0.095	$0.055	36.5	$1.907	$1.564	$0.343	18.0
Overtime	$0.300	$0.163	$0.137	45.8	$0.150	$0.047	$0.103	68.7	$0.450	$0.210	$0.240	53.4
Total Salaries & Wages	**$2.057**	**$1.631**	**$0.426**	**20.7**	**$0.300**	**$0.142**	**$0.158**	**52.6**	**$2.357**	**$1.773**	**$0.584**	24.8
Health and Welfare	$0.359	$0.078	$0.281	78.4	$0.000	$0.000	-	-	$0.359	$0.078	$0.281	78.4
OPEB Current Payment	$0.118	$0.128	(0.010)	(8.8)	$0.000	$0.002	(0.002)	-	$0.118	$0.130	(0.012)	(10.5)
Pensions	$0.511	$0.500	$0.011	2.2	$0.000	$0.000	-	-	$0.511	$0.500	$0.011	2.2
Other Fringe Benefits	$0.306	$0.208	$0.098	32.1	$0.009	$0.000	$0.009	-	$0.315	$0.208	$0.107	34.0
Total Fringe Benefits	**$1.294**	**$0.914**	**$0.380**	**29.4**	**$0.009**	**$0.002**	**$0.007**	**77.8**	**$1.303**	**$0.916**	**$0.387**	29.7
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(0.153)	(0.129)	(0.024)	(15.6)	$0.153	$0.127	$0.026	17.0	$0.000	(0.002)	$0.002	-
Labor	**$3.198**	**$2.416**	**$0.782**	**24.5**	**$0.462**	**$0.271**	**$0.191**	**41.3**	**$3.660**	**$2.687**	**$0.973**	26.6
Non-Labor :												
Electric Power	$0.370	$0.269	$0.101	27.4	$0.000	$0.001	(0.001)	-	$0.370	$0.270	$0.100	27.1
Fuel	$0.025	$0.014	$0.011	44.4	$0.000	$0.000	-	-	$0.025	$0.014	$0.011	44.4
Insurance	$0.100	$0.105	(0.005)	(4.8)	$0.000	$0.000	-	-	$0.100	$0.105	(0.005)	(4.8)
Claims	$0.008	$0.008	$0.000	0.0	$0.000	$0.000	-	-	$0.008	$0.008	$0.000	0.0
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$1.671	$0.086	$1.585	94.8	$0.000	$0.000	-	-	$1.671	$0.086	$1.585	94.8
Professional Service Contracts	$0.064	$0.052	$0.012	19.1	$0.000	$0.001	(0.001)	-	$0.064	$0.053	$0.011	17.5
Materials & Supplies	$0.218	$0.078	$0.140	64.2	$0.167	$0.007	$0.160	95.8	$0.385	$0.085	$0.300	77.9
Other Business Expenses	$0.003	$0.011	(0.008)	-	$0.000	$0.000	-	-	$0.003	$0.011	(0.008)	-
Non-Labor	**$2.459**	**$0.622**	**$1.837**	**74.7**	**$0.167**	**$0.009**	**$0.158**	**94.6**	**$2.626**	**$0.631**	**$1.995**	76.0
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	**$5.657**	**$3.038**	**$2.619**	**46.3**	**$0.629**	**$0.280**	**$0.349**	**55.5**	**$6.286**	**$3.318**	**$2.968**	47.2
Depreciation	$0.692	$0.612	$0.080	11.6	$0.000	$0.000	-	-	$0.692	$0.612	$0.080	11.6
OPEB Liability	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 68 Pension Adjustment	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$6.349**	**$3.650**	**$2.699**	**42.5**	**$0.629**	**$0.280**	**$0.349**	**55.5**	**$6.978**	**$3.930**	**$3.048**	43.7
OPERATING SURPLUS/DEFICIT	**(5.596)**	**(2.919)**	**$2.677**	**47.8**	**$0.000**	**$0.000**	**$0.000**	-	**(5.595)**	**(2.919)**	**$2.676**	47.8

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY

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

5/26/2016 06:14 PM

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)	Var Percent			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue												
Farebox Revenue	$2.164	$2.066	(0.098)	(4.5)	$0.000	$0.000	-	-	$2.164	$2.066	(0.098)	(4.5)
Other Revenue	$0.933	$0.904	(0.029)	(3.1)	$0.000	$0.000	-	-	$0.933	$0.904	(0.029)	(3.1)
Capital and Other Reimbursements	$0.000	$0.000	-	-	$1.977	$1.762	(0.215)	(10.9)	$1.977	$1.762	(0.215)	(10.9)
Total Revenue	**$3.097**	**$2.970**	**(0.127)**	**(4.1)**	**$1.977**	**$1.762**	**(0.215)**	**(10.9)**	**$5.074**	**$4.732**	**(0.342)**	(6.7)
Expenses												
Labor :												
Payroll	$7.194	$7.800	(0.606)	(8.4)	$0.581	$0.457	$0.124	21.4	$7.776	$8.257	(0.482)	(6.2)
Overtime	$0.774	$0.955	(0.181)	(23.3)	$0.600	$0.369	$0.231	38.5	$1.374	$1.324	$0.050	3.7
Total Salaries & Wages	**$7.968**	**$8.755**	**(0.787)**	**(9.9)**	**$1.181**	**$0.826**	**$0.355**	**30.1**	**$9.150**	**$9.581**	**(0.431)**	(4.7)
Health and Welfare	$1.436	$1.127	$0.309	21.5	$0.000	$0.000	-	-	$1.436	$1.127	$0.309	21.5
OPEB Current Payment	$0.472	$0.560	(0.088)	(18.7)	$0.000	$0.007	(0.007)	-	$0.472	$0.567	(0.095)	(20.2)
Pensions	$2.044	$0.500	$1.544	75.5	$0.000	$0.000	-	-	$2.044	$0.500	$1.544	75.5
Other Fringe Benefits	$1.238	$1.309	(0.071)	(5.7)	$0.036	$0.000	$0.036	-	$1.274	$1.309	(0.035)	(2.7)
Total Fringe Benefits	**$5.190**	**$3.497**	**$1.693**	**32.6**	**$0.036**	**$0.007**	**$0.029**	**80.6**	**$5.226**	**$3.504**	**$1.722**	33.0
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	(0.593)	(0.816)	$0.223	37.5	$0.593	$0.816	(0.223)	(37.6)	$0.000	$0.000	$0.000	-
Labor	**$12.565**	**$11.436**	**$1.129**	**9.0**	**$1.810**	**$1.649**	**$0.161**	**8.9**	**$14.376**	**$13.085**	**$1.291**	9.0
Non-Labor :												
Electric Power	$1.700	$1.314	$0.386	22.7	$0.000	$0.005	(0.005)	-	$1.700	$1.319	$0.381	22.4
Fuel	$0.109	$0.057	$0.052	47.3	$0.000	$0.000	-	-	$0.109	$0.057	$0.052	47.3
Insurance	$0.400	$0.559	(0.159)	(39.8)	$0.000	$0.000	-	-	$0.400	$0.559	(0.159)	(39.8)
Claims	$0.032	$0.032	$0.000	0.0	$0.000	$0.000	-	-	$0.032	$0.032	$0.000	0.0
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$6.684	$2.290	$4.394	65.7	$0.000	$0.000	-	-	$6.684	$2.290	$4.394	65.7
Professional Service Contracts	$0.256	$0.213	$0.043	16.9	$0.000	$0.007	(0.007)	-	$0.256	$0.220	$0.036	14.2
Materials & Supplies	$0.476	$0.478	(0.002)	(0.4)	$0.167	$0.101	$0.066	39.5	$0.643	$0.579	$0.064	9.9
Other Business Expenses	$0.010	$0.067	(0.057)	-	$0.000	$0.000	-	-	$0.010	$0.067	(0.057)	-
Non-Labor	**$9.667**	**$5.011**	**$4.656**	**48.2**	**$0.167**	**$0.113**	**$0.054**	**32.3**	**$9.834**	**$5.124**	**$4.710**	47.9
Other Expense Adjustments:												
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	-	-	**$0.000**	**$0.000**	-	-	**$0.000**	**$0.000**	-	-
Total Expenses before Depreciation and OPEB	**$22.232**	**$16.447**	**$5.785**	**26.0**	**$1.977**	**$1.762**	**$0.215**	**10.9**	**$24.210**	**$18.209**	**$6.001**	24.8
Depreciation	$2.764	$2.479	$0.285	10.3	$0.000	$0.000	-	-	$2.764	$2.479	$0.285	10.3
OPEB Liability	$0.575	$1.800	(1.225)	-	$0.000	$0.000	-	-	$0.575	$1.800	(1.225)	-
GASB 68 Pension Adjustment	$0.000	$1.665	(1.665)	-	$0.000	$0.000	-	-	$0.000	$1.665	(1.665)	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenses	**$25.571**	**$22.391**	**$3.180**	**12.4**	**$1.977**	**$1.762**	**$0.215**	**10.9**	**$27.549**	**$24.153**	**$3.396**	12.3
OPERATING SURPLUS/DEFICIT	**(22.474)**	**(19.421)**	**$3.054**	**13.6**	**$0.000**	**$0.000**	**$0.000**	-	**(22.475)**	**(19.421)**	**$3.054**	13.6

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
FEBRUARY FINANCIAL PLAN - 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
APRIL 2016
($ in millions)

		MONTH			YEAR-TO-DATE		
Generic Revenue or Expense Category	Non Reimb. or Reimb.	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance	Favorable/ (Unfavorable) Variance $	Favorable/ (Unfavorable) Variance %	Reason for Variance
Farebox Revenue	Non Reimb.	(0.024)	(4.4)	Mostly due to lower ridership on Fridays	(0.098)	(4.5)	Mostly due to lower ridership from adverse weather early in the year
Other Operating Revenue	Non Reimb.				(0.029)	(3.1)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.289	16.4	Largely the favorable timing of expenses	(0.606)	(8.4)	Primarily a higher-than-estimated retro-wage adjustment, effective mid-2010, based on new labor contract agreements, partly offset by vacancy savings and the timing of expenses
Overtime	Non Reimb.	0.137	45.8	Largely the timing of project labor requirements	(0.181)	(23.3)	Mainly due to the President's Day weekend service shutdown and some extreme cold weather in February, and the impact of the January Blizzard, partly offset by the favorable timing of project labor requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.271	56.8	The favorable timing of expenses	0.221	11.5	The favorable timing of expenses
Pension	Non Reimb.	0.011	2.2	The favorable timing of expenses	1.544	75.5	The favorable timing of expenses/payments
Other Fringe Benefits	Non Reimb.	0.098	32.1	Timing of interagency fringe benefit billing	(0.071)	(5.7)	Timing of interagency fringe benefit billing
Electric Power	Non Reimb.	0.101	27.4	Mostly the timing of expenses and lower prices	0.386	22.7	Mostly the timing of expenses and lower prices
Fuel	Non Reimb.	0.011	44.4	Largely lower prices	0.052	47.3	Largely lower prices
Insurance	Non Reimb.				(0.159)	(39.8)	The unfavorable timing of interagency billing
Maintenance & Other Operating Contracts	Non Reimb.	1.585	94.8	Mainly the favorable timing of R44 car fleet maintenance interagency billing/payments	4.394	65.7	Mainly the favorable timing of R44 car fleet maintenance interagency billing/payments
Professional Service Contracts	Non Reimb.	0.012	19.1	The favorable timing of expenses	0.043	16.9	The favorable timing of expenses
Materials and Supplies	Non Reimb.	0.140	64.2	Primarily the favorable timing of maintenance material requirements			
Capital and Other Reimbursements	Reimb.	(0.349)	(55.5)	Timing of contractor requirements	(0.215)	(10.9)	Timing of contractor requirements
Payroll	Reimb.	0.055	36.5	Timing of contractor requirements	0.124	21.4	Timing of contractor requirements
Overtime	Reimb.	0.103	68.7	Timing of contractor requirements	0.231	38.5	Timing of contractor requirements
Materials & Supplies	Reimb.	0.160	95.8	The favorable timing of project materiel requirements	0.066	39.5	The favorable timing of project materiel requirements

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

5/26/2016 02:09 PM

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Receipts								
Farebox Revenue	**$0.551**	**$0.585**	**$0.034**	**6.3**	**$2.164**	**$2.102**	**(0.062)**	**(2.9)**
Other Revenue	**$0.203**	**$0.025**	**(0.178)**	**(87.7)**	**$0.933**	**$1.158**	**$0.225**	**24.1**
Capital and Other Reimbursements	$0.629	$0.518	(0.111)	(17.6)	$1.977	$1.670	(0.307)	(15.5)
Total Revenue	**$1.383**	**$1.128**	**(0.255)**	**(18.4)**	**$5.074**	**$4.930**	**(0.144)**	**(2.8)**
Expenditures								
Labor :								
Payroll	$1.737	$1.644	$0.093	5.4	$8.117	$15.080	(6.963)	(85.8)
Overtime	$0.450	$0.293	$0.157	34.9	$1.374	$1.328	$0.046	3.3
Total Salaries & Wages	**$2.187**	**$1.937**	**$0.250**	**11.4**	**$9.491**	**$16.408**	**(6.917)**	**(72.9)**
Health and Welfare	$0.359	$0.000	$0.359	-	$1.436	$0.000	$1.436	-
OPEB Current Payment	$0.118	$0.070	$0.048	40.7	$0.472	$0.218	$0.254	53.8
Pensions	$0.511	$2.000	(1.489)	-	$2.044	$2.000	$0.044	2.2
Other Fringe Benefits	$0.302	$0.326	(0.024)	(7.9)	$1.299	$2.070	(0.771)	(59.4)
Total Fringe Benefits	**$1.290**	**$2.396**	**(1.106)**	**(85.7)**	**$5.251**	**$4.288**	**$0.963**	**18.3**
Contribution to GASB Fund	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Reimbursable Overhead	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Labor	**$3.477**	**$4.333**	**(0.856)**	**(24.6)**	**$14.742**	**$20.696**	**(5.954)**	**(40.4)**
Non-Labor :								
Electric Power	$0.370	$0.303	$0.067	18.1	$1.700	$1.613	$0.087	5.1
Fuel	$0.025	$0.011	$0.014	56.0	$0.109	$0.061	$0.048	44.0
Insurance	$0.100	$0.212	(0.112)	-	$0.400	$0.363	$0.037	9.2
Claims	$0.008	$0.000	$0.008	-	$0.032	$0.000	$0.032	-
Paratransit Service Contracts	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Maintenance and Other Operating Contracts	$1.671	$0.785	$0.886	53.0	$6.684	$1.714	$4.970	74.4
Professional Service Contracts	$0.064	$0.081	(0.017)	(26.6)	$0.256	$0.341	(0.085)	(33.2)
Materials & Supplies	$0.385	$0.045	$0.340	88.3	$0.643	$0.410	$0.233	36.2
Other Business Expenses	$0.003	$0.008	(0.005)	-	$0.010	$0.059	(0.049)	-
Non-Labor	**$2.626**	**$1.445**	**$1.181**	**45.0**	**$9.834**	**$4.561**	**$5.273**	**53.6**
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	**-**	**-**	**$0.000**	**$0.000**	**-**	**-**
Total Expenditures before Depreciation and OPEB	**$6.103**	**$5.778**	**$0.325**	**5.3**	**$24.576**	**$25.257**	**(0.681)**	**(2.8)**
Depreciation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
OPEB Liability	$0.000	$0.000	-	-	$0.000	$0.000	-	-
GASB 68 Pension Adjustment	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Environmental Remediation	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Total Expenditures	**$6.103**	**$5.778**	**$0.325**	**5.3**	**$24.576**	**$25.257**	**(0.681)**	**(2.8)**
Net Surplus/(Deficit)	**(4.720)**	**(4.650)**	**$0.070**	**1.5**	**(19.502)**	**(20.327)**	**(0.825)**	**(4.2)**

Note: Totals may not add due to rounding

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

Operating Receipts or Disbursements	MONTH Favorable/ (Unfavorable) Variance $	MONTH Favorable/ (Unfavorable) Variance %	MONTH Reason for Variance	YEAR TO DATE Favorable/ (Unfavorable) Variance $	YEAR TO DATE Favorable/ (Unfavorable) Variance %	YEAR TO DATE Reason for Variance
Farebox Receipts	0.034	6.3%	Primarily the favorable timing of cash settlements with NYCT	(0.062)	(2.9%)	Primarily the unfavorable timing of cash settlements with NYCT
Other Operating Revenue	(0.178)	(87.7%)	Mostly the unfavorable timing of student fare reimbursements	0.225	24.1%	Mostly the favorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.111)	(17.6%)	The unfavorable timing of reimbursements	(0.307)	(15.5%)	The unfavorable timing of reimbursements
Payroll				(6.963)	(85.8%)	Mostly the unfavorable timing of retro-wage payments effective mid-2010, based on new labor contract agreements. These forecasted 2015 payments have been reported as favorable year-end 2015 timing adjustments and will be included in the July 2016 Financial Plan
Health and Welfare (including OPEB current payment)	0.407	85.3%	Mostly the favorable timing of expenses/payments	1.690	88.6%	Mostly the favorable timing of expenses/payments
Pensions	(1.489)	over (100.0)	The unfavorable timing of payments			
Other Fringe Benefits				(0.771)	(59.4%)	Mostly the unfavorable timing of FICA payments pertaining to retro-wage payments reported in payroll above
Maintenance Contracts	0.886	53.0%	Primarily the favorable timing of R44 car fleet maintenance interagency billing/payments	4.970	74.4%	Primarily the favorable timing of R44 car fleet maintenance interagency billing/payments
Materials and Supplies	0.340	88.3%	Largely the favorable timing of maintenance material requirements	0.233	36.2%	Largely the favorable timing of payments and maintenance material requirements

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

5/26/2016 02:14 PM

	Month				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted	Actual	Variance	Percent	Adopted	Actual	Variance	Percent
Revenue								
Farebox Revenue	**$0.000**	**$0.059**	**$0.059**	-	**$0.000**	**$0.036**	**$0.036**	-
Other Revenue	**$0.000**	**(0.180)**	**(0.180)**	-	**$0.000**	**$0.254**	**$0.254**	-
Capital and Other Reimbursements	$0.000	$0.238	$0.238	-	$0.000	(0.092)	(0.092)	-
Total Revenue	**$0.000**	**$0.117**	**$0.117**	-	**$0.000**	**$0.198**	**$0.198**	-
Expenses								
Labor :								
Payroll	$0.170	(0.080)	(0.250)	-	(0.341)	(6.823)	(6.482)	-
Overtime	$0.000	(0.083)	(0.083)	-	$0.000	(0.004)	(0.004)	-
Total Salaries & Wages	**$0.170**	**(0.164)**	**(0.334)**	-	-	**(6.827)**	**(6.486)**	-
Health and Welfare	$0.000	$0.078	$0.078	-	$0.000	$1.127	$1.127	-
OPEB Current Payment	$0.000	$0.060	$0.060	-	$0.000	$0.349	$0.349	-
Pensions	$0.000	(1.500)	(1.500)	-	$0.000	(1.500)	(1.500)	-
Other Fringe Benefits	$0.013	(0.118)	(0.131)	-	(0.025)	(0.761)	(0.736)	-
Total Fringe Benefits	**$0.013**	**(1.480)**	**(1.493)**	-	**(0.025)**	**(0.784)**	**(0.759)**	-
Contribution to GASB Fund	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Reimbursable Overhead	$0.000	(0.002)	(0.002)	-	$0.000	$0.000	$0.000	-
Labor	**$0.183**	**(1.646)**	**(1.829)**	-	**(0.366)**	**(7.611)**	**(7.245)**	-
Non-Labor :								
Electric Power	$0.000	(0.033)	(0.033)	-	$0.000	(0.294)	(0.294)	-
Fuel	$0.000	$0.003	$0.003	-	$0.000	(0.004)	(0.004)	-
Insurance	$0.000	(0.107)	(0.107)	-	$0.000	$0.196	$0.196	-
Claims	$0.000	$0.008	$0.008	-	$0.000	$0.032	$0.032	-
Paratransit Service Contracts	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Maintenance and Other Operating Contracts	$0.000	(0.699)	(0.699)	-	$0.000	$0.576	$0.576	-
Professional Service Contracts	$0.000	(0.028)	(0.028)	-	$0.000	(0.121)	(0.121)	-
Materials & Supplies	$0.000	$0.040	$0.040	-	$0.000	$0.169	$0.169	-
Other Business Expenses	$0.000	$0.003	$0.003	-	$0.000	$0.008	$0.008	-
Non-Labor	**$0.000**	**(0.814)**	**(0.814)**	-	**$0.000**	**$0.563**	**$0.563**	-
Other Expense Adjustments:								
Other	$0.000	$0.000	-	-	$0.000	$0.000	-	-
Other Expense Adjustments	**$0.000**	**$0.000**	-	-	**$0.000**	**$0.000**	-	-
Total Expenses before Depreciation and OPEB	**$0.183**	**(2.460)**	**(2.643)**	-	**(0.366)**	**(7.048)**	**(6.682)**	-
Depreciation	$0.692	$0.612	(0.080)	(11.6)	$2.764	$2.479	(0.285)	(10.3)
OPEB Liability	$0.000	$0.000	$0.000	-	$0.575	$1.800	$1.225	-
GASB 68 Pension Adjustment	$0.000	$0.000	$0.000	-	$0.000	$1.665	$1.665	-
Environmental Remediation	$0.000	$0.000	$0.000	-	$0.000	$0.000	$0.000	-
Total Expenditures	**$0.875**	**(1.848)**	**(2.723)**	-	**$2.973**	**(1.104)**	**(4.077)**	-
Total Cash Conversion Adjustments	**$0.875**	**(1.731)**	**(2.606)**	-	**$2.973**	**(0.906)**	**(3.879)**	-

Note: Totals may not add due to rounding

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

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

Function/Departments	Adopted Budget	Actual	Favorable (Unfavorable) Variance
Administration			
Executive	13	11	2
General Office	10	9	1
Purchasing/Stores	6	5	1
Total Administration	**29**	**25**	**4**
Operations			
Transportation	107	111	(4)
Total Operations	**107**	**111**	**(4)**
Maintenance			
Mechanical	52	45	7
Electronics/Electrical	15	13	2
Power/Signals	26	18	8
Maintenance of Way	48	48	0
Infrastructure	25	26	(1)
Total Maintenance	**166**	**150**	**16**
Engineering/Capital			
Reimbursable Program Support	26	18	8
Total Engineering Capital	**26**	**18**	**8**
Total Positions	**328**	**304**	**24**
Non-Reimbursable	302	286	16
Reimbursable	26	18	8
Total Full-Time	328	304	24
Total Full-Time-Equivalents	0	0	0

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

	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	17	18	(1)	
Professional, Technical, Clerical	12	7	5	
Operational Hourlies	0	0	0	
Total Administration	**29**	**25**	**4**	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	99	106	(7)	
Total Operations	**107**	**111**	**(4)**	
Maintenance				
Managers/Supervisors	12	12	0	
Professional, Technical, Clerical	6	3	3	
Operational Hourlies	148	135	13	
Total Maintenance	**166**	**150**	**16**	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	13	7	
Total Engineering/Capital	**26**	**18**	**8**	
Total Positions				
Managers/Supervisors	38	36	2	
Professional, Technical, Clerical	23	14	9	
Operational Hourlies	267	254	13	
Total Positions	**328**	**304**	**24**	

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

Month of April

Budget	Actual	Variance Amount	Variance Percent	Explanation
0.382	0.371	(0.011)	(3.0%)	Due in part to lower student ridership than budgeted, and lower ridership on Fridays than budgeted

Year-to-Date

1.541	1.487	(0.054)	(3.5%)	Mostly due to poor weekend ridership (the historic blizzard in January and the President's Day weekend G.O. in February)

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

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

	Month of April				
			Variance		
	2015	2016	Amount	Percent	Explanation
Average Weekday	0.016	0.016	0.000	2.8%	
Average Weekend	0.008	0.007	(0.001)	(10.0%)	Mostly due to worse weekend weather in 2016 compared to 2015
	12-Month Rolling Average				
Average Weekday	0.016	0.016	0.001	5.1%	The residual impact of the shift from express buses to SIR and the SI Ferry after the March 22, 2015 fare increase
Average Weekend	0.008	0.008	(0.000)	(3.7%)	More weekends with service changes in the current 12-month period than in the prior 12-month period

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

MTA Bus Company

Report

FINANCIAL AND RIDERSHIP REPORT

April 2016

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was $19.6 million in April, $0.2 million (0.8 percent) below budget. Farebox revenue was $0.6 million (3.1 percent) under budget, due to lower ridership. Partly offsetting this result was an increase in other operating revenue of $0.4 million (23.4 percent), due to higher student fare reimbursements. Year-to-date, operating revenue was $76.3 million, lower than budget by $0.5 million (0.6 percent), due primarily to a farebox revenue underrun of $1.3 million (1.9 percent), caused by lower ridership including an adverse weather impact occurring early in the year. Other operating revenue increased by $0.8 million (12.3 percent), due to higher student fare reimbursements.

Total MTA Bus **ridership** in April 2016 was 10.6 million, 1.8 percent (0.2 million riders) below budget. Year-to-date, ridership was 41.1 million, 2.8 percent (1.2 million riders) below budget. April 2016 average weekday ridership was 413,769, an increase of 0.2 percent (747 riders) from April 2015. Average weekday ridership for the twelve months ending April 2016 was 408,023, a decrease of 0.5 percent (1,883 riders) from the twelve months ending April 2015.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were $55.5 million in April, $0.1 million (0.3) percent) above budget. Labor expenses were over budget by $2.3 million (5.7 percent), due primarily to an increase in health & welfare/OPEB current expenses of $1.1 million (15.7 percent), due to higher medical expenses. Payroll expenses also overran by $0.9 million (4.4 percent), caused by higher wage rates and the unfavorable timing of reimbursable projects. Non-labor expenses were below budget by $2.2 million (15.3 percent), including the favorable timing of maintenance contract expenses of $1.4 million (44.1 percent), and lower fuel prices of $0.6 million (29.4 percent). Year-to-date, expenses were below budget by $3.0 million (1.3 percent). Labor expenses exceeded budget by $8.4 million (5.1 percent), due primarily to an overrun in payroll expenses of $5.2 million (6.1 percent), again caused by higher wage rates and the unfavorable timing of reimbursable projects. Other Fringe benefits exceeded budget by $3.3 million (19.8 percent), resulting mostly from accrued higher Workers' Compensation reserve requirements, based on a current actuarial update. Non-labor expenses were under budget by $11.3 million (19.6 percent), including favorable maintenance contract expenses of $4.7 million (36.8 percent), due largely to the timing of expenses, and lower fuel prices of $2.7 million (34.1 percent).

Depreciation expenses year-to-date were $3.5 million (25.0 percent) above budget. GASB #45 Other Post-Employment Benefit accrued expenses of $33.4 million year-to-date were essentially on budget.

The **operating cash deficit** (excluding subsidies) was $158.7 million year-to-date, $10.4 million (7.0 percent) above budget, due mostly to payroll retro-wage payments, resulting from a TWU 2015 contract settlement, and higher current year wage rates.

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

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	$ 18.045	$ 17.486	$ (0.559)	(3.1)	$ -	$ -	$ -	-	$ 18.045	$ 17.486	$ (0.559)	(3.1)
Other Operating Income	1.690	2.085	0.395	23.4	-	-	-	-	1.690	2.085	0.395	23.4
Capital and Other Reimbursements	-	-	-	-	0.492	0.434	(0.058)	(11.8)	0.492	0.434	(0.058)	(11.8)
Total Revenue	**$ 19.735**	**$ 19.571**	**$ (0.164)**	**(0.8)**	**$ 0.492**	**$ 0.434**	**$ (0.058)**	**(11.8)**	**$ 20.227**	**$ 20.005**	**$ (0.222)**	**(1.1)**
Labor:												
Payroll	$ 21.322	$ 22.262	$ (0.940)	(4.4)	$ 0.236	$ 0.267	$ (0.031)	(13.3)	$ 21.558	$ 22.529	$ (0.971)	(4.5)
Overtime	4.514	4.666	(0.152)	(3.4)	-	-	-	-	4.514	4.666	(0.152)	(3.4)
Health and Welfare	4.993	6.215	(1.222)	(24.5)	0.089	0.080	0.009	9.7	5.082	6.295	(1.213)	(23.9)
OPEB Current Payment	1.996	1.873	0.123	6.2	-	-	-	-	1.996	1.873	0.123	6.2
Pensions	4.031	3.660	0.371	9.2	0.041	0.040	0.001	2.4	4.072	3.700	0.372	9.1
Other Fringe Benefits	4.188	4.843	(0.655)	(15.6)	0.039	0.040	(0.001)	(2.6)	4.227	4.883	(0.656)	(15.5)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.152)	0.152	-	-	-	-	-	-	(0.152)	0.152	-
Total Labor Expenses	**$ 41.044**	**$ 43.367**	**$ (2.323)**	**(5.7)**	**$ 0.404**	**$ 0.427**	**$ (0.023)**	**(5.6)**	**$ 41.448**	**$ 43.794**	**$ (2.346)**	**(5.7)**
Non-Labor:												
Electric Power	$ 0.150	$ 0.129	$ 0.021	14.0	$ -	$ -	$ -	-	$ 0.150	$ 0.129	$ 0.021	14.0
Fuel	1.967	1.389	0.578	29.4	-	-	-	-	1.967	1.389	0.578	29.4
Insurance	0.503	0.290	0.213	42.3	-	-	-	-	0.503	0.290	0.213	42.3
Claims	2.364	2.400	(0.036)	(1.5)	-	-	-	-	2.364	2.400	(0.036)	(1.5)
Maintenance and Other Operating Contracts	3.127	1.749	1.378	44.1	0.019	-	0.019	100.0	3.146	1.749	1.397	44.4
Professional Service Contracts	2.137	2.482	(0.345)	(16.1)	-	-	-	-	2.137	2.482	(0.345)	(16.1)
Materials & Supplies	3.818	3.418	0.400	10.5	0.069	0.007	0.062	89.9	3.887	3.425	0.462	11.9
Other Business Expense	0.208	0.233	(0.025)	(12.0)	-	-	-	-	0.208	0.233	(0.025)	(12.0)
Total Non-Labor Expenses	**$ 14.274**	**$ 12.090**	**$ 2.184**	**15.3**	**$ 0.088**	**$ 0.007**	**$ 0.081**	**92.0**	**$ 14.362**	**$ 12.097**	**$ 2.265**	**15.8**
***Other Expense Adjustments*:**												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	**$ -**	**$ -**	**$ -**	**-**	**$ -**	**$ -**	**$ -**	**-**	**$ -**	**$ -**	**$ -**	**-**
Total Expenses before Non-Cash Liability Adjs.	**$ 55.318**	**$ 55.457**	**$ (0.139)**	**(0.3)**	**$ 0.492**	**$ 0.434**	**$ 0.058**	**11.8**	**$ 55.810**	**$ 55.891**	**$ (0.081)**	**(0.1)**
Depreciation	3.444	4.582	(1.138)	(33.0)	-	-	-	-	3.444	4.582	(1.138)	(33.0)
OPEB Obligation	8.346	8.350	(0.004)	(0.0)	-	-	-	-	8.346	8.350	(0.004)	(0.0)
Environmental Remediation			-	-			-	-	-	-	-	-
Total Expenses	**$ 67.108**	**$ 68.389**	**$ (1.281)**	**(1.9)**	**$ 0.492**	**$ 0.434**	**$ 0.058**	**11.8**	**$ 67.600**	**$ 68.823**	**$ (1.223)**	**(1.8)**
Net Surplus/(Deficit)	**$ (47.373)**	**$ (48.818)**	**$ (1.445)**	**(3.1)**	**$ (0.000)**	**$ -**	**$ 0.000**	**100.0**	**$ (47.373)**	**$ (48.818)**	**$ (1.445)**	**(3.0)**

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 2016 Year-To-Date

($ in millions)

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	$ 69.934	$ 68.625	$ (1.309)	(1.9)	$ -	$ -	$ -	-	$ 69.934	$ 68.625	$ (1.309)	(1.9)
Other Operating Income	6.845	7.689	0.844	12.3	-	-	-	-	6.845	7.689	0.844	12.3
Capital and Other Reimbursements	-	-	-	-	1.994	1.235	(0.759)	(38.1)	1.994	1.235	(0.759)	(38.1)
Total Revenue	**$ 76.779**	**$ 76.314**	**$ (0.465)**	**(0.6)**	**$ 1.994**	**$ 1.235**	**$ (0.759)**	**(38.1)**	**$ 78.773**	**$ 77.549**	**$ (1.224)**	**(1.6)**
Expenses												
Labor:												
Payroll	$ 86.374	$ 91.601	$ (5.227)	(6.1)	0.955	0.742	$ 0.213	22.3	$ 87.329	$ 92.343	$ (5.014)	(5.7)
Overtime	18.037	18.421	(0.384)	(2.1)	-	-	-	-	18.037	18.421	(0.384)	(2.1)
Health and Welfare	19.723	20.686	(0.963)	(4.9)	0.361	0.225	0.136	37.6	20.084	20.911	(0.827)	(4.1)
OPEB Current Payment	7.984	7.748	0.236	3.0	-	-	-	-	7.984	7.748	0.236	3.0
Pensions	15.921	15.077	0.844	5.3	0.165	0.112	0.053	32.1	16.086	15.189	0.897	5.6
Other Fringe Benefits	16.543	19.824	(3.281)	(19.8)	0.159	0.111	0.048	30.2	16.702	19.935	(3.233)	(19.4)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.417)	0.417	-	-	-	-	-	-	(0.417)	0.417	-
Total Labor Expenses	**$ 164.582**	**$ 172.940**	**$ (8.358)**	**(5.1)**	**$ 1.639**	**$ 1.190**	**$ 0.449**	**27.4**	**$ 166.222**	**$ 174.130**	**$ (7.909)**	**(4.8)**
Non-Labor:												
Electric Power	$ 0.607	$ 0.529	$ 0.078	12.9	$ -	$ -	$ -	-	$ 0.607	$ 0.529	$ 0.078	12.9
Fuel	7.969	5.250	2.719	34.1	-	-	-	-	7.969	5.250	2.719	34.1
Insurance	2.036	1.138	0.898	44.1	-	-	-	-	2.036	1.138	0.898	44.1
Claims	9.578	9.600	(0.022)	(0.2)	-	-	-	-	9.578	9.600	(0.022)	(0.2)
Maintenance and Other Operating Contracts	12.666	8.009	4.657	36.8	0.076	-	0.076	100.0	12.743	8.009	4.734	37.1
Professional Service Contracts	8.657	6.773	1.884	21.8	-	-	-	-	8.657	6.773	1.884	21.8
Materials & Supplies	15.467	14.089	1.378	8.9	0.278	0.045	0.233	83.8	15.745	14.134	1.611	10.2
Other Business Expense	0.844	1.119	(0.275)	(32.6)	-	-	-	-	0.844	1.119	(0.275)	(32.6)
Total Non-Labor Expenses	**$ 57.825**	**$ 46.507**	**$ 11.318**	**19.6**	**$ 0.355**	**$ 0.045**	**$ 0.310**	**87.3**	**$ 58.180**	**$ 46.552**	**$ 11.628**	**20.0**
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	**$ -**	**$ -**	**$ -**	**-**	**$ -**	**$ -**	**$ -**	**-**	**$ -**	**$ -**	**$ -**	**-**
Total Expenses before Non-Cash Liability Adjs.	**$ 222.407**	**$ 219.447**	**$ 2.960**	**1.3**	**$ 1.994**	**$ 1.235**	**$ 0.759**	**38.1**	**$ 224.401**	**$ 220.682**	**$ 3.719**	**1.7**
Depreciation	13.950	17.441	(3.491)	(25.0)	-	-	-	-	13.950	17.441	(3.491)	(25.0)
OPEB Obligation	33.384	33.400	(0.016)	(0.0)	-	-	-	-	33.384	33.400	(0.016)	(0.0)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	**$ 269.741**	**$ 270.288**	**$ (0.547)**	**(0.2)**	**$ 1.994**	**$ 1.235**	**$ 0.759**	**38.1**	**$ 271.735**	**$ 271.523**	**$ 0.212**	**0.1**
Net Surplus/(Deficit)	**$ (192.962)**	**$ (193.974)**	**$ (1.012)**	**(0.5)**	**$ -**	**$ -**	**$ -**	**-**	**$ (192.962)**	**$ (193.974)**	**$ (1.012)**	**(0.5)**

NOTE: Totals may not add due to rounding

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

Generic Revenue or Expense Category	Nonreimb or Reimb	April 2016 Favorable (Unfavorable) Variance $	April 2016 Favorable (Unfavorable) Variance %	April 2016 Reason for Variance	Year-To-Date Favorable (Unfavorable) Variance $	Year-To-Date Favorable (Unfavorable) Variance %	Year-To-Date Reason for Variance
Farebox Revenue	NR	$ (0.559)	(3.1)	Lower than plan ridership	$ (1.309)	(1.9)	Lower than plan ridership and the impact of weather
Other Operating Revenue	NR	$ 0.395	23.4	Higher student fares reimbursement	$ 0.844	12.3	Higher student fares reimbursement
Capital and Other Reimbursements	R	$ (0.058)	(11.8)	Delay/deferral in reimbursable projects	$ (0.759)	(38.1)	Delay/deferral in reimbursable projects
Total Revenue Variance		**$ (0.222)**	**(1.1)**		**$ (1.224)**	**(1.6)**	
Payroll	NR	$ (0.940)	(4.4)	Mainly due to rate variance and delay/deferral in reimbursable projects	$ (5.227)	(6.1)	Mainly due to rate variance and delay/deferral in reimbursable projects
Overtime	NR	$ (0.152)	(3.4)	Mainly due to running time/traffic, and absentee coverage requirements	$ (0.384)	(2.1)	Mainly due to winter storms, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	NR	$ (1.099)	(15.7)	Higher medical expenses	$ (0.727)	(2.6)	Higher medical expenses
Pension	NR	$ 0.371	9.2	Lower expenses due to revised actuarial update.	$ 0.844	5.3	Lower expenses due to revised actuarial update.
Other Fringe Benefits	NR	$ (0.655)	(15.6)	Timing of inter-agency billings	$ (3.281)	(19.8)	Higher workers compensation accruals per updated actuarial estimate and timing of inter-agency billings
Reimbursable Overhead	NR	$ 0.152	-	(a)	$ 0.417	-	(a)
Electric Power	NR	$ 0.021	14.0	(a)	$ 0.078	14.0	(a)
Fuel	NR	$ 0.578	29.4	Lower rates	$ 2.719	34.1	Lower rates and reduced service as the result of Winter Storm Jonas.
Insurance	NR	$ 0.213	42.3	Lower expenses	$ 0.898	44.1	Lower expenses
Claims	NR	$ (0.036)	(1.5)	(a)	$ (0.022)	(0.2)	(a)
Maintenance and Other Operating Contracts	NR	$ 1.378	44.1	Primarily due to inter-agency timing of bus parts charges and the pending of the July Plan reallocation of expenses to Material & Supplies	$ 4.657	36.8	Primarily due to inter-agency timing of bus parts charges and the pending of the July Plan reallocation of expenses to Material & Supplies
Professional Service Contracts	NR	$ (0.345)	(16.1)	Prior period expenses	$ 1.884	21.8	Mainly due to delay in interagency billing
Materials & Supplies	NR	$ 0.400	10.5	Mainly due to lower general maintenance material expenses	$ 1.378	8.9	Mainly due to lower general maintenance material expenses
Other Business Expense	NR	$ (0.025)	(12.0)	(a)	$ (0.275)	(32.6)	Higher AFC collection fees and mobility tax
Depreciation	NR	$ (1.138)	(33.0)	Non cash expense	$ (3.491)	(25.0)	Non cash expense
Other Post Employment Benefits	NR	$ (0.004)	(0.0)	(a)	$ (0.016)	(0.0)	(a)
Environmental Remediation		$ -	-		$ -	-	
Payroll	R	$ (0.031)	(13.3)	Delay/deferral in reimbursable projects	$ 0.213	22.3	Delay/deferral in reimbursable projects
Health and Welfare	R	$ 0.009	9.7	(a)	$ 0.136	37.6	Delay/deferral in reimbursable projects
Pension	R	$ 0.001	2.4		$ 0.053	32.1	
Other Fringe Benefits	R	$ (0.001)	(2.6)		$ 0.048	30.2	
Maintenance and Other Operating Contracts	R	$ 0.019	*	Delay/deferral in reimbursable projects	$ 0.076	*	Delay/deferral in reimbursable projects
Materials & Supplies	R	$ 0.062	*	Delay/deferral in reimbursable projects	$ 0.233	*	Delay/deferral in reimbursable projects
Total Expense Variance		**$ (1.223)**	**(1.8)**		**$ 0.212**	**0.1**	
Net Variance		**$ (1.445)**	**(3.0)**		**$ (1.012)**	**(0.5)**	

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

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES

($ in millions)

	April 2016				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	$ 18.045	$ 17.308	$ (0.737)	(4.1)	$ 69.934	$ 67.549	$ (2.385)	(3.4)
Other Operating Revenue	1.727	1.510	(0.217)	(12.6)	6.908	7.965	1.057	15.3
Capital and Other Reimbursements	0.769	0.385	(0.384)	(49.9)	3.076	1.761	(1.315)	(42.8)
Total Receipts	**$ 20.541**	**$ 19.203**	**$ (1.338)**	**(6.5)**	**$ 79.918**	**$ 77.275**	**$ (2.643)**	**(3.3)**
Expenditures								
Labor:								
Payroll	$ 20.183	$ 25.662	$ (5.479)	(27.1)	$ 90.823	$ 112.247	$ (21.424)	(23.6)
Overtime	4.514	4.647	(0.133)	(2.9)	18.037	18.364	(0.327)	(1.8)
Health and Welfare	5.058	3.411	1.647	32.6	20.232	16.694	3.538	17.5
OPEB Current Payment	1.996	2.794	(0.798)	(40.0)	7.984	7.748	0.236	3.0
Pensions	4.065	3.660	0.405	10.0	16.260	15.077	1.183	7.3
Other Fringe Benefits	3.896	4.939	(1.043)	(26.8)	17.532	17.654	(0.122)	(0.7)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	**$ 39.712**	**$ 45.113**	**$ (5.401)**	**(13.6)**	**$ 170.868**	**$ 187.784**	**$ (16.916)**	**(9.9)**
Non-Labor:								
Electric Power	$ 0.153	$ 0.130	$ 0.023	15.0	$ 0.612	$ 0.530	$ 0.082	13.4
Fuel	2.011	1.483	0.528	26.3	8.044	5.381	2.663	33.1
Insurance	0.514	0.098	0.416	80.9	2.056	0.748	1.308	63.6
Claims	2.083	0.991	1.092	52.4	8.332	5.712	2.620	31.4
Maintenance and Other Operating Contracts	3.215	1.631	1.584	49.3	12.860	11.212	1.648	12.8
Professional Service Contracts	2.184	2.943	(0.759)	(34.8)	8.736	9.423	(0.687)	(7.9)
Materials & Supplies	3.973	4.269	(0.296)	(7.5)	15.892	14.195	1.697	10.7
Other Business Expenses	0.213	0.148	0.065	30.5	0.852	0.999	(0.147)	(17.3)
Total Non-Labor Expenditures	**$ 14.346**	**$ 11.693**	**$ 2.653**	**18.5**	**$ 57.384**	**$ 48.200**	**$ 9.184**	**16.0**
***Other Expenditure Adjustments*:**								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	**$ -**	**$ -**	**$ -**	**-**	**$ -**	**$ -**	**$ -**	**-**
Total Expenditures	**$ 54.058**	**$ 56.806**	**$ (2.748)**	**(5.1)**	**$ 228.252**	**$ 235.984**	**$ (7.732)**	**(3.4)**
Operating Cash Surplus/(Deficit)	**$ (33.517)**	**$ (37.603)**	**$ (4.086)**	**(12.2)**	**$ (148.334)**	**$ (158.709)**	**$ (10.375)**	**(7.0)**

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2016 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS

($ in millions)

	April 2016			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
Operating Receipts or Disbursements	$	%		$	%	
Farebox Revenue	$ (0.737)	(4.1)	Lower ridership due to lower growth than planned	$ (2.385)	(3.4)	Lower than plan ridership and the impact of weather
Other Operating Revenue	(0.217)	(12.6)	Delayed/Timing of receipts	1.057	15.3	Receipt of students/elderly reimbursements from prior years
Capital and Other Reimbursements	(0.384)	(49.9)	Delay/deferral in reimbursable projects	(1.315)	(42.8)	Delay/deferral in reimbursable projects
Total Receipts	**$ (1.338)**	**(6.5)**		**$ (2.643)**	**(3.3)**	
Payroll	$ (5.479)	(27.1)	RWA payment for TWU contract settled in 2015	$ (21.424)	(23.6)	RWA payment for TWU contract settled in 2015 .
Overtime	(0.133)	(2.9)	Mainly due to running time/traffic, and absentee coverage requirements	(0.327)	(1.8)	Mainly due to winter storms, and absentee coverage requirements and running/traffic
Health and Welfare (including OPEB)	0.849	12.0	Timing of payments	3.774	13.4	Timing of payments
Pension	0.405	10.0	Timing of payments and lower actuarial estimate	1.183	7.3	Timing of payments and lower actuarial estimate
Other Fringe Benefits	(1.043)	(26.8)	Payments for prior periods	(0.122)	(0.7)	(a)
GASB	-	-		-	-	
Electric Power	0.023	15.0	(a)	0.082	13.4	(a)
Fuel	0.528	26.3	Lower rates	2.663	33.1	Lower rates, delay in payments and reduced service as the result of Winter Storm Jonas
Insurance	0.416	80.9	Delayed/Timing of payments	1.308	63.6	Delayed/Timing of payments
Claims	1.092	52.4	Lower Claim expenses	2.620	31.4	Lower Claim expenses
Maintenance and Other Operating Contracts	1.584	49.3	Lower expenses	1.648	12.8	Lower expenses
Professional Service Contracts	(0.759)	(34.8)	Payments for prior periods	(0.687)	(7.9)	Payments for prior periods
Materials & Supplies	(0.296)	(7.5)	Payments for prior periods	1.697	10.7	Mainly due to lower general maintenance material expenses and timing
Other Business Expenditure	0.065	30.5	(a)	(0.147)	(17.3)	Higher mobility tax and AFC collection fees
Total Expenditures	**$ (2.748)**	**(5.1)**		**$ (7.732)**	**(3.4)**	
Net Cash Variance	**$ (4.086)**	**(12.2)**		**$ (10.375)**	**(7.0)**	

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

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

($ in millions)

	April 2016				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Receipts								
Farebox Revenue	$ -	$ (0.178)	$ (0.178)	-	$ -	$ (1.076)	$ (1.076)	-
Other Operating Revenue	0.037	(0.575)	(0.612)	*	0.063	0.276	0.213	*
Capital and Other Reimbursements	0.277	(0.049)	(0.326)	*	1.082	0.526	(0.556)	(51.4)
Total Receipts	**$ 0.314**	**$ (0.802)**	**$ (1.116)**	*	**$ 1.145**	**$ (0.274)**	**$ (1.419)**	*
Expenditures								
Labor:								
Payroll	$ 1.375	$ (3.133)	$ (4.508)	*	$ (3.494)	$ (19.904)	$ (16.410)	*
Overtime	-	0.019	0.019	-	-	0.057	0.057	-
Health and Welfare	0.023	2.884	2.861	*	(0.148)	4.217	4.365	*
OPEB Current Payment	-	(0.921)	(0.921)	-	0.000	-	(0.000)	(100.0)
Pensions	0.007	0.040	0.033	*	(0.174)	0.112	0.286	*
Other Fringe Benefits	0.331	(0.056)	(0.387)	*	(0.830)	2.281	3.111	*
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	(0.152)	(0.152)	-	-	(0.417)	(0.417)	-
Total Labor Expenditures	**$ 1.736**	**$ (1.319)**	**$ (3.055)**	*	**$ (4.647)**	**$ (13.654)**	**$ (9.007)**	*
Non-Labor:								
Traction and Propulsion Power	$ (0.003)	$ (0.001)	0.002	66.7	$ (0.005)	$ (0.001)	0.004	80.0
Fuel for Buses and Trains	(0.044)	(0.094)	(0.050)	*	(0.075)	(0.131)	(0.056)	(75.6)
Insurance	(0.011)	0.192	0.203	*	(0.020)	0.390	0.410	*
Claims	0.281	1.409	1.128	*	1.246	3.888	2.642	*
Maintenance and Other Operating Contracts	(0.069)	0.118	0.187	*	(0.117)	(3.203)	(3.086)	*
Professional Service Contracts	(0.047)	(0.461)	(0.414)	*	(0.079)	(2.650)	(2.571)	*
Materials & Supplies	(0.086)	(0.844)	(0.758)	*	(0.147)	(0.061)	0.086	58.4
Other Business Expenditures	(0.005)	0.085	0.090	*	(0.008)	0.120	0.128	*
Total Non-Labor Expenditures	**$ 0.016**	**$ 0.404**	**$ 0.388**	*	**$ 0.796**	**$ (1.648)**	**$ (2.444)**	*
***Other Expenditure Adjustments*:**								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	**$ -**	**$ -**	**$ -**	**-**	**$ -**	**$ -**	**$ -**	**-**
***Gap Closing Expenditures*:**								
[1]Additional Actions for Budget Balance: Expenditures Impact	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	**-**	-	-	-	**-**
Total Expenses before Depreciation and OPEB	**$ 1.752**	**$ (0.915)**	**$ (2.667)**	*	**$ (3.851)**	**$ (15.302)**	**$ (11.451)**	*
Depreciation Adjustment	3.444	4.582	1.138	33.0	13.950	17.441	3.491	25.0
Other Post Employment Benefits	8.346	8.350	0.004	0.0	33.384	33.400	0.016	0.0
Environmental Remediation	-	-	-		-	-	-	
Total Expenses/Expenditures	**$ 13.542**	**$ 12.017**	**$ (1.525)**	**(11.3)**	**$ 43.483**	**$ 35.539**	**$ (7.944)**	**(18.3)**
Total Cash Conversion Adjustments	**$ 13.856**	**$ 11.215**	**$ (2.641)**	**(19.1)**	**$ 44.628**	**$ 35.265**	**$ (9.363)**	**(21.0)**

NOTE: Totals may not add due to rounding

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

	April 2016			Year-to-date as of April 2016		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
Farebox Revenue						
Fixed Route	$ 18.045	$ 17.486	$ (0.559)	$ 69.934	$ 68.625	$ (1.309)
Total Farebox Revenue	**$ 18.045**	**$ 17.486**	**$ (0.559)**	**$ 69.934**	**$ 68.625**	**$ (1.309)**
Other Revenue	$ 1.690	$ 2.085	$ 0.395	$ 6.845	$ 7.689	$ 0.844
Capital & Other	0.492	0.434	(0.058)	1.994	1.235	(0.759)
Total Revenue	**$ 20.227**	**$ 20.005**	**$ (0.222)**	**$ 78.773**	**$ 77.549**	**$ (1.224)**
Ridership						
Fixed Route	10.763	10.566	(0.197)	42.280	41.075	(1.205)
Total Ridership	**10.763**	**10.566**	**(0.197)**	**42.280**	**41.075**	**(1.205)**

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

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	6	3	3	
Human Resources	16	15	1	
Office of Management and Budget	17	14	3	
Technology & Information Services	-	-	-	
Material	18	15	3	
Controller	15	19	(4)	
Office of the President	2	2	-	
System Safety Administration	5	1	4	
Law	21	21	-	
Corporate Communications	-	-	-	
Labor Relations	4	2	2	
Strategic Office	23	14	9	
Non-Departmental	22	-	22	
Total Administration	**149**	**106**	**43**	Vacancies to be filled
Operations				
Buses	2,235	2,245	(10)	
Office of the Executive VP	4	4	-	
Safety & Training	29	86	(57)	Students in Training
Road Operations	120	121	(1)	
Transportation Support	22	25	(3)	
Operations Planning	31	30	1	
Revenue Control	27	29	(2)	
Total Operations	**2,468**	**2,540**	**(72)**	
Maintenance				
Buses	757	766	(9)	
Maintenance Support/CMF	209	211	(2)	
Facilities	74	67	7	
Supply Logistics	95	92	3	
Total Maintenance	**1,135**	**1,136**	**(1)**	
Capital Program Management	37	24	13	
Total Engineering/Capital	**37**	**24**	**13**	Vacancies to be filled
Security	18	17	1	
Total Public Safety	**18**	**17**	**1**	
Total Positions	**3,807**	**3,823**	**(16)**	
Non-Reimbursable	3,767	3,789	(22)	
Reimbursable	40	34	6	
Total Full-Time	**3,792**	**3,809**	**(17)**	
Total Full-Time Equivalents	15	14	1	

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

FEBRUARY 2016

FUNCTION/OCCUPATIONAL GROUP		Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration					
Managers/Supervisors		60	46	14	
Professional, Technical, Clerical		71	60	11	
Operational Hourlies		18	-	18	
	Total Administration	**149**	**106**	**43**	Vacancies to be filled
Operations					
Managers/Supervisors		302	305	(3)	
Professional, Technical, Clerical		50	51	(1)	
Operational Hourlies		2,116	2,184	(68)	Students in Training
	Total Operations	**2,468**	**2,540**	**(72)**	
Maintenance					
Managers/Supervisors		218	222	(4)	
Professional, Technical, Clerical		21	22	(1)	
Operational Hourlies		896	892	4	
	Total Maintenance	**1,135**	**1,136**	**(1)**	
Engineering/Capital					
Managers/Supervisors		21	15	6	
Professional, Technical, Clerical		16	9	7	
Operational Hourlies		-	-	-	
	Total Engineering/Capital	**37**	**24**	**13**	Vacancies to be filled
Public Safety					
Managers/Supervisors		14	13	1	
Professional, Technical, Clerical		4	4	-	
Operational Hourlies		-	-	-	
	Total Public Safety	**18**	**17**	**1**	
Total Baseline Positions					
Managers/Supervisors		615	601	14	
Professional, Technical, Clerical		162	146	16	
Operational Hourlies		3,030	3,076	(46)	
	Total Baseline Positions	**3,807**	**3,823**	**(16)**	

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

	April						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
NON-REIMBURSABLE OVERTIME	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$	Hours	$
Scheduled Service	53,405	$2.199	48,136	$2.360	5,269	($0.161)	208,507	$8.641	193,805	$9.011	14,702	($0.370)
					9.9%	-7.3%					7.1%	-4.3%
Unscheduled Service	10,761	$0.461	9,805	$0.425	956	$0.037	42,638	$1.869	34,910	$1.481	7,728	$0.387
					8.9%	8.0%					18.1%	20.7%
Programmatic/Routine Maintenance	20,091	$0.913	18,455	$0.921	1,635	($0.009)	81,825	$3.519	74,567	$3.570	7,259	($0.050)
					8.1%	-0.9%					8.9%	-1.4%
Unscheduled Maintenance	0	$0.000	0	$0.000	0	-	0	$0.000	0	$0.000	0	$0.000
					0.0%	0.0%					0.0%	0.0%
Vacancy/Absentee Coverage	15,764	$0.798	20,080	$0.925	(4,316)	($0.127)	61,037	$3.125	72,325	$3.328	(11,288)	($0.202)
					-27.4%	-15.9%					-18.5%	-6.5%
Weather Emergencies	3,013	$0.106	116	$0.005	2,897	$0.100	18,978	$0.742	18,245	$0.833	733	($0.091)
					*	*					*	*
Safety/Security/Law Enforcement	224	$0.011	66	$0.004	158	$0.007	809	$0.039	435	$0.022	375	$0.017
					70.5%	63.3%					46.3%	43.8%
Other	312	$0.026	216	$0.026	97	$0.000	1,250	$0.104	1,199	$0.177	51	($0.074)
					*	*					*	*
Subtotal	103,570	$4.514	96,874	$4.666	6,696	($0.152)	415,045	$18.038	395,486	$18.421	19,559	($0.383)
					6.5%	-3.4%					4.7%	-2.1%
REIMBURSABLE OVERTIME	0	$0.000	0	$0.000	0	$0.000	0	$0.000	0	$0.000	0	$0.000
TOTAL OVERTIME	**103,570**	**$4.514**	**96,874**	**$4.666**	**6,696**	**($0.152)**	**415,045**	**$18.038**	**395,486**	**$18.421**	**19,559**	**($0.383)**
					6.5%	-3.4%					4.7%	-2.1%

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

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

	April			April Year-to-Date		
	Var. - Fav./(Unfav)			Var. - Fav./(Unfav)		
	Hours	$	Explanations	Hours	$	Explanations
NON-REIMBURSABLE OVERTIME						
Scheduled Service	5,269	($0.2)		14,702	($0.4)	
	9.9%	-7.3%		7.1%	-4.3%	
Unscheduled Service	956	$0.0		7,728	$0.4	
	8.9%	8.0%		18.1%	20.7%	
Programmatic/Routine Maintenance	1,635	($0.0)		7,259	($0.1)	
	8.1%	-0.9%		8.9%	-1.4%	
Unscheduled Maintenance	-	$0.0		-	$0.0	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(4,316)	($0.1)		(11,288)	($0.2)	
	-27.4%	-15.9%		-18.5%	-6.5%	
Weather Emergencies	2,897	$0.1		733	($0.1)	Winter Storm
	*	*		*	*	
Safety/Security/Law Enforcement	158	$0.0		375	$0.0	
	70.5%	63.3%		46.3%	43.8%	
Other	97	$0.0		51	($0.1)	
	*	*		*	*	
Subtotal	**6,696**	**($0.2)**		**19,559**	**($0.4)**	
	6.5%	-3.4%		4.7%	-2.1%	
REIMBURSABLE OVERTIME	0	$0.0		0	$0.0	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	**6,696**	**($0.2)**		**19,559**	**($0.4)**	

METROPOLITAN TRANSPORTATION AUTHORITY
2016 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

Type	**Definition**
Scheduled Service	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).
Unscheduled Service	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.
Programmatic/Routine Maintenance	*Program Maintenancework 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 not resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.*
Unscheduled Maintenance	Resulting from an extraordinary event (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 coerage.
Vacancy/Absentee Coverage	Provides coverage for an absent employee or a vacant position.
Weather Emergencies	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
Safety/Security/Law Enforcement	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
Other	Includes overtime coverage for clerical, administrative positions that are eligible for overtime.

Reimbursable Overtime	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.

New York City Transit

FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through April 30, New York City Transit's performance against its 2016 Capital Project Milestones was:

	($ in Millions)		
	Planned	**Achieved**	**%**
Design Starts	$60.9	$46.3	76
Design Completions	$103.0	$74.1	72
Construction Awards	$1,084.0	$951.5	88
Substantial Completions	$397.6	$567.5	143
Closeouts	$532.4	$142.6	27

During April, NYCT awarded projects totaling $9.8 million, including:

- Sandy Resiliency: Above grade protection at vulnerable fan plants; and
- Installation of Help Point kiosks at four locations on the West End and Jamaica Lines.

During the same period, NYCT substantially completed projects totaling $294.8 million, including:

- Purchase of 414 Standard Buses;
- Construction of New Ventilation Plant at Mulry Square; and
- Station Ventilator Rehabilitation at Five Stations.

Also during April, NYCT started ten design projects for $10.4 million, completed 16 design projects for $48.1 million, and closed out six projects for $9.4 million.

Capital Program Status
June 2016
(April 2016)

During April, NYCT awarded $9.8 million in projects, including a $6.3 million Sandy Resiliency project to protect vulnerable above grade fan plants. This project will involve the implementation of both short and long-term measures to protect six fan plants in vulnerable areas of Lower Manhattan, Brooklyn and Queens from future storm surge events. The project scope will include fabrication and installation of both permanent and deployable methods of protection such as conduit and duct sealing, watertight doors and hatches, removable sidewalk vent covers, mechanical vent closures, submarine doors, and permanent flood walls.

NYCT also awarded the $2.6 million installation of Help Point kiosks at two locations on the West End Line and two locations on the Jamaica Line in Brooklyn. On the West End Line, Help Point kiosks will be installed at 71st Street and 79th Street Stations. On the Jamaica Line, Help Point kiosks will be installed at Lorimer Street and Marcy Avenue Stations. Both contracts were awarded to third-party contractors under the Small Business Mentoring Program. Help Point kiosks in stations provide customers with a reliable, easy to use communications link to NYCT customer service personnel for information or in the event of an emergency.

During April, NYCT substantially completed projects totaling $294.8 million, including the $215.8 million purchase of 414 Standard Diesel Buses for service system-wide. The purchase was for 40-foot low floor buses to replace existing fleet that had reached the end of its useful life. As part of an initiative to procure 762 buses, an additional 348 buses were procured from a second manufacturer, for which the project was completed in January 2016.

NYCT also completed a $60.9 million project to construct a new ventilation plant at Mulry Square on the 8th Avenue and Broadway-7th Lines, at the intersection of Greenwich and 7th Avenues in Manhattan. The scope involved construction of a new ventilation plant structure and installation of ancillary equipment, including mechanical and communication equipment for operation of plant both locally and remotely. Major site excavation and underground utilities work were also required. Ventilation plants are a critical emergency and life safety component of the subway system by directing smoke and noxious fumes away from passengers and evacuation routes, in the event of an emergency.

In addition, NYCT completed a $10.0 million project for Phase 5 of station ventilator rehabilitation at five stations in Queens, Brooklyn and Manhattan. Under this contract, ventilators were reconstructed or repaired by in-house forces at the following stations: 63rd Drive-Rego Park on the Queens Boulevard Line (Queens), 21st Street-Van Alst on the Crosstown Line (Queens), Newkirk Avenue on the Nostrand Line (Brooklyn), West 4 Street on the 8th Avenue Line (Manhattan), and 42nd Street – Times Square on the Broadway-7th Avenue Line (Manhattan). This scope is part of ongoing repair and reconstruction of station ventilators to achieve a state of good repair.

Also during April, NYCT started ten design projects for $10.4 million, completed 16 design projects for $48.1 million, and closed out six projects for $9.4 million.

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

Projects Closed During April 2016
($ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Ethernet Migration: Livingston Plaza & East New York Depot	$4.34	$2.88	12/2007	100
Flatbush Depot: Façade Repair [SBMP]	$0.97	$1.02	11/2013	29
Concrete Floor Replacement at Manhattanville Depot [SBMP]	$1.33	$1.36	11/2015	5
Asbestos Waste Disposal	$0.84	$0.77	11/2015	5
Sandy Repairs: Purchase of Emergency Alarms for South Ferry	$0.13	$0.13	11/2016	(7)
Sandy Repairs: Purchase of Emergency Alarms for 6 Tubes	$3.91	$3.91	11/2016	(7)

The closeout of Ethernet Migration at Livingston Plaza & East New York Depot was delayed by 100 months due to delays in the completion of closeout documentation. The closeout of Flatbush Depot Façade Repair was delayed by 29 months due to a legal dispute. The closeout of Concrete Floor Replacement at Manhattanville Depot was delayed by five months due to a delay in the completion of final payment documentation. The closeout of Asbestos Waste Disposal was delayed by five months due to insurance review and final acceptance of closeout deliverables.

CAPITAL PROJECT MILESTONE SUMMARY
2016
(THROUGH APRIL 30, 2016)

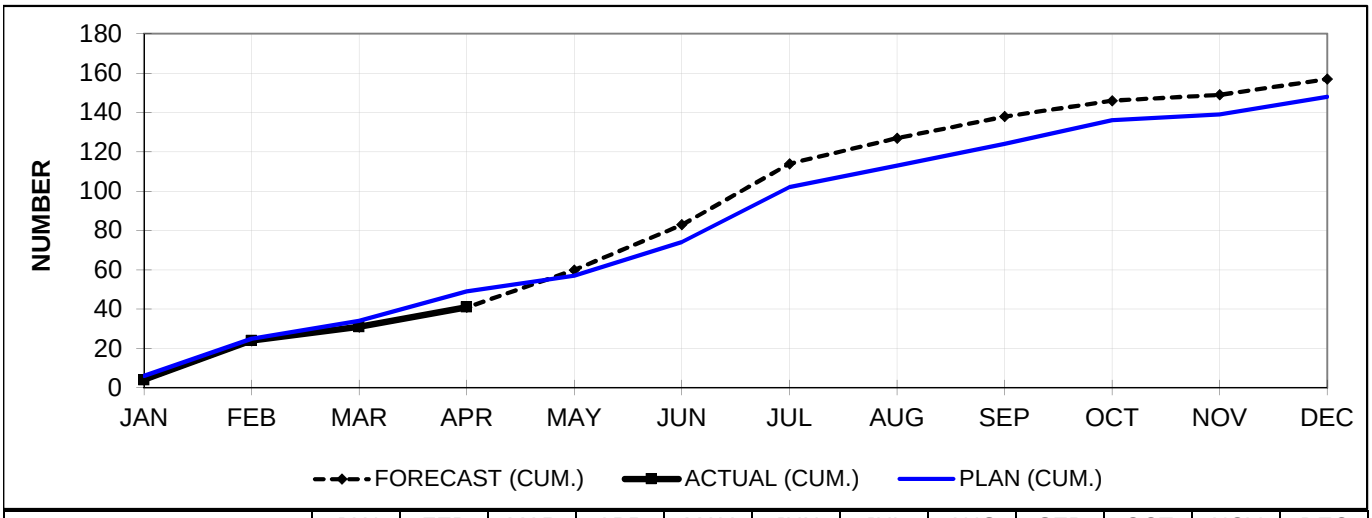
	MILESTONES PLANNED		MILESTONES ACCOMPLISHED		PERCENT PERFORMANCE	
	$M	#	$M	#	%($)	%(#)
April						
Design Starts	$16.3	15	$10.4	10	63.7	66.7
Design Completions	62.7	23	48.1	16	76.8	69.6
Construction Awards	19.5	8	9.8	4	50.2	50.0
Substantial Completions	166.3	14	294.8	7	177.3	50.0
Closeouts	85.5	12	9.4	6	11.0	50.0
2016 Year-To-Date						
Design Starts	$60.9	49	$46.3	41	76.0	83.7
Design Completions	103.0	48	74.1	33	71.9	68.8
Construction Awards	1,084.0	57	951.5	44	87.8	77.2
Substantial Completions	397.6	49	567.5	27	142.7	55.1
Closeouts	532.4	75	142.6	28	26.8	37.3

2016 Projected To-Year-End	Initial Plan		Current Forecast		%($)	%(#)
Design Starts	$188.1	148	$191.0	157	101.5	106.1
Design Completions	249.7	152	285.2	148	114.2	97.4
Construction Awards	4,429.4	171	4,426.1	169	99.9	98.8
Substantial Completions	2,513.4	166	2,532.3	163	100.8	98.2
Closeouts	6,039.3	206	5,957.5	200	98.6	97.1

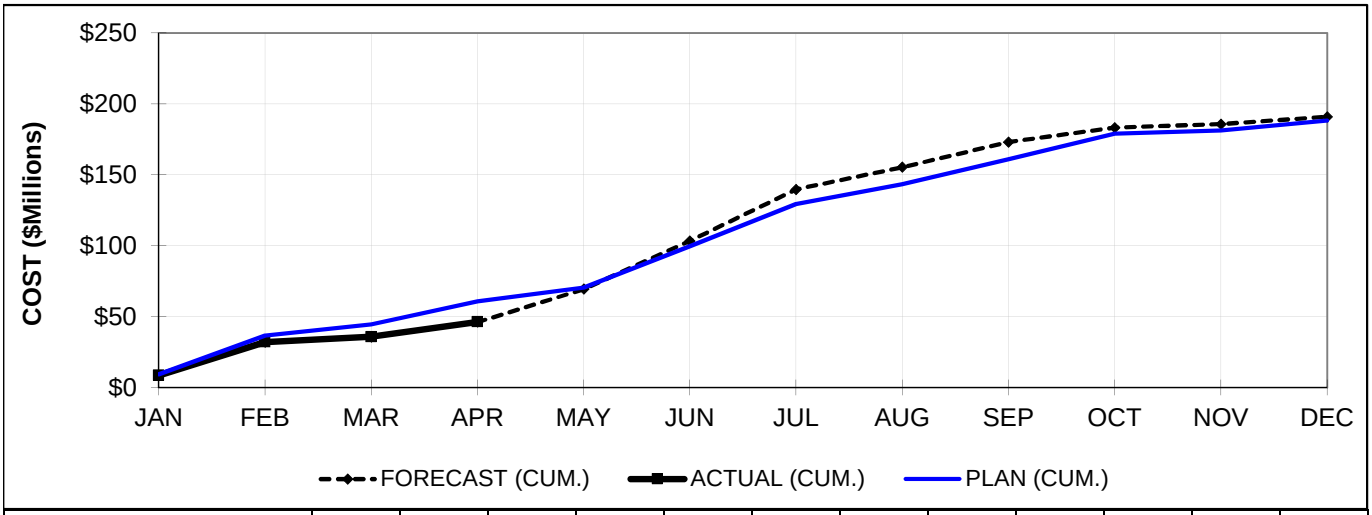
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2015 Design Starts Charts

As of April 2016



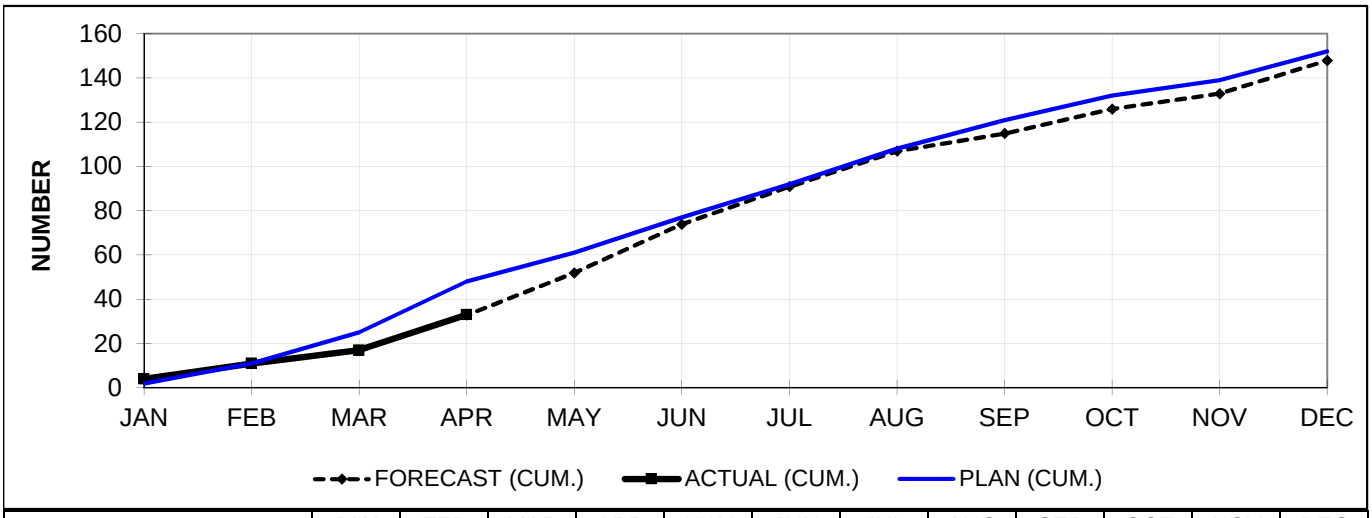
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					19	23	31	13	11	8	3	8
ACTUAL (NON-CUM.)	4	20	7	10								
PLAN (NON-CUM.)	6	19	9	15	8	17	28	11	11	12	3	9
FORECAST (CUM.)					60	83	114	127	138	146	149	157
ACTUAL (CUM.)	4	24	31	41								
PLAN (CUM.)	6	25	34	49	57	74	102	113	124	136	139	148



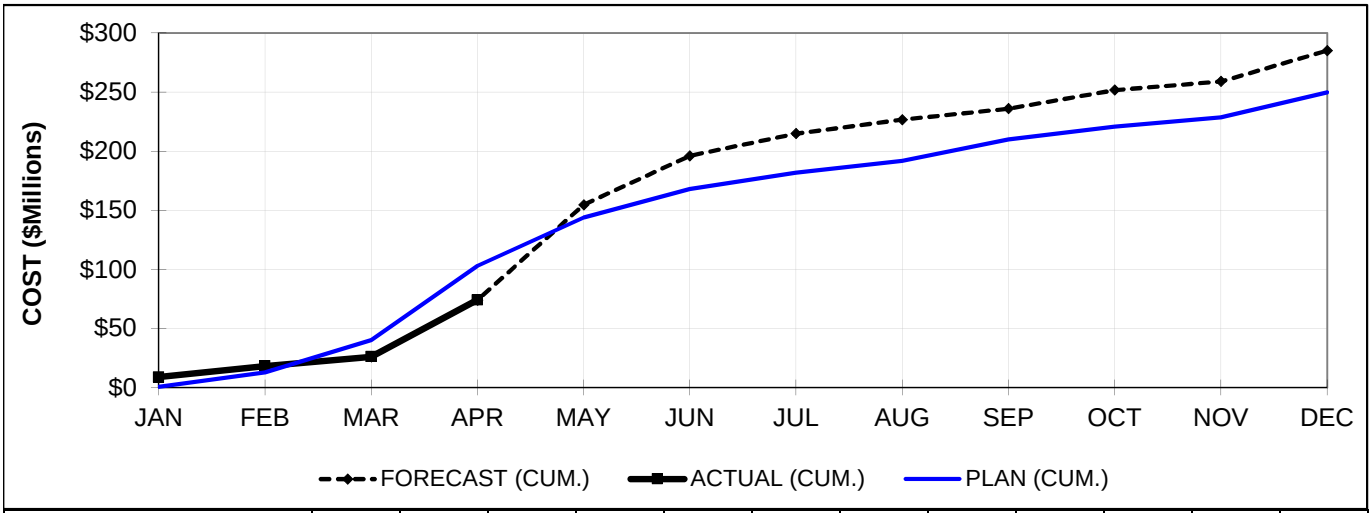
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					23.3	33.9	36.3	15.7	17.7	10.1	2.5	5.2
ACTUAL (NON-CUM.)	8.7	23.5	3.8	10.4								
PLAN (NON-CUM.)	9.5	27.3	7.8	16.3	9.5	29.1	29.9	14.1	17.6	17.9	2.5	6.8
FORECAST (CUM.)					69.5	103.5	139.8	155.5	173.2	183.3	185.7	191.0
ACTUAL (CUM.)	8.7	32.1	35.9	46.3								
PLAN (CUM.)	9.5	36.8	44.6	60.9	70.4	99.5	129.4	143.5	161.0	178.9	181.3	188.1

2015 Design Completions Charts

As of April 2016



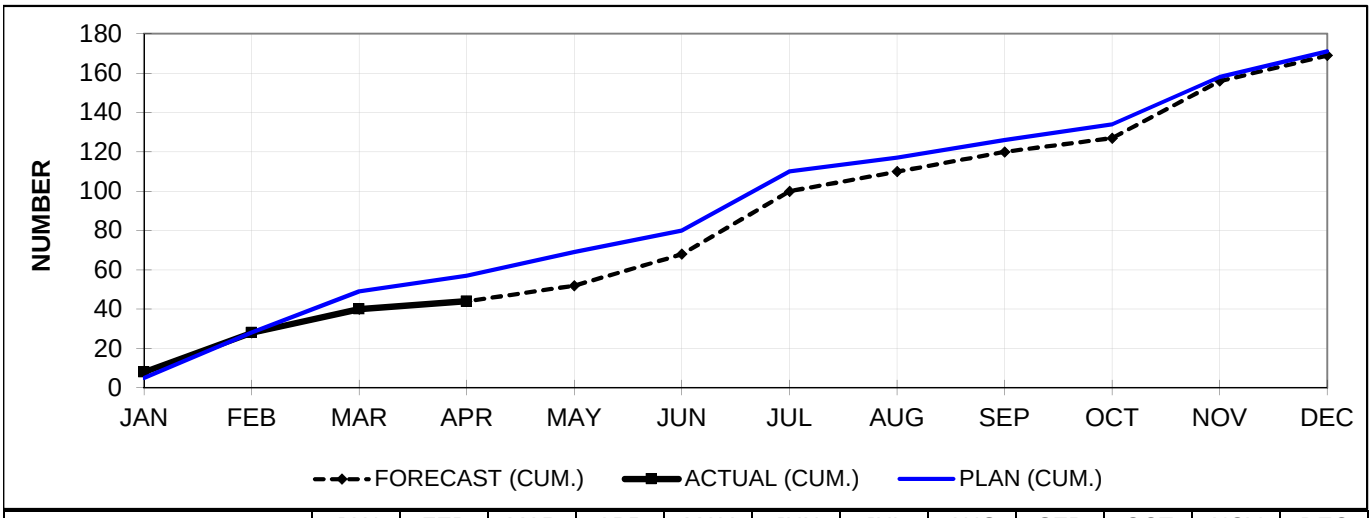
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					19	22	17	16	8	11	7	15
ACTUAL (NON-CUM.)	4	7	6	16								
PLAN (NON-CUM.)	2	9	14	23	13	16	15	16	13	11	7	13
FORECAST (CUM.)					52	74	91	107	115	126	133	148
ACTUAL (CUM.)	4	11	17	33								
PLAN (CUM.)	2	11	25	48	61	77	92	108	121	132	139	152



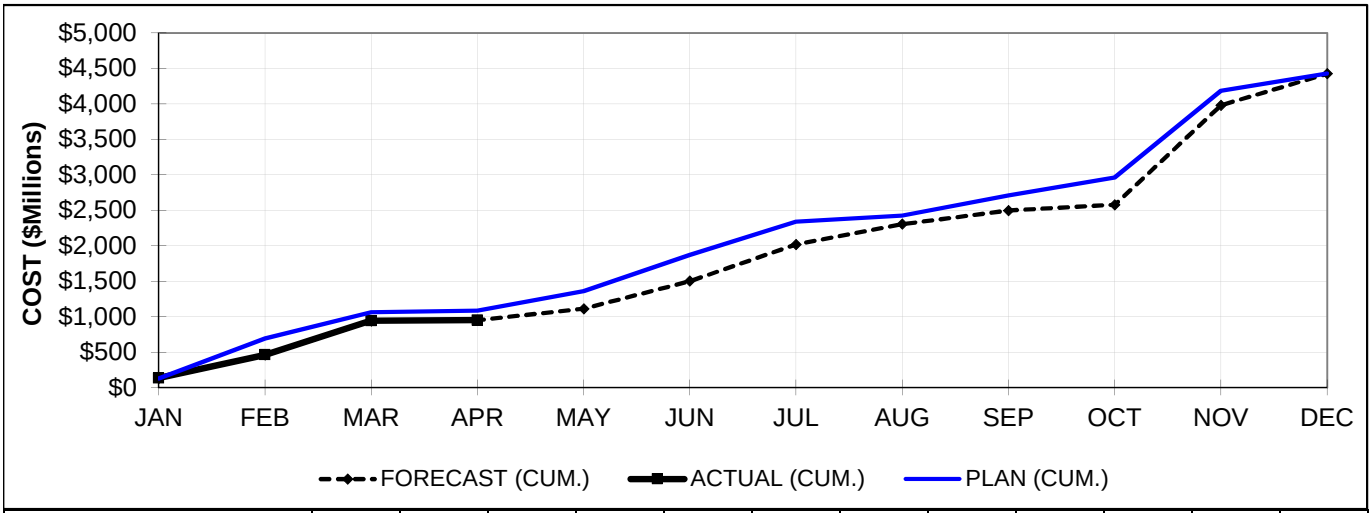
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					80.6	41.5	18.7	11.8	9.4	15.6	7.3	26.2
ACTUAL (NON-CUM.)	8.9	9.3	7.8	48.1								
PLAN (NON-CUM.)	0.6	12.3	27.5	62.7	41.0	23.9	13.9	10.1	18.0	11.0	7.8	21.1
FORECAST (CUM.)					154.7	196.2	215.0	226.7	236.1	251.7	259.0	285.2
ACTUAL (CUM.)	8.9	18.2	26.0	74.1								
PLAN (CUM.)	0.6	12.9	40.3	103.0	144.0	167.9	181.8	191.8	209.8	220.8	228.6	249.7

2015 Awards Charts

As of April 2016



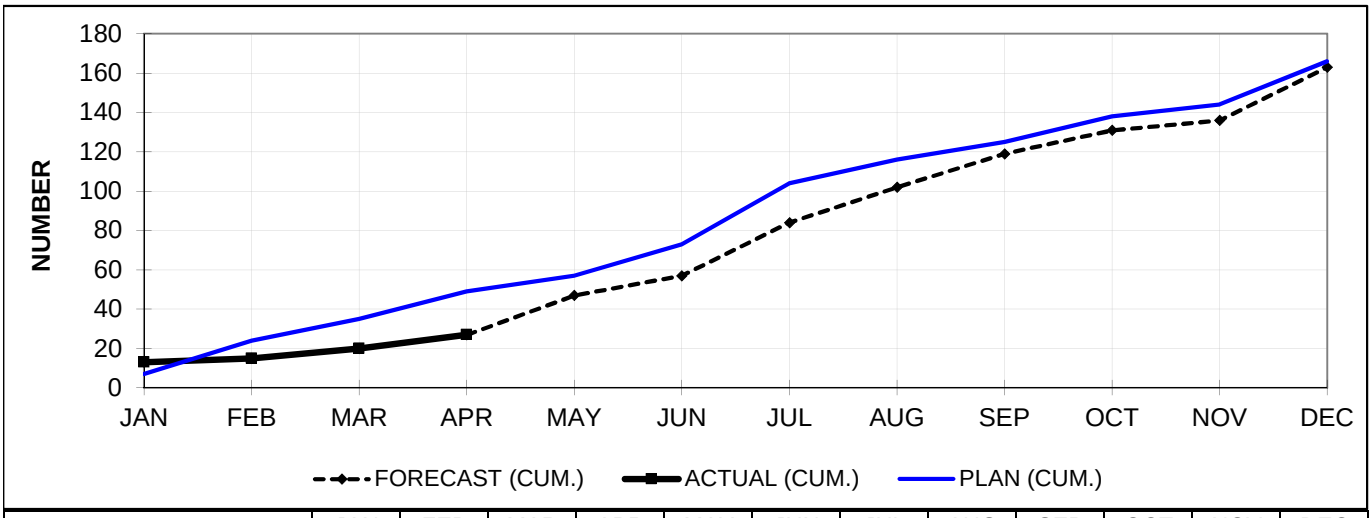
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					8	16	32	10	10	7	29	13
ACTUAL (NON-CUM.)	8	20	12	4								
PLAN (NON-CUM.)	5	23	21	8	12	11	30	7	9	8	24	13
FORECAST (CUM.)					52	68	100	110	120	127	156	169
ACTUAL (CUM.)	8	28	40	44								
PLAN (CUM.)	5	28	49	57	69	80	110	117	126	134	158	171



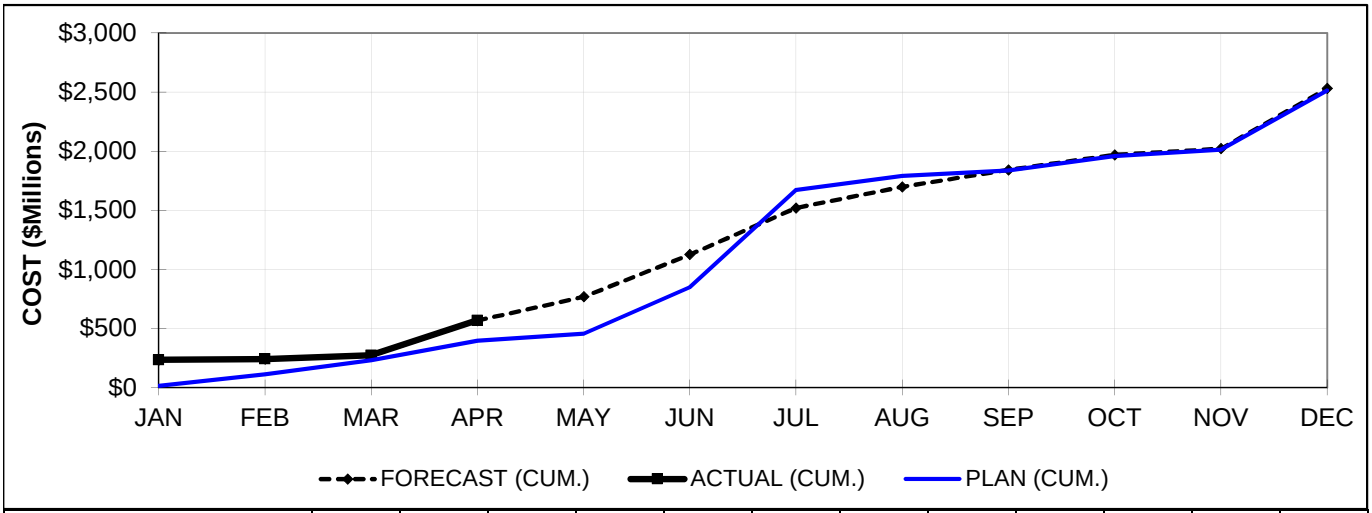
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					162.0	391.1	514.7	286.3	191.9	81.2	1403.2	444.3
ACTUAL (NON-CUM.)	134.7	326.8	480.2	9.8								
PLAN (NON-CUM.)	128.6	565.3	370.6	19.5	274.1	509.7	469.4	85.7	283.8	253.4	1225.3	243.9
FORECAST (CUM.)					1,113.6	1,504.6	2,019.3	2,305.5	2,497.4	2,578.6	3,981.8	4,426.1
ACTUAL (CUM.)	134.7	461.5	941.7	951.5								
PLAN (CUM.)	128.6	694.0	1,064.5	1,084.0	1,358.1	1,867.8	2,337.2	2,422.9	2,706.7	2,960.1	4,185.5	4,429.4

2015 Substantial Completions Charts

As of April 2016



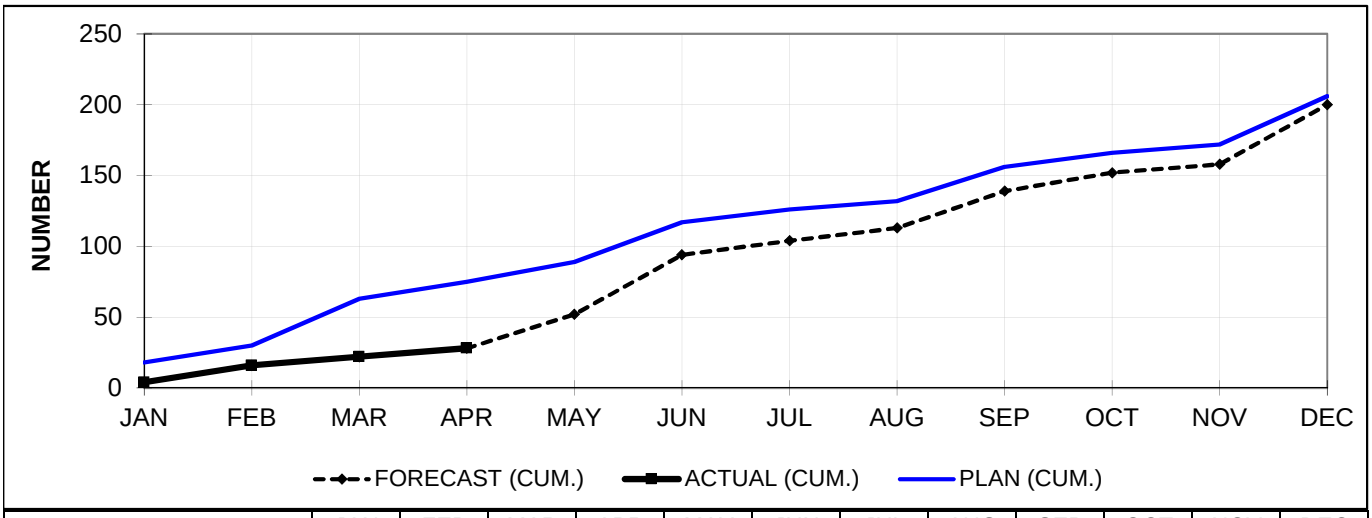
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					20	10	27	18	17	12	5	27
ACTUAL (NON-CUM.)	13	2	5	7								
PLAN (NON-CUM.)	7	17	11	14	8	16	31	12	9	13	6	22
FORECAST (CUM.)					47	57	84	102	119	131	136	163
ACTUAL (CUM.)	13	15	20	27								
PLAN (CUM.)	7	24	35	49	57	73	104	116	125	138	144	166



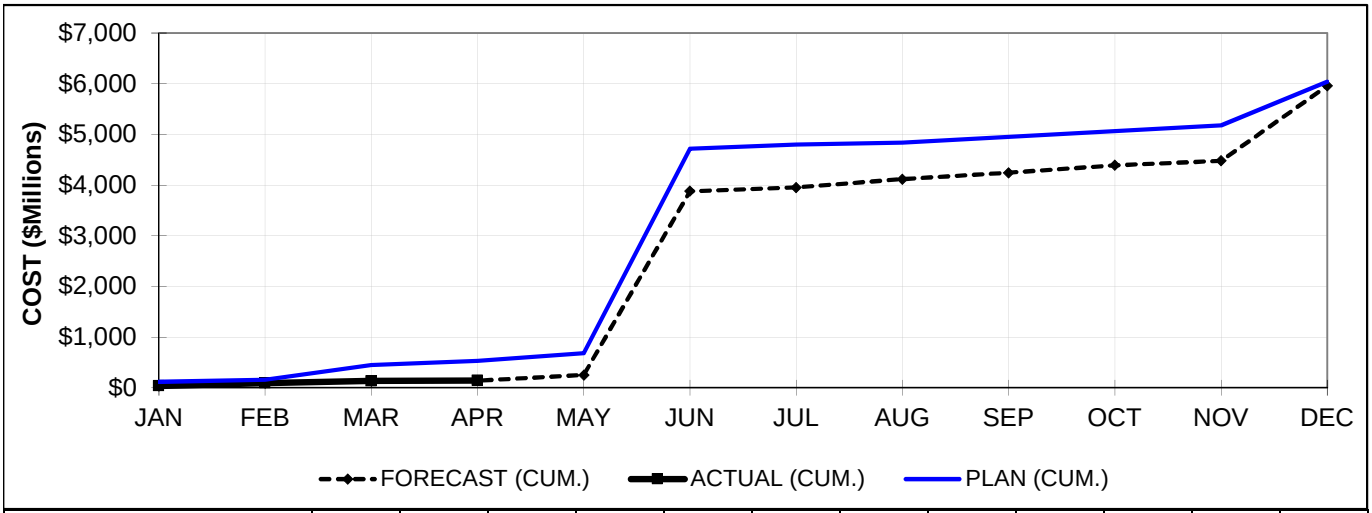
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					201.6	357.6	394.4	178.3	143.2	127.5	53.0	509.2
ACTUAL (NON-CUM.)	235.7	5.9	31.1	294.8								
PLAN (NON-CUM.)	15.0	96.9	119.4	166.3	57.6	393.8	821.8	120.8	44.0	123.6	52.1	502.1
FORECAST (CUM.)					769.1	1,126.7	1,521.1	1,699.4	1,842.6	1,970.1	2,023.1	2,532.3
ACTUAL (CUM.)	235.7	241.6	272.7	567.5								
PLAN (CUM.)	15.0	111.9	231.2	397.6	455.2	849.0	1,670.8	1,791.6	1,835.5	1,959.1	2,011.3	2,513.4

2015 Closeouts Charts

As of April 2016



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					24	42	10	9	26	13	6	42
ACTUAL (NON-CUM.)	4	12	6	6								
PLAN (NON-CUM.)	18	12	33	12	14	28	9	6	24	10	6	34
FORECAST (CUM.)					52	94	104	113	139	152	158	200
ACTUAL (CUM.)	4	16	22	28								
PLAN (CUM.)	18	30	63	75	89	117	126	132	156	166	172	206



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)					107.5	3629.1	72.9	162.7	126.5	149.9	87.8	1478.5
ACTUAL (NON-CUM.)	33.4	57.2	42.7	9.4								
PLAN (NON-CUM.)	118.0	43.1	285.8	85.5	148.6	4039.5	80.4	39.5	111.0	113.1	114.2	860.8
FORECAST (CUM.)					250.2	3,879.3	3,952.2	4,114.9	4,241.3	4,391.2	4,479.0	5,957.5
ACTUAL (CUM.)	33.4	90.6	133.2	142.6								
PLAN (CUM.)	118.0	161.1	446.9	532.4	680.9	4,720.4	4,800.8	4,840.2	4,951.2	5,064.3	5,178.5	6,039.3

PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed expenditure of $6.6M.

Subject	Request for Authorization to Award Various Procurements
Department	Materiel – NYCT
Department Head Name	Stephen M. Plochochi
Department Head Signature	
Project Manager Name	Rose Davis

June 9, 2016	
Department	Law and Procurement – MTACC
Department Head Name	Evan Eisland
Department Head Signature	
Internal Approvals	

Board Action

Order	To	Date	Approval	Info	Other
1	Committee	6/20/16			
2	Board	6/22/16			

	Approval		Approval
	President NYCT		President MTACC
MPC	Executive VP Acting 6/14/16		President MTA Bus
X	Capital Program Mgmt.	X	Subways
	Law	X	Diversity/Civil Rights

Internal Approvals (cont.)

Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE:

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

DISCUSSION:

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

Procurements Requiring Two-Thirds Vote:	# of Actions	$ Amount
Schedule A: Noncompetitive Purchases and Public Work Contracts	3	$ 1.6 M
• **Vianova Technologies GmbH/ Strategic Mapping, Inc./ Clever Devices Ltd.**	**$ 1.6M**	
SUBTOTAL	3	$ 1.6 M

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

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

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

Schedules Requiring Majority Vote:

Schedule F:	Personal Service Contracts	1	$	5.0 M
	SUBTOTAL	1	$	5.0 M
	TOTAL	4		6.6 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: NONE

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: (i) the miscellaneous procurement contracts set forth in Schedule E; (ii) the personal service contracts set forth in Schedule F; (iii) the miscellaneous service contracts set forth in Schedule G; (iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; (v) the contract modifications to purchase and public work contracts set forth in Schedule I; and (vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.

New York City Transit

JUNE 2016

LIST OF NONCOMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Noncompetitive Purchases and Public Work Contracts

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

1.	**Vianova Technologies GmbH**	**$579,564 (Est.)**	***Staff Summary Attached***
2.	**Strategic Mapping, Inc.**	**$614,044 (Est.)**	↓
3.	**Clever Devices Ltd.**	**$420,000 (Est.)**	↓

RFI# 119139

Test and evaluation for the design, provision, installation, and maintenance of Digital Information Screens on buses.

Schedule A: Noncompetitive Purchases and Public Work Contracts

New York City Transit

Item Number: 1-3

Vendor Name (Location) Vianova Technologies (Germaringen, Germany) Strategic Mapping, Inc. (Toronto, Canada) Clever Devices Ltd. (Woodbury, New York)	**Contract Number** RFI 119139
Description Test and evaluation for the design, provision, installation and maintenance of Digital Information Screens on buses	**Renewal?** ☐ Yes ☒ No
Contract Term (including Options, if any) TBD	**Total Amount:** Vianova: $579,564 Strategic: $614,044 Clever: $420,000 $1,613,608 (Est.)
Option(s) included in total amount? ☐ Yes ☐ No ☒ n/a	**Funding Source** ☐ Operating ☒ Capital ☐ Federal ☐ Other:
Procurement Type ☐ Competitive ☒ Noncompetitive	**Requesting Dept./Div., Dept./Div. Head Name:** Department of Buses, Darryl C. Irick
Solicitation Type ☐ RFP ☐ Bid ☒ Other: Test and Evaluate	

Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to subdivision 9(d) of Public Authorities Law Section 1209 ("PAL") and approve the award of three purchase contracts for the test and evaluation of new technologies for the provision of Digital Information Screens on a total of 131 buses. The statute states that contracts awarded under this section of the PAL require a 30-day waiting period after Board action before a contract can be awarded. Purchase contracts will then be awarded to the following three companies: Vianova Technologies GmbH ("Vianova") in the estimated amount of $579,564, Strategic Mapping, Inc. ("Strategic") in the estimated amount of $614,044, and Clever Devices Ltd. ("Clever") in the estimated amount of $420,000. The total estimated value of these purchases will be $1,613,608.

The Department of Buses ("DOB") has conducted extensive research into Digital Information Screen technologies which are designed to enhance the customer experience on buses by providing audio/visual route and next stop information, planned and unplanned service advisories, as well as geographic specific advertising on screens throughout the bus. This pilot program will allow for several Digital Information Screens systems to be evaluated in order to determine which Digital Information Screens systems work best in the NYC Transit operating environment, qualify companies for future new bus procurements, foster competition and develop a comprehensive specification for use in a future Request for Proposals to retrofit existing buses with a Digital Information Screens system.

A Request for Information was advertised in October 2015 on the MTA website and a series of trade publications. After an extensive outreach, including contacting vendors identified by DOB, Procurement received responses from 16 companies. Ten companies were invited to give oral presentations; each company was given the opportunity to provide an overview of their system's capabilities, demonstrate their solution and answer questions from a panel of MTA personnel, which included representatives from DOB, Corporate Communications, and Procurement.

Proposals were received from nine of the ten companies in March 2016 (one company elected not to propose). Each submission consisted of both a technical proposal and a price proposal for each of the prospective bus routes (M15, B46 and S79). Once each technical proposal was reviewed and given a technical evaluation, negotiations were conducted with the three companies that received the highest technical evaluations. After a final review, it was determined that Vianova will install its Digital Information Screens on 48 Low Floor 60-foot Nova Articulated buses operating on the M15 route, Strategic will install its Digital Information Screens on 48 Low Floor 40-foot New Flyer Diesel buses operating on the B46 route, and Clever will install its Digital Information Screens on 35 Low Floor 40-foot Orion Hybrid buses operating on the S79 route for a total of 131 Digital Information Screen systems.

Each of these contracts requires the company to design, furnish, install and maintain a complete Digital Information Screen system on a small fleet of buses in the NYC Transit operating environment for one year. Each Digital Information Screen system is comprised of digital screens (two on 40-foot buses and three on 60-foot buses), a video processing unit, and a Content Management System ("CMS") which allows the programming and management of advertising content to be displayed on each bus from a remote location. Each company has developed its Digital Information Screen system utilizing different components and software.

For example, while the systems offered by Strategic and Vianova utilize a dedicated video processing unit, Clever has incorporated video processing capabilities into its monitors. Additionally, each company is providing a different CMS software which will be evaluated.

Procurement negotiated the best price possible from each company. The variations in pricing arise from differences in the materials, technologies, and design approach utilized by each company. In addition to the hardware and software, the pricing includes one year of CMS hosting, maintenance, and support. Cost Price reviewed the final proposals and determined the pricing from each of the companies to be fair and reasonable.

New York City Transit

JUNE 2016

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

1. AECOM USA, Inc. **$4,983,655 (Est.)** ***Staff Summary Attached***
Five Proposals – 77-month contract
Contract# CM-1300

Consultant Construction Management and Inspection Services for the design support, procurement phase support, and construction support of the Integrated Service Information and Management (ISIM-B), Module 3: Rail Traffic Management Office System.

Staff Summary

MTA New York City Transit

Item Number 1			
Department, Department Head Name: Materiel, Stephen M. Plochochi, VP			
Internal Approvals			
Order	Approval	Date	Approval
1 WD	Materiel	6 X	Subways
2 X	Law	7 MPC	EVP (Acting) 6/14/16
3 X	Budget	8	President
4 X	DDCR	9	
5 X	CPM	10	

SUMMARY INFORMATION	
Vendor Name: AECOM USA, Inc.	**Contract No.** CM-1300
Description Design Support, Procurement Phase Support, and Construction Support for the Integrated Service Information and Management ("ISIM-B"), Module 3: Rail Traffic Management Office System	
Total Amount $4,983,655 (Est.)	
Contract Term (including Options, if any) 77 Months	
Option(s) included in Total Amount? ☐ Yes ☒ No	
Renewal? ☐ Yes ☒ No	
Procurement Type ☒ Competitive ☐ Noncompetitive	
Solicitation Type ☒ RFP ☐ Bid ☐ Other:	
Funding Source ☐ Operating ☒ Capital ☐ Federal ☐ Other:	

PURPOSE:
To obtain Board approval to award competitively negotiated Contract CM-1300 for Design Support, Procurement Phase Support, and Construction Support for the Integrated Service Information and Management ("ISIM-B"), Module 3: Rail Traffic Management Office System to AECOM USA, Inc. ("AECOM") in the estimated amount of $4,983,655 and a duration of 77 months.

DISCUSSION:
Capital Program Management ("CPM") requires a consultant to provide engineering and administrative support during the procurement and construction phase of the ISIM-B Module 3 project. The ISIM-B, Module 3 project is a software-intensive system that will enable central monitoring and management of 'B' Division trains at the Rail Control Center by integrating train location data collected from signal systems in the field with train schedule data. The consultant will provide support during the review of all the proposals submitted by the contractors during the procurement phase and will provide Construction Management Services support during the construction phase to review contractors' submissions, attend meetings and make recommendations to NYC Transit.

This RFP was solicited using a One-Step procurement process. In response to NYC Transit's advertisements, five firms submitted proposals: AECOM, Atkins, P.A. ("Atkins"), Parsons Brinckerhoff/Jacobs, Joint Venture ("PB/Jacobs"), Parsons Transportation Group of NY, Inc. ("Parsons"), and SYSTRA Engineering, Inc. ("SYSTRA"). NYC Transit's Selection Committee ("SC") reviewed and evaluated the written technical proposals in accordance with the established evaluation criteria, which included: experience in relevant areas, plan of approach, experience of project team, experience of prime and subconsultant key personnel, current workload of prime and subconsultants, management approach, and quality assurance plan. The SC also participated in oral presentations with all five firms. After oral presentations, the SC recommended the following three firms for negotiations: AECOM, Parsons, and SYSTRA. These firms were considered the most qualified teams to perform the work, based on their current and past rail transportation management experience in the transit industry.

Atkins and PB/Jacobs were not recommended because the technical approach in performing the required tasks of the SOW was considered not as strong as the other teams, especially with respect to Rail Traffic Management Systems, risk mitigation, and handling the complexity of interfaces.

The initial cost proposals from the three firms were as follows: AECOM - $6,458,508, Parsons - $7,564,485, and SYSTRA - $8,978,696. The initial in-house estimate was $5,130,203.

Price negotiations were held with the three selected firms with discussions focusing on the consultants' hourly rates, fixed fee and overhead rates ("O/H"), which were negotiated in accordance with MTA's Audit recommendations. After negotiation sessions were conducted with all three firms, a Post Proposal Addendum ("PPA") was issued to clarify the amount of out-of-pocket expenses and to provide estimated hours and titles needed to accomplish unforeseeable as-needed Indefinite Quantities tasks associated with this project. The PPA also requested that proposers submit interim cost proposals. The in-house estimate was revised to $7,600,871 to reflect changes in rates and scope. Interim Cost Proposals were received as follows: AECOM - $5,555,397, Parsons - $6,808,296, and SYSTRA - $6,859,390.

A second round of negotiations was conducted with all three firms and focused on home/field direct labor rates and O/H as well as fixed fees. Best and Final Offers ("BAFOs") were requested and received as follows: AECOM - $4,983,655, SYSTRA - $6,499,115, and Parsons - $6,643,781.

After receipt of BAFOs, the SC was reconvened and unanimously recommended AECOM for award. In addition to having the lowest cost, AECOM was ranked the highest technically and its proposal offered the best overall value to NYC Transit. The AECOM team was found technically superior based primarily on their experience in Rail Traffic Management Systems and comprehensive knowledge of NYC Transit systems. AECOM's BAFO of $4,983,655 was $2,617,216 (35% lower than the internal estimate) and $1,474,853 lower (23%) than the initial proposal. AECOM's BAFO was considered "fair and reasonable" by CPM and Procurement based upon the pricing received, negotiations, and competitive nature of the RFP. The AECOM team has worked on projects such as the Second Avenue Subway and currently is providing engineering and technical support during the implementation of the Communications-Based Train Control ("CBTC") on the Canarsie, Flushing, and Culver lines. AECOM is also providing planning, design, and construction support services for LIRR and MNR during the implementation of Positive Train Control Systems.

Background investigations and review of documents submitted by AECOM revealed Significant Adverse Information ("SAI") within the meaning of the All-Agency Responsibility Guidelines for which MTA management approval was obtained.

M/W/DBE:
The Department of Diversity and Civil Rights ("DDCR") has approved AECOM's Utilization Plans to meet the established goals of 6.5% for MBE and 6.5% for WBE participation for this contract. AECOM has achieved their MWDBE goals on previous MTA contracts.

IMPACT ON FUNDING:
This Contract will be funded with 100% MTA funds.

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

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

RECOMMENDATION:
That the Board approve the award of a competitively negotiated contract for design support, procurement phase support and construction support for the Integrated Service Information and Management ("ISIM-B"), Module 3: Rail Traffic Management Office System to AECOM, in the estimated amount of $4,983,655 with a term of 77 months.

New York City Transit

Report

SERVICE CHANGES: IMPLEMENT M23 SELECT BUS SERVICE

Service Issue

The M23 corridor serves nearly 13,000 average weekday riders. The current M23 route provides crosstown service along 23rd Street in Manhattan connecting dense residential and commercial neighborhoods. The route provides connections to all 23rd Street subway stations, the PATH train, and several bus routes. In recent years, it has experienced significant delays and a lack of reliability leading to an ongoing ridership decrease.

Recommendation

Implement M23 Select Bus Service (SBS) on 23rd Street in Manhattan replacing M23 local service at all times.

Budget Impact

Approximately $1.7 million. This amount includes costs for fare machine maintenance, security, revenue collection and processing. This is included in the approved operating budget.

Proposed Implementation Date

Fall 2016

Staff Summary

MTA New York City Transit

Subject	Implement M23 Select Bus Service on 23rd Street in Manhattan
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	John McClain for PC
Project Manager Name	Sarah Wyss

Date	May 24, 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 MA	4	VP General Counsel X 6/7/16
7	Executive VP (ACTING) mfc 6/10/16	3	Director OMB MS
6	SVP Buses	2	VP GCR MAC 6/7
5	VP Corp. Comm. X 6/7/16	1	Chief OP JM for PC 6/7/16

Purpose

To obtain Presidential approval to implement M23 Select Bus Service on 23rd Street in Manhattan. This staff summary also addresses the required schedule and fare collection changes.

Discussion

MTA New York City Transit (NYCT) has been closely working with the New York City Department of Transportation (NYCDOT) to implement Bus Rapid Transit in New York City. Bus Rapid Transit is a high-performance surface transportation system that incorporates elements such as bus lanes and proof-of-payment fare collection to bring a noteworthy improvement in speed and service reliability. In New York City, Bus Rapid Transit is branded Select Bus Service (SBS). These features, which are currently in place on routes throughout New York City, have on average improved bus speeds by 20% and increased ridership by 10%.

Making buses travel faster and more reliably is a goal for NYCT and NYCDOT. One way to do this is with SBS. There have been numerous public participation workshops regarding the development of the next series of SBS routes. The M23 is a busy Manhattan crosstown bus route serving over 13,000 customers on an average weekday. The M23 provides a vital link between dense residential and commercial neighborhoods along 23rd Street and connects to all 23rd Street subway stations, the PATH train, and several bus routes.

M23 SBS would include off-board fare collection, dedicated bus lanes, specially branded articulated buses for all-door boarding, and real time bus arrival information at some stops.

Service Plan

The M23 SBS will follow the same route path as the M23, stopping at designated SBS stations and continuing to operate at all times. All M23 trips will operate as SBS. There will be no local M23 service.

M23 SBS Span and Frequency

The M23 SBS will continue to operate at all times. Service frequencies will initially remain unchanged as well. An initial 10-15% reduction in running time will be factored into the schedule as service speed is expected to increase in line with other SBS routes. Additionally some time points will be eliminated to have service operate as fast as possible.

The M23 SBS will include the following station locations as shown in Attachment 1:

Eastbound	Westbound
12 Ave/W 23 St (Chelsea Piers)	Ave C/E 20 St
W 24 St/12 Ave	E 20 St/E 20 St Loop
W 23 St/11 Ave	E 20 St/1 Ave
W 23 St/10 Ave	E 23 St/ 1 Ave
W 23 St/9 Ave	E 23 St/ 2 Ave
W 23 St/8 Ave	E 23 St/3 Ave
W 23 St/7 Ave	E 23 St/Park Ave S
W 23 St/6 Ave	E 23 St/Broadway
E 23 St/Broadway	W 23 St/6 Ave
E 23 St/Park Ave S	W 23 St/7 Ave
E 23 St/3 Ave	W 23 St/8 Ave
E 23 St/2 Ave *(drop off only)*	W 23 St/9 Ave
E 23 St/1 Ave *(drop off only)*	W 23 St/10 Ave *(drop off only)*
Ave C/E 23 St *(drop off only)*	W 23 St/11 Ave *(drop off only)*
Ave C/E 20 St *(drop off only)*	W 24 St/11 Ave *(drop off only)*
	12 Ave/W 23 St (Chelsea Piers) *(drop off only)*

NYCDOT will install designated bus only lanes between 1st Avenue and 8th Avenue in the westbound direction and between 9th Avenue and 2nd Avenue in the eastbound direction. These are primarily offset bus lanes, or one lane away from the curb, which better accommodate deliveries, community parking needs, and right turns. NYCDOT will also add turn restrictions at key intersections improving safety and traffic flow along 23rd Street.

The M23 SBS will also include several other features found on other SBS routes including off-board fare collection and specially branded buses. NYCDOT will install wayfinding signs with real time bus arrival information at the majority of SBS stations.

Staff Summary

New York City Transit

NYCT and NYCDOT staff have attended ongoing meetings with Manhattan Community Boards 4, 5, and 6, as well as elected officials and interested civic organizations on the M23 SBS project. There has been thorough discussion of all the issues, and many points of concern have been addressed through changes to the project.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the M23 Select Bus Conversion would not result in a disproportionate impact on either minority or below-poverty populations. The President has considered the analysis of this service change prepared in accordance with Title VI requirements, and has considered the impacts of this proposed change upon riders of mass transportation services, including minority and low-income users of such services.

Recommendation

Implement Select Bus Service (SBS) service on the M23, replacing the M23 local service.

Alternatives

1. *Do nothing*. If no action is taken, M23 bus service will continue to be slow and unreliable, discouraging ridership growth.

Budget Impact

Approximately $1.7 million. This is included in the approved operating budget.

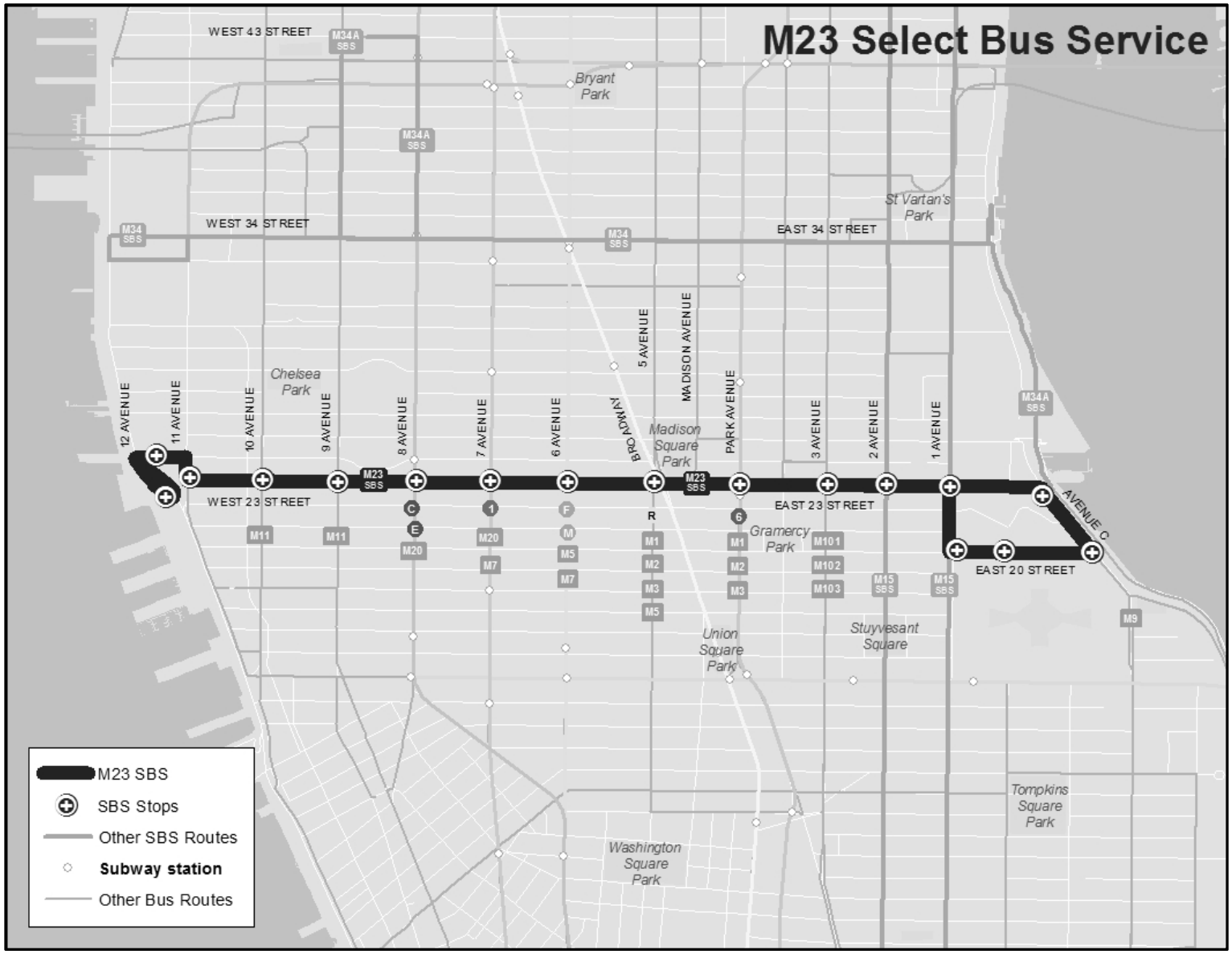
Implementation Date

Fall 2016

Approved:

Veronique Hakim
President

Attachment 1 – Proposed M23 Select Bus Service



New York City Transit

Report

SERVICE CHANGES: REINSTATE X28 WEEKEND SERVICE

Service Issue

Since 2010 service reductions, NYCT continues to receive requests to reinstate X28 weekend service on both Saturdays and Sundays. Most recently, requests have been brought to NYCT by customers residing in Bensonhurst, Dyker Heights, and Bay Ridge to reinstate X28 weekend service.

Recommendation

Reinstate X28 weekend service to provide customers in Seagate, Coney Island, Bensonhurst, and Dyker Heights with a direct one seat ride to Downtown and Midtown Manhattan.As per MTA service change guidelines, the reinstatement or addition of weekend service on a route is implemented for a six-month trial period. A public hearing will be held regarding the proposal following implementation.

Budget Impact

The net operational cost associated with X28 weekend service is $361,000 for Saturday service and $327,000 for Sunday service.

Proposed Implementation Date

September 2016

Staff Summary

New York City Transit

Subject	Reinstate X28 weekend service
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	June 2, 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	VP General Counsel
7	Executive VP (Acting)	3	Director OMB
6	SVP Buses	2	VP GCR
5	VP Corp. Comm.	1	Chief OP

Purpose

The purpose of this staff summary is to obtain presidential approval and inform the MTA Board of a recommendation to reinstate X28 weekend service as a pilot and request that the Chairman approves holding a public hearing to permanently reinstate X28 weekend service.

Discussion

The X28 provides express bus service to and from Seagate, Downtown Manhattan, and Midtown Manhattan.

The X28 is a north-south route that provides weekday express bus service between Seagate, Downtown Manhattan, and Midtown Manhattan. The X28 travels along Surf Avenue, Cropsey Avenue, 14th Avenue, 86th Street, the Gowanus Expressway, Broadway, 23rd Street, Madison Avenue, 57th Street, Fifth Avenue, Avenue of the Americas, 6th Avenue, and Church Street. The X28 operates weekdays from 5:00am to 11:30pm and previously operated Saturdays from 6am to 10pm and Sundays from 7am to 9:00pm.

As part of 2010 service reductions, X28 weekend service was discontinued. Recently, NYCT has seen a seven percent growth in X28 average weekday ridership, from 2,050 customers in 2014 to 2,200 customers in 2015. With the growth in weekday ridership and customer requests that NYCT has received to reinstate weekend service, X28 weekend service is being proposed for reinstatement.

Staff Summary

New York City Transit

Recommendation

Reinstate X28 weekend service to provide customers in Seagate, Coney Island, Bensonhurst, and Dyker Heights with a direct one-seat ride to Downtown Manhattan and Midtown Manhattan.

As per MTA service change guidelines, the addition of weekend service is implemented for a six-month trial period. A formal public hearing follows implementation.

X28 weekend service would operate as it did prior to 2010 service reductions, traveling between West 37th Street/Surf Avenue, Seagate, Brooklyn, and East 57th Street/Madison Avenue, Midtown Manhattan on Saturdays and Sundays. X28 Saturday service would operate from 6:00am to 8:15pm towards East 57th Street and from 7:30am to 10:00pm toward West 37th Street, Brooklyn. X28 Sunday service span would operate from 7:00am to 7:15pm toward East 57th Street and from 8:30am to 9:00pm toward West 37th Street, Brooklyn. The frequency would be the same as it was prior to 2010 with Saturday service every 30 to 40 minutes and Sunday service every 30 to 60 minutes.

Alternatives to the Proposed Service Change

Do Nothing- Continue to operate the X28 with weekday service only.

Budget Impact

The net operational cost associated with X28 weekend service is $361,000 for Saturday service and $327,000 for Sunday service.

Proposed Implementation Date

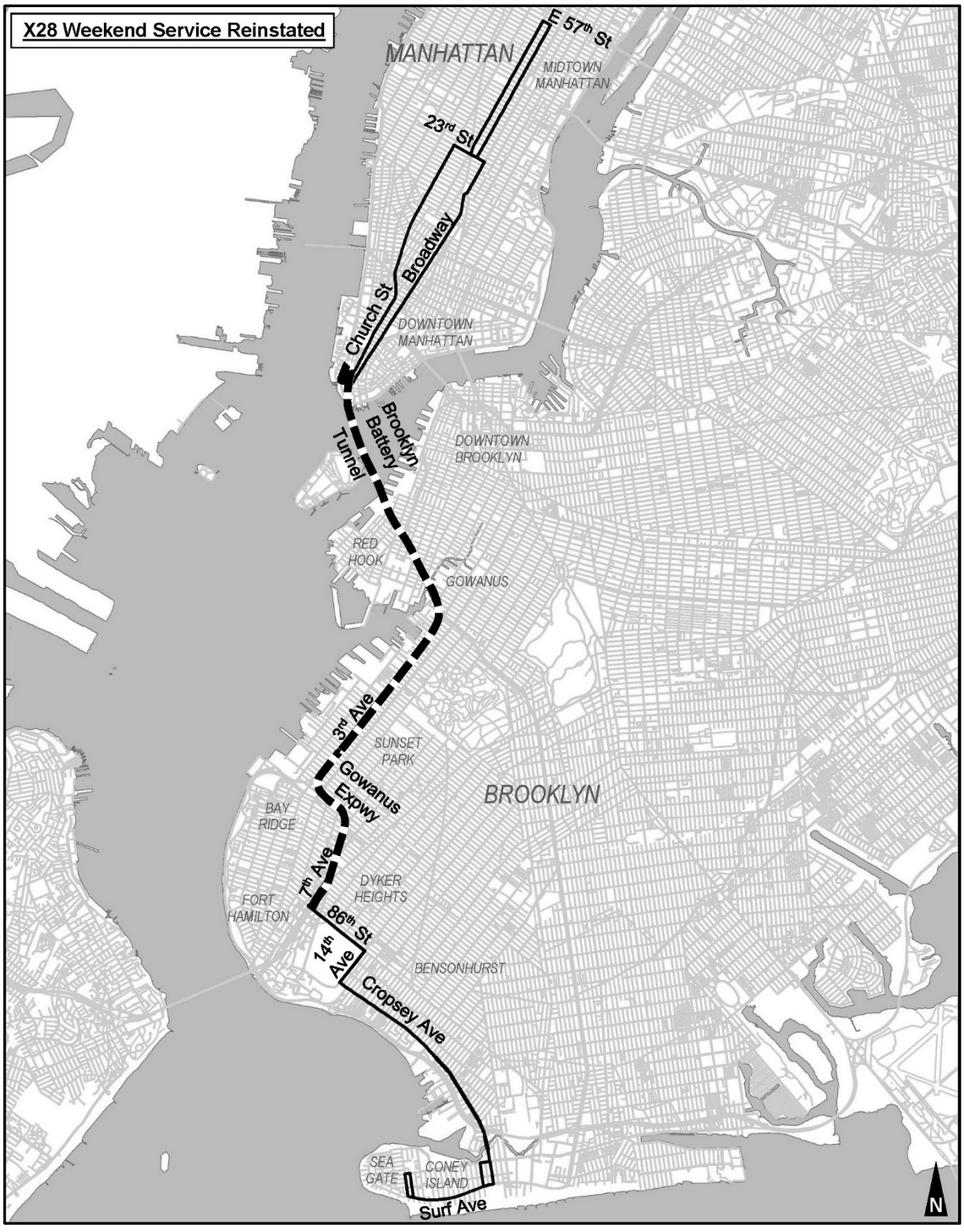
September 2016.

Authorization to conduct a public hearing:

Veronique Hakim
President, NYCT

Thomas F. Prendergast
Chairman, MTA

Attachment 1



Report

New York City Transit

SERVICE CHANGES: BUS SCHEDULE CHANGES EFFECTIVE SEPTEMBER 2016

Service Issue

To ensure that bus schedules accurately match current rider demand and operating conditions, schedules are regularly reviewed, evaluated and revised in order to provide passengers with the most efficient and effective service possible. 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

One hundred three bus schedule changes (on ninety-one routes) are proposed for implementation in September 2016.

Budget Impact

Implementation of the September 2016 schedule changes is estimated to cost $3 million annually. Of this amount, $2.3 million is attributed to running time increases and $0.7 million is attributed to the net increases in guideline changes. This cost will be incorporated into the 2016 operating budget.

Proposed Implementation Date

September 2016

Staff Summary

New York City Transit

Subject	Bus Schedule Changes Effective September 2016
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	Judy McClain for PC
Project Manager Name	Francisca Gomez

Date	June 2, 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 6-6-16
7	Executive VP ACTING MK 6/10/16	3	Director OMB
6	SVP Buses	2	VP GCR
5	VP Corp. Comm. X 6-7-16	1	Chief OR for PC

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 September 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.

Staff Summary

New York City Transit

Recommendation

One hundred three bus schedule changes (on ninety-one routes) have been identified for proposed changes in service levels and/or running times in September 2016 (see Attachment 1).

1. Fifty-three of the one hundred three bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation. Seventeen of these schedules also required increased running time.

2. Forty-five bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines. Ten of these schedules also required increased running time.

3. Five bus schedules 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 September 2016 schedule changes is estimated to cost $3 million annually. Of this amount, $2.3 million is attributed to running time increases and $0.7 million is attributed to the net increases in guideline changes. This cost will be incorporated into the 2016 operating budget.

Proposed Implementation Date

September 2016

Approved:

Veronique Hakim
President

Attachment 1
Fall 2016 - Page 1 of 4

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				
	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 (*)		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B6 Loc	12	10	123%	95%	12	12	80%	80%	10	10	89%	89%	9	9	78%	78%	+0.7%
B6 Ltd	4.5	4.5	86%	86%	10	9	116%	99%	6	5.5	106%	96%	8	7	112%	93%	+8.3%
B16	15	12	129%	97%	20	20	69%	69%	3.5	4	78%	83%	20	20	73%	73%	+3.9%
B20	9	8	115%	101%	20	15	103%	77%	10	10	94%	94%	20	20	83%	83%	+2.2%
B37	20	15	121%	73%	20	30	31%	46%	15	15	49%	49%	20	30	14%	21%	-8.6%
B38 Loc	4.5	4.5	101%	101%	9	10	81%	94%	10	9	102%	84%	9	9	100%	100%	+2.0%
B38 Ltd	6	5.5	108%	98%	10	12	69%	82%	9	8	95%	83%	12	9	133%	95%	+0.9%
B41Loc	12	9	139%	88%	12	10	106%	88%	8	8	92%	92%	8	9	78%	92%	+1.4%
B41Ltd	4	4	90%	90%	8	9	72%	84%	7	7	85%	85%	9	9	79%	79%	-0.8%
B42	4	4	96%	96%	12	10	109%	83%	5	5.5	86%	94%	8	8	78%	78%	-3.8%
B49 Loc	9	7	117%	91%	10	10	91%	91%	8	9	56%	64%	12	12	58%	58%	-2.4%
B49 Ltd	8	9	68%	78%	-	-	-	-	-	-	-	-	-	-	-	-	-9.7%
Bx17	7	5.5	120%	98%	12	12	87%	87%	8	8	84%	84%	12	12	69%	69%	+0.9%
Bx18	15	15	76%	76%	30	30	47%	47%	12	12	78%	78%	20	20	53%	53%	-2.1%
Bx20	15	15	90%	90%	-	-	-	-	20	20	63%	63%	-	-	-	-	-4.8%
Bx21	5.5	5.5	98%	98%	10	10	80%	80%	8	7	102%	91%	15	12	112%	89%	+3.1%
Bx22	7	6	108%	97%	12	12	78%	78%	7	8	67%	78%	12	15	46%	90%	-2.5%
Bx2838	4	4.5	82%	89%	8	9	78%	91%	6	6	94%	94%	12	10	106%	88%	-0.7%
Bx35	4	3.5	101%	95%	7	8	82%	100%	7	5.5	115%	94%	9	8	110%	94%	+4.9%
Bx36 Loc	4	4	76%	76%	8	8	95%	95%	5	5	86%	86%	8	7	96%	79%	+2.4%
Bx36 Ltd	5	5	99%	99%	-	-	-	-	8	8	85%	85%	20	12	134%	81%	+6.4%
Bx39	7	6	101%	91%	10	12	70%	84%	9	9	79%	79%	10	12	60%	72%	+0.9%
Bx44	5.5	6	81%	90%	10	12	74%	89%	8	8	60%	60%	10	10	63%	63%	-4.2%
M01	5	4.5	97%	90%	10	10	89%	89%	5	4.5	105%	93%	12	12	81%	81%	+1.8%
M02	9	7.5	102%	89%	12	12	57%	57%	10	9	108%	89%	7.5	7.5	54%	54%	+2.1%
M03	12	10	103%	79%	10	10	76%	76%	10	10	100%	100%	12	12	69%	69%	+1.0%
M04	5.5	5.5	91%	91%	10	10	78%	78%	5.5	5.5	78%	78%	12	12	67%	67%	+0.4%
M20	20	20	73%	73%	15	20	32%	43%	15	20	55%	92%	20	20	44%	44%	-5.1%
M21	12	12	91%	91%	30	30	42%	42%	20	15	134%	81%	30	30	18%	18%	+2.2%
M86 - SBS**	3.5	3	100%	95%	6	6	78%	78%	5	5	95%	95%	9	9	96%	96%	0.0%
M104	10	10	61%	61%	9	10	79%	92%	9	10	76%	93%	12	12	58%	58%	-4.6%
M116	4	5	67%	78%	12	10	104%	87%	8	8	82%	82%	15	15	90%	90%	+0.4%
Q17 Loc	9	7	125%	97%	7	8	64%	77%	5	6	74%	81%	6	7	71%	79%	-5.1%
Q17 Ltd**	10	10	90%	90%	-	-	-	-	7	8	76%	85%	-	-	-	-	0.0%
Q24	10	7	151%	97%	12	15	65%	81%	12	10	107%	82%	15	15	93%	93%	+1.0%
Q26**	8	9	81%	92%	-	-	-	-	10	10	49%	49%	30	30	39%	39%	0.0%
Q54	8	6	112%	90%	15	15	72%	72%	9	8	86%	76%	12	15	53%	66%	+3.4%
Q76	6	5.5	101%	92%	20	20	49%	49%	10	10	68%	68%	30	30	67%	67%	+3.0%

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.
(**) Trip adjustment

Attachment 1
Fall 2016 - Page 2 of 4

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				
	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 (*)		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
S42	30	15	167%	64%	-	-	-	-	15	15	68%	68%	30	30	72%	72%	+3.9%
S52	15	10	138%	80%	30	30	99%	99%	15	15	80%	80%	30	20	111%	74%	+9.9%
S44	12	12	87%	87%	15	15	81%	81%	15	15	78%	78%	15	15	102%	102%	+1.9%
S94	20	15	115%	77%	-	-	-	-	12	12	78%	78%	-	-	-	-	+12.0%
S48**	12	12	83%	83%	12	12	95%	95%	12	10	78%	63%	20	20	81%	81%	0.0%
S98	9	10	83%	97%	-	-	-	-	9	9	81%	81%	30	20	104%	69%	+8.4%
S51	10	9	107%	91%	20	20	63%	63%	15	15	74%	74%	30	20	110%	73%	-2.0%
S74	10	9	118%	101%	20	20	75%	75%	15	12	109%	78%	20	20	92%	92%	+1.9%
S84	-	-	-	-	-	-	-	-	15	20	41%	61%	30	30	61%	61%	-12.4%
S76	9	8	107%	93%	15	12	123%	93%	10	9	116%	84%	30	20	146%	97%	+5.1%
S78	8	6	103%	83%	15	15	65%	65%	12	12	82%	82%	30	30	92%	92%	+5.4%
X1	7	7	80%	80%	15	15	73%	73%	5	5	107%	99%	9	8	116%	101%	-0.5%
X2**	6	8	64%	80%	-	-	-	-	8	7	100%	89%	15	15	76%	76%	0.0%
X3**	10	10	74%	74%	-	-	-	-	30	30	58%	88%	-	-	-	-	0.0%
X4	15	10	108%	90%	-	-	-	-	15	15	93%	93%	-	-	-	-	+8.6%
X5	6	5	99%	90%	-	-	-	-	9	7	101%	79%	20	20	47%	47%	+3.4%
X7	4.5	4.5	98%	98%	-	-	-	-	9	9	83%	83%	15	15	110%	73%	+5.6%
X9	6	7.5	76%	95%	-	-	-	-	10	10	87%	87%	20	20	46%	46%	-5.6%
X10	8	10	71%	94%	30	30	81%	81%	12	12	71%	71%	12	10	106%	88%	-2.9%
X11	10	15	59%	88%	-	-	-	-	10	10	85%	85%	-	-	-	-	-8.0%
X12	5.5	9	67%	86%	-	-	-	-	8	10	70%	81%	30	30	50%	50%	-8.9%
X14	10	10	79%	79%	-	-	-	-	10	12	71%	85%	-	-	-	-	-3.2%
X15	8	9	67%	77%	-	-	-	-	12	12	81%	81%	-	-	-	-	-7.9%
X17	6	6	91%	91%	30	30	80%	80%	7	7	88%	88%	9	10	77%	90%	-1.0%
X17J	3.5	4	87%	93%	-	-	-	-	8	6	114%	91%	30	30	50%	50%	+4.2%
X21	15	15	86%	86%	-	-	-	-	30	20	106%	70%	-	-	-	-	+7.6%
X22	5.5	6	79%	87%	-	-	-	-	8	8	90%	90%	30	30	76%	76%	+1.7%
X31	10	12	73%	88%	-	-	-	-	12	12	82%	82%	30	30	75%	75%	-4.1%
X42	12	15	73%	91%	-	-	-	-	12	15	76%	85%	-	-	-	-	-7.3%

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 -X63, X64, X68
(**) Trip adjustment

Attachment 1
Fall 2016 - Page 3 of 4

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.

Saturday	Morning				Midday				PM Peak				Evening				
	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 (*)		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B1**	10	9	114%	98%	8	8	85%	85%	8	8	83%	83%	10	12	61%	73%	0.0%
B61	15	15	61%	61%	12	12	70%	70%	12	10	110%	92%	15	15	59%	59%	+1.2%
B70	20	15	115%	86%	20	15	102%	76%	20	20	95%	95%	20	20	52%	52%	+8.6%
Bx07	20	15	117%	88%	12	10	121%	100%	9	9	93%	93%	12	12	63%	63%	+2.8%
M86 - SBS	12	12	74%	74%	5.5	6	74%	83%	5.5	6	67%	75%	9	9	60%	60%	-3.7%
Q36	15	15	74%	74%	15	15	76%	76%	15	20	54%	71%	20	20	64%	64%	-2.8%
Q56	15	15	84%	84%	10	12	51%	62%	12	15	65%	81%	15	20	33%	44%	-12.1%

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 - B6769
(**) Trip adjustment

Attachment 1
Fall 2016 - Page 4 of 4

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	AM Peak				Midday				PM Peak				Evening				
	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 (*)		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B52	15	15	81%	81%	12	12	99%	99%	12	12	87%	87%	12	15	63%	79%	-3.4%
B62	20	20	45%	45%	20	20	61%	61%	15	20	56%	74%	15	15	63%	63%	-4.5%
B70	20	20	64%	64%	20	20	60%	60%	30	20	110%	73%	30	30	40%	40%	+4.0%
Bx07	20	20	73%	73%	10	10	87%	87%	8	9	71%	83%	15	15	80%	80%	-1.9%
Bx11	15	15	65%	65%	10	12	78%	93%	10	10	93%	93%	12	15	68%	86%	-3.7%
Bx15	12	12	85%	85%	10	10	75%	75%	8	9	59%	68%	9	10	58%	68%	-4.0%
Bx22	15	15	69%	69%	12	12	69%	69%	12	15	50%	98%	15	15	72%	72%	-3.6%
Bx26	30	20	113%	75%	20	20	85%	85%	15	15	77%	77%	20	20	66%	66%	+2.0%
M11**	20	20	36%	36%	15	15	84%	84%	9	10	58%	67%	20	15	106%	80%	0.0%
M66	20	20	40%	40%	12	12	86%	86%	10	12	69%	83%	15	15	37%	37%	-3.9%
M72	30	30	29%	29%	15	20	62%	83%	15	20	64%	85%	20	20	31%	31%	-9.4%
M86 - SBS	15	15	90%	90%	5.5	6	75%	84%	7	8	81%	91%	10	10	63%	63%	-2.3%
M100**	20	15	116%	87%	12	12	66%	66%	12	12	94%	94%	15	20	42%	56%	0.0%
M104	20	20	44%	44%	7	6	84%	76%	6	6	67%	67%	6	8	45%	61%	-0.7%
M116	20	20	59%	59%	12	12	91%	91%	10	12	72%	87%	20	20	78%	78%	-4.9%
Q03	30	20	103%	69%	20	20	91%	91%	20	20	83%	83%	20	20	75%	75%	+1.4%
Q13	20	20	74%	74%	15	15	79%	79%	15	15	64%	64%	15	20	58%	78%	-1.4%
Q28	15	15	81%	81%	12	12	65%	65%	12	12	59%	59%	12	15	31%	40%	-2.2%
Q31	30	30	43%	43%	30	30	46%	46%	20	30	33%	50%	30	30	31%	31%	-9.3%
Q36	20	20	55%	55%	15	20	51%	68%	20	20	56%	56%	20	20	52%	52%	-1.8%
Q43**	15	12	104%	83%	15	15	88%	88%	12	15	77%	96%	15	15	72%	72%	0.0%
Q54	20	20	56%	56%	20	20	99%	99%	20	15	114%	86%	20	20	60%	60%	+2.9%
Q55	20	20	69%	69%	15	20	54%	72%	20	20	77%	77%	20	20	54%	54%	-1.6%
Q56	20	20	49%	49%	15	20	51%	69%	15	15	70%	70%	20	20	50%	50%	-9.9%

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 - B6769
(**) Trip adjustment

MTA New York City Transit

Report

SERVICE CHANGES: **NYC TRANSIT COMMITTEE NOTIFICATION: EXTENSION OF LATE NIGHT Ⓡ SHUTTLE TO THE WHITEHALL ST-SOUTH FERRY STATION**

Service Issue

This proposed service change is to improve subway service connectivity late nights for riders traveling between Manhattan and Brooklyn, seven nights a week. This service extension would particularly benefit riders traveling to/from Bay Ridge, Brooklyn, whose only subway service is the Ⓡ train. The issue has been identified as a particular concern of community and elected officials in Bay Ridge and southern Brooklyn. It was also the subject of comments at a recent public hearing on subway service planned in anticipation of the opening of the Second Avenue Subway.

Recommendation

Extend the late night Ⓡ Shuttle's northern terminus from the 36 St Station in Brooklyn to the Whitehall St-South Ferry Station in Manhattan, seven nights a week.

Budget Impact

Extending the Late Night Ⓡ shuttle Train to the Whitehall St-South Ferry Station will cost approximately $1 million annually, which will be incorporated into the July 2016 iteration of the Financial Plan and in the 2017 budget.

Proposed Implementation Date

Fall 2016

Staff Summary

New York City Transit

Subject	Extension of Late Night Ⓡ Shuttle to the Whitehall St-South Ferry Station
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	Judith McClain for PC
Project Manager Name	Judith McClain

Date	June 1 , 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 WA	4	VP General Counsel X 6/7/16
7	Acting Executive VP JMcC 6/10/16	3	Director OMB M
6	SVP Subways [illegible]	2	VP GCR 6/7 CWT
5	VP Corp. Comm. X 6/7/16	1	Chief OP Jim for PC

Purpose

To obtain presidential approval and inform the MTA Board of a recommendation to permanently extend the late night Ⓡ shuttle service to the Whitehall St-South Ferry Station in Manhattan from its current northerly terminus at 36 St in Brooklyn, seven nights a week.

Discussion

As part of NYCT's routine analysis of service and ridership, we found that approximately 1,800 of the current approximately 1,900 weeknight riders of the late night Ⓡ shuttle transfer to or from another subway line. These riders, primarily traveling to or from Bay Ridge, Brooklyn, currently must transfer to reach their destinations. Late nights when most subway lines are operating on a 20-minute headway, these transfers can be particularly long, especially if multiple transfers, first to the Ⓓ or Ⓝ and then to the Ⓡ shuttle, are required.

By extending the late night Ⓡ Shuttle to Whitehall St-South Ferry station, Ⓡ riders will gain direct service among several neighborhoods in Brooklyn (Bay Ridge, Sunset Park, Greenwood Heights, Park Slope, Gowanus, Boerum Hill, Downtown Brooklyn and Brooklyn Heights) and Lower Manhattan. They will also be able to take advantage of direct transfer connections to the Staten Island Ferry and to seven additional subway lines: ❶ at Whitehall St-South Ferry, ❷ and ❹ at Court St-Borough Hall and Atlantic Av-Barclays Ctr, Ⓐ at Jay St-MetroTech, Ⓕ at Jay St-MetroTech and 4 Av-9 St, Ⓖ at 4 Av-9 St, and Ⓠ at Atlantic Av-Barclays Ctr and DeKalb Av. Currently, late-night transfers to/from these lines and the Ⓡ shuttle require an initial transfer to the Ⓓ or Ⓝ, and a possible additional 20 minute wait.

In addition to the current late night Bay Ridge market, late night riders who currently travel on the N between Lower Manhattan and 59 St in Brooklyn, or the D between DeKalb Av and 36 St in Brooklyn, would also benefit from the late night extension. It would provide a secondary service and would reduce their average wait times, in most cases by half.

While occasionally the late night R shuttle service would need to be cut back to the 36 St Station in Brooklyn to accommodate maintenance or capital work, these conflicts are not significant. And, in some cases, the proposed change would reduce the number of times R shuttle service would have to be cut back to the 59 St Station in Brooklyn to accommodate work.

Given that the late night R shuttle would no longer have to relay (switch tracks) north of its current terminal at the 36 St Station, it now would be able to serve the 45 St and 53 St Stations in both directions (currently they are only served by the R shuttle in the southbound direction). Another benefit would be that the number of trains that would have to be stored overnight on mainline tracks along the 4th Avenue Line would be reduced by two trains, which reduces vandalism risks and crew time accessing trains.

Recommendation

Extend the late night R Shuttle's northern terminus from the 36 St station in Brooklyn to the Whitehall St-South Ferry Station in Manhattan.

Alternative to the Proposed Service Change

Extend late night R Shuttle service to Midtown Manhattan or Queens. Operationally there is not a good location to turn trains in Midtown Manhattan. Operating the shuttle to Queens would conflict with maintenance work and would be costly for minimal rider benefits.

Do nothing. NYCT would not extend the late night R shuttle, and riders would still have to make additional transfers to reach their destinations and/or would have longer wait times.

Staff Summary

New York City Transit

Budget Impact

Extending the late night (R) shuttle train to the Whitehall St-South Ferry Station will cost approximately $1million annually, which will be incorporated into the mid-year 2016 budget amendment and will be included in the 2017 budget.

Proposed Implementation Date

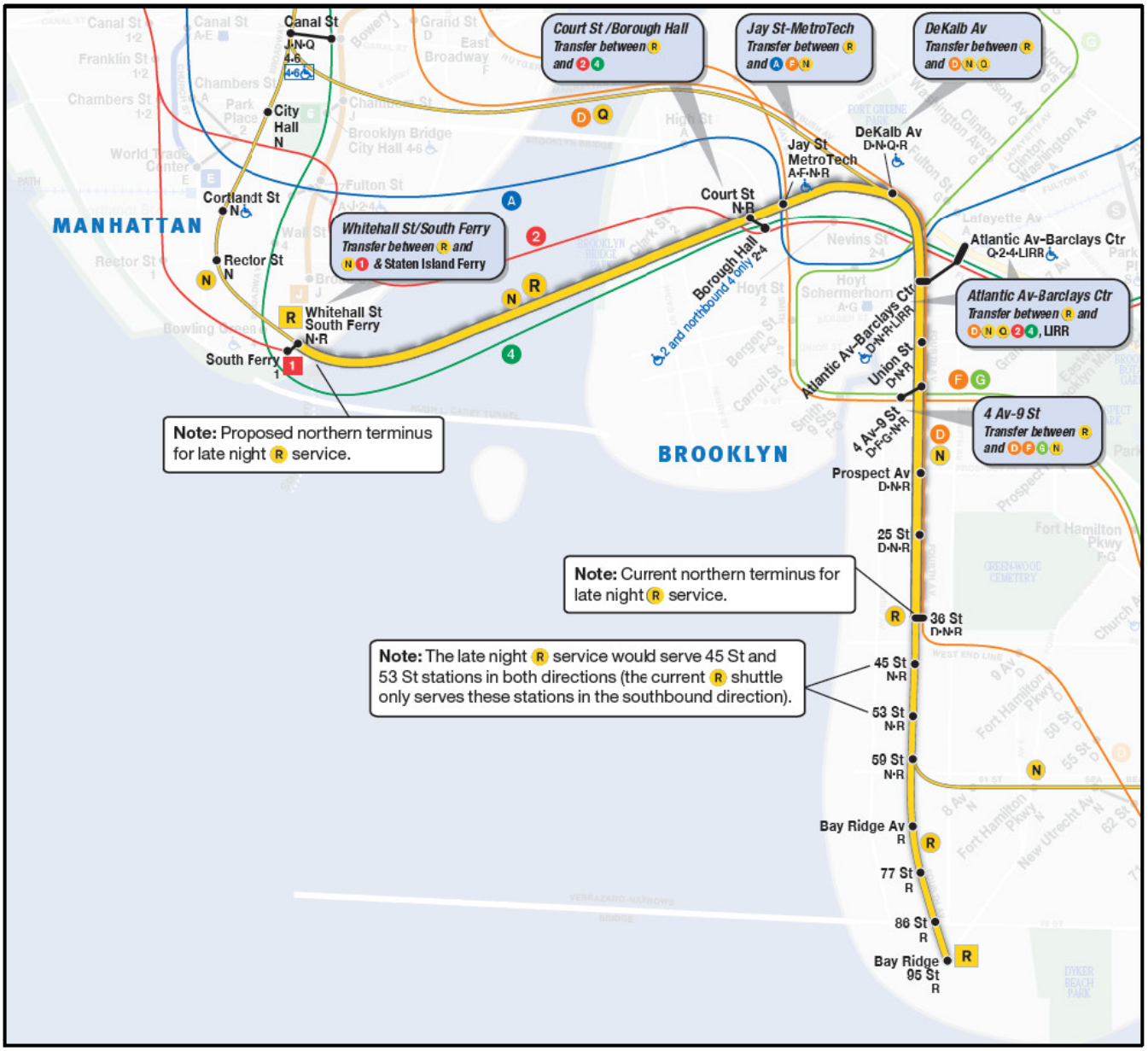
Fall 2016.

Approved:

Veronique Hakim
President

Attachment 1

Proposed Late Night (R) Service



Report

MTA Bus Company

SERVICE CHANGES: **NYCT/MTA BUS COMMITTEE NOTIFICATION**
Q70 SELECT BUS SERVICE IMPLEMENTATION

SERVICE ISSUE:

In 2009, the Bus Rapid Transit Phase II: Future Corridors study, recommended faster bus service to LaGuardia Airport as a primary need. A *LaGuardia Airport Access Alternatives Analysis* study was conducted by NYCDOT in partnership with MTA Bus, MTA New York City Transit (NYCT) and the Port Authority of New York and New Jersey (PANYNJ) in 2011-2012, and it recommended the Q70 bus route 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 was launched in September 2013 as a limited-stop route instead of Select Bus Service (SBS) because there were regulatory issues preventing it at the time. These issues have since been addressed.

The Q70 has proven to be an attractive transit option for passengers accessing LaGuardia Airport as evidenced by the continued trend of increasing ridership and positive feedback.

RECOMMENDED SOLUTION:

To address provide the fastest, most reliable bus service, implement SBS service on the Q70, replacing the Q70 Limited with the Q70 SBS. The Q70 SBS would be the first SBS route for MTA Bus.

ESTIMATED IMPACT:

Implementation of the Q70 SBS would increase annual operating costs by approximately $870,000. These costs are included in the operating budget, and they include approximately $135,000 for maintenance of fare machines, $5,000 for revenue collection, and $730,000 for enforcement of fare payment. Start-up costs would be approximately $694,000 in 2016.

PLANNED IMPLEMENTATION:

September 2016

Staff Summary

Subject	Q70 Select Bus Service Implementation	**Date**	June 8, 2016
Department	Operations Planning	**Vendor Name**	N/A
Department Head Name	Mark A. Holmes	**Contract Number**	N/A
Department Head Signature	Mark A Holmes	**Contract Manager Name**	N/A
Project Manager Name	Robert Lai	**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	6/14	
3	Executive Vice President	6/14	
2	VP, Government and Community Relations	6/10	
1	VP, Transportation, Safety & Training		

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to implement Select Bus Service on the Q70 bus route between LaGuardia Airport and Jackson Heights/Woodside, Queens. This staff summary also addresses the required fare collection changes.

DISCUSSION:

The MTA has been closely working with the New York City Department of Transportation (NYCDOT) to implement Bus Rapid Transit in New York City. Bus Rapid Transit is a high-performance surface transportation system that incorporates elements such as bus lanes and proof-of-payment fare collection for all-door boarding to bring a noteworthy improvement in speed and reliability. In New York City, Bus Rapid Transit is branded Select Bus Service (SBS).

In 2009, the Bus Rapid Transit Phase II: Future Corridors study, which included substantial input from elected officials and community members, recommended faster bus service to LaGuardia Airport as a primary need. A *LaGuardia Airport Access Alternatives Analysis study* was conducted by NYCDOT in partnership with MTA Bus, MTA New York City Transit (NYCT) and the Port Authority of New York and New Jersey (PANYNJ).

Consistent with the recommendations of the *Alternatives Analysis* study to improve transit access to LaGuardia Airport, the Q70 was launched in September 2013. The Q70 was launched as a limited-stop route instead of an SBS because there were regulatory issues preventing it at the time. These issues have

The legal name of MTA Bus is MTA Bus Company.

since been addressed. An extensive outreach effort was conducted as part of the *Alternatives Analysis* study in 2011-2012, and an MTA Public Hearing was held for the implementation of Q70 service in 2013.

The Q70 has been well received with a lot of positive feedback from customers. Ridership has continued to trend up since launch of service in 2013. During the 12 months ending in April 2016, average weekday ridership was 16.8 percent higher than the previous 12-month period, year over year. The Q70 currently transports approximately 4,200 passengers per weekday, 3,110 passengers per Saturday and 3,360 passengers per Sunday. In response to the increasing ridership, additional frequency was added effective April 2016.

The Q70 provides non-stop service along its 4.5-mile one-way route 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 ⓔⓕⓜⓡ⑦ subways, the Long Island Rail Road (all easterly branches) 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 service via limited-access highways.

This proposal would convert the Q70 Limited to the Q70 SBS at all times. This would be the first SBS route operated by MTA Bus. The new service would include standard SBS features such as off-board fare collection, and specially branded buses. The current conditions of widely spaces stops, highlighted by the non-stop highway running between transit hubs and LaGuardia Airport would remain, and luggage racks on the buses would remain. There is a future potential for transit signal priority.

The greatest benefit of SBS to Q70 customers would be the addition of off-board fare collection that would speed boarding through all doors of the bus.

The Q70 SBS will stop at the following locations utilizing the current loop travel path:

- Roosevelt Av/62 St ⑦◆ and LIRR (Woodside)
- Roosevelt Av/74 St-Jackson Heights Intermodal Terminal ⓔⓕⓜⓡ⑦ (Jackson Heights)
- LaGuardia Airport – Parking Lot 1*
- LaGuardia Airport – Terminal D*
- LaGuardia Airport – Terminal C*
- LaGuardia Airport – Terminal B*
- Roosevelt Av/74 St ⓔⓕⓜⓡ⑦ (Jackson Heights)
- 61 St/Roosevelt Av ⑦◆ and LIRR (Woodside)

** - Major construction is currently underway at LaGuardia Airport to replace its passenger terminals, this construction will affect the internal roadway network and will result in temporary, but long-term detours, and service revisions, including revisions to the Q70 stopping order and temporary discontinuation of bus stops. MTA Bus and the PANYNJ are working together to minimize impacts to customers and bus service. Construction is expected to continue for several years.*

Bus stops would be unchanged and will continue to be in the same general area. Minor bus stop changes are planned to enhance the bus stop areas and to accommodate off-board fare machinery. The current pick-up stop in Woodside would be lengthened to the east to accommodate a common pick-up area with the

Q53; the LaGuardia Airport-bound stop in Jackson Heights would be relocated from its current location on Roosevelt Avenue at 75th Street into the 74th Street-Jackson Heights Intermodal Terminal to provide a more seamless intermodal connection with the subway (displacing the northbound Q47); and the current drop-off stop in Woodside on Roosevelt Avenue would be relocated across the street to 61st Street at Roosevelt Avenue to provide a common drop-off area with the Q53. As previously noted, over the next several years construction in LaGuardia Airport will impact bus stops and stopping order in LaGuardia Airport.

Concurrent with the launch of Q70 SBS, a marketing effort is planned by the MTA and Corporate Communications to brand the Q70 SBS and increase its awareness as a highly attractive transit option for travel to and from LaGuardia Airport. The Q70 would be branded as the *"LaGuardia Link"* SBS bus. The exterior of the buses are planned to have a special design to improve their visibility and identity. The interior of the buses would have air traveler branded messaging. An external (outside the MTA) and internal (within the MTA) marketing plan would tie in with the travel industry. The Q70 has become an attractive option for travelers, where almost 50 percent of Q70 riders are airline travelers, and approximately 30 percent of all Q70 riders are from out-of-town.

RECOMMENDATION:

To address provide the fastest, most reliable bus service, implement SBS service on the Q70, replacing the Q70 Limited with the Q70 SBS. The Q70 SBS would be the first SBS route for MTA Bus.

ALTERNATIVES:

The only alternative would be to leave the current Q70 Limited bus service unchanged. This would forgo the opportunity to take advantage of the benefits SBS service can provide.

IMPACT ON FUNDING:

Implementation of the Q70 SBS would increase annual operating costs by approximately $870,000. These costs are included in the operating budget, and they include approximately $135,000 for maintenance of fare machines, $5,000 for revenue collection, and $730,000 for enforcement of fare payment. Start-up costs would be approximately $694,000 in 2016.

IMPLEMENTATION:

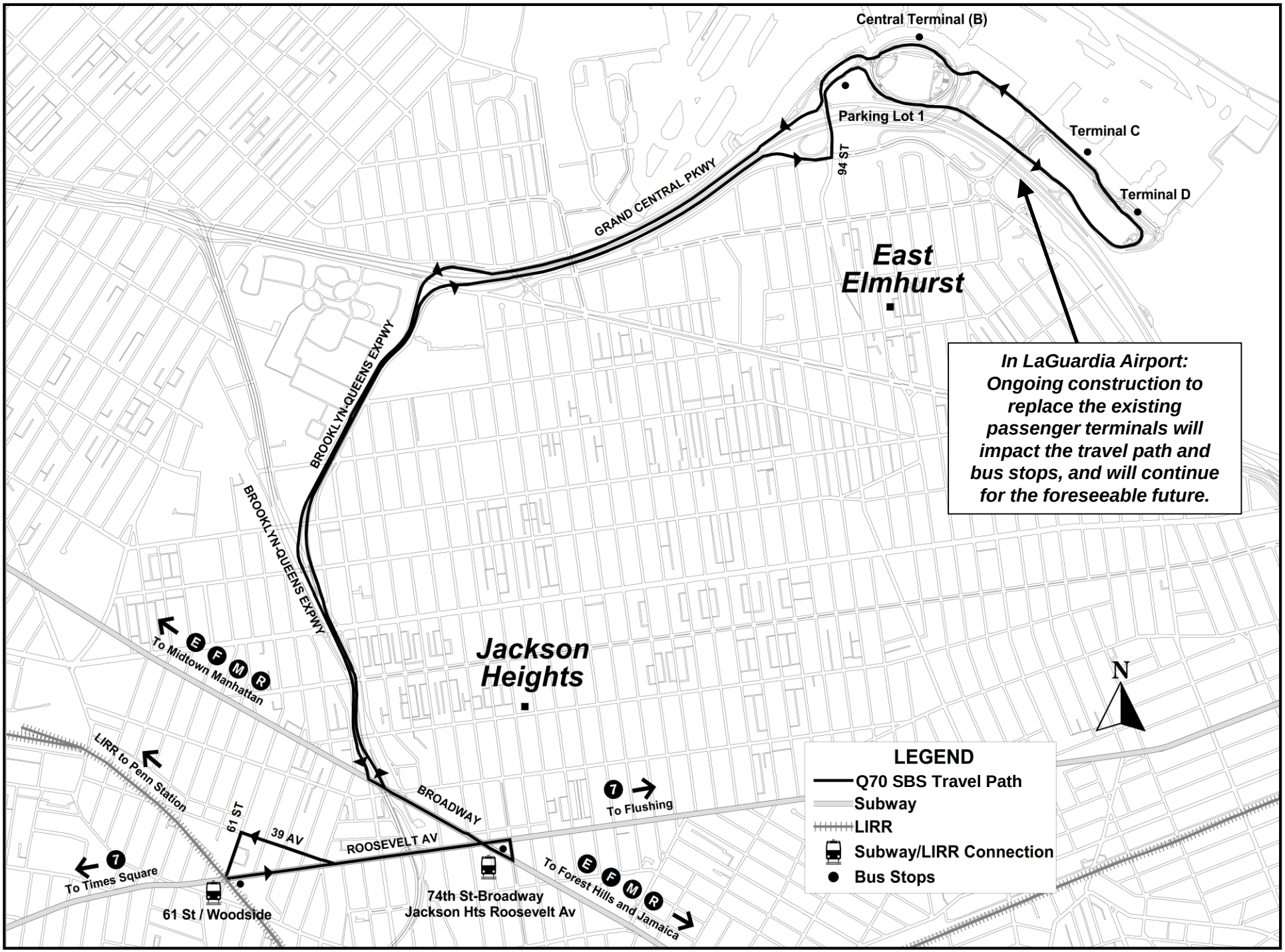
September 2016

Approved: 

Darryl C. Irick
President

The legal name of MTA Bus is MTA Bus Company.

Q70 – Select Bus Service



Report

MTA Bus Company

SERVICE CHANGES: **NYCT/MTA BUS COMMITTEE NOTIFICATION SERVICE REVISION Q65 TRAVEL PATH REVISION in COLLEGE POINT, QUEENS**

SERVICE ISSUE:

The Q65 provides local and limited-stop service between Jamaica and College Point via the intermediate neighborhoods of Hillcrest, Auburndale, and Flushing.

In College Point, the northbound Q65 is frequently detoured to avoid blocked traffic along 14th Road, which is narrow. This travel path also creates an indirect path along a very narrow street (111th Street). This path requires additional turns, adds travel time, and adversely affects service reliability.

RECOMMENDED SOLUTION:

To provide more reliable service by using wider streets that are more conducive to bus operations, revise the travel path of the northbound Q65 to use 14th Avenue instead of 14th Road in College Point. Bus stops would be relocated one block north to 14th Avenue, approximately 475-700 feet away.

ESTIMATED IMPACT:

The net result of the recommended revision would be no change in annual operating cost, as there would be no change in scheduled travel time or travel distance.

PLANNED IMPLEMENTATION:

September 2016

Staff Summary

Subject	Q65 Travel Path Revisions in College Point, Queens	**Date**	June 8, 2016
Department	Operations Planning	**Vendor Name**	N/A
Department Head Name	Mark A. Holmes	**Contract Number**	N/A
Department Head Signature	Mark A. Holmes	**Contract Manager Name**	N/A
Project Manager Name	Warren Berry	**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**	**Signature**	**Date**
4	President		6/15
3	Executive Vice President		6/11
2	VP, Government and Community Relations		6/10
1	VP, Transportation, Safety & Training		6/10/16

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise the travel path of the Q65 in College Point, Queens.

DISCUSSION:

The Q65 provides local and limited-stop service between Jamaica and College Point via the intermediate neighborhoods of Hillcrest, Auburndale, and Flushing, a one-way distance of approximately 9.1 miles. This route currently transports approximately 21,050 passengers on weekdays, approximately 11,050 passengers on Saturdays, and approximately 8,400 passengers on Sundays; the third highest ridership route operated by MTA Bus.

In College Point, the Q65 (local and Limited) traverses several narrow streets near the northern terminus of its route. The current northbound travel path of both the Q65 local and Limited is northbound on College Point Boulevard turning left onto 14th Road, turning right onto 111th Street, and finally left onto 14th Avenue to its terminus on 14th Avenue between 111th and 110th streets.

The Q65 travel path is often blocked along 14th Road, a one-way street, which the Q65 utilizes for eleven blocks from College Point Boulevard and 111th Street. 14th Road is difficult for bus operations because of frequent double parking by trucks and other vehicles on this narrow roadway. It is approximately 30 feet wide, curb-to-curb, with curbside parking on both sides. 14th Road has several industrial and commercial businesses that often receive deliveries, and is a primary truck access to other industrial properties in the

The legal name of MTA Bus is MTA Bus Company.

area. Truck drivers unfamiliar with the challenging narrow streets in the area often get stuck and have to be helped out of the area, blocking traffic flow on 14th Road.

Additionally, the Q65 travels on 111th Street for one block from 14th Road to 14th Avenue. 111th Street is a narrow one-way street flanked by curbside parking. It is even more difficult to operate buses along 111th Street due to its narrow width (approximately 24.5 feet curb-to-curb) leaving less than one-foot of clearance between the buses and the parked cars on either side. The Q65 then turns left off of 111th Street onto 14th Avenue. This turn is difficult for buses because of the narrow street, the close proximity of frequent illegally parked cars at the corner at the northern end of the street, and the swing of the rear part of the buses.

Because 14th Road is frequently blocked, Road Operations must devote an inordinate amount of resources to this area to set up frequent detours in order to maintain service. The Q65 is frequently detoured to 14th Avenue, which is one block north of 14th Road (approximately 400 feet away). 14th Avenue is a wider two-way street, having a curb-to-curb width of approximately 40 feet with curbside parking on both sides and one travel lane in each direction. This configuration allows buses to pass vehicles obstructing the road. Overall, 14th Avenue is both a wider and safer street for bus operations, and is closer to the residential areas.

In order to increase reliability and streamline the travel path of the Q65, it is recommended to revise the travel path of the northbound Q65 to utilize 14th Avenue from College Point Boulevard to 14th Avenue at 111th Street instead of 14th Road and 111th Street (see the attached map) utilizing the travel path that is frequently used as a detour. Under this revision, the Q65 would be able to utilize a wider and less-congested street between College Point Boulevard and 111th Street. The travel path revision would also discontinue the turns from 14th Road to 111th Street to 14th Avenue, further streamlining the route's travel path, and reducing the number of total number of turning movements by two. The travel distance and travel time would remain similar.

This revision would relocate six Q65 (local and Limited) bus stops on 14th Road. These bus stops, which are primarily used as drop-off, are used by a total of approximately 1,060 passengers per weekday, and a lesser number on weekends. These bus stops would be relocated one block north to 14th Avenue, or 475-700 feet away. Based on the characteristics of 14th Avenue, to minimize the impact on parking on 14th Avenue, and to keep the buses moving, it is recommended to replace these six stops along 14th Road with three new evenly spaced bus stops along 14th Avenue. The following table summarizes the current bus stops to be relocated and the approximate distance to the alternative bus stops, as well as the number of affected passengers. The affected bus stop with the highest ridership is College Point Boulevard at 14th Road, which would have the shortest walk from an alternative stop of approximately 475 feet. The remaining stops have lower ridership, and the alternative stops on 14th Avenue would be spaced to provide proximate service for each.

Staff Summary

Average Weekday Ridership and Alternate Bus Stops

Bus Stops to be Relocated	Alternative Stop Location	Distance to Alternative Stop	Average Weekday Ridership
1. 14th Rd/College Point Blvd	14th Av/College Point Blvd	475 ft	385
2. 14th Rd/120th St	14th Av/119 St	625 ft	135
3. 14th Rd/118th St	14th Av/119 St	600 ft	140
4. 14th Rd/116th St	14th Av/115 St	700 ft	160
5. 14th Rd/114th St	14th Av/115 St	625 ft	125
6. 14th Rd/112th St	14th Av/110th St	650 ft	115
		Total	1,060

The travel path and stops of the southbound Q65 local and limited-stop service would remain unchanged along 15th Avenue.

RECOMMENDATION:

To provide more reliable service by using wider streets that are more conducive to bus operations, revise the travel path of the northbound Q65 to use 14th Avenue instead of 14th Road in College Point. Bus stops would be relocated one block north to 14th Avenue, approximately 475-700 feet away.

ALTERNATIVES:

The only alternative would be to leave the current Q65 travel in Point unchanged. This would forgo the opportunity to provide more reliable service.

IMPACT ON FUNDING:

The net result of the recommended revision would be no change in annual operating cost, as there would be no change in scheduled travel time or travel distance.

IMPLEMENTATION:

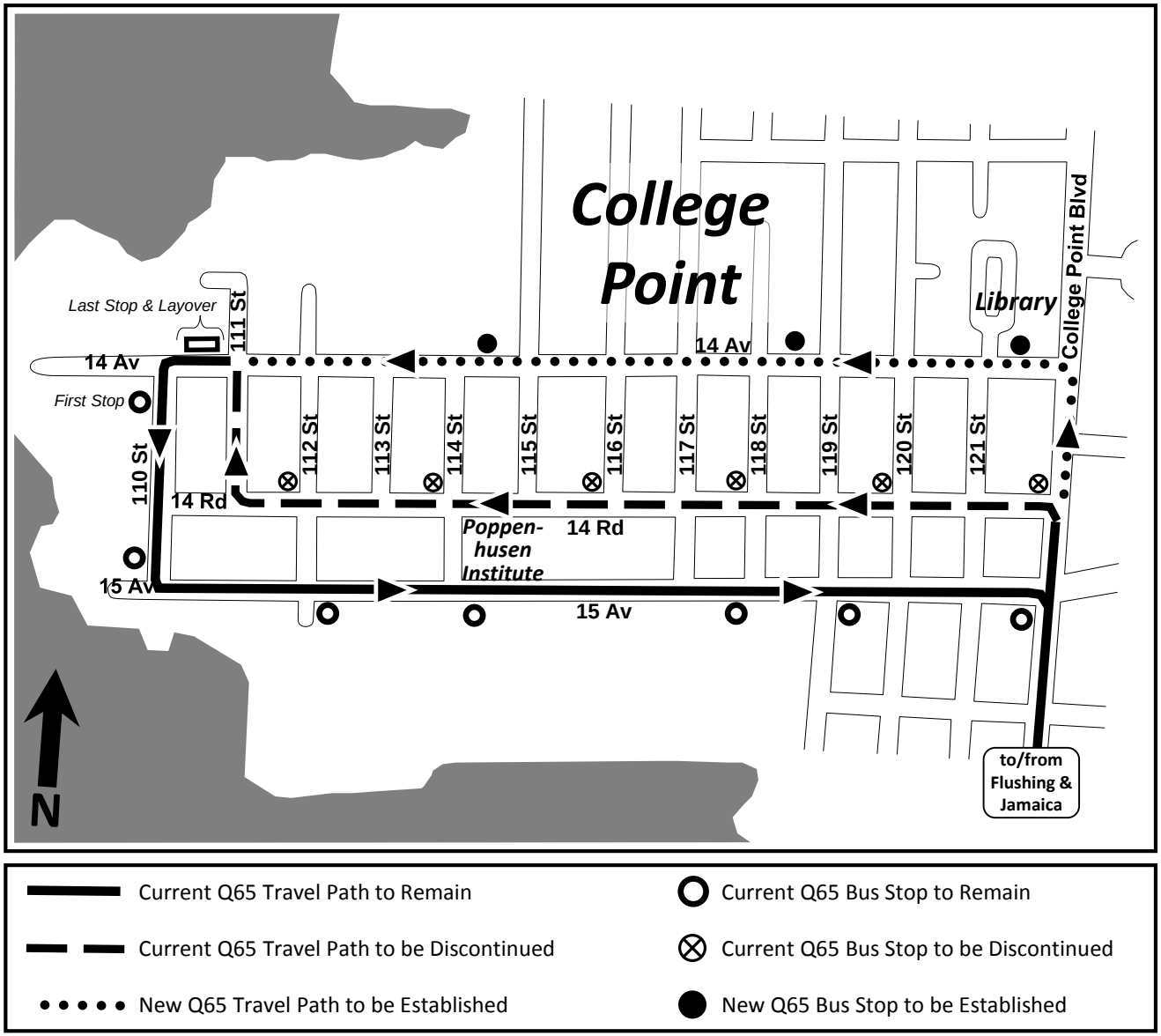
September 2016

Approved: _____

Darryl C. Irick
President

The legal name of MTA Bus is MTA Bus Company.

Q65 Travel Path Revision in College Point



Report

MTA Bus Company

SERVICE CHANGES: **NYCT/MTA BUS COMMITTEE NOTIFICATION SERVICE REVISION Q34 TERMINUS REVISION in WHITESTONE, QUEENS and NORTHBOUND TRAVEL PATH REVISION in FLUSHING, QUEENS**

SERVICE ISSUE:

The Q34 provides local bus service between Jamaica and Whitestone, Queens, via the intermediate neighborhoods of Pomonok, Flushing and Linden Hill.

In Whitestone, the local community has raised issues about the Q34 buses on 25th Avenue between 149th and 150th streets at the location of the northern terminus.

In Flushing, the northbound Q34 currently diverts slightly to serve a lightly-used asymmetrical bus stop on 29th Road at 137th Street. This diversion requires buses to briefly use Whitestone Expressway service road. This section of the service road is frequently congested due to vehicular traffic.

RECOMMENDED SOLUTION:

To respond to community requests, slightly revise the Whitestone terminus and turnaround travel path of the Q34 to avoid a residential street.

To provide faster, reliable, and symmetrical service on service on less congested streets in Flushing, revise the Q34's northbound travel path to travel east (right turn) onto 31st Road and continue northbound on 139th Street to return to 28th Road instead of 138th Street and the Whitestone Expressway service road. This travel path revision would discontinue one lightly used bus stop at the intersection of 137th Street and 29th Road in Flushing. The travel path and bus stops of the southbound Q34 in Flushing would remain unchanged.

ESTIMATED IMPACT:

The net result of the recommended revision would be a small reduction in annual operating cost of approximately $12,700, due to the small reductions in travel distance.

PLANNED IMPLEMENTATION:

September 2016

Staff Summary

Subject	Q34 Terminus Revision in Whitestone and Northbound Travel Path Revision Flushing, Queens
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	
Project Manager Name	Warren Berry

Date	June 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		6/14
3	Executive Vice President		6/14
2	VP, Government and Community Relations		6/10
1	VP, Transportation, Safety & Training		

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise the travel path and terminus layover of the Q34 local bus route in the Flushing, Queens.

DISCUSSION:

The Q34 provides local bus service on weekdays from approximately 5 AM to 12 midnight between Jamaica and Whitestone, Queens via the intermediate neighborhoods of Pomonok, Flushing and Linden Hill. The Q34 travels a one-way distance of approximately 8.5 miles, transporting approximately 7,500 passengers per weekday. Between Flushing (along Linden Place) and Jamaica the Q34 complements the Q25 local, serving all of the same bus stops.

Whitestone Terminus Revision

The northern terminus of the Q34 is in Whitestone, Queens at the intersection of 149th Street, Willets Point Boulevard and 25th Avenue. In 2009, in response to community requests to address buses that were laying over in inadequate spaces in the area (double parking) during their recovery times, the last northbound stop was relocated from eastbound Willets Point Boulevard at 149th Street to a location nearby on eastbound 25th Avenue at 149th Street where curb space was available, and the turnaround path was similarly revised to utilize 25th Avenue to northbound 150th Street to westbound Willets Point Boulevard.

The legal name of MTA Bus is MTA Bus Company.

However, recent issues have developed within the community regarding the use of 25th Avenue. Working with an elected official, they requested that the Q34 be removed from 25th Avenue, which abuts Leonardo Ingravallo Playground and the Memorial Field of Flushing ballfields to the south, and residential homes to the north.

After working jointly with the community through their local elected official, it is proposed to relocate the last northbound stop and layover of the Q34 to Willets Point Boulevard at 149th Street, and the turnaround would be similarly revised. The turnaround travel path would be restored to the pre-2009 turnaround, as shown on Map 1, via Willets Point Boulevard, bearing right on 24th Road, and turning left around a traffic island to westbound Willets Point Boulevard. The first southbound stop would remain on westbound Willets Point Boulevard at 149th Street.

This revision would slightly relocate the last northbound bus stop within the same intersection. The turnaround path would be reduced by approximately 1,000 feet, with no change in scheduled travel time.

Flushing Northbound Revision

In Flushing, the northbound Q34 currently travels north on 138th Street, turns left on 29th Road, turns right onto 137th Street before merging briefly onto the Whitestone Expressway service road. From the service road, the Q34 turns right onto 28th Road and continues toward Whitestone. This portion of the route is asymmetrical with the southbound travel path of the Q34. The section of the Whitestone Expressway service road is frequently congested with vehicular traffic and is currently undergoing long-term construction to repair the roadway. As a result, the Q34 is frequently delayed waiting to merge into traffic on the expressway service road.

To provide more reliable service by avoiding congestion on the Whitestone Expressway service road, it is recommended to revise the northbound travel path of the Q34. After traveling north on 138th Street, the Q34 would be revised to turn right onto 31st Road and turn left onto 139th Street to get to 28th Road (see the attached Map 2), symmetrical with the southbound Q34. This revision would reduce the travel distance by approximately 700 feet. There would be no change to scheduled travel time.

This revision would discontinue only one Q34 bus stop on 29th Road at 137th Street, which is a lightly used bus stop. This bus stop is used by approximately 25 passengers per weekday. The closest bus stop would be approximately 750 feet away on 138th Street at 31st Road.

The travel path and bus stops of the southbound Q34 would remain unchanged.

RECOMMENDATION:

To respond to community requests, slightly revise the Whitestone terminus and turnaround travel path of the Q34 to avoid a residential street.

To provide faster, reliable, and symmetrical service on service on less congested streets in Flushing, revise the Q34's northbound travel path to travel east (right turn) onto 31st Road and continue northbound on 139th Street to return to 28th Road instead of 138th Street and the Whitestone Expressway service road. This travel path revision would discontinue one lightly used bus stop at the intersection of 137th Street and 29th

Road in Flushing. The travel path and bus stops of the southbound Q34 in Flushing would remain unchanged.

ALTERNATIVES:

The only alternative would be to leave the current Q34 travel path in Flushing and terminus in Whitestone unchanged. This would forgo the opportunity to provide more reliable service on less congested streets and respond to community requests.

IMPACT ON FUNDING:

The net result of the recommended revision would be a small reduction in annual operating cost of approximately $12,700, due to the small reductions in travel distance.

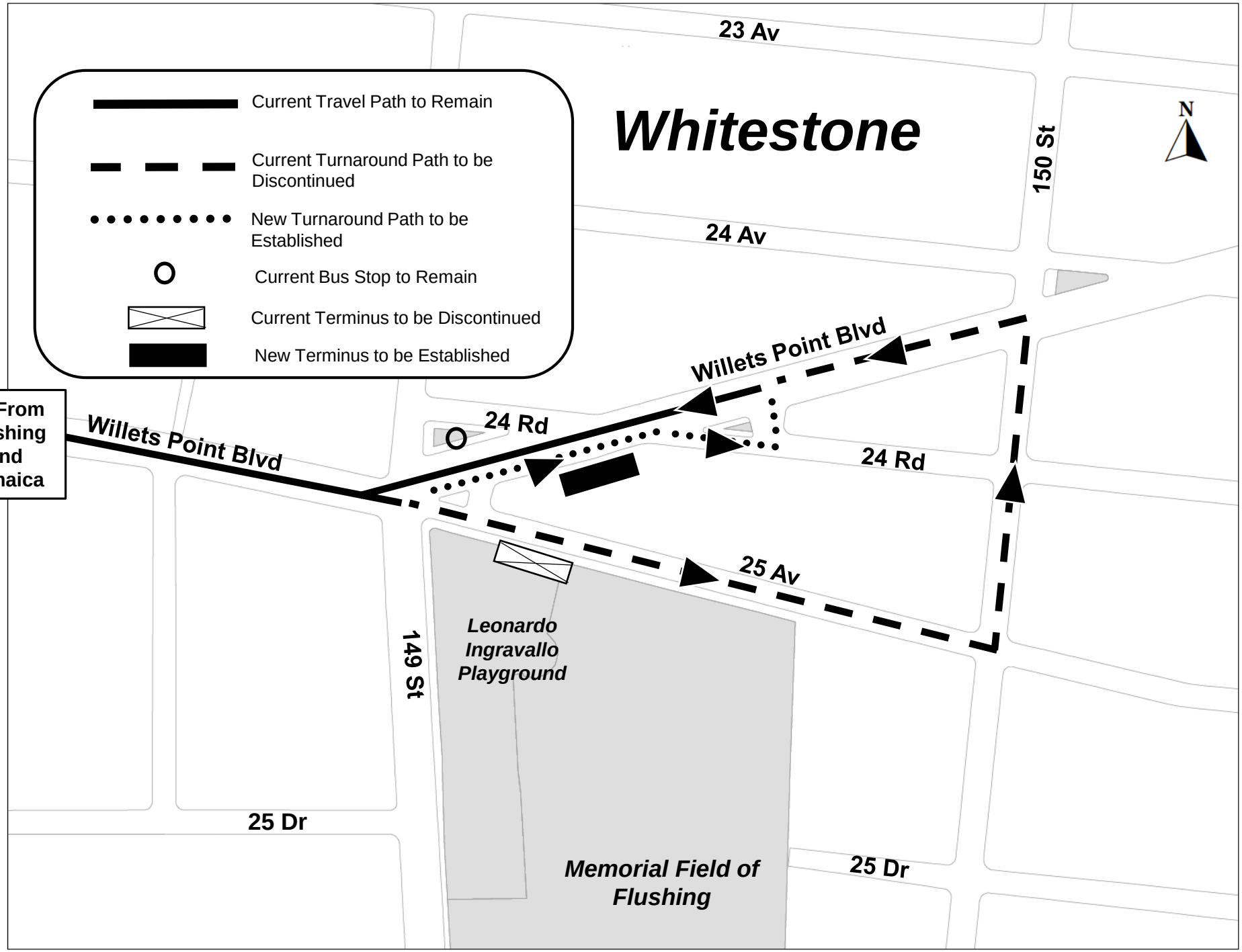
IMPLEMENTATION:

September 2016

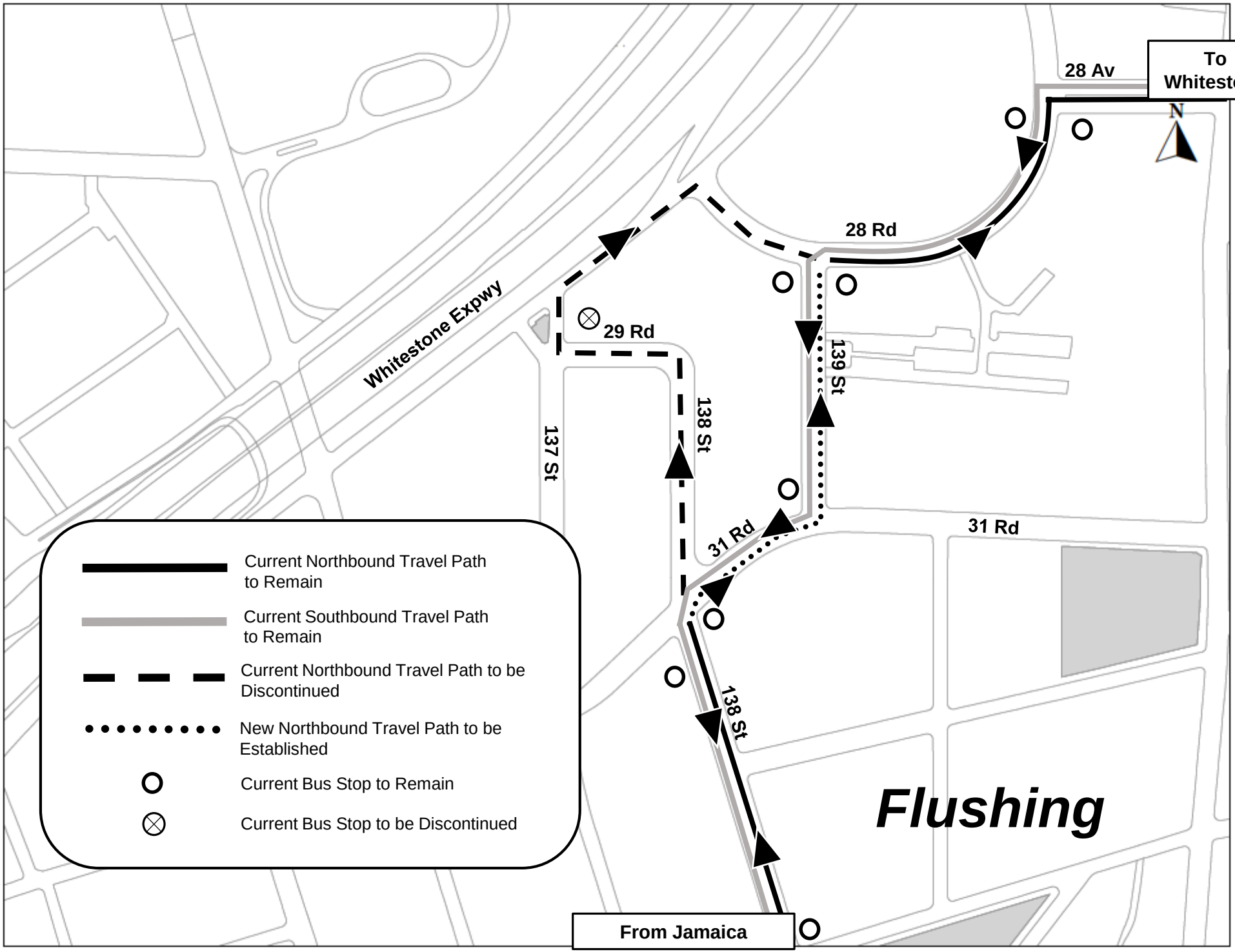
Approved: 

Darryl C. Irick
President

Map 1- Q34 Terminus Revision in Whitestone



Map 2- Q34 Northbound Travel Path Revision in Flushing



Report

MTA Bus Company

SERVICE CHANGES: **NYCT/MTA BUS COMMITTEE NOTIFICATION SERVICE REVISION Q47 SOUTHBOUND TRAVEL PATH REVISION in JACKSON HEIGHTS, QUEENS**

SERVICE ISSUE:

The Q47 provides local bus service on weekdays, Saturdays, and Sundays at all times except late nights between LaGuardia Airport's Terminal A (Marine Air Terminal) and Glendale, Queens via the intermediate neighborhoods of Jackson Heights and Woodside.

The Q47 currently travels two-way on 77th Street between 25th Avenue and 30th Avenue. This one-block segment of 77th Street is too narrow for two-way traffic, approximately 30 feet wide curb-to-curb with parking along both curbs. The community and local elected officials reached out to MTA Bus to request that southbound Q47 be relocated to another southbound street so that they could request that NYC Department of Transportation (NYCDOT) convert the street segment to one-way northbound.

RECOMMENDED SOLUTION:

To address traffic issues on 77th Street in Jackson Heights, working with the community and local elected officials, it is recommended to revise the southbound travel path of the Q47 to use 78th Street instead of 77th Street to travel for one block from 25th Avenue to 30th Avenue. This change would enable NYCDOT, at the community's request, to convert the narrow street segment from two-way to one-way northbound.

ESTIMATED IMPACT:

The net result of the recommended revision would be no change in annual operating cost, as there would be no change in scheduled travel time and travel distance.

PLANNED IMPLEMENTATION:

September 2016

Staff Summary

Subject	Q47 Southbound Travel Path Revision in Jackson Heights, Queens	**Date**	June 8, 2016
Department	Operations Planning	**Vendor Name**	N/A
Department Head Name	Mark A. Holmes	**Contract Number**	N/A
Department Head Signature	Mark A Holmes	**Contract Manager Name**	N/A
Project Manager Name	Robert Lai	**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	6/14	
3	Executive Vice President	6/14	
2	VP, Government and Community Relations	6/10	
1	VP, Transportation, Safety & Training		

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise the travel path of the southbound Q47 local bus route in Jackson Heights, Queens.

DISCUSSION:

The Q47 provides local bus service on weekdays, Saturdays, and Sundays at all times except late nights between LaGuardia Airport's Terminal A (Marine Air Terminal) and Glendale, Queens via the intermediate neighborhoods of Jackson Heights and Woodside. The Q47 travels a one-way distance of approximately 7.0 miles, transporting approximately 7,770 passengers per weekday, 3,200 passengers per Saturday, and 2,400 passengers per Sunday.

In Jackson Heights, the Q47 currently travels two-way for two blocks on 77th Street between 25th Avenue and 31st Avenue. The one-block segment of 77th Street between 25th Avenue and 30th Avenue is a narrow residential street, approximately 30 feet wide curb-to-curb with parking along both curbs. Therefore, only about 14 feet remains for two-way traffic, which is inadequate even for two-way automobile traffic to pass each other. The street widens between 30th Avenue and 31st Avenue to 40 feet with parking on both curbs and a double-yellow line separating one suitably sized 12-foot travel lane in each direction. On this block there are residences on the east side and the Jackson Heights Shopping Center on the west side.

The community and elected officials reached out to MTA Bus about their desire to convert one block of 77th Street between 25th and 30th avenues to one-way northbound to address the recurring traffic issues on

the street segment as vehicular drivers negotiate the two-way traffic. In order to convert the street to one-way northbound, they requested that the southbound Q47 be relocated to an alternate southbound one-way street. 77th Street is generally a one-way northbound through this area for 1.7 miles from 45th Avenue to Astoria Boulevard, and the only exception is the two-way two-block segment utilized by the Q47 between 25th and 31st Avenues.

Working with local elected officials, the community, and the NYC Department of Transportation (NYCDOT) an alternate route was developed for the southbound Q47 to travel south on 78th Street from 25th Avenue, west on 30th Avenue, and return to 77th Street to serve the Jackson Heights Shopping Center (see the attached map). Travel distance and travel time would remain unchanged.

This revision would relocate only one southbound Q47 bus stop serving approximately 170 passengers per weekday, and a lesser number on weekends. The southbound Q47 bus stop on 77th Street at 25th Avenue would be relocated approximately 230 feet east to 78th Street at 25th Avenue.

There would be no changes to the northbound Q47, which would continue to use 77th Street for the two blocks from 31st Avenue to 25th Avenue.

During this evaluation, it was noted that a similar situation exists on 80th Street between 24th Avenue and 25th Avenue, which is also a narrow two-way street. This block of 80th Street is also 30-foot wide curb-to-curb, street with parking along both curbs. This block is a primary north-south access street to and from the neighborhood from Astoria Boulevard and the Grand Central Parkway and provides an important vehicular connection. This street segment is mostly vacant, as it is runs through the sparse Landing Lights Park, and there are only a small number residential buildings clustered at the far north and far south ends of the block. Therefore, upon agreement of all parties (MTA Bus, the community, and local elected officials), NYCDOT would remove parking along one curb of 80th Street to facilitate two-way bus and general traffic concurrent with this service revision. The Q47 would continue to operate two-way on 80th Street.

RECOMMENDATION:

To address traffic issues on 77th Street in Jackson Heights, working with the community and local elected officials, it is recommended to revise the southbound travel path of the Q47 to use 78th Street instead of 77th Street to travel for one block from 25th Avenue to 30th Avenue. This change would enable NYCDOT, at the community's request, to convert the narrow street segment from two-way to one-way northbound.

ALTERNATIVES:

One alternative would be to leave the current Q47 travel path in Jackson Heights unchanged. This would not respond to traffic issues on 77th Street between 25th and 30th avenues highlighted by the local community.

A second alternative would be to continue south on 78th Street from 25th Avenue and turn west on 31st Avenue; however, that was not the preference of the local community, as this revision would move the Q47 further from the Jackson Heights Shopping Center.

A third alternative would be to relocate the northbound and southbound Q47 to a street further west between 25th Avenue and 31st Avenue to provide a more streamlined path. However, sensitive land uses, discontinuous streets, and the presence of speed bumps presents challenges to this alternative at this time.

A fourth alternative would be to reroute the southbound Q47 to continue south on 82nd Street from Astoria Boulevard to 30th Avenue. However, this would move the southbound Q47 further from its existing bus stops and its core ridership market, while being duplicative with the Q33.

IMPACT ON FUNDING:

The net result of the recommended revision would be no change in annual operating cost, as there would be no change in scheduled travel time and travel distance.

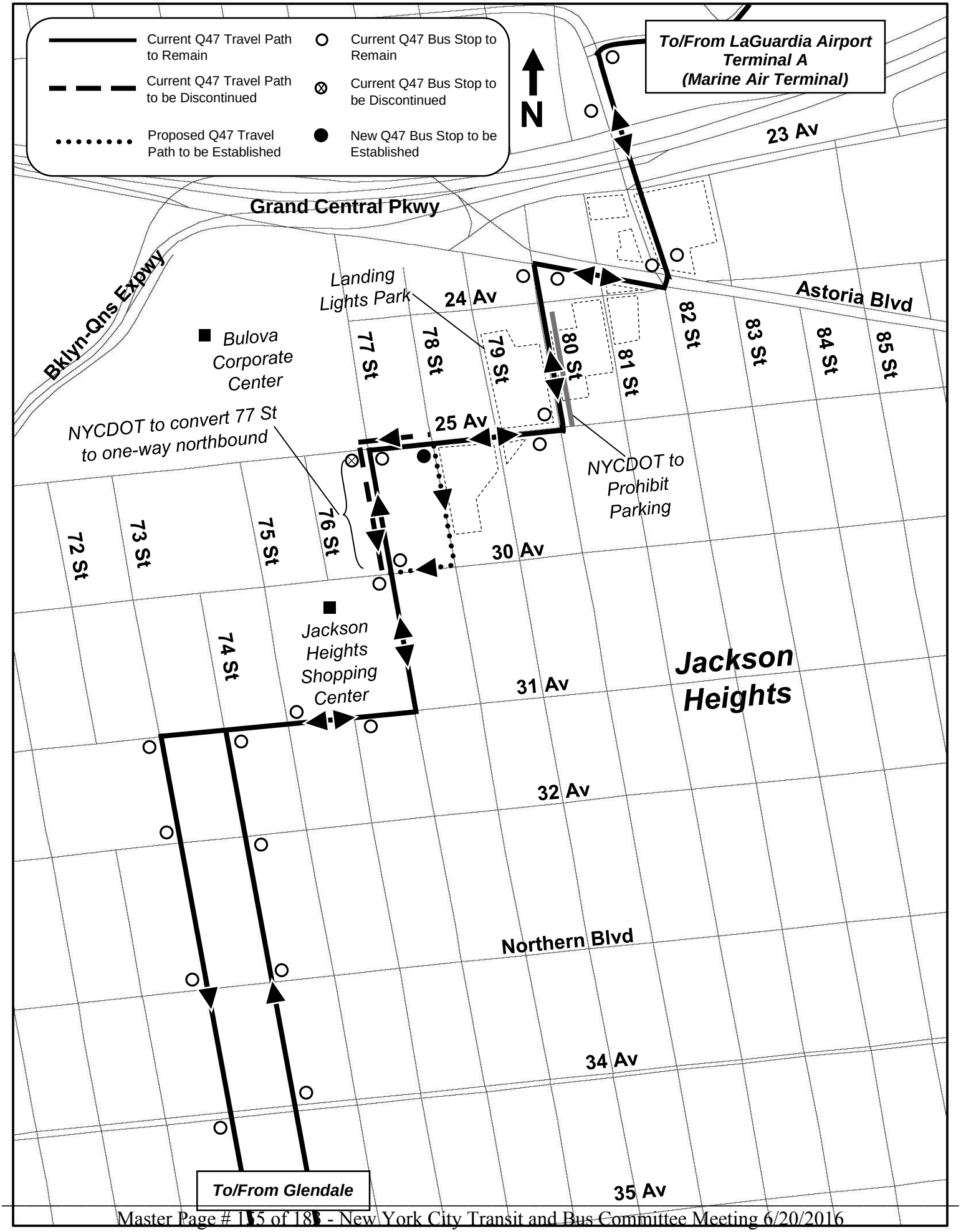
IMPLEMENTATION:

September 2016

Approved:

Darryl C. Irick
President

Q47 Southbound Travel Path Revision in Jackson Heights



New York City Transit

SPECIAL REPORTS AND PRESENTATIONS:
MetroCard Report

MetroCard Market Share

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

Fare Media	April 2015	April 2016*	Difference
Cash	2.4%	2.1%	(0.2%)
Single-Ride Ticket	0.7%	0.7%	0.0%
Bonus Pay-Per-Ride	39.5%	39.1%	(0.4%)
Non-Bonus Pay-Per-Ride	5.4%	5.0%	(0.4%)
7-Day Farecard	21.8%	22.4%	0.6%
30-Day Farecard	30.2%	30.7%	0.5%
Total	100.0%	100.0%	

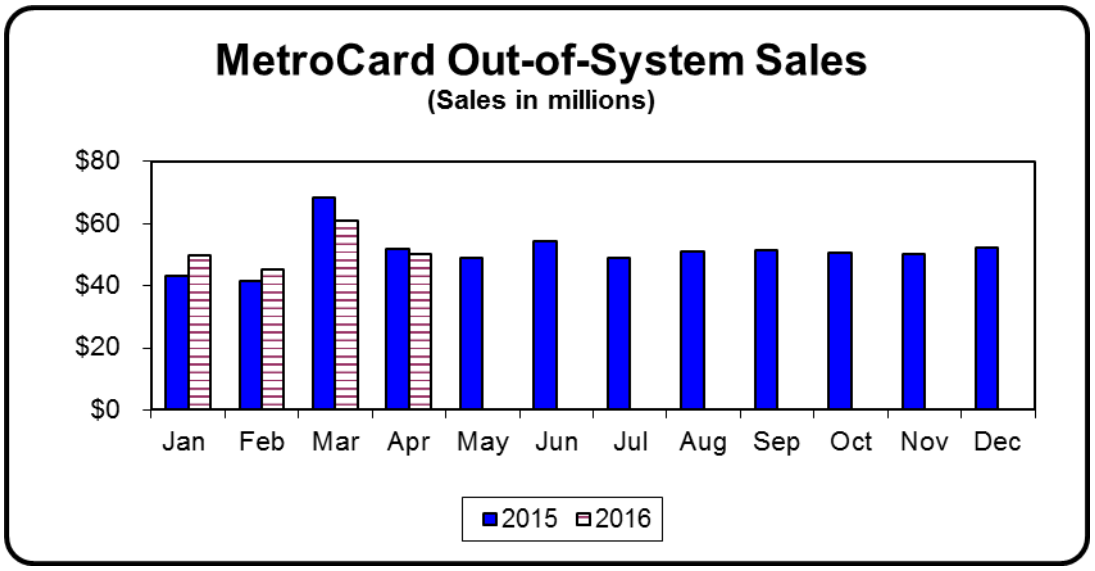
* Preliminary
Note: Percentages may not add due to rounding.

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 April 2016 was 5,587, a 15.53 percent increase from the same period last year. The average value of a credit issued was $70.76.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were $50.4 million in April 2016, a 3.2 percent decrease compared to April of 2015. Year to dates sales totaled $206.7 million, a 0.9 percent increase compared to the same period last year.



Retail Sales

There were 4,459 active out-of-system sales and distribution locations for MetroCards, generating $23.6 million in sales revenue during April 2016.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 150,805 MetroCards valued at approximately $13.7 million were made in April 2016 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was $90.89. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 99,003 for April 2016, generating an additional $11.5 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled $102.7 million, a 2.0 percent increase when compared to last year.

Mobile Sales Program

In April 2016, the Mobile Sales unit completed 191 site visits, of which 131 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of $111,000 in revenue was generated. In April 2016, the Mobile Sales unit assisted and enabled 1,819 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events including York College's Disability Awareness Program (Queens).

Reduced-Fare Program

During April 2016 enrollment in the Reduced-Fare Program increased by 5,869 new customers. The total number of customers in the program is 1,013,834. Seniors account for 834,234 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 179,600 customers. Of those, a total of 38,298 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately $8.2 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In April 2016, the EasyPay Reduced Fare program enrollment totaled 158,648 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with $2.4 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of $15.

EasyPay Xpress Pay-Per-Ride Program

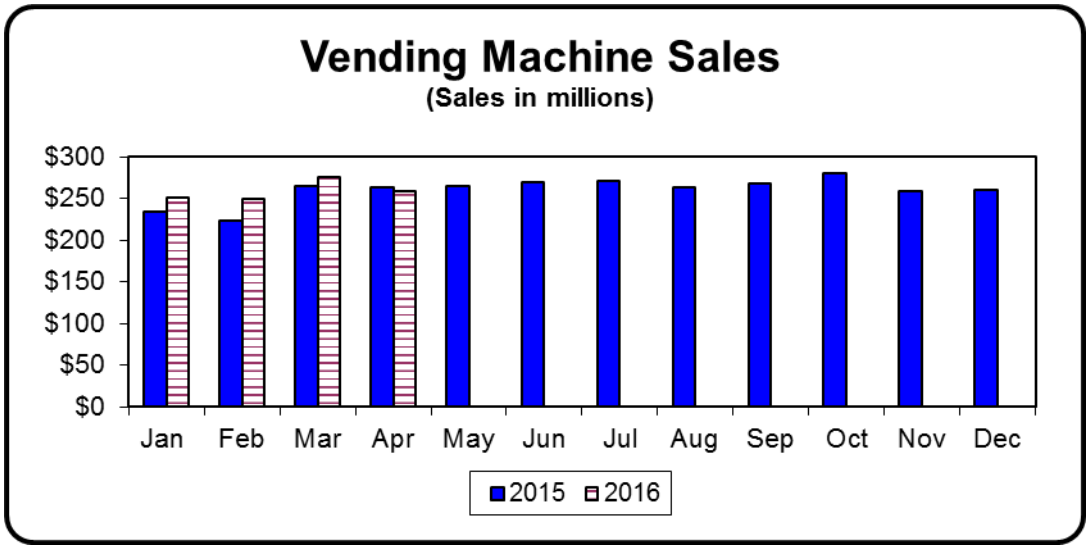
In April 2016, the EasyPay Xpress PPR program enrollment totaled 89,464 accounts. During this month, active Xpress PPR customers accounted for approximately 1.6 million subway, express bus and local bus rides with $4.3 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of $61.

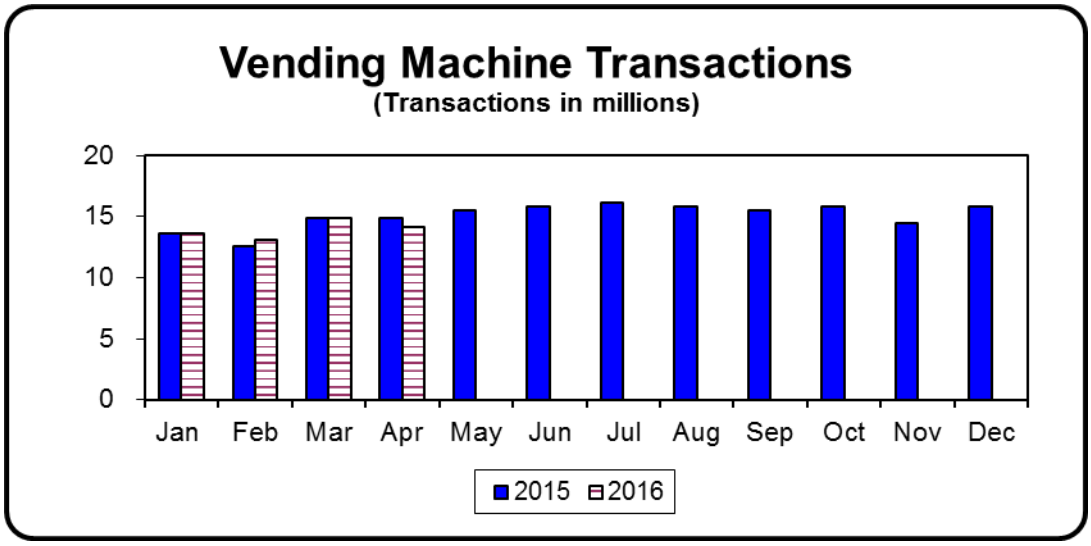
EasyPay Xpress Unlimited Program

In April 2016, the EasyPay Xpress Unlimited program enrollment totaled 19,080 accounts. During this month, active Xpress Unlimited customers accounted for approximately 898,000 subway and local bus rides with $1.8 million charged to their accounts. Each active account averaged 52 trips per month with a fixed monthly bill of $116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during April 2016 totaled $258.3 million, on a base of 14.1 million customer transactions. This represents 0.5 percent decrease in vending machine transactions compared to the same period last year. During April 2016, MEMs accounted for 1,939,941 transactions resulting in $51,879,762 in sales. Debit/credit card purchases accounted for 78.5 percent of total vending machine revenue, while cash purchases accounted for 21.5 percent. Debit/credit card transactions account for 54.8 percent of total vending machine transactions, while cash transactions account for 45.2 percent. The average credit sale was $29.67, more than three times the average cash sale of $8.66. The average debit sale was $21.18.


Vending Machine Sales
(Sales in millions)
$300
$250
$200
$150
$100
$50
$0
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
2015
2016


Vending Machine Transactions
(Transactions in millions)
20
15
10
5
0
Jan
Feb
Mar
Apr
May
Jun
Jul
Aug
Sep
Oct
Nov
Dec
2015
2016

MTACC MONTHLY PROJECT STATUS REPORTS:

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

7 Line Extension Active Construction Contracts

Report to the Transit Committee - June 2016

data thru May 2016; $s in million

	Budget	Expenditures
Final Design	$ 119.4	119.1
Construction	1,904.2	1,855.8
Construction Management	52.8	49.0
Subway Project Reserve	24.5	-
Total of HYDC-Funded Subway Work	**$ 2,100.8**	**$ 2,024.0**
HYDC-Funded Non-Subway Work†	266.0	247.0
Total of HYDC-Funded Subway and Non-Subway Work	**$ 2,366.8**	**$ 2,271.0**
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	**$ 2,419.9**	**$ 2,324.1**

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
Systems, Finishes, and Core & Shell of Site A (Vent Building) ***Skanska/Railworks JV***	**$557.8**	**$557.4**	**$0.4**	**$550.2**	**Aug-2011**	**Jun-2014**	**May-2016**
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes†† ***John P. Picone Inc.***	**$92.3**	**$92.1**	**$0.2**	**$49.9**	**Sep-2012**	**Apr-2016**	**TBD****

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

** To accommodate Developer's work, the Contractor is working on a schedule, which may extend the completion of Site P.

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

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

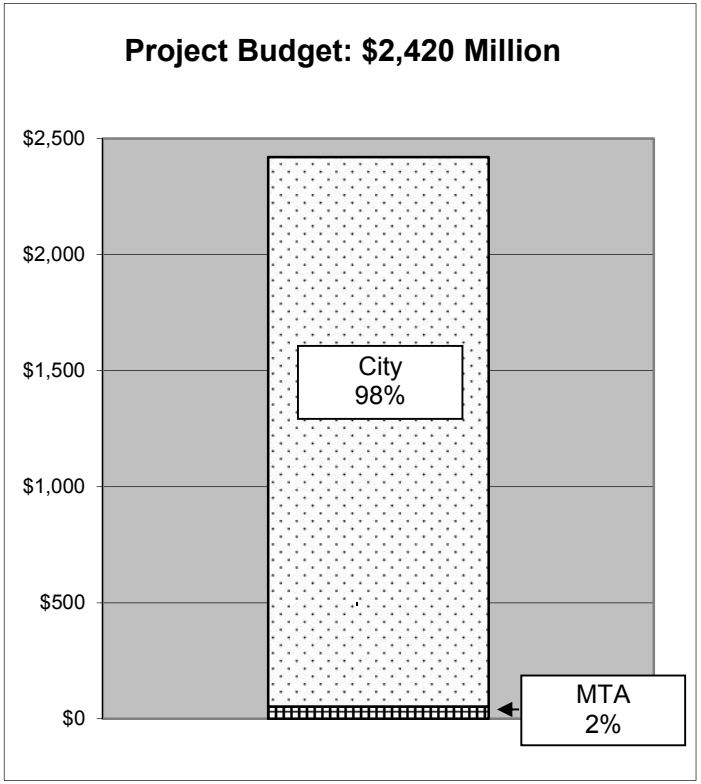
7 Line Extension Status

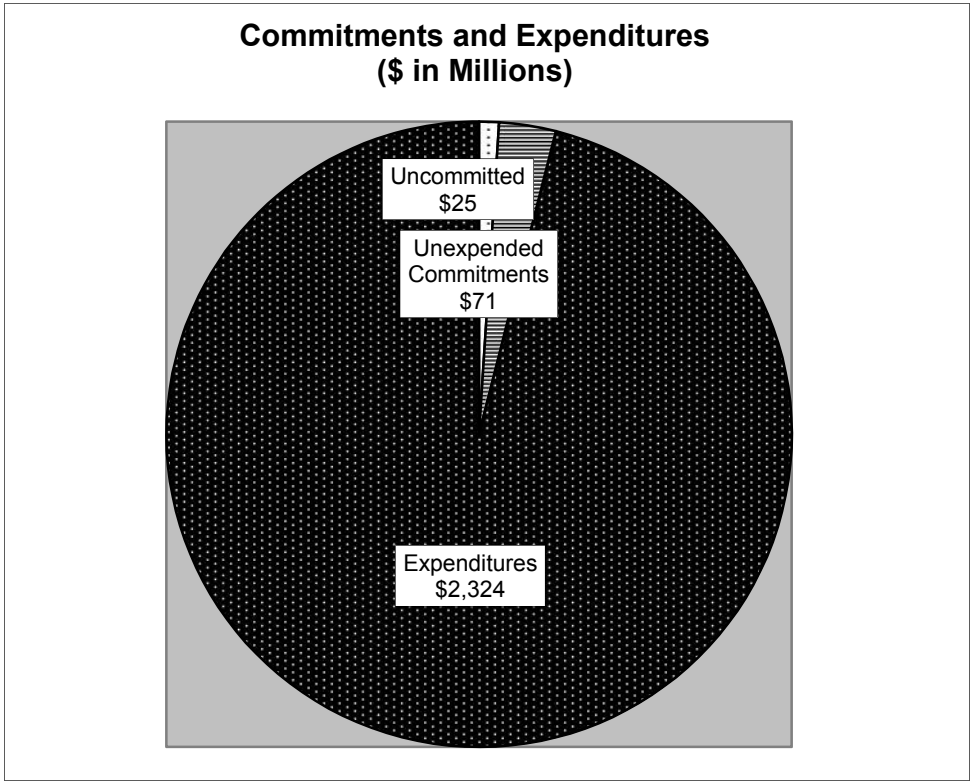
Report to the Transit Committee - June 2016

data thru May 2016

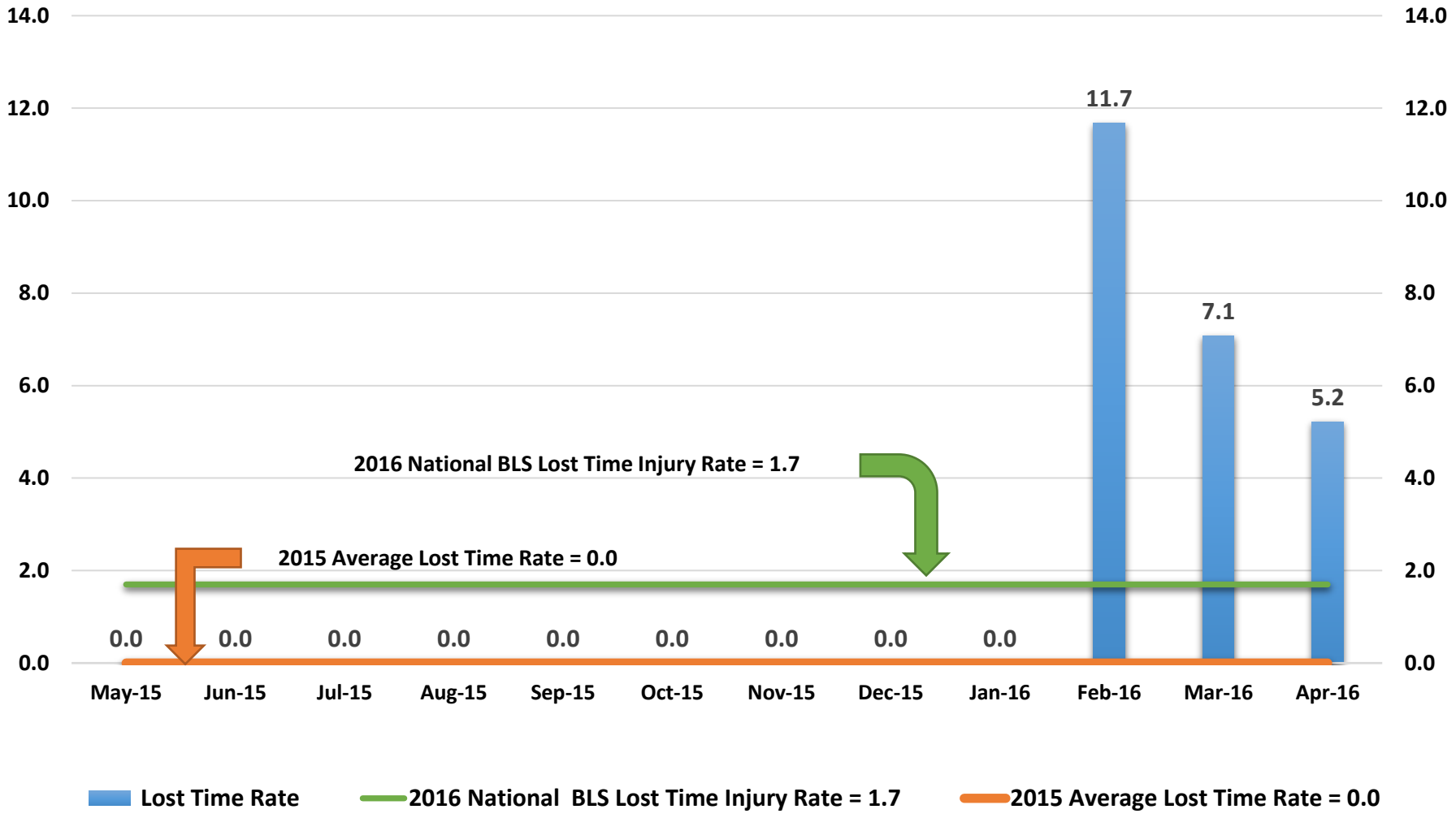
MTA Capital Program		Funding Sources			Status of Commitments		
$ in Millions	Budgeted	MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	$ 53	$ 53	$ -	$ -	$ 53	$ 0	$ 53
2005-2009	2,367	-	2,367	2,342	2,342	24	2,271
Total Authorized	$ 2,420	$ 53	$ 2,367	$ 2,342	$ 2,395	$ 25	$ 2,324

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





7 Line Annual Cumulative Profile of Lost Time Injury Rates



Second Ave Subway (Ph I) Active Construction Contracts

Report to the Transit Committee - June 2016

data thru May 2016; $s in million

	Budget	Expenditures
Construction	$ 3,390.9	$ 2,927.8
Design	$ 510.6	499.1
Construction Management	$ 268.0	205.6
Real Estate	$ 281.5	238.6
Total	**$ 4,451.0**	**$ 3,871.2**

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
63rd St Station Upgrade ***Judlau Contracting***	**$205.9**	**$205.5**	**$0.4**	**$194.5**	**Jul-2010**	**Jan-2011**	**May-2014**	**Sep-2016**
Track, Signals, Power and Communications Systems ***Comstock/Skanska, JV***	**$298.9**	**$287.9**	**$10.9**	**$222.6**	**Mar-2011**	**Jan-2012**	**Aug-2016**	**Dec-2016**
96th St Station Finishes ***EE Cruz & Tully, JV***	**$382.3**	**$382.1**	**$0.2**	**$315.9**	**Mar-2011**	**Jun-2012**	**Dec-2015**	**Nov-2016**
72nd St Station Finishes ***Judlau Contracting***	**$322.3**	**$313.5**	**$8.8**	**$240.2**	**Nov-2012**	**Feb-2013**	**Nov-2015**	**Nov-2016**
86th St Station Finishes ***Schiavone - Picone, JV***	**$241.5**	**$237.2**	**$4.3**	**$168.3**	**Oct-2013**	**Jun-2013**	**May-2016**	**Nov-2016**

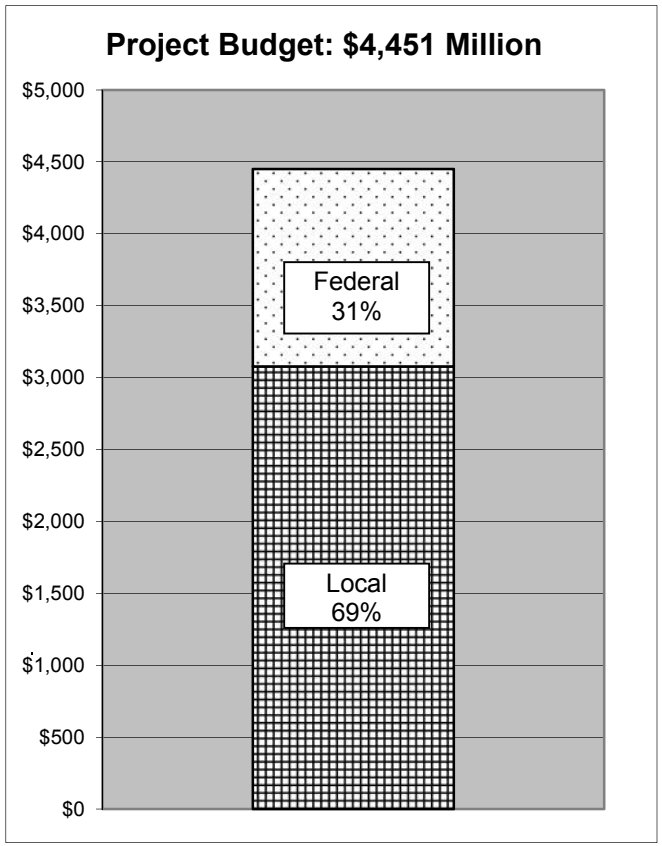
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

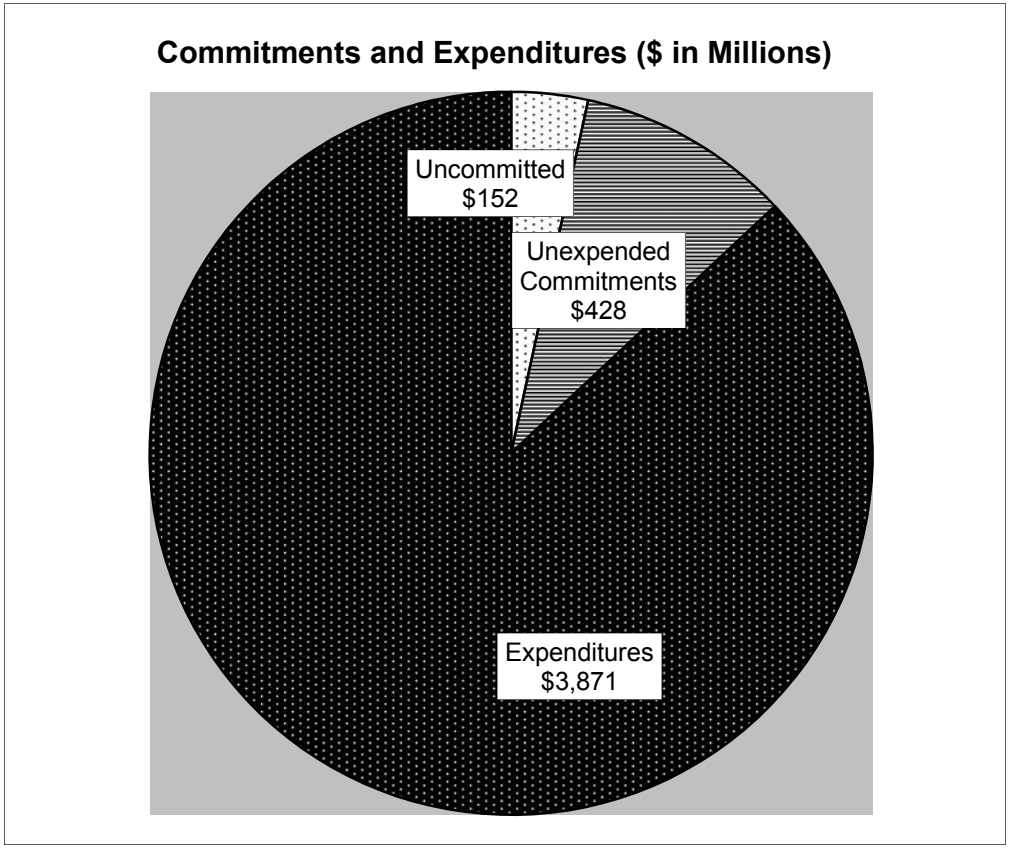
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - June 2016

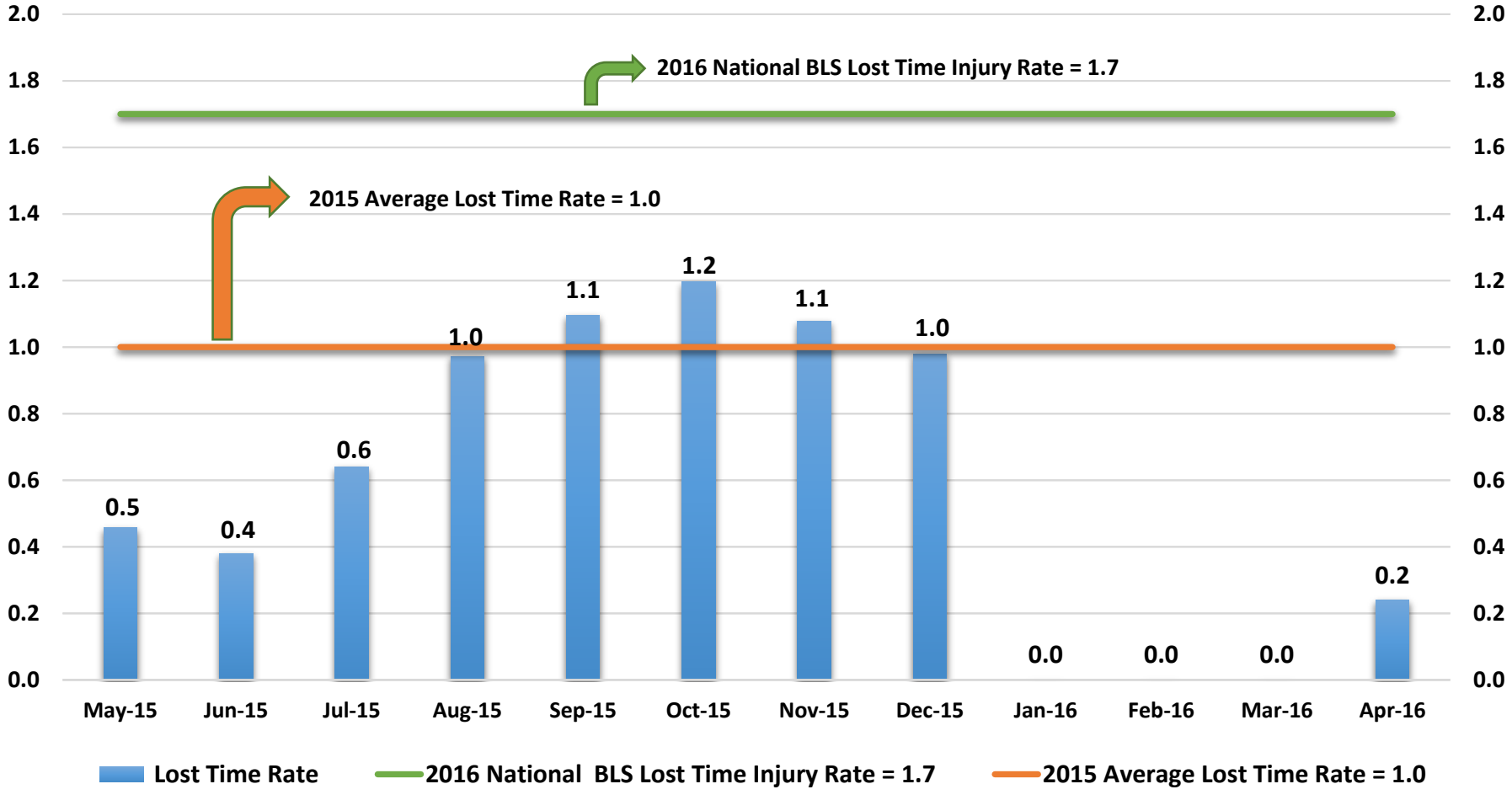
data thru May 2016

MTA Capital Program $ in Millions	Budgeted	Funding Sources: Local Funding	Federal Funding	Federal Received	Status of Commitments: Committed	Uncommitted	Expended
2000-2004	$ 1,050	$ 744	$ 306	$ 306	$ 1,049	$ 1	$ 1,043
2005-2009	1,914	846	1,068	944	1,881	33	1,752
2010-2014	1,487	1,487	-	-	1,369	119	1,076
Total	$ 4,451	$ 3,077	$ 1,374	$ 1,251	$ 4,299	$ 152	$ 3,871





SAS Annual Cumulative Profile of Lost Time Injury Rates



MTA Capital Construction

MTACC Quarterly Progress Report to CPOC

Second Avenue Subway

June 20, 2016

SAS

MTA Capital Construction

Project Overview

Overall Status (as per 2009 Plan)

Item	Comments
Schedule	December 2016 Revenue Service Date
Cost	On budget

Highlights

Progress

- Facility Power energization was achieved at 72nd Street on April 29 and at 86th Street on May 25.
- 96th Street Station power distribution completed for systems contract to facilitate Level 3-4 testing.
- Systems contractor has completed installation of all track and third rail.
- Completed signal system work at 72nd Street Station.
- Completed Level 3-4 testing for 63rd Street Station, except for Inergen and elevator testing, 60 days later than March 2016 report.
- Completed installation of HVAC at 86th and 96th Street Stations. 72nd Street station installation is expected to be completed by end of June.
- Completed installation of Tunnel Vent Fans for 86th and 96th Street Stations. 72nd Street station installation is expected to be completed by end of June.

90 Day Look Ahead

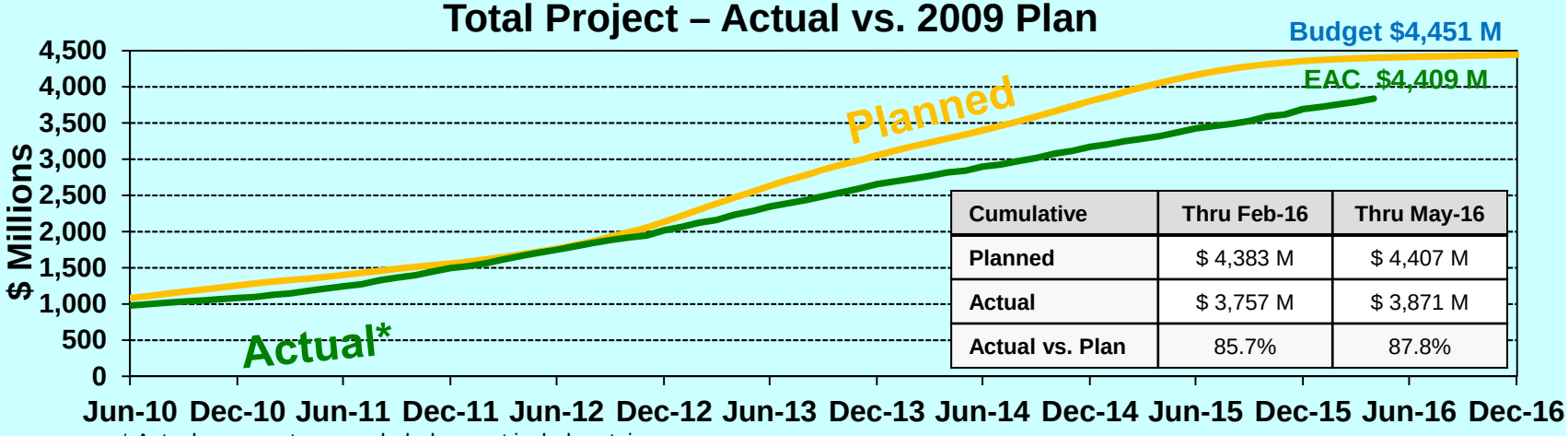
- Complete all Level 3-4 testing for HVAC, Fire Life Safety and Tunnel Vent Fans.
- Complete all traction power energization.
- Complete all signal system installation and testing.

SAS

MTA Capital Construction

Cost & Schedule Performance

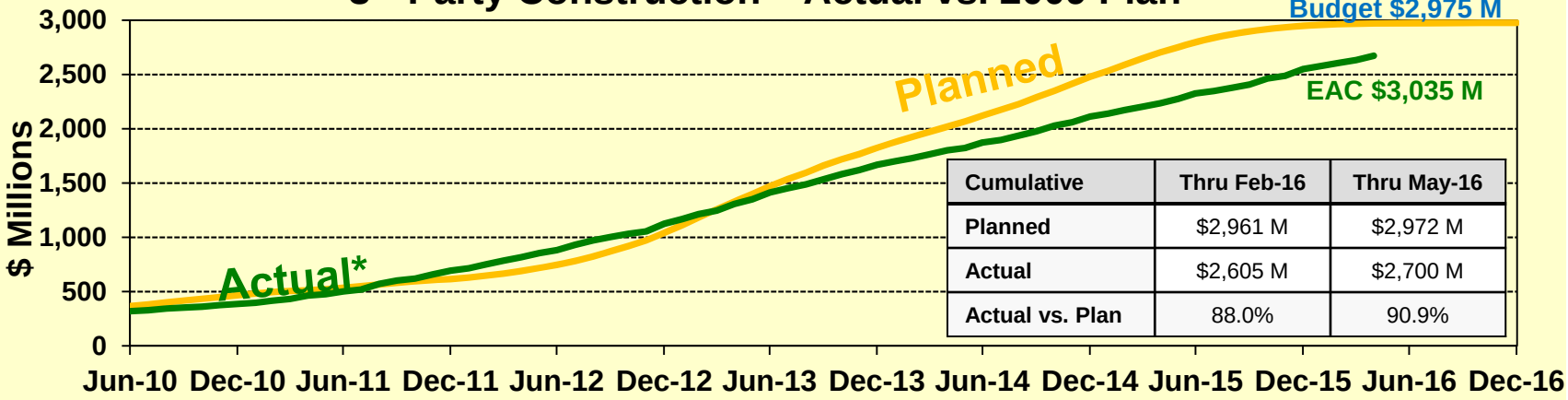
Total Project – Actual vs. 2009 Plan



Cumulative	Thru Feb-16	Thru May-16
Planned	$ 4,383 M	$ 4,407 M
Actual	$ 3,757 M	$ 3,871 M
Actual vs. Plan	85.7%	87.8%

* Actual represents expended; does not include retainage.

3rd Party Construction – Actual vs. 2009 Plan



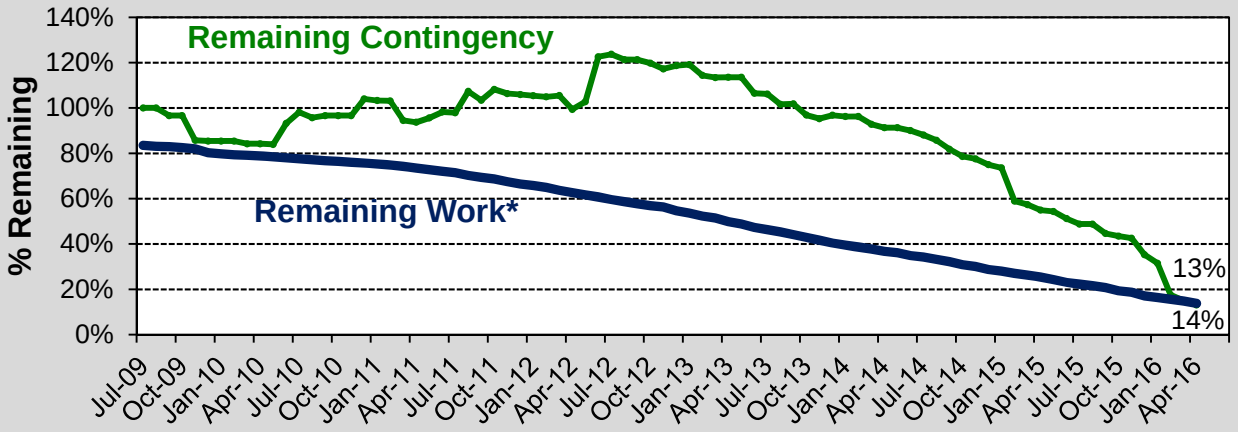
Cumulative	Thru Feb-16	Thru May-16
Planned	$2,961 M	$2,972 M
Actual	$2,605 M	$2,700 M
Actual vs. Plan	88.0%	90.9%

* Actual represents expended; does not include retainage.

SAS

MTA Capital Construction

Cost Contingency Status



* Remaining work starts in 2009

- 2009 budget contingency: $322 million
- Current budget contingency is $42 million, $14 million less than the last report ($56 million).
- This reduction in contingency is due primarily to pending negotiation AWO's:
  - Acceleration of electrical equipment fabrication at 86th Street Station
  - Installation of platform ceiling panels at 63rd Street Station
  - Additional flood protection at 96th Street Station

SAS

MTA Capital Construction

Critical Milestones and Issues

63rd Street Station (Contract 3)				
Status	**Critical Milestone**	**Target Date (Apr 2016)**	**Current Forecast Date**	**Potential Impact on Revenue Service Date**
Green	Level 3-4 Testing (Field Installation Acceptance Testing (FIAT))	5/31/2016	6/24/2016	Level 3-4 testing for watermist and escalators was completed. The Level 3-4 testing for Inergen will be completed by June 24, 2016, except 2 communications rooms. Level 3-4 testing for elevators has started and is expected to be completed by June 24, 2016. No impact on RSD.
Yellow	Level 5 Testing (Systems Integrated Testing (SIT))	8/15/2016	8/15/2016	

Legend

Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

SAS

MTA Capital Construction

Critical Milestones and Issues

72nd Street Station (Contract 4C)				
Status	**Critical Milestone**	**Target Date (Apr 2016)**	**Current Forecast Date**	**Potential Impact on Revenue Service Date**
Green	Permanent Power Energization	4/30/2016	Completed 4/29/2016 A	
Yellow	Tunnel Vent Fans Installation	6/15/2016	6/20/2016	Tunnel Ventilation Fans installation at Ancillary 2 was completed on May 31, 2016 and Ancillary 1 will be completed by June 20, 2016.
Yellow	HVAC Installation	6/15/2016	6/20/2016	HVAC installation at Ancillary 2 was completed on May 31, 2016 and Ancillary 1 will be completed by June 20, 2016.
Green	Fire Life Safety Installation	5/31/2016	Completed 5/31/2016 A	
Yellow	Fire Life Safety Watermist Installation	5/31/2016	7/1/2016	A late switch to a different watermist system manufacturer delayed the completion of the watermist system. No impact to RSD.
Yellow	Level 3-4 Testing (FIAT)	8/31/2016	8/31/2016	All stations systems except elevators and escalators will be completed.
Yellow	Level 5 Testing (SIT)	9/30/2016	9/30/2016	All stations systems except elevators and escalators will be completed.

Legend

Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

SAS

MTA Capital Construction

Critical Milestones and Issues

72nd Street Station (Contract 4C)				
Status	**Critical Milestone**	**Target Date (Apr 2016)**	**Current Forecast Date**	**Potential Impact on Revenue Service Date**
Yellow	Escalators Installation & Testing	9/30/2016	9/30/2016	Platform and Entrance 2 escalators will be installed and tested through level 5 by September 30, 2016.
Yellow	Entrance 1 Escalators Installation	10/28/2016	9/30/2016	Entrance 1 escalators will be installed by September 30, 2016.
Yellow	Entrance 1 Escalators Testing	11/30/2016	11/1/2016	Level 3-5 Testing for will be completed by November 1, 2016.
Yellow	Elevators Installation & Testing	9/30/2016	9/30/2016	Platform and Ancillary 2 elevators will be installed and tested through level 5 by September 30, 2016.
Yellow	Entrance 3 Elevators Installation	9/1/2016	9/1/2016	Entrance 3 elevators will be installed by September 1, 2016.
Yellow	Entrance 3 Elevators Testing	11/30/2016	11/1/2016	Level 3-5 Testing for will be completed by November 1, 2016.

Legend

Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

SAS

MTA Capital Construction

Critical Milestones and Issues

86th Street Station (Contract 5C)				
Status	**Critical Milestone**	**Target Date (Apr 2016)**	**Current Forecast Date**	**Potential Impact on Revenue Service Date**
Green	Permanent Power Energization	4/30/2016	Completed 5/25/2016 A	No impact to RSD.
Yellow	Escalators Installation	6/21/2016	7/15/2016	There are 13 escalators. Phased testing of completed escalators will start at the end of June 2016. No impact to RSD.
Yellow	Elevators Installation	6/21/2016	7/10/2016	No Impact to RSD.
Green	Tunnel Vent Fan Installation	5/31/2016	6/17/2016	No impact to RSD.
Green	HVAC Installation	5/31/2016	6/17/2016	No impact to RSD.
Green	Fire Life Safety Installation	5/31/2016	6/17/2016	No impact to RSD.
Green	Ancillary 1 and 2 Structures	4/30/2016	Completed 5/20/2016 A	Ancillary 1 was completed on May 12, 2016 and Ancillary 2 was completed on May 20, 2016 to support completion of the tunnel vent fans. No impact to RSD.
Yellow	Level 3-4 Testing (FIAT)	8/1/2016	8/1/2016	
Yellow	Level 5 Testing (SIT)	9/1/2016	9/1/2016	

Legend

Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

SAS

MTA Capital Construction

Critical Milestones and Issues

96th Street Station (Contract 2B)				
Status	**Critical Milestone**	**Target Date (Apr 2016)**	**Current Forecast Date**	**Potential Impact on Revenue Service Date**
Green	Escalators Installation	6/30/2016	6/30/2016	Escalators installation is expected to be completed by June 30, 2016.
Yellow	Elevators Installation	7/31/2016	7/31/2016	
Yellow	Tunnel Vent Fans Installation	5/31/2016	6/17/2016	Tunnel Ventilation Fans installation is expected to be completed by June 17, 2016. No impact to RSD.
Yellow	HVAC Installation	5/31/2016	6/17/2016	HVAC installation is expected to be completed by June 17, 2016. No impact to RSD.
Yellow	Fire Life Safety Installation	5/31/2016	6/24/2016	Fire Life Safety installation is expected to be completed by June 24, 2016. No impact to RSD.
Yellow	Level 3-4 Testing (FIAT)	8/1/2016	8/1/2016	
Yellow	Level 5 Testing (SIT)	9/1/2016	9/1/2016	

Legend

Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

SAS

MTA Capital Construction

Critical Milestones and Issues

Systems (Contract 6)				
Status	**Critical Milestone**	**Target Date (Apr 2016)**	**Current Forecast Date**	**Potential Impact on Revenue Service Date**
Yellow	Communication Systems Installation and Level 3-4 Testing (FIAT) (Fire Alarm, PA/CIS)	8/31/2016	8/31/2016	Stations contractors at 72nd, 86th, and 96th Street did not complete the conduit installation for critical communications systems. This delay is impacting installation of wiring by the Systems contractor. Mitigation: • Stations contractors added resources to complete the conduit installation. • Systems contractor was directed as well to complete/correct the conduit installation. • Systems contractor will be working two shifts at all stations with added resources. No impact to RSD.
Red	Communication Systems Installation and Level 3-4 Testing (FIAT) (Police Radio)	10/15/2016	10/15/2016	Police Radio is scheduled for delivery mid-September and for in-service mid-October 2016. No impact to RSD.
Yellow	Level 5 Testing (SIT)	9/30/2016	9/30/2016	Level 5 Testing will be complete on September 30, 2016, except Entrance 1 Escalators and Entrance 3 Elevators at 72nd Street and Police Radio. No impact to RSD.

Legend

Red	Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
Yellow	Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
Green	Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

SAS

MTA Capital Construction

Critical Milestones and Issues

Systems (Contract 6)				
Status	**Critical Milestone**	**Target Date (Apr 2016)**	**Current Forecast Date**	**Potential Impact on Revenue Service Date**
Green	Traction Power Energization	7/11/2016	7/11/2016	
Green	Signal Work including 3-4 Testing (FIAT)	7/18/2016	7/18/2016	Signal work at 72nd Street Station was completed in May 2016. Remaining signal work will be completed through Level 3-4 testing by July 18, 2016.
Green	Track Work	5/30/2016	Completed 5/31/2016 A	Track work was completed by April 29, 2016. The third rail was completed at end of May 2016.

Legend

Red	Significant impacts with potential impacts on Revenue Service Date, Cost, or Customer Benefit Milestones
Yellow	Impacts which can lead to cost increases or schedule delays on individual milestones or contracts.
Green	No Near Term Impact for Design, Procurement & Construction. Successful management of major activity to stay on schedule or budget.

June 2016
NYCT Committee & CPOC
IEC Project Review

♦

Second Avenue Subway

June 20, 2016

Schedule Review

The Project Team completed acceleration agreements in March and issued an updated summary schedule dated April 1, 2016. The schedule is designed to support a December 2016 Revenue Service Date and includes 46 intermediate milestones which are tracked biweekly to assess progress. Key features of this schedule include:

- Most major station equipment systems were to be completed by the end of May.
- The remaining time available for testing of station equipment and rail systems totals about 5 months.
- The completion of elevators and escalators at 72nd St Station and their integration into the station fire alarm system are the last critical activities to be completed before RSD in December.

Schedule Concerns

The IEC's review of the Project's schedule progress identified these concerns:

- Major equipment installation activities have generally kept pace with the schedule – 80% of the schedule tracking milestones due by the end of May will meet their target dates within the 30 day grace period.
- Initial testing activities have not kept pace with the schedule for test completion – 67% of scheduled tests were completed by the end of May. Another 1104 tests need to be completed by the end of October 2016.
- Should the Project experience delays in testing at the three new stations similar to that which occurred at the Lexington Ave/63rd St. Station, the December Revenue Service Date would be impacted.

The time available for testing of station equipment and rail systems requires a very aggressive and unprecedented performance of the combined MTACC and NYCT test teams.

Budget Review

- Project is on budget and its cost contingency of $42M remains in line with the current level of project completion pending MTACC's re-estimates of its soft costs for construction management and engineering support.
- Last month's project construction expenditures have increased to $57M which is above the average of $48M needed to support the schedule to complete all remaining contract work by December 2016.

Schedule Risk

Of the top schedule risks to the planned Revenue Service Date in December 2016 which were identified in the IEC's December 2015 report, these two have yet to be effectively mitigated:

- **Changes** needed to implement station and system designs have continued but the backlog is now being reduced
- **Timely completion of the fire alarm system** has been impacted by delayed completion of conduits and other supporting infrastructure in station areas.

In addition, the Project is now forecasting that the Systems Contractor will miss all of their target dates for the build-out of the communications equipment in the new stations. Until the contractor can put forth a verified forecast for recovery of these delays, the IEC believes that the Project has a heightened risk to meeting its Revenue Service Date.

Observation

MTACC could benefit by considering a staged approach to final system testing, for example, by progressively addressing one system at a time. Doing so would enable the project to effectively focus efforts, address coordination risks, and reduce total test time.