



Transit & Bus Committee Meeting

February 2015

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, 2/23/2015

10:00 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JANUARY 20, 2015

January Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. December Operations Report

December Operations Report - Page 18

5. FINANCIAL REPORTS

a. December NYCT Financial & Ridership Report

Preliminary Review NYCT 2014 Operating Results - Page 55

b. December SIR Financial & Ridership Report

Preliminary Review SIR 2014 Operating Results - Page 78

c. December MTA Bus Financial & Ridership Report

Preliminary Review MTA Bus 2014 Operating Results - Page 89

d. Capital Program Status Report

Capital Program Status Report - Page 103

6. PROCUREMENTS

February Procurement Staff Summary and Resolution - Page 113

a. Non-Competitive

Non-Competitive Actions - Page 117

b. Competitive

Competitive Actions - Page 120

c. Ratifications

Ratifications - Page 127

7. ACTION ITEMS Approve

a. Assumption of Contract - Cortland Street #1 Line Station Rehabilitation and Modification

Assumption of Contract - Cortland Street #1 Line - Page 129

8. SERVICE CHANGES

a. MTA Bus BxM2 Southbound Travel Path Revision

BxM2 Southbound Travel Path Revision - Page 132

9. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 137

b. NYCT Adopted Budget/Financial Plan 2015-2018

NYCT Adopted Budget and Financial Plan 2015-2018 - Page 141

c. SIR Adopted Budget/Financial Plan 2015-2018

SIR Adopted Budget and Financial Plan 2015-2018 - Page 168

d. MTA Bus Adopted Budget/Financial Plan 2015-2018

MTA Bus Adopted Budget and Financial Plan 2015-2018 - Page 193

10. STANDARD FOLLOW-UP REPORTS

a. ADA Compliance Report

ADA Compliance Report - Page 221

b. Service Quality/PES Indicators Report (NYCT & MTA Bus)

NYCT Service Quality Indicators, 2nd Half 2014 - Page 229

MTA BUS Service Quality Indicators, 2nd Half 2014 - Page 251

c. Elevator & Escalator Report

Elevator and Escalator Report, 4th Quarter 2014 - Page 259

d. Transit Adjudication Bureau Report

TAB Report, 4th Quarter 2014 - Page 291

e. EEO & Diversity Report (NYCT & MTA Bus)

NYCT and MTA Bus EEO and Diversity Report, Year End 2014 - Page 293

NYCT and MTA Bus EEO and Diversity Report, Year End 2014 - Challenges Strategies - Page 305

11. MTACC REPORT

MTACC Report - Page 308

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
January 20, 2015

Meeting Held at:
Metropolitan Transportation Authority
347 Madison Avenue
New York, New York 10017
10:30 AM

The following Members were present:

Hon. Fernando Ferrer, Committee Chair
Hon. John H. Banks III, Vice-Chair
Hon. Andrew Albert
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Allen P. Cappelli
Hon. Jeffrey Kay
Hon. Susan G. Metzger
Hon. Charles G. Moerdler
Hon. Polly Trottenberg

The Following Members were Absent:

Hon. John J. Molloy
Hon. Iris Weinshall

Also present were:

Carmen Bianco, President, New York City Transit
Robert Bergen, Executive Vice President
Joe Leader, Senior Vice President, Subways
Joseph Fox, Chief, NYPD Transit Bureau
Cheryl Kennedy, Vice President, Office of System Safety
Stephen Plochochi, Vice President, Materiel
Peter Cafiero, Chief, Operations Planning
Fred Smith, Senior Vice President, CPM
Darryl Irick, President, MTA Bus
Michael Horodniceanu, President, MTA Capital Construction

I. Chair Ferrer opened the meeting.

II. Public Speakers

Murray Bodin expressed his view that there should be a single consistent set of rules applicable to both subways and railroads.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the December 15, 2014 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

A. Operations Report

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

In response to a question from Member Moerdler, SVP Leader affirmed that platform overcrowding is a significant factor in subway delays, noting that the use of platform "conductors", the installation of platform "step aside" boxes at subway door locations and the revision of schedules are being considered as means for improving service. President Bianco added that a pilot program evaluating four different types of intrusion detection systems is underway, and that a contract was recently awarded for the preliminary design and engineering of platform doors with the aim of installing such doors at one station to evaluate their performance in an active system. President Bianco also noted that communication based signaling is included in the proposed 2015-2019 capital plan which should increase capacity, allowing more trains to run per hour.

In response to an inquiry by Member Moerdler regarding an increase in reported bus collisions, President Irick noted that bus operator training efforts are key to reducing the number of collisions. President Irick also noted that a Bus Operator Action Committee, as well as a Safety Steering Committee, is in place which allows management to address incidents and outstanding issues together with union representatives.

In response to a question from Member Moerdler regarding a decrease in subway MDBF, SVP Leader clarified that the decrease is likely due to the aging of the fleet, noting that new car suppliers will be held to a higher MDBF. He also added that increased focus is being placed on SMS efforts. President Bianco reiterated that the current MDBF requirement for subway cars is 100,000, but that going forward an MDBF of 150,000 will be required. He added that the R160 subway cars are performing well and are now undergoing their first SMS.

In response to a question from Member Moerdler regarding the improved Key Performance Indicators for the Bronx, Mr. Cafiero noted that adding map frames to station locations was likely a factor, and agreed to provide additional information at a future date.

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

VP Kennedy presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

Member Moerdler congratulated Chief Fox and his colleagues on the 30% reduction in total major felonies in 2014.

B. Financial Reports

President Bianco reported to the Committee on NYCT's finances.

In response to a question from Member Albert, Mr. Cafiero agreed to look into the reason for the spike in SIR ridership.

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

SVP Smith 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, MTACC and MTA Bus Company procurement agendas, which consisted of 8 action items totaling \$133.3 million in expenditures.

VP Plochochi highlighted for the Committee three procurement Agenda items: the modification of two primary paratransit carrier contracts to extend their duration on financial terms consistent with the result of audits performed on both vendors; and a modification to MTACC's Second Avenue Subway 72nd Street Station Finishes contract.

In response to a question from Member Moerdler regarding the paratransit carrier contracts, VP Plochochi explained that the decision to exercise the existing options and extend the two contracts, rather than opting to competitively bid the work, was prudent, noting that significant cost savings would be realized by utilizing the audit findings in the negotiation of the extensions.

In response to a question from Member Ballan, VP Plochochi explained that the paratransit carrier contracts have ten year durations in order to give carriers the opportunity to amortize costs. EVP Bergen added that the paratransit program in effect created the market for service providers.

In response to a question from Member Kay regarding the paratransit carrier audit results, VP Plochochi agreed to provide additional information at a later date due to the confidential nature of the information.

Tom Charles, VP, Paratransit, noted that the service costs of the two vendors covered by this procurement were relatively low. In response to a question from Member Moerdler, Mr. Charles added that while car service costs were lower, non-dedicated service offers less efficiency for long distance inter-borough trips.

In response to a question from Member Cappelli, VP Plochochi informed the Committee that past experience is taken into account when awarding paratransit service contracts.

In response to a question from Member Moerdler, VP Charles noted that approximately 300 of the larger paratransit vehicles have already been replaced with smaller MV-1 vehicles, and that upcoming capital plans provide for the replacement of 150-200 more per year.

In response to a question from Member Moerdler regarding the decision to extend Parsons Brinckerhoff's technical inspection services contract instead of issuing a new RFP, VP Plochochi explained that due to the size of the contract, and the rigorous standards that proposers would be expected to meet, the consulting community asked for additional time to prepare their teams. He noted that by allowing proposers the time requested, the deferral of the RFP process would likely promote more vigorous competition. In response to concerns expressed by Members Ballan and Moerdler, VP Plochochi informed the Committee that the consulting community was surveyed for interest in this procurement over a year ago, and that the RFP process will likely take a year or less. VP Plochochi agreed to start the solicitation process for such procurements earlier.

In response to a question from Member Moerdler regarding the procurement item on page 123 of the Agenda, VP Plochochi explained that Technico was issued a contract modification for the repair of a bridge damaged by a vehicular accident due to the fact that it already had a mobilized work force on site and could make best use of available TA services at that location. VP Finkelman noted that the law department would be seeking to recover the repair costs from the company that caused the damage and its insurance carrier.

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

NYCT's competitive procurements requiring a majority vote (Schedules G and H in the Agenda) were approved and forwarded to the full Board for consideration, as was its proposed ratification of a completed procurement action requiring a majority vote (Schedule K in the Agenda).

Member Moerdler opposed the proposed modifications to the paratransit transportation services contracts described on page 119 of the Agenda.

MTA Capital Construction Company's proposed ratification of completed procurement actions requiring a majority vote (Schedule K in the Agenda) were approved and forwarded to the full Board for consideration.

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

V. Action Item

President Irick requested the Committee's approval to reprioritize scheduled bus purchases, specifically proposing to advance the replacement of 72 1999 Orion V standard diesel buses and defer the purchase of 25 articulated buses funded in the 2010-2014 Capital Program. President Irick requested the Committee's approval of the amendment to NYCT's 2010-2014 Capital Program to add the 72 standard buses.

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

VI. Service Changes

Peter Cafiero, Chief, Operations Planning, presented the routine adjustments in bus schedules, informing the Committee of 66 bus schedule changes on 59 routes proposed for implementation in April 2015, and an adjustment to weekend trip frequencies on the M1, M2, M3, and M4.

In response to a question from Member Albert, Mr. Cafiero indicated that the long term trend has been that bus ridership for routes that are complementary to the subway network tend to grow, while ridership on those parallel to subway lines tend to decline. He added that the routine schedule adjustment process tends to focus on matching available resources to the parameters set forth in the service guidelines.

In response to a question from Member Albert, Mr. Cafiero indicated that based on the guidelines, bus service frequency typically does not exceed 30 minutes for local, and 60 minutes for express, service.

Member Moerdler expressed his view that Community Board input regarding the schedule adjustments should be solicited in a timely manner to allow for meaningful comment, and Member Albert noted his belief that formally presenting the adjustments to the Community Boards on January 9th did not allow for a sufficient review period. President Bianco noted that the changes at issue were regularly scheduled service adjustments that complied with existing guidelines, and commended NYCT staff members for their exemplary efforts in connection with community outreach.

In response to a question from Member Moerdler, Mr. Cafiero noted that some of the service changes would affect Staten Island express bus routes.

VII. Special Reports and Presentations

The MetroCard Report was presented to the Committee for its information.

In response to a question from Member Albert, President Bianco agreed to provide the Committee with information on the effect charging for new MetroCards has had on littering.

VIII. MTA CC Project Report

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

In response to an inquiry from Chairman Ferrer, President Horodniceanu agreed to provide the Committee with the full report on Kone's escalator performance issues at Fulton Transit Center.

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

Respectfully submitted,

A handwritten signature in black ink, appearing to read 'Bettina Quintas', written over a horizontal line.

Bettina Quintas
Assistant Secretary



2015 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

February 2015

Preliminary Review of NYC Transit 2014 Operating Results	Management & Budget
Preliminary Review of SIR 2014 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2014 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2015-2018	Management & Budget
SIR Adopted Budget/Financial Plan 2015-2018	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2015-2018	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

March 2015

2014 Year-End Safety Report and 2014 Safety Agenda	System Safety
NYCT & MTA Bus EEO & Diversity Report – 2014 Year-End Report	EEO & Human Resources

April 2015

Final Review of NYC Transit 2014 Operating Results	Management & Budget
Final Review of SIR 2014 Operating Results	Management & Budget
Final Review of MTA Bus 2014 Operating Results	Management & Budget

May 2015

Transit Adjudication Bureau Report	Law
Elevator & Escalator Service Report	Subways
NYCT & MTA Bus EEO & Diversity Report	EEO & Human Resources

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

June 2015

No Items

July 2015

NYCT & MTA Bus EEO & Diversity Report

EEO & Human Resources

August 2015

No Meetings Held

September 2015

Public comment/Committee review of budget
2015 NYC Transit Mid-Year Forecast Monthly Allocation
2015 SIR Mid-Year Forecast Monthly Allocation
2015 MTA Bus Mid-Year Forecast Monthly Allocation
2016 Preliminary NYC Transit Budget
2016 Preliminary SIR Budget
2016 Preliminary MTA Bus Budget
Service Quality Indicators (including PES & MTA Bus PES)
Elevator & Escalator Service Report
Transit Adjudication Bureau Report

Management & Budget
Management & Budget
Management & Budget
Management & Budget
Management & Budget
Management & Budget
Operations Planning
Subways
Law

October 2015

Public Comment/Committee review of budget
2016 Preliminary NYC Transit Budget
2016 Preliminary SIR Budget
2016 Preliminary MTA Bus Budget

Management & Budget
Management & Budget
Management & Budget

November 2015

Public comment/Committee review of budget
Charter for Transit Committee
2016 Preliminary NYC Transit Budget
2016 Preliminary SIR Budget
2016 Preliminary MTA Bus Budget
Elevator & Escalator Service Report
Transit Adjudication Bureau Report
NYCT & MTA Bus EEO & Diversity Report

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

December 2015

NYCT 2016 Adopted Budget/Financial Plan 2016-2019
SIR 2016 Adopted Budget/Financial Plan 2016-2019
MTA Bus 2016 Adopted Budget/Financial Plan 2016-2019

Management & Budget
Management & Budget
Management & Budget

January 2016

Approval of 2016 NYC Transit
Committee Work Plan

Committee Chair & Members



2015 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

FEBRUARY 2015

Preliminary Review of NYC Transit's 2014 Operating Results

NYC Transit will present a brief review of its 2014 Budget results.

Preliminary Review of SIR 2014 Operating Results

NYC Transit will present a brief review of SIR's 2014 Budget results.

Preliminary Review of MTA Bus 2014 Operating Results

MTA Bus will present a brief review of its 2014 Budget results.

Adopted Budget/Financial Plan 2015-2018

NYC Transit will present its revised 2015-2018 Financial Plan. This plan will reflect the 2015 Adopted Budget and an updated Financial Plan for 2015-2018 reflecting the out-year impact of any changes incorporated into the 2015 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2015 by category.

SIR Adopted Budget/Financial Plan 2015-2018

NYC Transit will present SIR's revised 2015-2018 Financial Plan. This plan will reflect the 2015 Adopted Budget and an updated Financial Plan for 2015-2018 reflecting the out-year impact of any changes incorporated into the 2015 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2015 by category.

MTA Bus Adopted Budget/Financial Plan 2015-2018

MTA Bus will present its revised 2015-2018 Financial Plan. This plan will reflect the 2015 Adopted Budget and an updated Financial Plan for 2015-2018 reflecting the out-year impact of any changes incorporated into the 2015 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2015 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.

II. SPECIFIC AGENDA ITEMS (con't)

MARCH 2015

2014 Year-End Safety Report and 2015 Safety Agenda

2014 year-end figures for customer injuries, collisions and employee lost time restricted duty injuries will be presented along with New York City Transit and MTA Bus safety goals for 2015. The report will also provide detail on important safety programs that are underway or planned.

EEO & Diversity Report- 2014 Year-End Report

A detailed year-end 2014 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.

APRIL 2015

Final Review of NYC Transit 2014 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 2014 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 2014 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.

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.

Elevator & Escalator Service Report

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

MAY 2015

EEO & Diversity Report

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

JUNE 2015

No Agenda Items

JULY 2015

EEO & Diversity Report

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

II. SPECIFIC AGENDA ITEMS (con't)

AUGUST 2015

No Meetings Held

SEPTEMBER 2015

2015 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2015 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2015 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2015 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2015 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2015 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2016 NYC Transit Preliminary Budget

Public comments will be accepted on the 2016 Preliminary Budget.

2016 SIR Preliminary Budget

Public comments will be accepted on the 2016 Preliminary Budget.

2016 MTA Bus Preliminary Budget

Public comments will be accepted on the 2016 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

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.

OCTOBER 2015

2016 NYC Transit Preliminary Budget

Public comments will be accepted on the 2016 Preliminary Budget.

2016 SIR Preliminary Budget

Public comments will be accepted on the SIR 2016 Preliminary Budget.

2016 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2016 Preliminary Budget.

III. SPECIFIC AGENDA ITEMS (con't)

NOVEMBER 2015

2016 Preliminary NYC Transit Budget

Public comments will be accepted on the 2016 Preliminary Budget.

2016 SIR Preliminary Budget

Public comments will be accepted on the SIR 2016 Preliminary Budget.

2016 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2016 Preliminary Budget.

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

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

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.

DECEMBER 2015

NYCT 2016 Adopted Budget/Financial Plan 2016-2019

NYC Transit will present its revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 by category.

SIR 2016 Adopted Budget/Financial Plan 2016-2019

NYC Transit will present SIR's revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 by category.

MTA 2016 Bus Adopted Budget/Financial Plan 2016-2019

MTA Bus will present its revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 by category.

IV. SPECIFIC AGENDA ITEMS (con't)

JANUARY 2016

Approval of Committee Work Plan

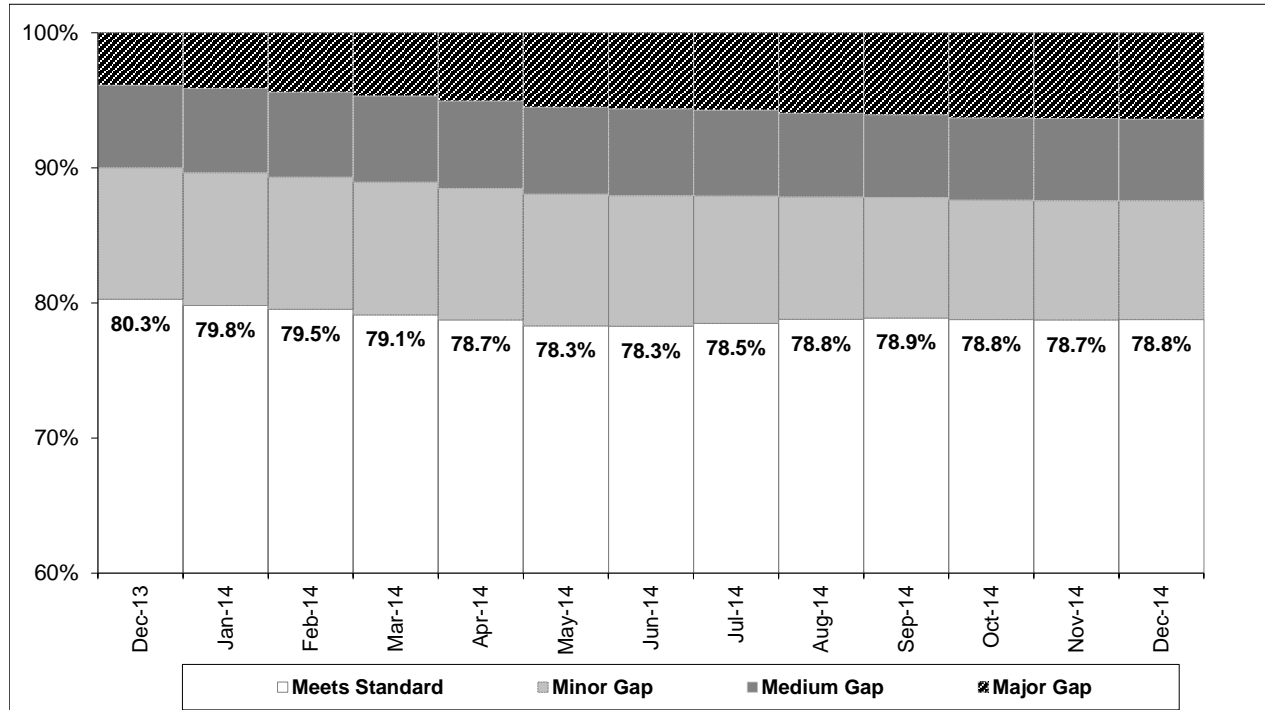
The Committee will be provided with the work plan for 2016 and will be asked to approve its use for the year.

Monthly Operations Report

Statistical results for the month of December 2014 are shown below.

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: December 2014			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				78.8%	80.3%	-1.5%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	73.4%	74.6%	-1.2%	72.8%	75.7%	-2.9%
A Division Weekday Wait Assessment - (All Lines)				75.4%	78.1%	-2.7%
B Division Weekday Wait Assessment	81.5%	78.0%	+3.5%	80.6%	81.4%	-0.8%
System Weekend Wait Assessment (Charts 3)				85.2%	85.3%	-0.1%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	80.1%	84.2%	-4.1%	83.5%	84.1%	-0.6%
A Division Weekend Wait Assessment - (All Lines)				85.2%	85.7%	-0.5%
B Division Weekend Wait Assessment	90.8%	87.2%	+3.6%	85.1%	85.0%	+0.1%
System Weekday Terminal On-Time Performance (Charts 4-5)	72.2%	78.1%	-5.9%	74.0%	81.9%	-7.9%
A Division Weekday Terminal On-Time Performance	68.6%	71.4%	-2.8%	69.0%	76.3%	-7.3%
B Division Weekday Terminal On-Time Performance	75.2%	83.4%	-8.2%	78.1%	86.4%	-8.3%
System Number of Terminal Delays (Charts 6)	47,430	36,485	+30.0%	43,339	29,774	+45.6%
System Weekend Terminal On-Time Performance (Charts 7-8)	81.6%	85.7%	-4.1%	81.2%	86.3%	-5.1%
A Division Weekend Terminal On-Time Performance	78.6%	81.3%	-2.7%	78.9%	82.4%	-3.5%
B Division Weekend Terminal On-Time Performance	83.7%	88.6%	-4.9%	82.7%	89.1%	-6.4%
System Number of Weekend Terminal Delays (Charts 9)	8,922	7,766	+14.9%	9,468	6,917	+36.9%
Mean Distance Between Failures (Charts 10-11)	159,179	141,700	+12.3%	141,202	153,382	-7.9%
A Division Mean Distance Between Failures	123,791	126,913	-2.5%	124,860	143,640	-13.1%
B Division Mean Distance Between Failures	201,151	155,382	+29.5%	156,209	161,569	-3.3%
System Weekday Service-KPI (Charts 12-13)	77.4%	80.7%	-3.3%	78.0%	81.6%	-3.6%
A Division Weekday Service-KPI	72.9%	76.4%	-3.5%	73.4%	77.1%	-3.7%
B Division Weekday Service-KPI	80.3%	83.6%	-3.3%	81.2%	84.5%	-3.3%
System Weekday PES-KPI (Charts 14-16)				90.9%	92.0%	-1.1%
Staten Island Railway						
24 Hour On-Time Performance	90.1%	97.2%	-7.1%	91.4%	94.7%	-3.3%
AM Rush On-Time Performance	89.4%	97.6%	-8.2%	92.1%	97.7%	-5.6%
PM Rush On-Time Performance	88.1%	95.8%	-7.7%	94.4%	97.6%	-3.2%
Percentage of Completed Trips	100.0%	99.9%	+0.1%	99.7%	99.7%	0.0%
Mean Distance Between Failures	106,746	57,167	+86.7%	74,358	71,313	+4.3%
Staten Island Railway PES-KPI (Charts 17)				90.0%	93.2%	-3.2%

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

Systemwide*					
<u>12-Month Average</u>					
	<u>Meets Standard</u>	<u>GAP</u>			<u>Annual Results (Meets Standard)</u>
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Jan '14 - Dec '14	78.8%	8.8%	6.1%	6.4%	2014 GOAL: 80.7%
Jan '13 - Dec '13	80.3%	9.7%	6.1%	3.9%	2013 ACTUAL: 80.3%

Chart 1

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

Jan '14 - Dec '14					Jan '13 - Dec '13				
Line	Meets	GAP			Meets	Headways*			Standard Difference
	Standard	Minor	Medium	Major		Standard	Minor	Medium	
1	79.8%	8.4%	6.0%	5.8%	82.1%	8.3%	5.1%	4.5%	-2.3%
2	71.7%	10.0%	9.2%	9.0%	73.2%	10.6%	8.9%	7.3%	-1.5%
3	77.4%	9.7%	7.0%	5.9%	77.8%	10.1%	6.9%	5.2%	-0.4%
4	71.4%	9.6%	8.8%	10.3%	73.7%	9.8%	8.1%	8.4%	-2.3%
5	67.4%	9.9%	10.1%	12.5%	70.7%	10.2%	9.0%	10.1%	-3.3%
6	68.8%	8.7%	9.4%	13.1%	76.6%	8.2%	6.8%	8.3%	-7.8%
7	75.7%	9.5%	6.9%	7.9%	78.6%	10.3%	7.5%	3.6%	-2.9%
S 42nd	90.5%	3.7%	2.3%	3.5%	92.1%	4.4%	1.7%	1.8%	-1.6%
Subdivision A	75.4%	8.7%	7.5%	8.5%	78.1%	9.0%	6.7%	6.2%	-2.7%
A	69.6%	10.3%	8.1%	12.0%	73.7%	10.7%	9.3%	6.2%	-4.1%
B	79.9%	9.5%	5.5%	5.2%	79.1%	11.3%	7.0%	2.6%	+0.8%
C	81.0%	9.6%	4.9%	4.6%	83.0%	10.6%	4.7%	1.7%	-2.0%
D	82.3%	8.8%	5.1%	3.8%	79.4%	12.5%	6.4%	1.7%	+2.9%
E	74.5%	9.7%	7.5%	8.3%	75.0%	11.9%	8.5%	4.7%	-0.5%
F	71.0%	9.1%	7.9%	12.1%	75.2%	10.7%	8.6%	5.4%	-4.2%
S Fkln	95.5%	2.1%	1.1%	1.3%	97.3%	2.0%	0.5%	0.1%	-1.8%
G	80.9%	10.4%	5.2%	3.4%	82.2%	10.5%	5.5%	1.9%	-1.3%
S Rock	89.7%	6.4%	1.7%	2.2%	95.5%	3.3%	0.7%	0.5%	-5.8%
J Z	81.7%	9.5%	5.2%	3.6%	80.7%	11.1%	5.6%	2.5%	+1.0%
L	82.0%	9.5%	4.7%	3.8%	81.7%	11.4%	4.7%	2.1%	+0.3%
M	78.6%	10.3%	6.6%	4.6%	78.9%	12.0%	6.6%	2.5%	-0.3%
N	80.9%	9.0%	5.2%	4.9%	80.3%	10.2%	6.2%	3.3%	+0.6%
Q	80.0%	9.6%	5.7%	4.7%	78.9%	12.2%	6.8%	2.1%	+1.1%
R	81.3%	9.0%	5.3%	4.4%	80.8%	11.2%	5.4%	2.6%	+0.5%
Subdivision B	80.6%	8.8%	5.3%	5.3%	81.4%	10.1%	5.8%	2.7%	-0.8%
Systemwide	78.8%	8.8%	6.1%	6.4%	80.3%	9.7%	6.1%	3.9%	-1.5%

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

*** Headway
Definitions**

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

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

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

Subway Weekend Wait Assessment (6 am - midnight)

Jan '14 - Dec '14					Jan '13 - Dec '13				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
	1	87.8%	6.4%	3.5%	2.3%	86.4%	7.1%	4.0%	2.4%
2	81.0%	10.0%	5.9%	3.1%	82.1%	10.0%	5.5%	2.4%	-1.1%
3	88.3%	6.8%	2.9%	1.9%	88.3%	7.3%	2.7%	1.7%	+0.0%
4	78.2%	9.7%	6.6%	5.4%	79.9%	9.6%	6.3%	4.2%	-1.7%
5	84.4%	7.6%	4.5%	3.5%	84.3%	7.4%	4.6%	3.7%	+0.1%
6	81.5%	8.5%	5.6%	4.3%	83.7%	8.2%	4.8%	3.3%	-2.2%
7	81.8%	9.4%	4.5%	4.2%	82.6%	10.1%	5.1%	2.2%	-0.8%
S 42nd	98.5%	0.7%	0.2%	0.5%	98.0%	1.1%	0.4%	0.6%	+0.5%
Sub Division A	85.2%	7.4%	4.2%	3.2%	85.7%	7.6%	4.2%	2.6%	-0.5%
A	79.0%	9.6%	5.3%	6.1%	79.6%	10.7%	7.1%	2.6%	-0.6%
C	80.8%	9.5%	6.0%	3.7%	79.0%	9.1%	7.7%	4.1%	+1.8%
D	82.1%	8.2%	4.0%	5.6%	81.7%	11.1%	5.9%	1.3%	+0.4%
E	86.2%	7.9%	3.0%	3.0%	87.1%	9.5%	3.3%	0.0%	-0.9%
F	80.6%	8.8%	4.8%	5.8%	79.9%	11.9%	6.3%	1.9%	+0.7%
S Fkln	95.9%	3.0%	0.4%	0.7%	96.7%	3.1%	0.2%	0.0%	-0.8%
G	89.2%	7.0%	2.0%	1.8%	87.5%	7.4%	2.9%	2.1%	+1.7%
J Z	90.7%	6.2%	1.9%	1.2%	90.1%	7.4%	2.1%	0.4%	+0.6%
L	84.4%	7.7%	3.7%	4.2%	85.4%	8.3%	4.3%	1.9%	-1.0%
N	85.2%	7.3%	4.6%	2.9%	83.5%	10.0%	5.0%	1.5%	+1.7%
Q	87.4%	7.6%	4.2%	0.8%	85.8%	8.7%	3.8%	1.6%	+1.6%
R	80.3%	10.4%	4.4%	4.9%	83.8%	11.9%	3.6%	0.7%	-3.5%
Sub Division B	85.1%	7.8%	3.7%	3.4%	85.0%	9.1%	4.4%	1.5%	+0.1%
Systemwide	85.2%	7.6%	3.9%	3.3%	85.3%	8.5%	4.3%	1.9%	-0.1%

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

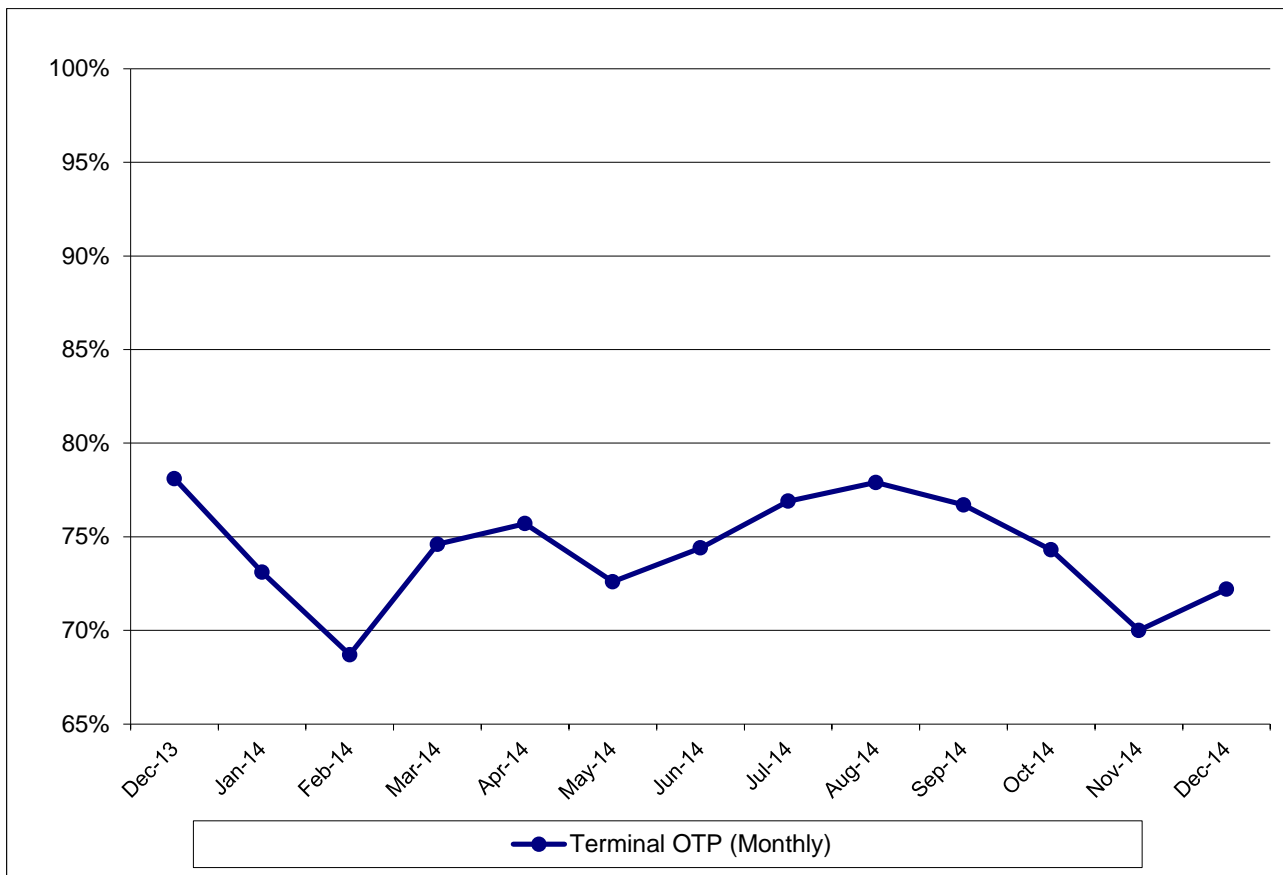
* **Headway
Definitions**

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

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

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

Weekday Terminal On-Time Performance (24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide

Monthly Results

Dec 2014: 72.2%
Dec 2013: 78.1%
12-Mon Avg: 74.0%
(Jan '14-Dec '14)

Subdivision A

Monthly Results

Dec 2014: 68.6%
Dec 2013: 71.4%
12-Mon Avg: 69.0%
(Jan '14-Dec '14)

Subdivision B

Monthly Results

Dec 2014: 75.2%
Dec 2013: 83.4%
12-Mon Avg: 78.1%
(Jan '14-Dec '14)

Discussion of Results

In December 2014, Over Crowding (14,843 delays), ROW Delays (8,594 delays), and Track Gangs (6,304 delays) were the highest categories of delays, representing 62.7% of the total 47,430 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jan '14 - Dec '14</u>	<u>Jan '13 - Dec '13</u>	<u>% Difference</u>
①	78.7%	84.4%	-5.7%
②	46.6%	56.0%	-9.4%
③	66.2%	71.5%	-5.3%
④	45.8%	54.7%	-8.9%
⑤	43.0%	56.4%	-13.4%
⑥	53.8%	72.4%	-18.6%
⑦	87.8%	88.6%	-0.8%
Ⓢ 42 St	97.5%	98.3%	-0.8%
Subdivision A	69.0%	76.3%	-7.3%
Ⓐ	72.5%	83.2%	-10.7%
Ⓑ	74.6%	83.2%	-8.6%
Ⓒ	83.7%	91.9%	-8.2%
Ⓓ	75.1%	83.6%	-8.5%
Ⓔ	71.9%	81.4%	-9.5%
Ⓕ	54.9%	72.9%	-18.0%
Ⓢ Fkln	99.1%	99.3%	-0.2%
Ⓖ	78.1%	86.1%	-8.0%
Ⓢ Rock	95.4%	97.0%	-1.6%
Ⓙ Ⓩ	86.4%	94.3%	-7.9%
Ⓛ	93.9%	94.4%	-0.5%
Ⓜ	74.9%	85.4%	-10.5%
Ⓝ	71.2%	82.2%	-11.0%
Ⓚ	75.7%	86.5%	-10.8%
Ⓡ	82.8%	88.3%	-5.5%
Subdivision B	78.1%	86.4%	-8.3%
Systemwide	74.0%	81.9%	-7.9%

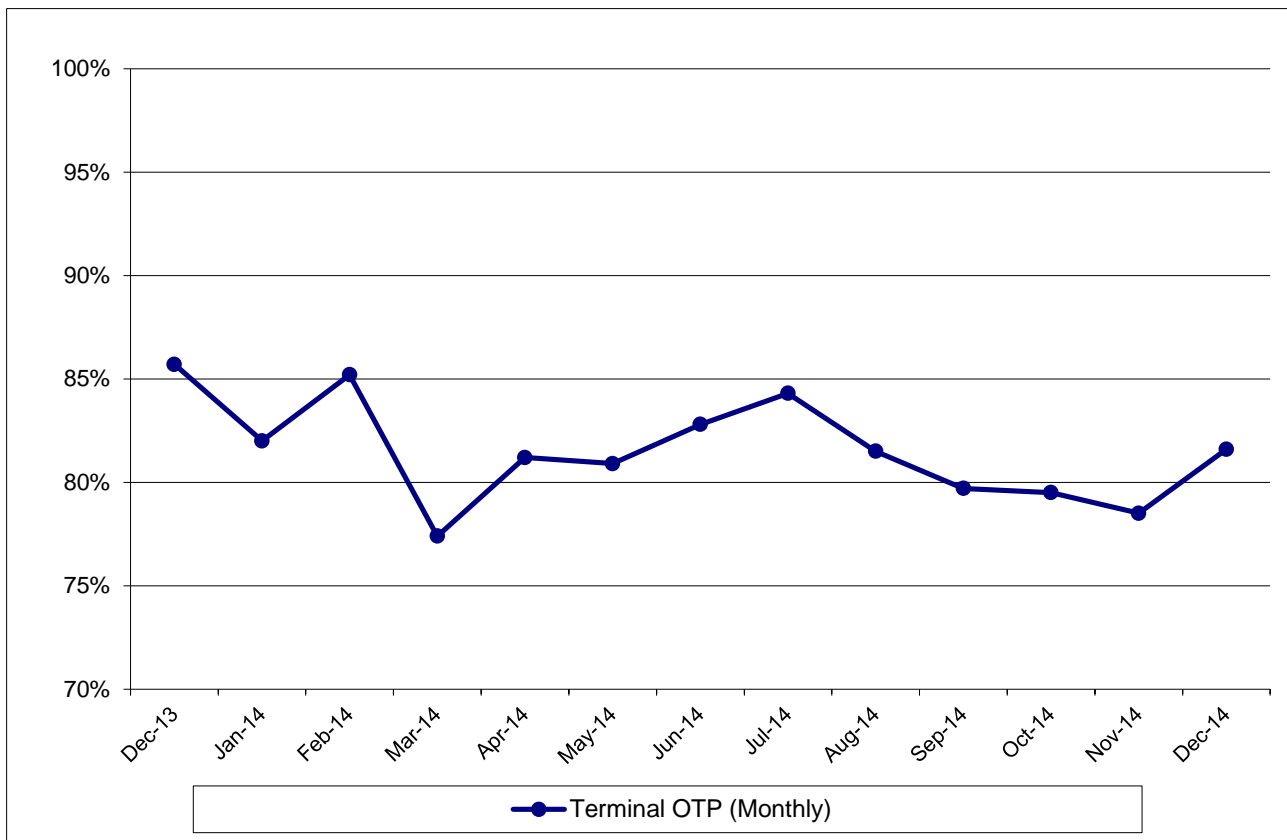
Chart 5

December 2014 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	14,843
ROW Delays	8,594
Track Gangs	6,304
Work Equipment/G. O.	3,242
Sick Customer	2,939
Car Equipment	2,400
Unruly Customer	1,790
Police	1,608
Inclement Weather	1,516
Operational Diversions	1,363
Fire	926
Employee	828
Infrastructure	736
External	341
<hr/>	
Total Delays	<u><u>47,430</u></u>

* Total may differ slightly due to rounding.

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide Monthly Results

Dec 2014: 81.6%
Dec 2013: 85.7%
12-Mon Avg: 81.2%
(Jan '14-Dec '14)

Subdivision A Monthly Results

Dec 2014: 78.6%
Dec 2013: 81.3%
12-Mon Avg: 78.9%
(Jan '14-Dec '14)

Subdivision B Monthly Results

Dec 2014: 83.7%
Dec 2013: 88.6%
12-Mon Avg: 82.7%
(Jan '14-Dec '14)

Discussion of Results

In December 2014, Over Crowding (2,314 delays), Track Gangs (2,290 delays), and ROW Delays (1,237 delays) were the highest categories of delays, representing 65.5% of the total 8,922 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jan '14 - Dec '14</u>	<u>Jan '13 - Dec '13</u>	<u>% Difference</u>
①	86.1%	85.9%	+0.2%
②	44.6%	63.6%	-19.0%
③	75.9%	82.7%	-6.8%
④	63.1%	70.0%	-6.9%
⑤	74.5%	81.3%	-6.8%
⑥	72.5%	72.4%	+0.1%
⑦	93.3%	92.6%	+0.7%
⑤ 42 St	99.5%	99.2%	+0.3%
Subdivision A	78.9%	82.4%	-3.5%
①	75.3%	82.7%	-7.4%
③	75.2%	80.3%	-5.1%
④	80.8%	86.5%	-5.7%
⑤	70.2%	87.9%	-17.7%
⑥	55.9%	72.9%	-17.0%
⑤ Fkln	98.9%	99.7%	-0.8%
⑦	88.9%	95.7%	-6.8%
⑤ Rock	97.3%	98.1%	-0.8%
① ②	94.7%	96.9%	-2.2%
③	95.7%	95.9%	-0.2%
④	97.9%	97.9%	0.0
⑤	76.6%	80.7%	-4.1%
⑥	86.8%	91.7%	-4.9%
⑦	72.0%	87.3%	-15.3%
Subdivision B	82.7%	89.1%	-6.4%
Systemwide	81.2%	86.3%	-5.1%

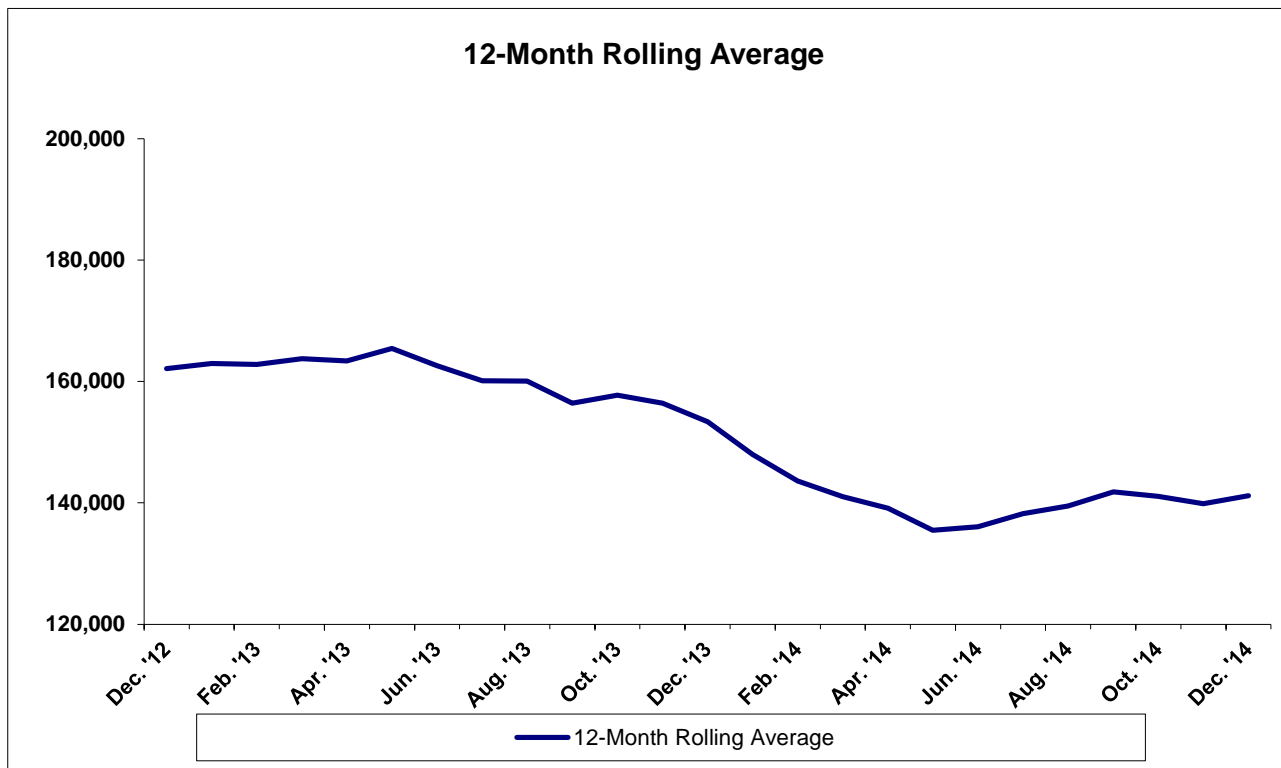
* Performance data unavailable pending ATS system software upgrade.

December 2014 Weekend Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	2,314
Track Gangs	2,290
ROW Delays	1,237
Work Equipment/G. O.	797
Police	510
Unruly Customer	435
Sick Customer	357
Operational Diversions	271
Car Equipment	268
Employee	251
Inclement Weather	118
External	47
Fire	15
Infrastructure	10
Total Delays	8,922

* Total may differ slightly due to rounding.

Subway Mean Distance Between Failure



Definition

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

Monthly Results

Dec 2014: 159,179

Dec 2013: 141,700

12-Month Average

Jan 14 - Dec 14: 141,202

Jan 13 - Dec 13: 153,382

Annual Result

2014 Goal: 166,000

2013 Actual: 153,382

Discussion of Results

MDBF in December 2014 increased 12.3% from December 2013. Over the past year, the MDBF 12-month average decreased 7.9.%.

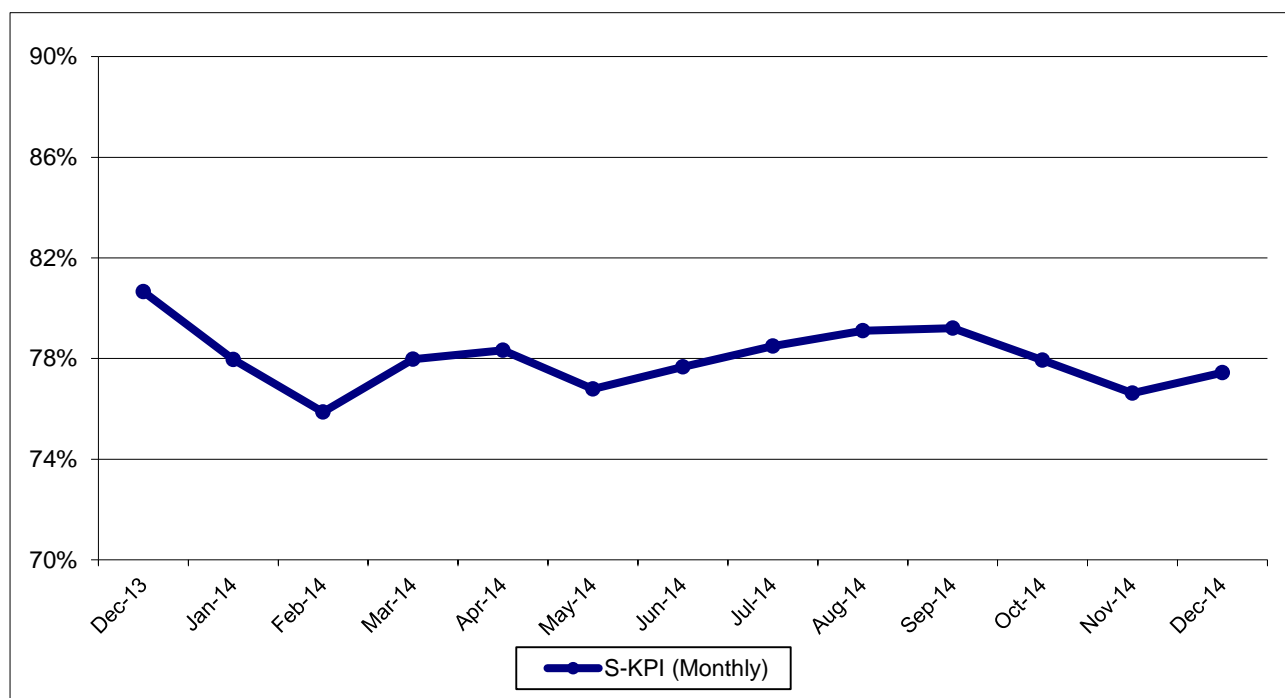
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	December '14	December '13	% Change
R32	222	58,397	53,716	8.71%
R42	50	58,131	36,088	61.08%
R46	752	89,322	94,334	-5.31%
R62	315	210,409	213,700	-1.54%
R62A	824	118,163	159,391	-25.87%
R68	425	157,089	170,134	-7.67%
R68A	200	84,912	97,194	-12.64%
R142	1,030	141,209	146,442	-3.57%
R142A	465	84,769	108,548	-21.91%
R143	212	84,924	79,465	6.87%
R160	1,662	378,346	443,842	-14.76%
R188	220	231,048	NA	NA
FLEET	6,377	141,202	153,382	-7.94%

Service - Key Performance Indicator (S-KPI)



S-KPI Definition

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

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

S-KPI Results

Systemwide

Monthly Results

Dec. 2014: 77.4%
 Dec. 2013: 80.7%
 12 Mon Avg: 78.0%
 (Jan '14 - Dec '14)

Subdivision A

Monthly Results

Dec. 2014: 72.9%
 Dec. 2013: 76.4%
 12 Mon Avg: 73.4%
 (Jan '14 - Dec '14)

Subdivision B

Monthly Results

Dec. 2014: 80.3%
 Dec. 2013: 83.6%
 12 Mon Avg: 81.2%
 (Jan '14 - Dec '14)

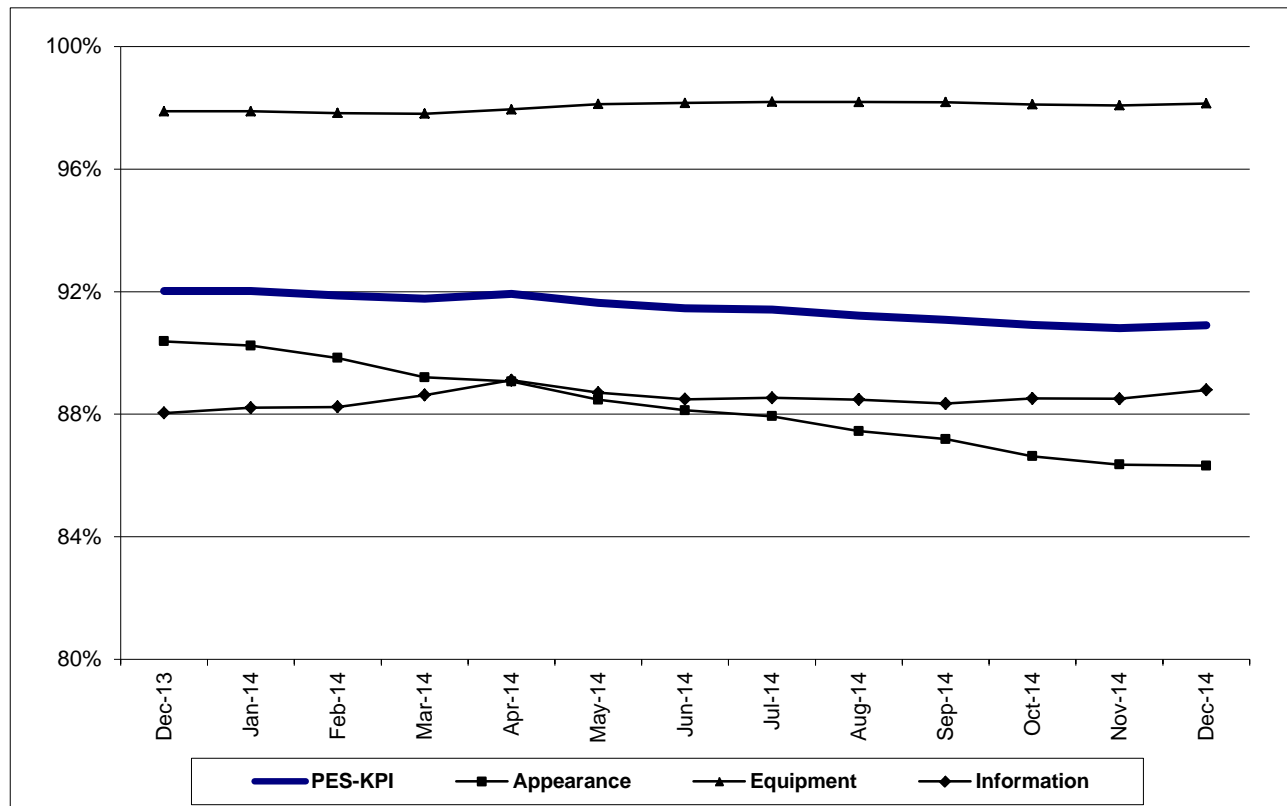
Chart 12

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Jan '14 - Dec '14</u>	<u>Jan '13 - Dec '13</u>	<u>% Difference</u>
①	78.2%	82.3%	-4.1%
②	65.0%	68.5%	-3.5%
③	76.3%	78.1%	-1.8%
④	63.7%	68.2%	-4.5%
⑤	61.5%	69.3%	-7.8%
⑥	62.5%	74.5%	-12.0%
⑦	81.8%	83.7%	-1.9%
⑤ 42nd	85.4%	85.8%	-0.4%
SubDivision A	73.4%	77.1%	-3.7%
①	68.9%	75.6%	-6.7%
②	76.1%	79.7%	-3.6%
③	77.7%	80.9%	-3.2%
④	81.9%	82.7%	-0.8%
⑤	76.2%	79.4%	-3.2%
⑥	69.0%	77.0%	-8.0%
⑤ Fkln	89.7%	91.6%	-1.9%
⑦	77.5%	79.8%	-2.3%
⑤ Rock	85.9%	93.9%	-8.0%
① ②	84.4%	85.3%	-0.9%
①	82.9%	82.2%	+0.7%
③	79.6%	82.9%	-3.3%
④	79.9%	82.9%	-3.0%
⑤	80.7%	83.3%	-2.6%
⑥	83.6%	81.9%	+1.7%
SubDivision B	81.2%	84.5%	-3.3%
Systemwide	78.0%	81.6%	-3.6%

Chart 13

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



PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
December 2014:	90.9%	86.3%	98.1%	88.8%
December 2013:	92.0%	90.4%	97.9%	88.0%
% Difference:	-1.1%	-4.1%	+0.2%	+0.8%

Chart 14

PES-KPI - Subway Car

Line	December 2014				December 2013				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	93.2%	92.4%	95.0%	92.2%	94.4%	96.7%	95.6%	90.8%	-1.2%
②	95.6%	92.2%	96.9%	97.9%	95.7%	94.4%	96.2%	96.7%	-0.1%
③	95.4%	94.5%	98.8%	92.9%	95.7%	95.7%	97.5%	93.7%	-0.3%
④	95.7%	92.6%	97.6%	97.2%	96.3%	95.0%	97.0%	97.0%	-0.6%
⑤	95.4%	93.5%	97.5%	95.4%	97.5%	96.1%	98.1%	98.4%	-2.1%
⑥	95.2%	91.1%	97.6%	97.0%	96.2%	91.2%	98.1%	99.5%	-1.0%
⑦	95.6%	96.8%	98.1%	91.9%	95.4%	96.3%	95.0%	94.8%	+0.2%
⑤ 42nd	95.6%	95.2%	99.0%	92.6%	96.8%	97.1%	96.9%	96.4%	-1.2%
SubDivision A	95.0%	93.2%	97.3%	94.8%	95.8%	95.2%	96.6%	95.7%	-0.8%
①	94.8%	94.8%	95.0%	94.6%	94.8%	95.8%	96.1%	92.4%	+0.0%
②	93.8%	93.6%	95.0%	92.7%	92.5%	90.1%	96.3%	91.2%	+1.3%
③	95.1%	93.5%	98.9%	93.0%	95.1%	95.6%	97.8%	92.0%	+0.0%
④	94.4%	94.2%	96.6%	92.5%	92.5%	89.8%	95.4%	92.3%	+1.9%
⑤	96.3%	93.9%	99.3%	95.8%	98.3%	96.3%	99.2%	99.4%	-2.0%
⑥	94.3%	91.3%	98.8%	92.7%	97.0%	95.0%	97.8%	98.3%	-2.7%
⑤ Fkln	92.8%	93.6%	96.5%	88.3%	93.9%	94.6%	94.5%	92.6%	-1.1%
⑦	94.4%	94.3%	95.1%	94.0%	95.3%	95.5%	98.1%	92.4%	-0.9%
①/②	95.0%	91.9%	95.2%	98.1%	96.8%	96.7%	95.4%	98.2%	-1.8%
③	95.6%	91.3%	99.0%	96.8%	97.2%	94.5%	98.3%	98.9%	-1.6%
④	96.1%	91.2%	98.8%	98.4%	97.2%	93.6%	98.6%	99.4%	-1.1%
⑤	95.4%	88.9%	99.5%	98.0%	96.1%	90.9%	99.0%	98.6%	-0.7%
⑥	95.5%	90.4%	99.7%	96.4%	96.7%	91.8%	99.6%	98.7%	-1.2%
⑦	95.1%	90.5%	98.4%	96.5%	95.1%	94.2%	97.7%	93.5%	+0.0%
SubDivision B	95.0%	92.2%	97.7%	95.2%	95.8%	93.9%	97.6%	95.9%	-0.8%
Systemwide	95.0%	92.6%	97.6%	95.0%	95.8%	94.4%	97.3%	95.8%	-0.8%

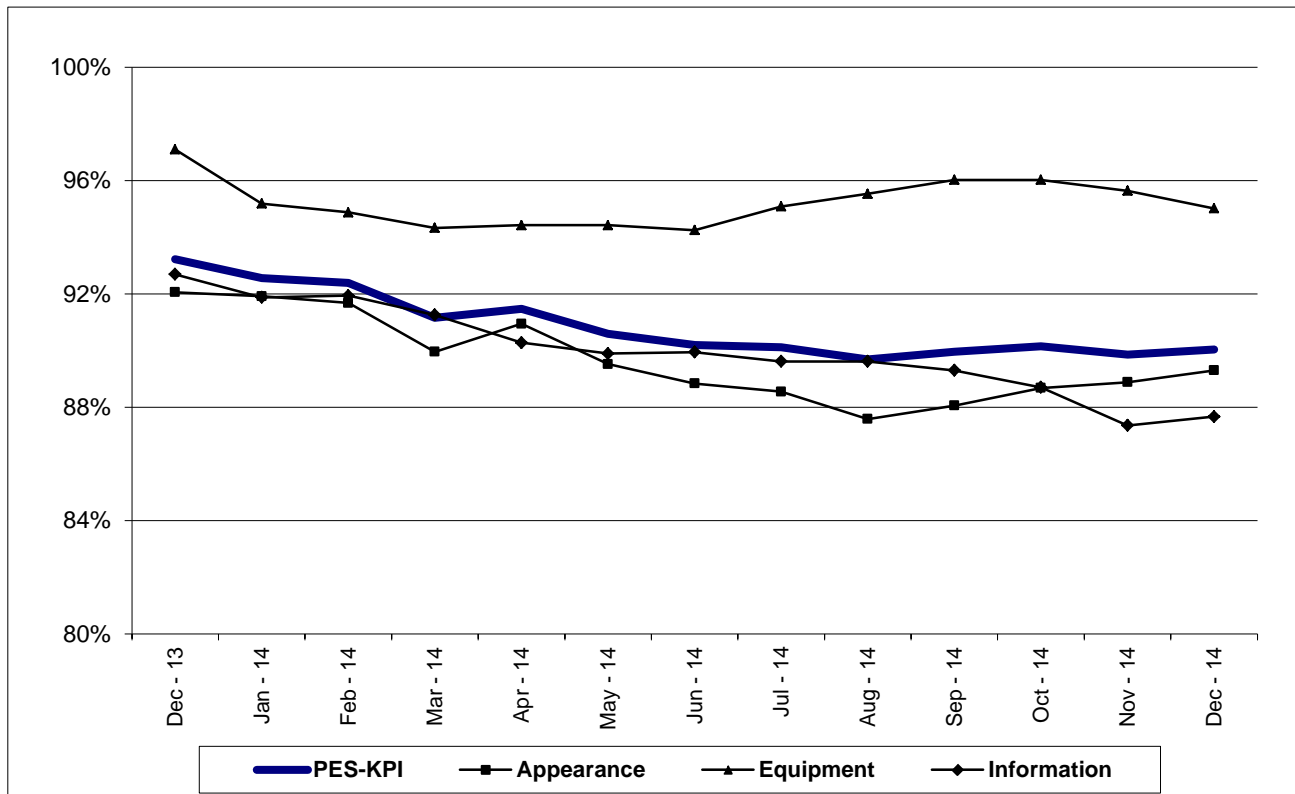
Chart 15

PES-KPI - Station

<u>Borough</u>	December 2014				December 2013				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	86.4%	80.8%	98.1%	81.5%	86.6%	83.5%	98.5%	78.7%	-0.2%
Manhattan	86.0%	78.1%	98.8%	82.8%	87.9%	84.2%	98.4%	82.1%	-1.9%
Brooklyn	86.4%	81.3%	98.6%	80.5%	88.1%	88.4%	98.7%	77.6%	-1.7%
Queens	88.9%	83.1%	99.1%	85.5%	90.3%	90.6%	98.5%	81.9%	-1.4%
Systemwide	86.8%	80.6%	98.8%	82.3%	88.2%	86.7%	98.6%	80.0%	-1.4%

Chart 16

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



PES-KPI Definition

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

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

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

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

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

SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
December 2014:	90.0%	89.3%	95.0%	87.7%
December 2013:	93.2%	92.1%	97.1%	92.7%
% Difference:	-3.2%	-2.8%	-2.1%	-5.0%

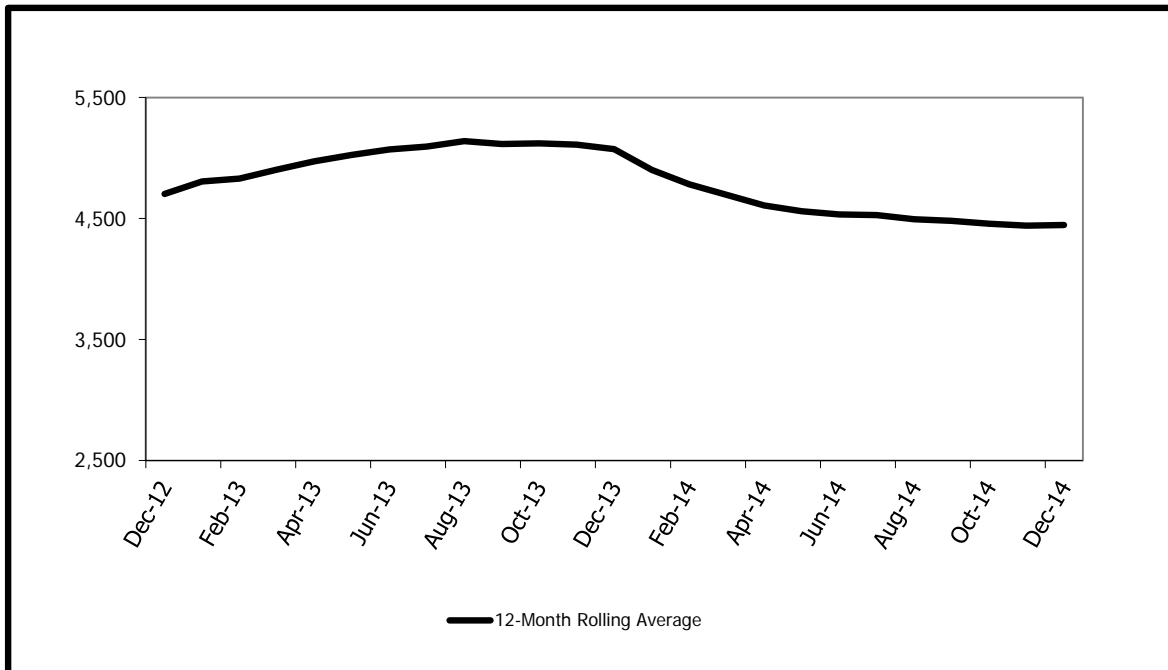
Chart 17

Monthly Operations Report

Statistical results for the month of December 2014 are shown below.

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: December 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	5,210	5,146	+1.2%	4,447	5,073	-12.3%
NYCT Bus	4,883	4,984	-2.0%	4,221	4,941	-14.6%
MTA Bus	6,611	5,736	+15.3%	5,366	5,548	-3.3%
System MDBSI (chart 2)	2,631	2,690	-2.2%	2,394	2,713	-11.7%
NYCT Bus	2,523	2,714	-7.0%	2,345	2,703	-13.3%
MTA Bus	3,041	2,619	+16.1%	2,569	2,745	-6.4%
System Trips Completed (chart 3)	99.05%	98.96%	+0.1%	98.88%	99.22%	-0.3%
NYCT Bus	99.12%	99.10%	+0.0%	99.04%	99.26%	-0.2%
MTA Bus	98.75%	98.40%	+0.4%	98.21%	99.05%	-0.8%
System AM Pull Out (chart 4)	99.57%	99.25%	+0.3%	99.32%	99.63%	-0.3%
NYCT Bus	99.59%	99.50%	+0.1%	99.51%	99.71%	-0.2%
MTA Bus	99.51%	98.41%	+1.1%	98.65%	99.35%	-0.7%
System PM Pull Out (chart 5)	99.68%	99.51%	+0.2%	99.56%	99.84%	-0.3%
NYCT Bus	99.82%	99.77%	+0.1%	99.80%	99.88%	-0.1%
MTA Bus	99.18%	98.63%	+0.6%	98.72%	99.67%	-0.9%
System Buses> = 12 years	28%	25%				
NYCT Bus	32%	29%				
MTA Bus	12%	13%				
System Fleet Age	8.90	7.87				
NYCT Bus	9.07	8.03				
MTA Bus	8.32	7.33				
Paratransit						
% of Trips Completed	94.54%	93.63%	+0.9%	94.10%	94.08%	+0.0%
Trips Requested	665,141	648,099	+2.6%	650,262	662,339	-1.8%
Trips Scheduled	574,472	560,916	+2.4%	568,076	592,921	-4.2%
Trips Completed	543,132	525,188	+3.4%	534,541	557,805	-4.2%
Early Cancellations as a Percentage of Trips Requested	12.90%	12.68%	+0.2%	11.84%	9.71%	+2.1%
Late Cancellations as a Percentage of Trips Scheduled	2.84%	4.08%	-1.2%	3.67%	3.80%	-0.1%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.71%	1.62%	+0.1%	1.47%	1.64%	-0.2%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.91%	0.67%	+0.2%	0.76%	0.48%	+0.3%
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	0.73%	0.77%	-0.0%	0.80%	0.77%	+0.0%
New Applications Received	3,163	2,637	+19.9%	3,041	3,004	+1.2%

Bus Mean Distance Between Failures - System*



Definition

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

Monthly Results

December 2014: 5,210

December 2013: 5,146

12-Month Average

January 14 - December 14 4,447

January 13 - December 13 5,073

Annual Results

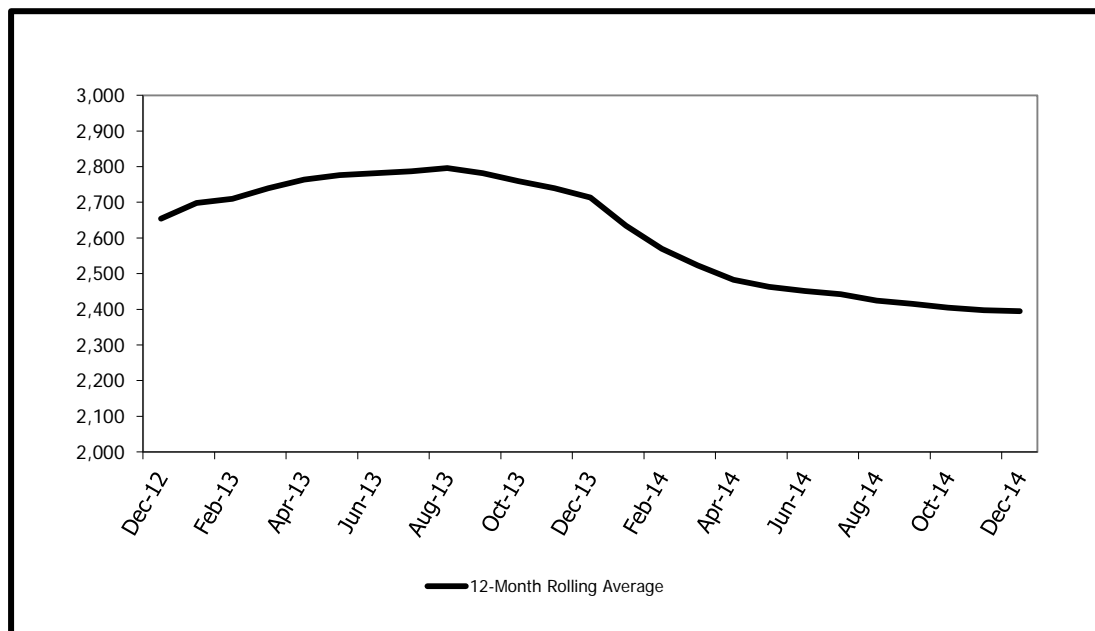
2014 Goal: 5,000

2013 Actual: 5,073

* "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

December 2014: 2,631
December 2013: 2,690

12-Month Average

January 14 - December 14 2,394
January 13 - December 13 2,713

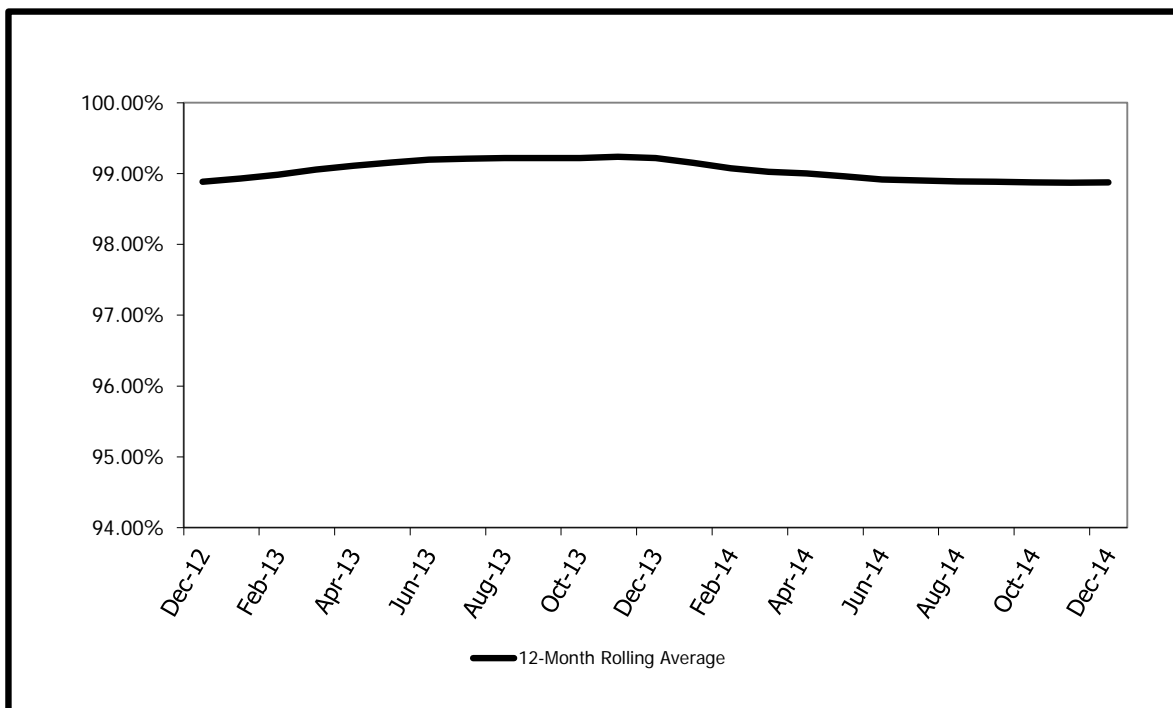
Annual Results

2014 YTD: 2,394
2013 Actual: 2,713

* "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

December 2014: 99.05%

December 2013: 98.96%

12-Month Average

January 14 - December 14

January 13 - December 13

98.88%

99.22%

Annual Results

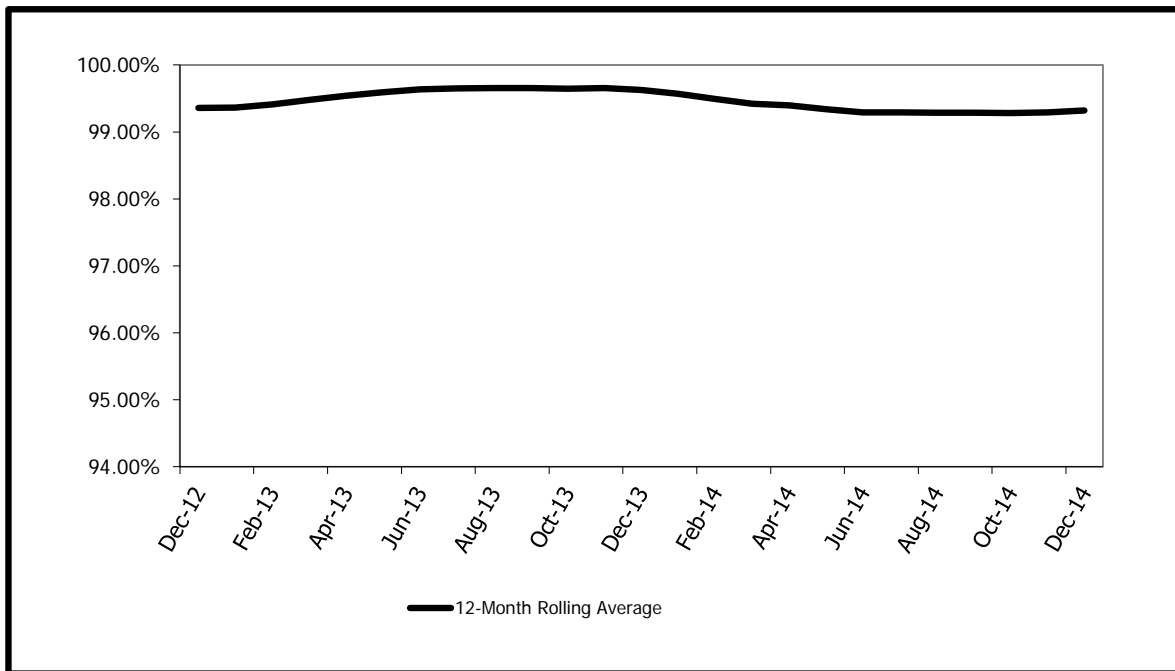
2014 YTD: 98.88%

2013 Actual: 99.22%

* "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

December 2014: 99.57%

December 2013: 99.25%

12-Month Average

January 14 - December 14

January 13 - December 13

99.32%

99.63%

Annual Results

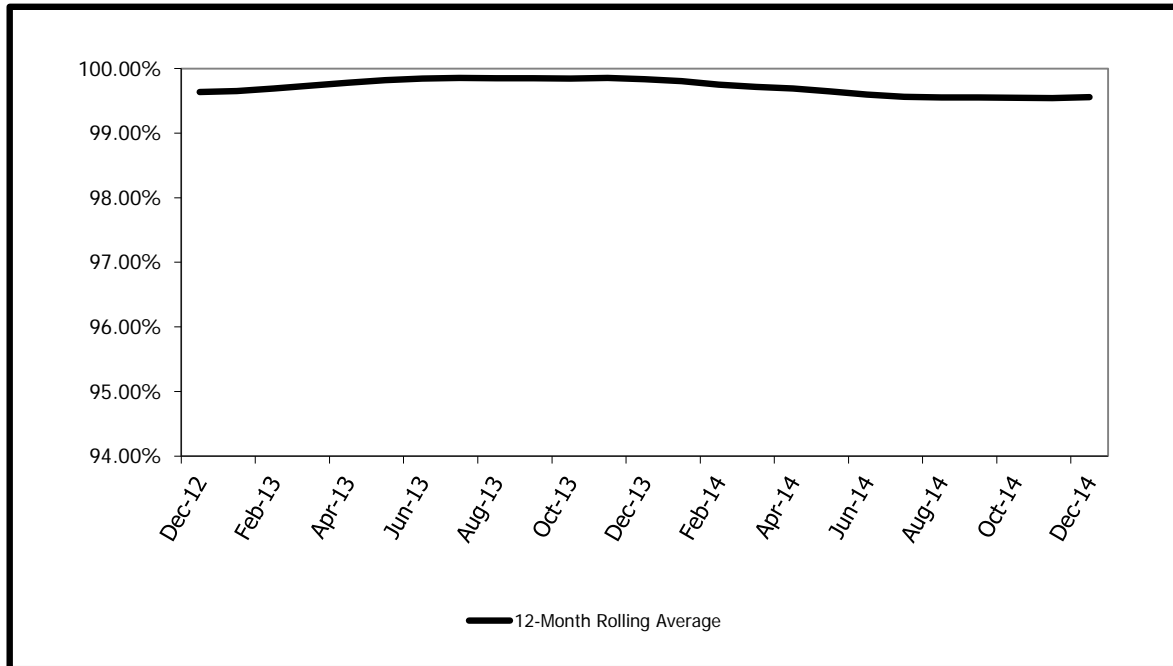
2014 YTD: 99.32%

2013 Actual: 99.63%

* "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

December 2014:	99.68%	January 14 - December 14	99.56%	2014 YTD:	99.56%
December 2013:	99.51%	January 13 - December 13	99.84%	2013 Actual:	99.84%

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

Chart 5

Monthly Operations Report

Statistical results for the month of December 2014 are shown below.

Safety Report						
Performance Indicator	Current Month: December 2014			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	2.64	2.60	+1.8%	2.63	2.50	+5.2%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	2.63	2.58	+2.1%	2.66	2.50	+6.4%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	1	0	N/A
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	2	1	+100.0%
Subway Fires ² (charts 5-6)	50	77	-35.1%	949	900	+5.4%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.53	2.98	-15.1%	2.60	2.89	-10.1%

Bus Collisions Per Million Miles (chart 7)						
Regional	51.03	47.54	+7.3%	49.33	48.83	+1.0%
NYCT Bus	51.73	48.64	+6.4%	50.25	50.15	+0.2%
MTA Bus	48.81	44.08	+10.7%	46.38	44.57	+4.1%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	7.23	6.87	+5.3%	6.29	6.94	-9.3%
NYCT Bus	7.59	8.42	-9.9%	6.50	7.56	-14.0%
MTA Bus	6.10	1.99	+206.8%	5.61	4.94	+13.5%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	0.97	0.93	+4.0%	1.07	1.04	+3.1%
NYCT Bus	1.07	1.02	+5.1%	1.12	1.07	+4.3%
MTA Bus	0.48	0.50	-5.2%	0.84	0.87	-4.2%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	0.99	1.05	-5.6%	1.12	1.12	+0.0%
NYCT Bus	1.09	1.15	-5.3%	1.16	1.15	+1.2%
MTA Bus	0.48	0.50	-5.2%	0.91	0.98	-7.0%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	5.42	5.41	+0.2%	5.78	5.42	+6.6%
MTA Bus	8.44	5.37	+57.2%	7.75	6.55	+18.3%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.21	3.41	-5.9%	3.37	3.42	-1.5%

Subways Crime Report						
Performance Indicator	Current Month: January 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	145	222	-34.7%	145	222	-34.7%
Robberies ^{3,4}	45	49	-8.2%	45	49	-8.2%

SIR Crime Report						
Performance Indicator	Current Month: January 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	1	0	+100.0%	1	0	+100.0%
Robberies ^{3,4}	1	0	+100.0%	1	0	+100.0%

¹ Current month data are for November 2014.

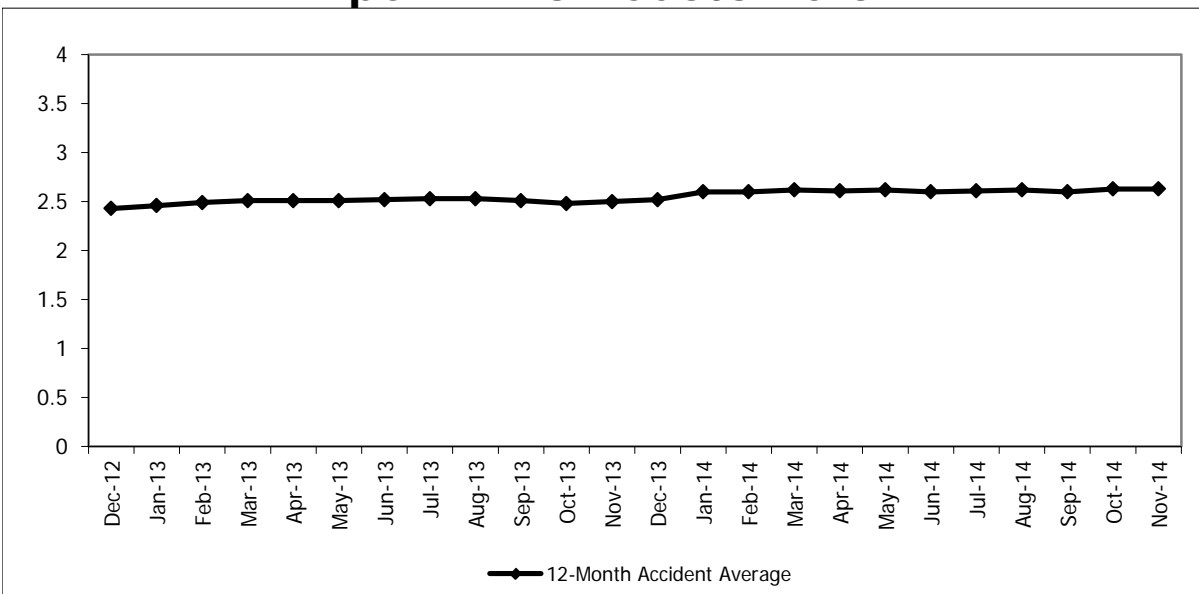
² 12-month figures shown are totals rather than averages.

⁵ Excludes Elevator Entrapments (except for claimed injuries).

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

⁴ Current month data are for January 2015.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

Nov 2014: 2.64

Nov 2013: 2.60

12-Month Average

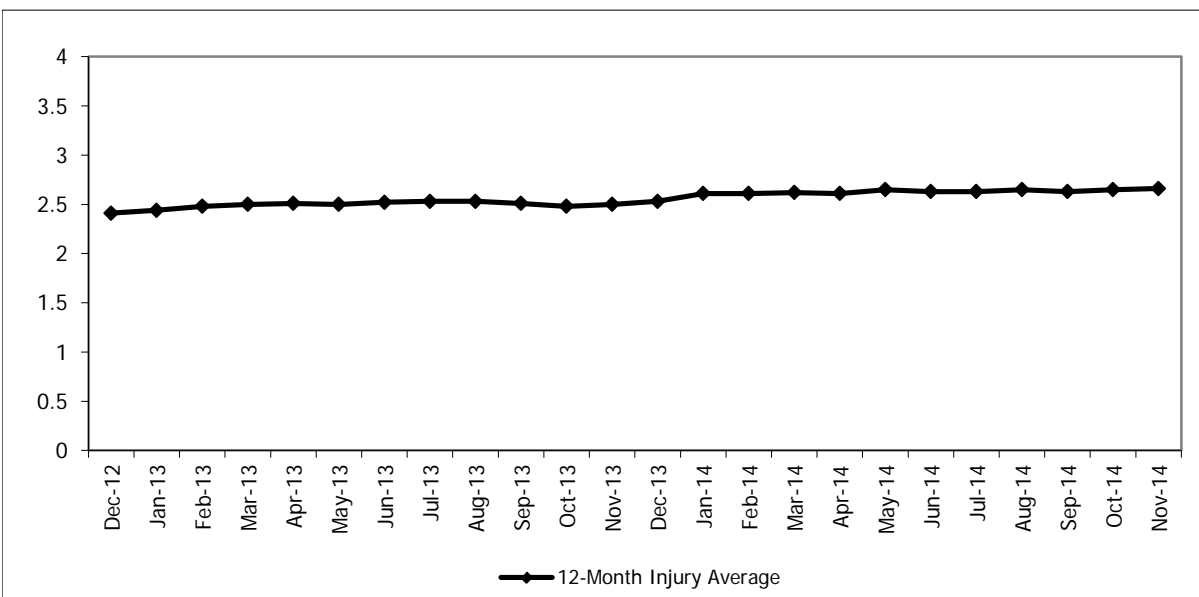
Dec 13 – Nov 14: 2.63

Dec 12 – Nov 13: 2.50

Annual Results

2014 YTD: 2.59

2013 Actual: 2.52



Monthly Results

Nov 2014: 2.63

Nov 2013: 2.58

12-Month Average

Dec 13 – Nov 14: 2.66

Dec 12 – Nov 13: 2.50

Annual Results

2014 YTD: 2.61

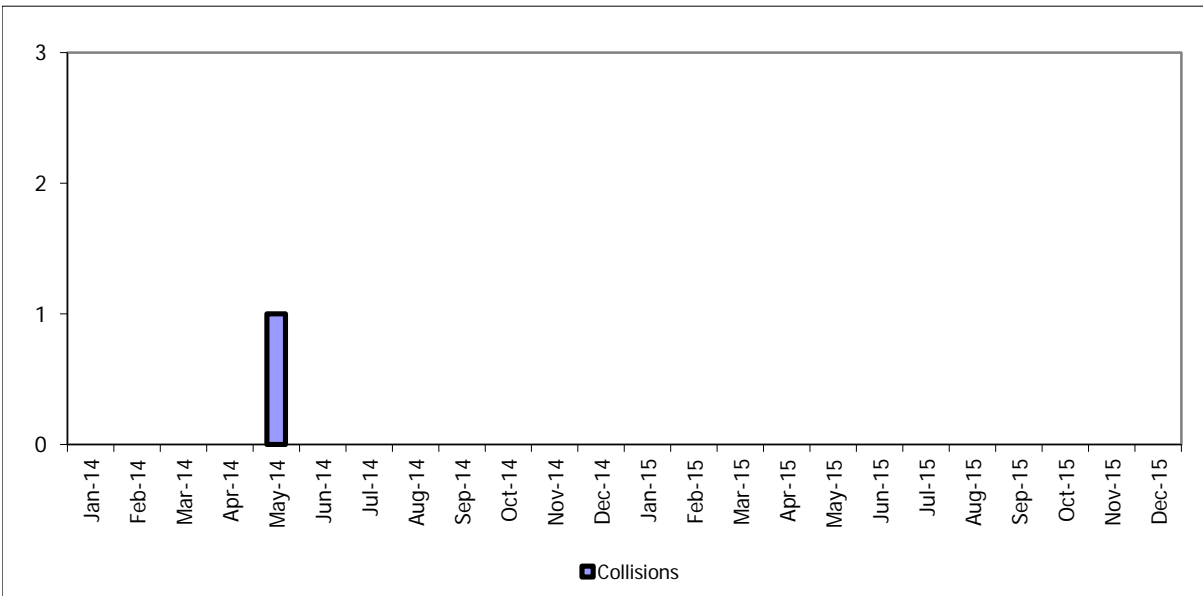
2013 Actual: 2.53

Definitions

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

Charts 1-2

Subway Collisions/Derailments



Monthly Results

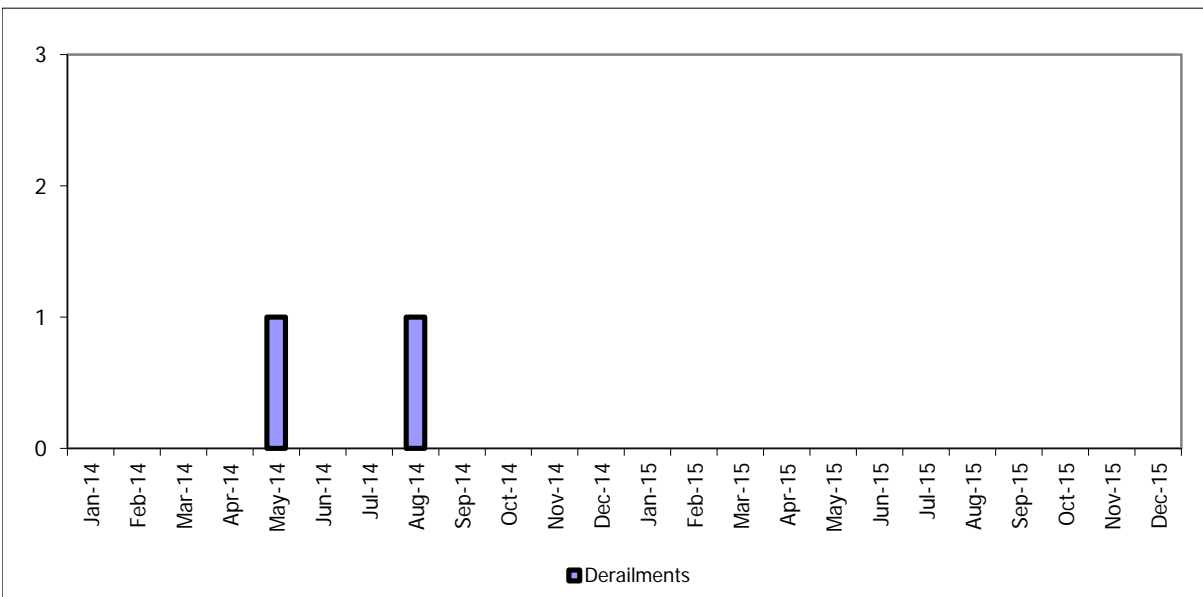
Jan 2015: 0
Jan 2014: 0

12-Month Average

Feb 14 – Jan 15: 1
Feb 13 – Jan 14: 0

Annual Results

2014 YTD: 1
2013 Actual: 0



Monthly Results

Jan 2015: 0
Jan 2014: 0

12-Month Average

Feb 14 – Jan 15: 2
Feb 13 – Jan 14: 1

Annual Results

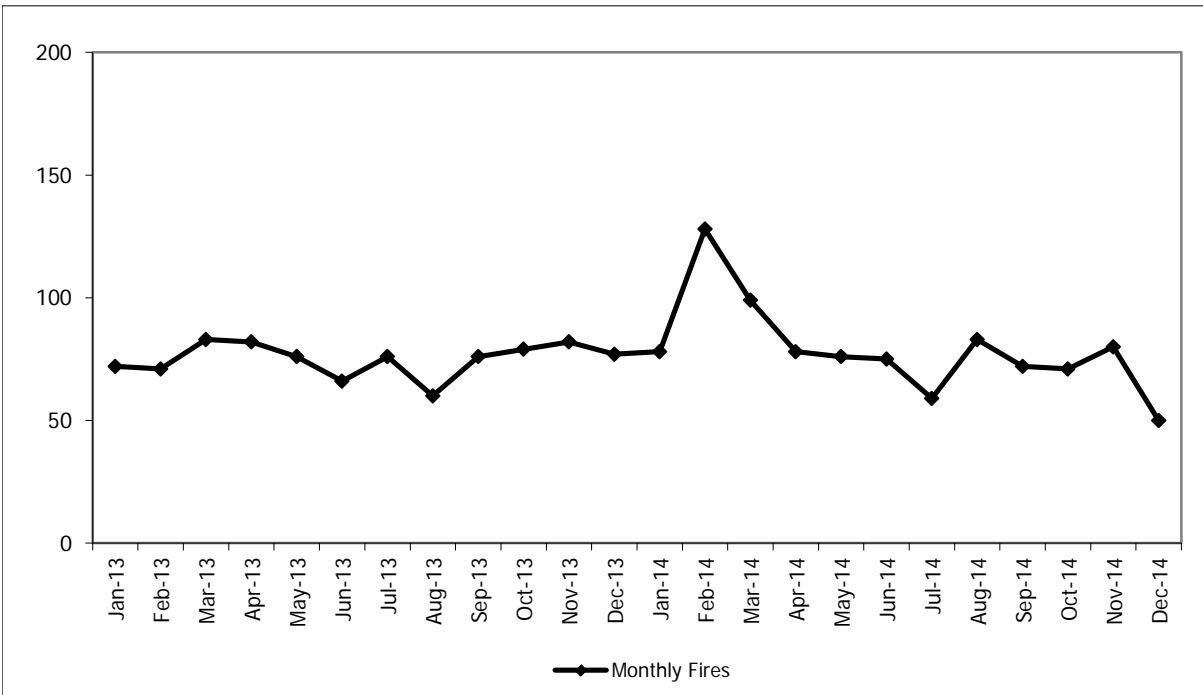
2015 YTD: 0
2014 Actual: 2

Definitions

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

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

Subway Fires



Monthly Results

Dec 2014: 50
Dec 2013: 77

12-Month Average

Jan 14 – Dec 14: 949
Jan 13 – Dec 13: 900

Annual Results

2014 YTD: 949
2013 Actual: 900

Chart 5

Subway Fires

Fire severity is classified as follows:

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

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

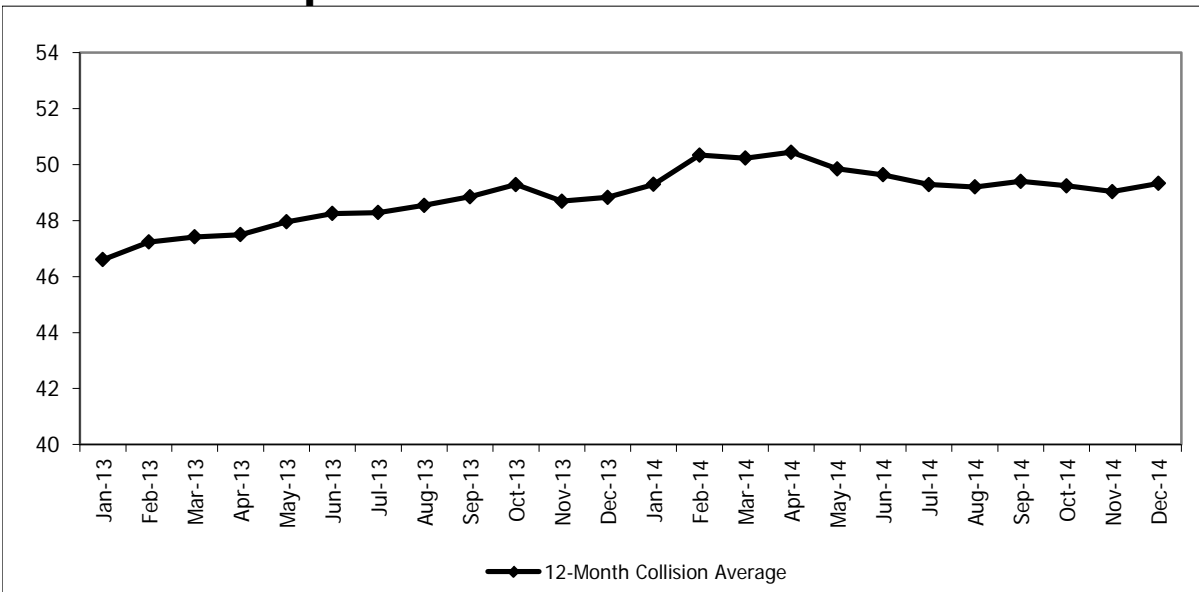
Low:	92.0%	Train:	8
Average:	6.0%	Right-of-way	28
Above Average:	2.0%	Station:	14
High:	0.0%	Other:	0
		Total:	50

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

Train:		Right-of-Way:		Station:	
Brake Shoes:	3	Debris:	22	Debris:	9
Debris:	2	Bank of Lights:	2	Electrical:	1
Grease:	1	Tie:	1	Oil:	1
Hot Wheels:	1	Insulator:	1	Bench:	1
Bearing:	1	Equipment:	1	Cable:	1

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

Dec 2014: 51.03

Dec 2013: 47.54

12-Month Average

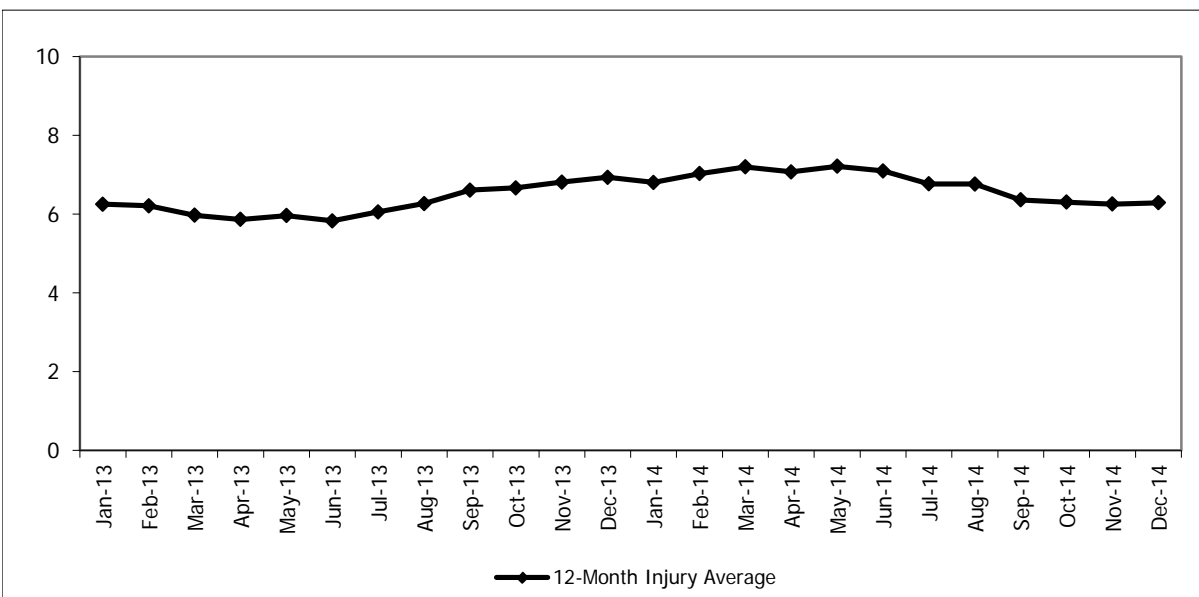
Jan 14 – Dec 14: 49.33

Jan 13 – Dec 13: 48.83

Annual Results

2014 YTD: 49.33

2013 Actual: 48.83



Monthly Results

Dec 2014: 7.23

Dec 2013: 6.87

12-Month Average

Jan 14 – Dec 14: 6.29

Jan 13 – Dec 13: 6.94

Annual Results

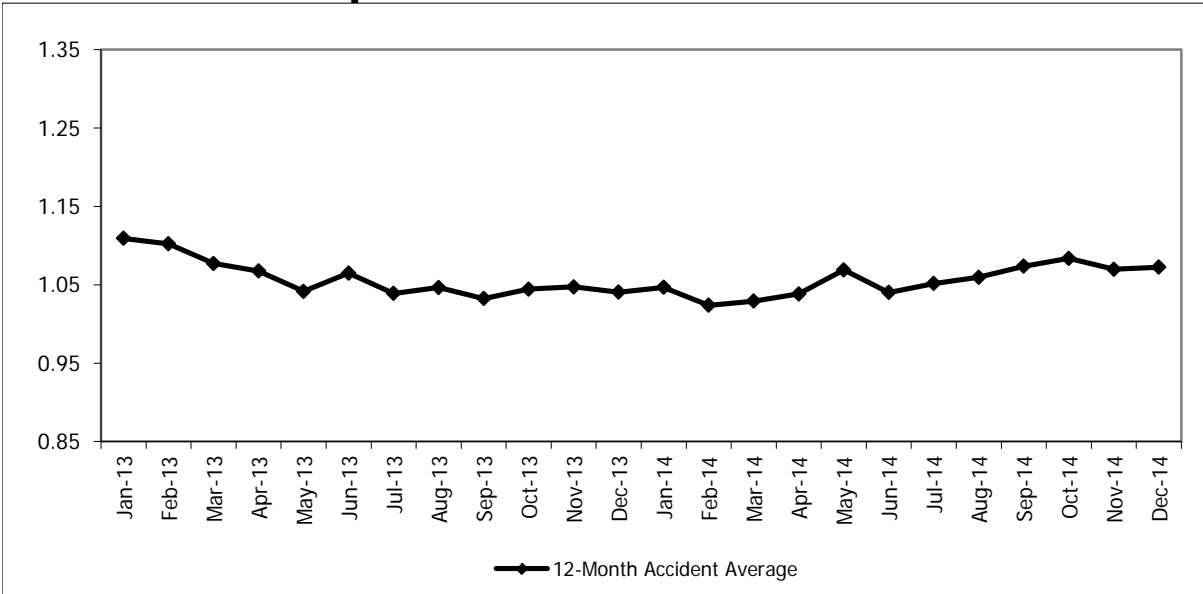
2014 YTD: 6.29

2013 Actual: 6.94

Definitions

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

Regional Bus Customer Accidents/Injuries per Million Customers



Monthly Results

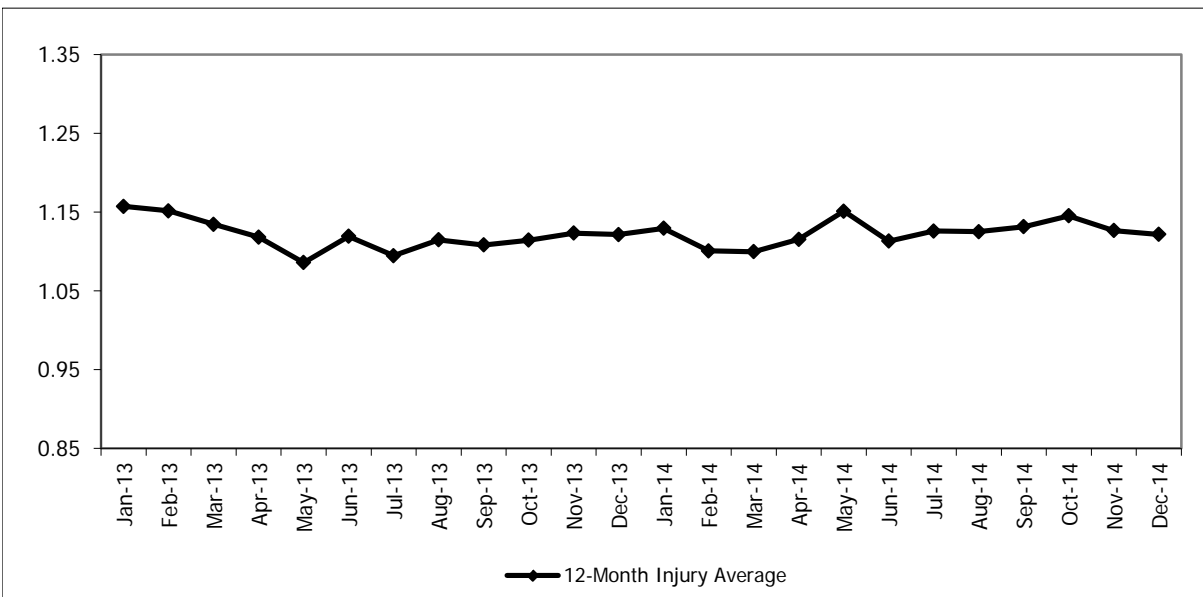
Dec 2014: 0.97
Dec 2013: 0.93

12-Month Average

Jan 14 – Dec 14: 1.07
Jan 13 – Dec 13: 1.04

Annual Results

2014 YTD: 1.07
2013 Actual: 1.04



Monthly Results

Dec 2014: 0.99
Dec 2013: 1.05

12-Month Average

Jan 14 – Dec 14: 1.12
Jan 13 – Dec 13: 1.12

Annual Results

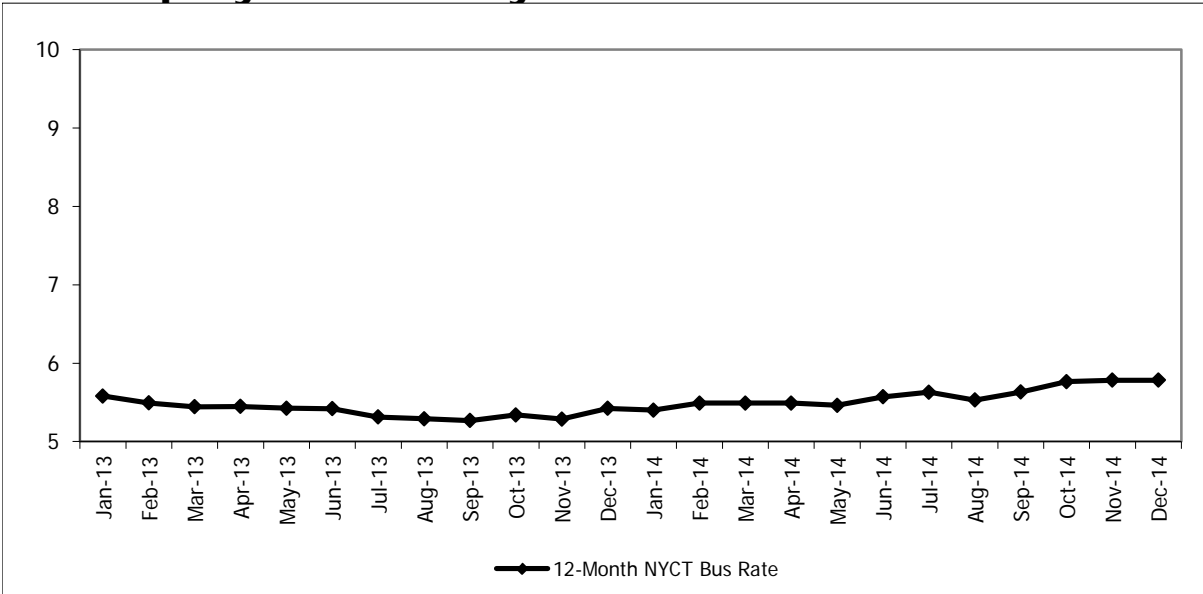
2014 YTD: 1.12
2013 Actual: 1.12

Definitions

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

NYCT Bus & MTA Bus

Employee On-Duty Lost-Time Accident Rate



Monthly Results

Dec 2014: 5.42

Dec 2013: 5.41

12-Month Average

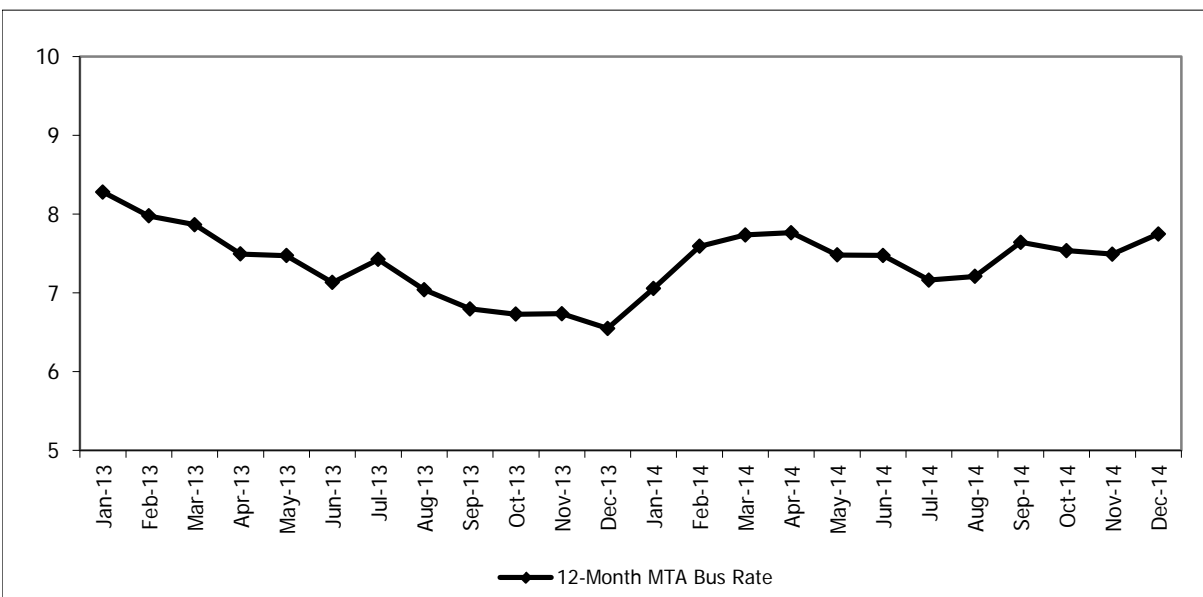
Jan 14 – Dec 14: 5.78

Jan 13 – Dec 13: 5.42

Annual Results

2014 Goal: 5.06

2013 Actual: 5.42



Monthly Results

Dec 2014: 8.44

Dec 2013: 5.37

12-Month Average

Jan 14 – Dec 14: 7.75

Jan 13 – Dec 13: 6.55

Annual Results

2014 Goal: 6.22

2013 Actual: 6.55

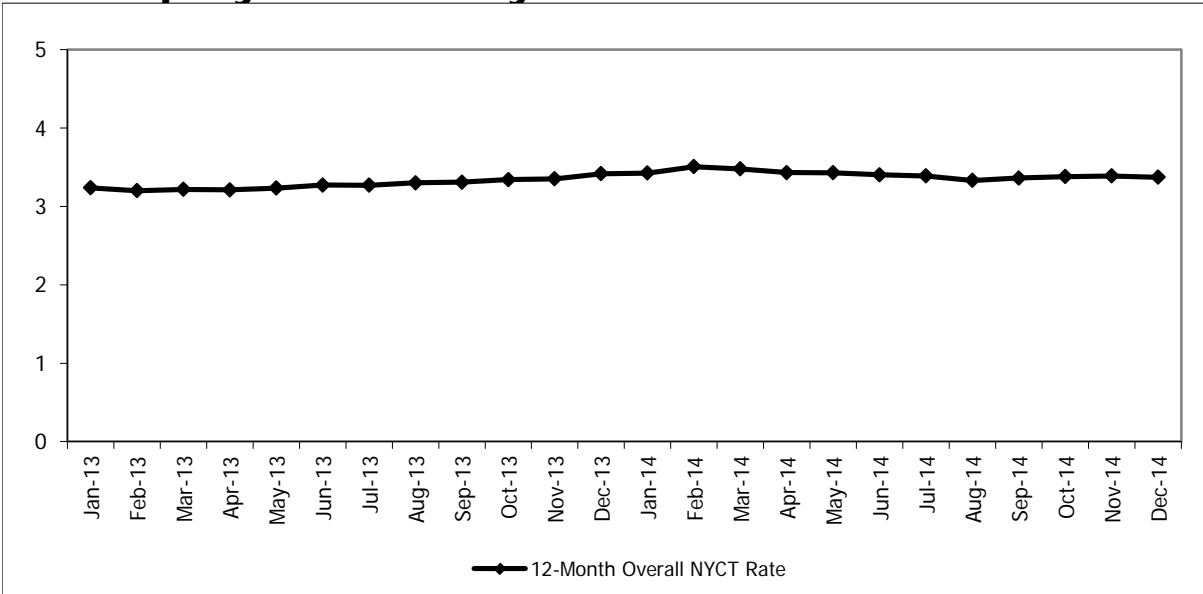
Definitions

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

Chart 11

NYCT Overall & Subways

Employee On-Duty Lost-Time Accident Rate



Monthly Results

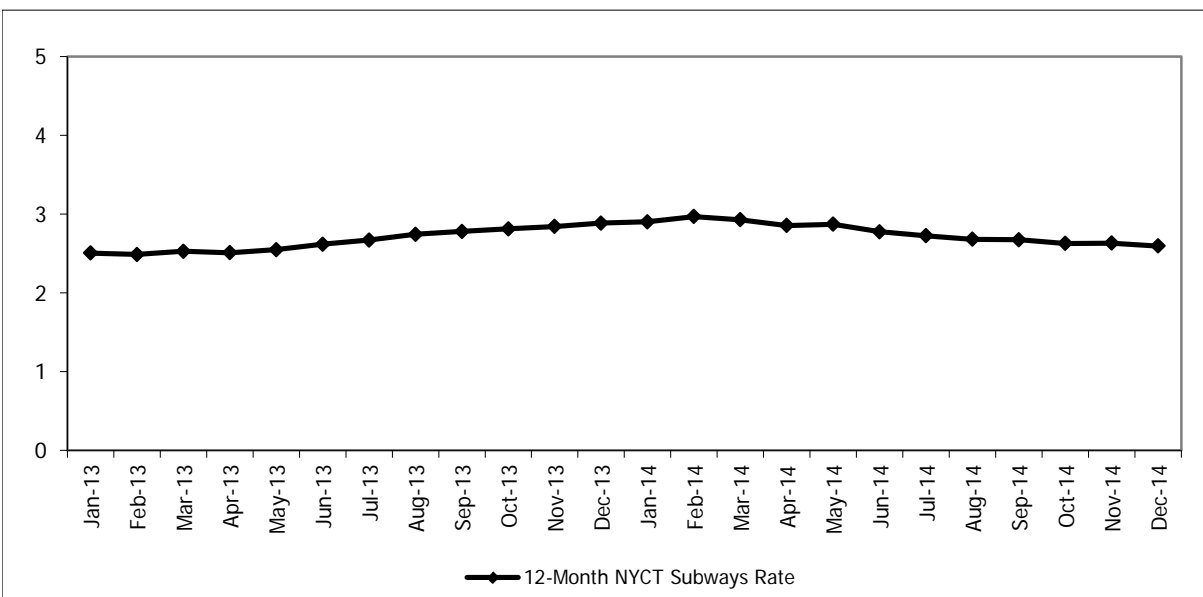
Dec 2014: 3.21
Dec 2013: 3.41

12-Month Average

Jan 14 – Dec 14: 3.37
Jan 13 – Dec 13: 3.42

Annual Results

2014 Goal: 3.20
2013 Actual: 3.42



Monthly Results

Dec 2014: 2.53
Dec 2013: 2.98

12-Month Average

Jan 14 – Dec 14: 2.60
Jan 13 – Dec 13: 2.89

Annual Results

2014 Goal: 2.71
2013 Actual: 2.89

Definitions

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



Police Department
City of New York

REPORT

CRIME STATISTICS JANUARY

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	3	-3	-100.0%
ROBBERY	45	49	-4	-8.2%
FELASSAULT	10	14	-4	-28.6%
BURGLARY	0	4	-4	-100.0%
GRLARCENY	90	152	-62	-40.8%
<u>TOTAL MAJOR FELONIES</u>	<u>145</u>	<u>222</u>	<u>-77</u>	<u>-34.7%</u>

During January the daily Robbery average decreased from 1.6 to 1.5

During January the daily Major Felony average decreased from 7.2 to 4.7

CRIME STATISTICS JANUARY THRU JANUARY

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	3	-3	-100.0%
ROBBERY	45	49	-4	-8.2%
FELASSAULT	10	14	-4	-28.6%
BURGLARY	0	4	-4	-100.0%
GRLARCENY	90	152	-62	-40.8%
<u>TOTAL MAJOR FELONIES</u>	<u>145</u>	<u>222</u>	<u>-77</u>	<u>-34.7%</u>

Year to date, the daily Robbery average decreased from 1.6 to 1.5

Year to date, the daily Major Felony average decreased from 7.2 to 4.7

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

REPORT

JANUARY ACTIVITY

	2015	2014	Diff	% Change
TotalArrest	3547	4454	-907	-20.4%
TosArrest	1907	2354	-447	-19.0%
Summ	5210	7029	-1819	-25.9%

JANUARY - JANUARY ACTIVITY

	2015	2014	Diff	% Change
TotalArrest	3547	4454	-907	-20.4%
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Summ	5210	7029	-1819	-25.9%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY																		
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Murder	0	0	2	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0
Rape	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	3	0
Robbery	224	174	152	126	124	111	104	93	119	99	75	73	71	84	64	88	61	49	45
Assault	37	39	35	24	33	23	17	27	23	13	17	12	19	15	20	11	14	14	10
Burglary	7	2	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	4	0
GL	275	212	185	201	170	181	151	161	197	113	101	122	135	92	110	153	171	152	90
TOTAL MAJOR FELONIES	544	427	374	351	328	315	272	282	339	226	193	209	225	192	194	252	248	222	145
Major Fel Per Day	17.55	13.77	12.06	11.32	10.58	10.16	8.77	9.10	10.94	7.29	6.23	6.74	7.26	6.19	6.26	8.13	8.00	7.16	4.68



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department

Staten Island Rapid Transit

January 2015 vs. 2014

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

Year to Date 2015 vs. 2014

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

**FINANCIAL AND RIDERSHIP REPORT**

Preliminary financial results for 2014 are presented in the table below.

Category (\$ in millions)	December 2014 Year-to-Date			Favorable/(Unfavorable)			
	Adpt Bud	Final Est	Prel Act	Adopted Budget		Final Estimate	
				\$	%	\$	%
Total Farebox Revenue	4,135.4	4,184.3	4,204.5	69.0	1.7	20.1	0.5%
Nonreimb. Exp. before Dep./OPEB	7,116.8	7,332.8	7,082.8	34.0	0.5	250.0	3.4%
Net Cash Deficit*	(2,787.5)	(2,972.7)	(2,956.2)	(168.7)	-6.1%	16.5	0.6%

*Excludes Subsidies and Debt Service

Preliminary Actual Results Compared to the Final Estimate (estimate)

Farebox revenue was \$4,204.5 million, \$20.1 million (0.5 percent) above the estimate, due mostly to higher than estimated average fares.

The 2014 non-student **average fare** of \$1.80 increased 3.6¢ from 2013.

Total **ridership** in 2014 of 2,427.1 million was 2.9 million (0.1 percent) above the estimate. Average weekday ridership in 2014 was 7.7 million, an increase of 1.1 percent from 2013.

Nonreimbursable expenses before depreciation and OPEB of \$7,082.8 million were below the estimate by \$250.0 million (3.4 percent). Labor expenses underran the estimate by \$172.8 million (3.1 percent), due primarily to the favorable timing of pension, health & welfare/OPEB current, payroll and other fringe benefit expenses, expected to be offset mostly during the year-end adjustment period. Expense underruns included favorable reimbursable overhead credits and vacancies. Non-labor expenses were less than the estimate by \$77.1 million (4.4 percent), mostly attributable to favorable results in energy costs, and professional service contract, claims (timing), materials & supplies and paratransit service contract expenses.

The **net cash deficit** was \$2,956.2 million, favorable to the estimate by a \$16.5 million (0.6 percent).

Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox revenue was \$69.0 million (1.7 percent) above budget, mainly due to higher than budgeted average fares, as well as higher than budgeted subway ridership.

Nonreimbursable expenses before depreciation and OPEB of \$7,082.8 million were below the budget by \$34.0 million (0.5 percent). Labor expenses exceeded budget by \$25.6 million (0.5 percent), due largely to pattern labor adjustments, consistent with the TWU labor contract agreement reached in 2014, and additional overtime costs, caused by multiple snowstorms early in the year and several operational requirements. These unfavorable results were partly offset by health & welfare/OPEB current expense underruns, the favorable timing of pension expenses and favorable reimbursable overhead credits. Non-labor expenses were below budget by \$59.6 million (3.4 percent), due primarily to underruns in paratransit service contracts and professional service contracts.

Note: Final 2014 results and their impact on 2015 will be reported in April.

FINANCIAL RESULTS

Farebox Revenue

2014 Farebox Revenue - (\$ in millions)

	2014			Favorable/(Unfavorable)			
	Budget	Forecast	Preliminary	Budget		Estimate	
			Actual	Amount	Percent	Amount	Percent
Subway	3,111.9	3,148.2	3,171.8	59.9	1.9%	23.6	0.7%
NYCT Bus	964.0	950.7	949.8	(14.2)	(1.5%)	(0.8)	(0.1%)
Paratransit	18.3	16.0	16.0	(2.4)	(12.8%)	(0.0)	(0.1%)
Subtotal	4,094.2	4,114.8	4,137.6	43.3	1.1%	22.7	0.6%
Fare Media Liability	41.2	69.5	66.9	25.7	62.3%	(2.6)	(3.8%)
Total - NYCT	4,135.5	4,184.3	4,204.5	69.0	1.7%	20.1	0.5%
MTA Bus Company	201.5	202.7	203.6	2.1	1.0%	0.9	0.4%
<i>Total - Regional Bus</i>	<i>1,165.5</i>	<i>1,153.4</i>	<i>1,153.4</i>	<i>(12.1)</i>	<i>(1.0%)</i>	<i>0.0</i>	<i>0.0%</i>

Note: Totals may not add due to rounding.

- The positive revenue variance from estimate is mainly due to higher than expected subway and bus average fares.
- The positive variance from budget is due to higher than expected average fares, as well as higher than expected subway ridership.
- Fare Media Liability does not include year-end adjustments.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2013	Prelim.	Change		2013	Prelim.	Change	
		2014	Amount	Percent		2014	Amount	Percent
Subway	1.849	1.883	0.034	1.9%				
Local Bus	1.468	1.500	0.032	2.2%	1.482	1.515	0.033	2.2%
Subway & Local Bus	1.747	1.783	0.037	2.1%	1.482	1.515	0.033	2.2%
Express Bus	4.933	4.959	0.025	0.5%	4.893	4.956	0.062	1.3%
Total	1.763	1.799	0.036	2.1%	1.758	1.781	0.023	1.3%

- 2014 non-student subway and bus average fares were higher than 2013 due mainly to the full year impact of the March 2013 fare increase.
- Average fares have not kept pace with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the average fare of \$1.15 in 2014 was 23¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Other operating revenue exceeded the estimate by \$13.0 million (3.0 percent), due primarily to increased advertising and paratransit Urban Tax revenues.

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB were below the estimate by \$250.0 million (3.4 percent). The major causes of this variance are reviewed below:

Labor expenses were favorable by \$172.8 million (3.1 percent). Pension expenses were less than the estimate by \$74.4 million (7.8 percent), due largely to a delay to the year-end adjustment period of an actuarial update of NYCERS expenses, to be based on a TWU labor contract agreement reached in 2014. Health & welfare/OPEB current expenses underran by \$24.1 million (2.3 percent), due to the favorable timing of expenses, anticipated to be mostly offset as a year-end adjustment, and the recording of unanticipated credits. Other fringe benefits were below the estimate by \$23.9 million (7.4 percent), due primarily to favorable direct overhead credits, resulting from higher reimbursable labor expenses, FICA underruns due to vacancies, and the favorable timing of Workers' Compensation expenses, which is expected to be more than offset by a year-end reserve adjustment. Payroll expenses were under by \$23.0 million (0.8 percent), due primarily to the timing of accrued retro-wages for non-represented operating supervisors to be recorded as a year-end adjustment, and vacancies, partly offset by higher employee earned separation payments. Reimbursable overhead credits were favorable by \$18.9 million (9.1 percent), resulting from higher reimbursable labor expenses. Overtime expenses were less by \$8.5 million (2.0 percent), caused mainly by an overestimate of employee absence coverage requirements.

Non-labor expenses were less than the estimate by \$77.1 million (4.4 percent). Professional service contracts were below estimate by \$19.8 million (14.9 percent), due mostly to expense underruns, most likely timing, in the areas of Information Technology hardware, software and maintenance costs, bond issuance-related expenses, and various professional service expenses. Electric power expenses were less by \$19.3 million (5.8 percent), mostly from NYPA billing adjustments and lower consumption and prices. Claims expenses were favorable by \$17.0 million (15.6 percent), due to the favorable timing of expenses, which are expected to be more than offset by year-end reserve adjustments. Materials and supplies expenses were under the estimate by \$12.4 million (4.0 percent), due largely to favorable inventory adjustments and increased scrap sales. Paratransit service contract expenses underran by \$7.0 million (1.9 percent), due mainly to lower completed trips. Fuel expenses were under the estimate by \$5.5 million (3.2 percent), due to lower prices, partly offset by higher consumption. Maintenance contract expenses overran by \$5.6 million (3.1 percent), due primarily to the unfavorable timing of the capitalization of leases, partly offset by the favorable timing of major maintenance and painting projects.

Depreciation expenses were less than the estimate by \$24.5 million (1.6 percent), due mostly to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$1,641.4 million of accrued expenses, unfavorable to the estimate by \$37.6 million (2.3 percent). This preliminary result is subject to a year-end adjustment, based on final actuarial information.

Net Cash Deficit

The net cash deficit was \$2,956.2 million, favorable to the estimate by \$16.5 million (0.6 percent), as the favorable timing of payments, expense results and operating receipts were essentially offset by the unfavorable timing of capital reimbursements.

Incumbents

Excluding 115 temporary hourly paid incumbents, there were 46,741 full-time paid incumbents at the end of December 2014, 34 more than in November, and 877 more than in December 2013 (excluding 301 temporary hourly paid incumbents).

Preliminary Actual Results Compared to the Adopted Budget (budget)

Farebox Revenue

Preliminary 2015 farebox revenue of \$4,204.5 million was \$69.0 million (1.7 percent) above budget. Subway revenue was \$59.9 million (1.9 percent) above budget, bus revenue was \$14.2 million (1.5 percent) below budget, and paratransit revenue was \$2.4 million (12.8 percent) below budget. Preliminary Fare Media Liability, not including year-end adjustments, was \$25.7 million (62.3 percent) above budget.

Other Operating Revenue

Other operating revenue was slightly lower than budget by \$0.3 million (0.1 percent).

Nonreimbursable Expenses

Nonreimbursable expenses before depreciation and OPEB were less than budget by \$34.0 million (0.5 percent).

Labor expenses were higher by \$25.6 million (0.5 percent). Payroll expenses overran by \$81.4 million (2.8 percent), resulting mainly from pattern labor adjustments, consistent with the TWU labor contract agreement reached in 2014, and labor support implementation of safety and service investments. Overtime expenses exceeded budget by \$84.2 million (25.7 percent), due largely to the impact of multiple snowstorms early in the year, pattern labor adjustments, additional requirements for bus operators due to increased traffic and shifting, and coverage for the impact of subway train delays. Pension expenses were favorable by \$63.3 million (6.7 percent), due largely to a delay in the actuarial update of NYCERS expenses. Health & welfare/OPEB current expenses underran by \$51.4 million (4.8 percent), caused mostly by cost reduction programs and prior year credits. Reimbursable overhead credits were favorable by \$36.0 million (18.9 percent), largely the result of higher reimbursable labor requirements. Other fringe benefit expenses overran by \$10.5 million (3.7 percent), due principally to higher FICA expenses, mainly caused by pattern labor adjustments, and higher Workers' Compensation requirements, partly offset by increased direct overhead credits resulting from higher reimbursable labor expenses.

Non-labor expenses were under budget by \$59.6 million (3.4 percent). Professional service contract expenses were below budget by \$30.6 million (21.2 percent), mostly attributable to a significant decrease in Workers' Compensation Board expenses, based on new legislation. Paratransit service contract expenses were favorable by \$26.8 million (6.8 percent), due mainly to lower completed trips. Electric power expenses were less by \$8.3 million (2.6 percent), mostly from NYPA billing adjustments and lower consumption and prices.

RIDERSHIP RESULTS

2014 Ridership vs. Budget and Estimate - (millions)

	2014			More/(Less)			
	Budget	Estimate	Preliminary Actual	Budget		Estimate	
				Amount	Percent	Amount	Percent
Subway	1,735.6	1,745.8	1,751.2	15.7	0.9%	5.5	0.3%
NYCT Bus	689.0	669.6	667.0	(22.0)	(3.2%)	(2.6)	(0.4%)
Subtotal	2,424.6	2,415.3	2,418.2	(6.3)	(0.3%)	2.9	0.1%
Paratransit	10.2	8.9	8.9	(1.3)	(12.5%)	(0.0)	(0.4%)
Total - NYCT	2,434.7	2,424.2	2,427.1	(7.6)	(0.3%)	2.9	0.1%
MTA Bus Company	124.7	125.0	125.6	0.9	0.7%	0.6	0.4%
<i>Total - Regional Bus</i>	<i>813.7</i>	<i>794.6</i>	<i>792.6</i>	<i>(21.1)</i>	<i>(2.6%)</i>	<i>(2.0)</i>	<i>(0.3%)</i>

Notes: Totals may not add due to rounding.

- Total NYCT ridership increased 1.4 percent from 2013, and was the highest since 1965.
- 2014 annual subway ridership increased 2.6 percent from 2013, and was the highest since 1948.
- Paratransit ridership underran both the budget and estimate due in part to initiatives that diverted ridership to more efficient modes.

2014 Average Weekday and Weekend Ridership vs. Prior Year

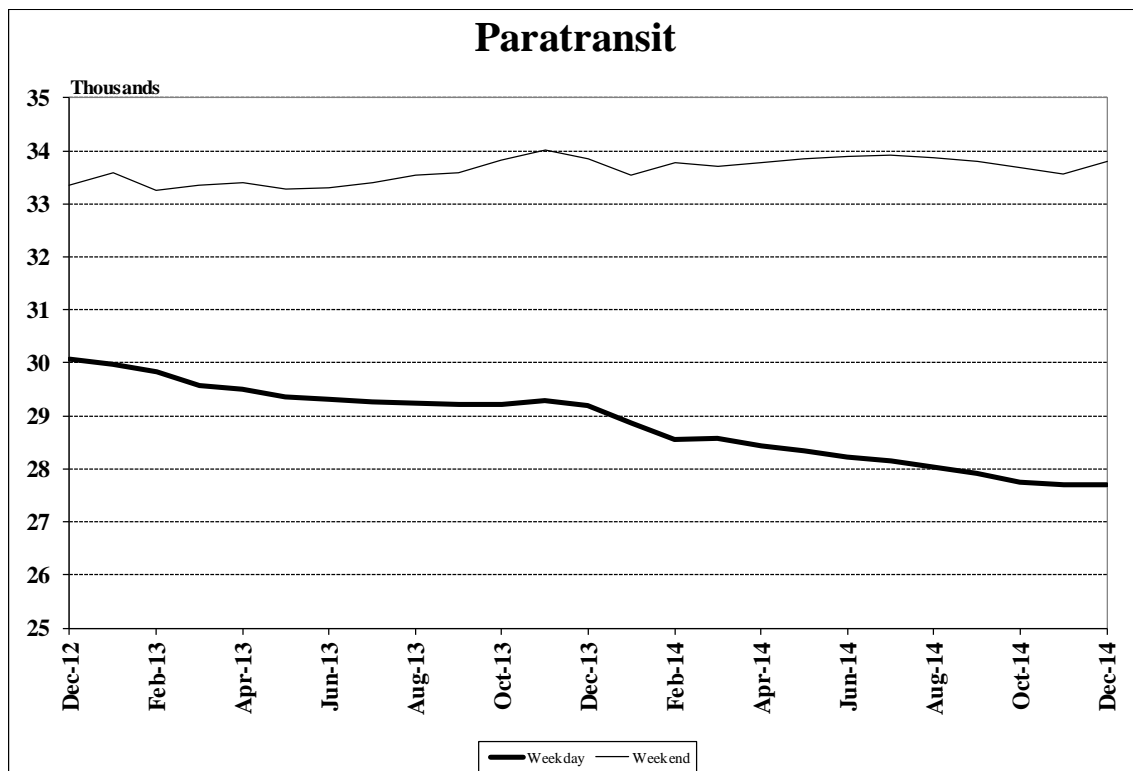
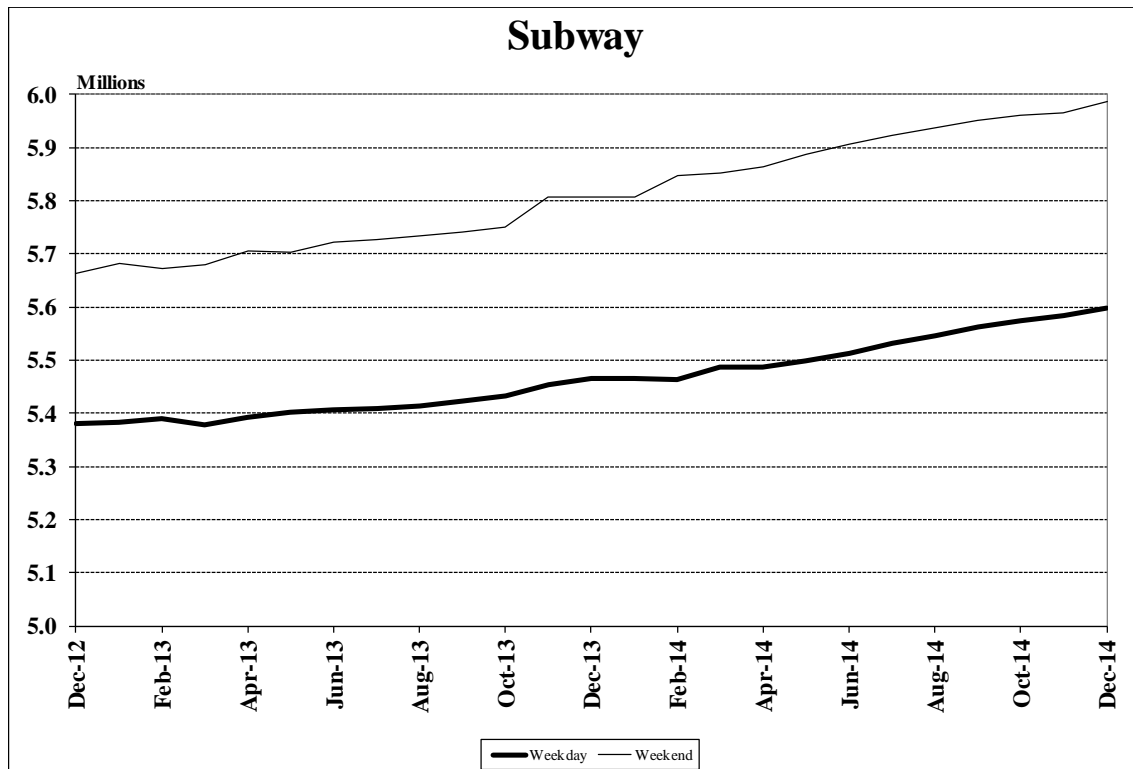
	Average Weekday (thousands)				Average Weekend (thousands)			
	2013	Preliminary 2014	Change		2013	Preliminary 2014	Change	
			Amount	Percent			Amount	Percent
Subway	5,465	5,597	+132	+2.4%	5,807	5,986	+179	+3.1%
NYCT Local Bus	2,124	2,080	-43	-2.0%	2,310	2,318	+9	+0.4%
NYCT Express Bus	43	42	-0	-1.0%	12	12	+0	+4.0%
Paratransit	29	28	-1	-5.1%	34	34	-0	-0.2%
TOTAL - NYCT	7,661	7,748	+87	+1.1%	8,162	8,350	+188	+2.3%
MTABC Local Bus	374	375	+1	+0.3%	379	391	+12	+3.1%
MTABC Express Bus	33	32	-1	-3.2%	13	13	-0	-2.4%
Total - MTA Bus	407	407	-0	-0.0%	392	404	+12	+2.9%
<i>Total - Regional Bus</i>	<i>2,574</i>	<i>2,530</i>	<i>-44</i>	<i>-1.7%</i>	<i>2,714</i>	<i>2,735</i>	<i>21</i>	<i>+0.8%</i>

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

- Average weekday subway ridership was the highest since 1949, and weekend subway ridership may be at the highest level ever.
- The top 32 highest weekday ridership days in the past twenty-nine years all occurred in 2014.
- Ridership exceeded 6 million riders on 29 weekdays in 2014.
- Total NYCT average weekday ridership was the highest since 1969, and weekend ridership was the highest in over forty-five years.

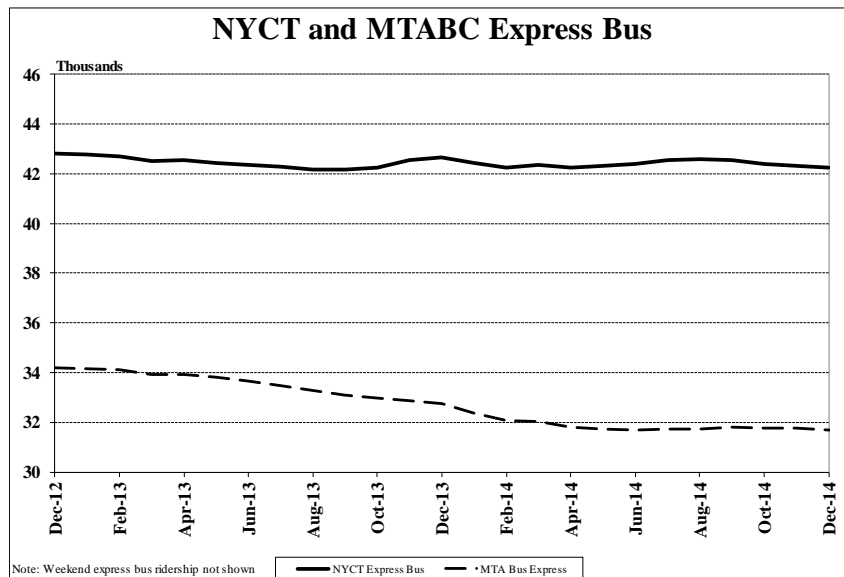
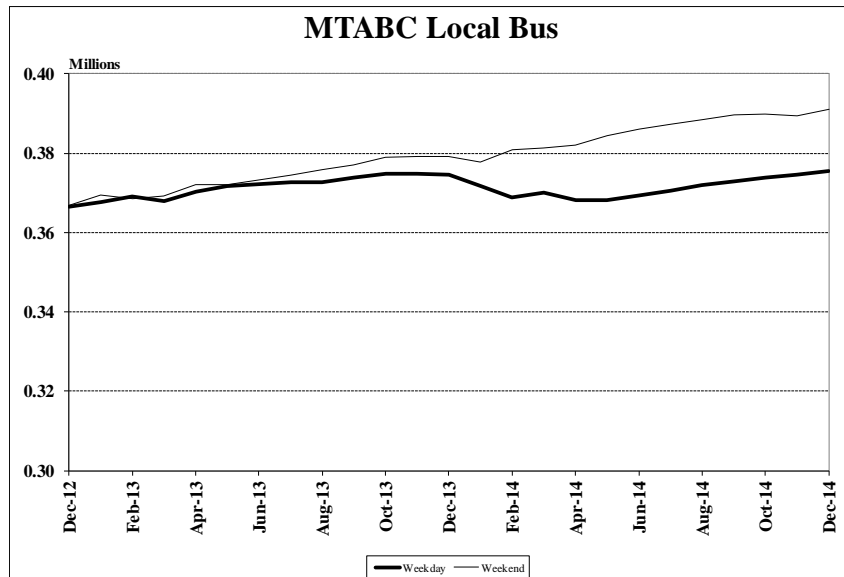
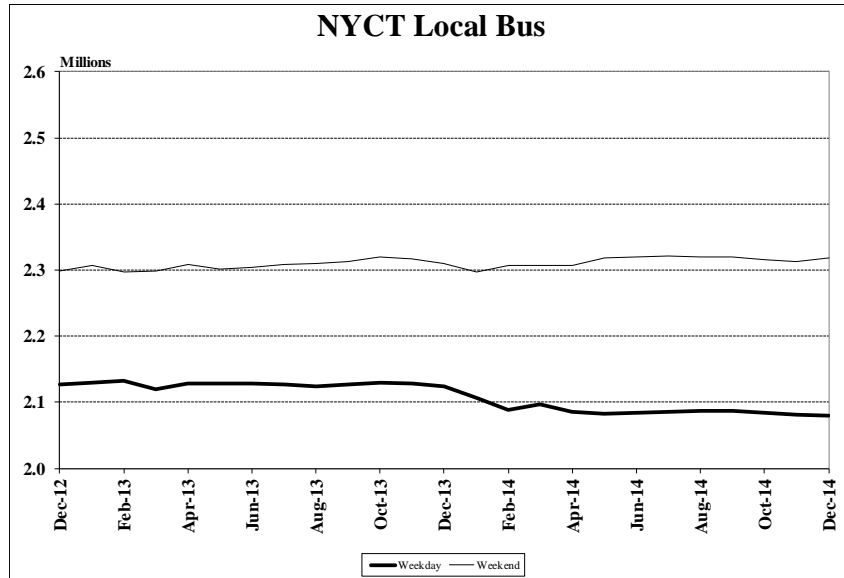
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From 2013 to 2014, average weekday ridership increased on all rail services, and decreased on all bus services except for a small increase on MTA Local Bus. Staten Island Railway weekend ridership was affected by service suspensions on several weekends during 2013 resulting from construction projects.

Bridge and Tunnel traffic increased on both weekdays and weekends in 2014.

Ridership on Transit Services in the New York Area (thousands)			
Transit Service	2013	Preliminary 2014	Percent Change
<u>Average Weekday</u>			
NYCT Subway	5,465	5,597	+2.4%
NYCT Local Bus	2,124	2,080	-2.0%
NYCT Express Bus	43	42	-1.0%
NYCT Paratransit	29	28	-5.1%
Staten Island Railway	15	15	+2.7%
MTA Local Bus	374	375	+0.3%
MTA Express Bus	33	32	-3.2%
Long Island Rail Road	290	298	+2.7%
Metro-North Railroad	279	283	+1.3%
Staten Island Ferry	65	69	+6.8%
PATH	244	250	+2.2%
<u>Average Weekend</u>			
NYCT Subway	5,807	5,986	+3.1%
NYCT Local Bus	2,310	2,318	+0.4%
NYCT Express Bus	12	12	+4.0%
NYCT Paratransit	34	34	-0.2%
Staten Island Railway	7	8	+11.5%
MTA Local Bus	379	391	+3.1%
MTA Express Bus	13	13	-2.4%
Long Island Rail Road	188	197	+4.8%
Metro-North Railroad	205	210	+2.1%
Staten Island Ferry	91	99	+9.3%
PATH	200	190	-5.2%

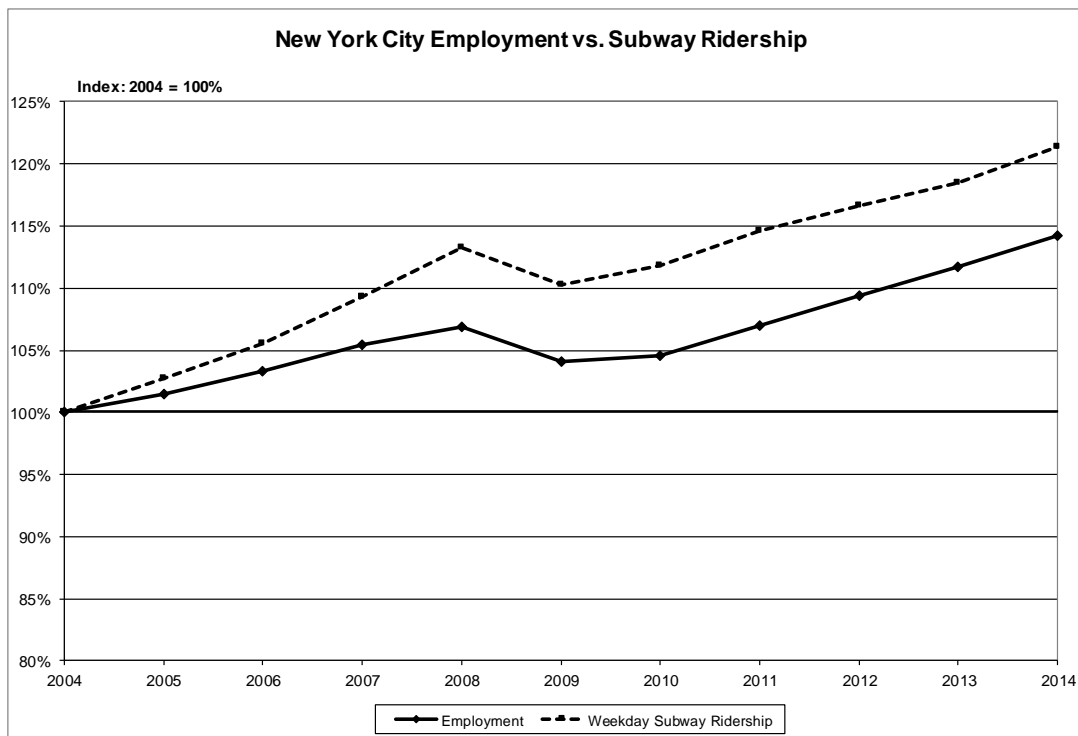
MTA Bridges and Tunnels (thousands)			
Average Weekday	803	805	+0.2%
Average Weekend	1,461	1,488	+1.9%

Note: Percentages are based on unrounded data. Staten Island Ferry rolling average based on Apr-Dec of each year.

Economy

From 2013 to 2014, preliminary New York City employment increased 2.2 percent (86,400 jobs). Private sector employment increased 2.6 percent (88,900 jobs) and government employment decreased 0.5 percent (2,500 jobs). The sub-sector with the largest absolute and percentage increases was education/health services (up 30,600 jobs or 3.8 percent). Employment increased from 2013 to 2014 in every private employment sub-sector.

The chart below compares changes in New York City employment levels to subway ridership over the past ten years. Subway ridership is correlated with employment levels, as shown by the similar patterns of increases and decreases. However, average weekday subway ridership out-performed employment from 2005 to 2008. In the recession year of 2009 subway ridership and employment both declined by 2.7 percent. Since 2009 subway ridership and employment have both grown by around 10 percent.



MTA NEW YORK CITY TRANSIT
Preliminary 2014 Year-End Report
Accrual Statement of Operations by Category
2014 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE	December 2014 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual*</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue:							
Subway	3,111.875	3,148.155	3,171.751	59.876	1.9	23.596	0.7
Bus	964.029	950.656	949.815	(14.214)	(1.5)	(0.841)	(0.1)
Paratransit	18.343	16.000	15.988	(2.355)	(12.8)	(0.012)	(0.1)
Fare Media Liability	41.221	69.538	66.922	25.701	62.3	(2.616)	(3.8)
Total Farebox Revenue	4,135.468	4,184.349	4,204.476	69.008	1.7	20.127	0.5
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	176.969	177.739	182.270	5.301	3.0	4.531	2.5
Other	180.321	166.228	174.671	(5.650)	(3.1)	8.443	5.1
Total Other Operating Revenue	441.306	427.983	440.957	(0.349)	(0.1)	12.974	3.0
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	4,576.774	4,612.332	4,645.433	68.659	1.5	33.101	0.7
Expenses							
Labor:							
Payroll	2,944.348	3,048.748	3,025.796	(81.448)	(2.8)	22.952	0.8
Overtime	328.344	421.085	412.587	(84.243)	(25.7)	8.498	2.0
Total Salaries & Wages	3,272.692	3,469.833	3,438.383	(165.691)	(5.1)	31.450	0.9
Health and Welfare	706.016	689.974	661.581	44.435	6.3	28.393	4.1
OPEB Current Payment	356.612	345.326	349.633	6.979	2.0	(4.307)	(1.2)
Pensions	945.498	956.672	882.247	63.251	6.7	74.425	7.8
Other Fringe Benefits	288.499	322.964	299.037	(10.538)	(3.7)	23.927	7.4
Total Fringe Benefits	2,296.625	2,314.936	2,192.498	104.127	4.5	122.438	5.3
Reimbursable Overhead	(190.592)	(207.618)	(226.548)	35.956	18.9	18.930	9.1
Total Labor Expenses	5,378.725	5,577.151	5,404.333	(25.608)	(0.5)	172.818	3.1
Non-Labor:							
Electric Power	323.768	334.695	315.423	8.345	2.6	19.272	5.8
Fuel	166.475	171.049	165.527	0.948	0.6	5.522	3.2
Insurance	72.920	67.137	68.879	4.041	5.5	(1.742)	(2.6)
Claims	91.682	108.658	91.682	0.000	-	16.976	15.6
Paratransit Service Contracts	394.216	374.440	367.412	26.804	6.8	7.028	1.9
Maintenance and Other Operating Contracts	185.081	181.620	187.228	(2.147)	(1.2)	(5.608)	(3.1)
Professional Service Contracts	143.966	133.157	113.383	30.583	21.2	19.774	14.9
Materials & Supplies	289.942	308.704	296.294	(6.352)	(2.2)	12.410	4.0
Other Business Expenses	70.014	76.171	72.668	(2.654)	(3.8)	3.503	4.6
Total Non-Labor Expenses	1,738.064	1,755.631	1,678.496	59.568	3.4	77.135	4.4
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adjs.	7,116.789	7,332.782	7,082.829	33.960	0.5	249.953	3.4
Depreciation	1,544.334	1,544.334	1,519.821	24.513	1.6	24.513	1.6
Other Post Employment Benefits	1,504.469	1,603.725	1,641.367	(136.898)	(9.1)	(37.642)	(2.3)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	10,165.592	10,480.841	10,244.017	(78.425)	(0.8)	236.824	2.3
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(5,588.818)	(5,868.509)	(5,598.584)	(9.766)	(0.2)	269.925	4.6

*Subject to year-end audit
Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
Preliminary 2014 Year-End Report
Accrual Statement of Operations by Category
2014 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

REIMBURSABLE

	December 2014 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual*	Adopted Budget		Final Estimate	
	\$	\$	\$	\$	%	\$	%
Revenue							
Farebox Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	944.779	1,010.000	1,074.882	130.103	13.8	64.882	6.4
Total Revenue	944.779	1,010.000	1,074.882	130.103	13.8	64.882	6.4
Expenses							
Labor:							
Payroll	393.801	361.316	375.367	18.434	4.7	(14.051)	(3.9)
Overtime	69.491	108.839	135.102	(65.611)	(94.4)	(26.263)	(24.1)
Total Salaries & Wages	463.292	470.155	510.469	(47.177)	(10.2)	(40.314)	(8.6)
Health and Welfare	27.520	18.604	15.821	11.699	42.5	2.783	15.0
OPEB Current Payment	0.000	7.663	7.521	(7.521)	-	0.142	-
Pensions	30.030	28.801	28.543	1.487	5.0	0.258	0.9
Other Fringe Benefits	131.329	128.334	142.508	(11.179)	(8.5)	(14.174)	(11.0)
Total Fringe Benefits	188.879	183.402	194.393	(5.514)	(2.9)	(10.991)	(6.0)
Reimbursable Overhead	190.592	207.618	226.548	(35.956)	(18.9)	(18.930)	(9.1)
Total Labor Expenses	842.763	861.175	931.410	(88.647)	(10.5)	(70.235)	(8.2)
Non-Labor:							
Electric Power	0.252	0.358	0.371	(0.119)	(47.2)	(0.013)	(3.6)
Fuel	0.023	0.022	0.019	0.004	17.4	0.003	13.6
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	1.189	(1.189)	-	(1.189)	-
Maintenance and Other Operating Contracts	26.221	37.705	49.151	(22.930)	(87.4)	(11.446)	(30.4)
Professional Service Contracts	17.154	25.868	20.747	(3.593)	(20.9)	5.121	19.8
Materials & Supplies	56.456	85.080	71.140	(14.684)	(26.0)	13.940	16.4
Other Business Expenses	1.910	(0.208)	0.855	1.055	55.2	(1.063)	511.1
Total Non-Labor Expenses	102.016	148.825	143.472	(41.456)	(40.6)	5.353	3.6
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	944.779	1,010.000	1,074.882	(130.103)	(13.8)	(64.882)	(6.4)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	0.000	0.000	0.000	0.000	-	0.000	-

*Subject to year-end audit
Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
Preliminary 2014 Year-End Report
Accrual Statement of Operations by Category
2014 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

NON-REIMBURSABLE & REIMBURSABLE	December 2014 Year-to-Date			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u> \$	<u>Final Estimate</u> \$	<u>Actual*</u> \$	<u>Adopted Budget</u> \$	<u>%</u>	<u>Final Estimate</u> \$	<u>%</u>
Revenue							
Farebox Revenue:							
Subway	3,111.875	3,148.155	3,171.751	59.876	1.9	23.596	0.7
Bus	964.029	950.656	949.815	(14.214)	(1.5)	(0.841)	(0.1)
Paratransit	18.343	16.000	15.988	(2.355)	(12.8)	(0.012)	(0.1)
Fare Media Liability	41.221	69.538	66.922	25.701	62.3	(2.616)	(3.8)
Total Farebox Revenue	4,135.468	4,184.349	4,204.476	69.008	1.7	20.127	0.5
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	176.969	177.739	182.270	5.301	3.0	4.531	2.5
Other	180.321	166.228	174.671	(5.650)	(3.1)	8.443	5.1
Total Other Operating Revenue	441.306	427.983	440.957	(0.349)	(0.1)	12.974	3.0
Capital and Other Reimbursements	944.779	1,010.000	1,074.882	130.103	13.8	64.882	6.4
Total Revenue	5,521.553	5,622.332	5,720.315	198.762	3.6	97.983	1.7
Expenses							
Labor:							
Payroll	3,338.149	3,410.064	3,401.163	(63.014)	(1.9)	8.901	0.3
Overtime	397.835	529.924	547.689	(149.854)	(37.7)	(17.765)	(3.4)
Total Salaries & Wages	3,735.984	3,939.988	3,948.852	(212.868)	(5.7)	(8.864)	(0.2)
Health and Welfare	733.536	708.578	677.402	56.134	7.7	31.176	4.4
OPEB Current Payment	356.612	352.989	357.154	(0.542)	(0.2)	(4.165)	(1.2)
Pensions	975.528	985.473	910.790	64.738	6.6	74.683	7.6
Other Fringe Benefits	419.828	451.298	441.545	(21.717)	(5.2)	9.753	2.2
Total Fringe Benefits	2,485.504	2,498.338	2,386.891	98.613	4.0	111.447	4.5
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	6,221.488	6,438.326	6,335.743	(114.255)	(1.8)	102.583	1.6
Non-Labor:							
Electric Power	324.020	335.053	315.794	8.226	2.5	19.259	5.7
Fuel	166.498	171.071	165.546	0.952	0.6	5.525	3.2
Insurance	72.920	67.137	68.879	4.041	5.5	(1.742)	(2.6)
Claims	91.682	108.658	91.682	0.000	-	16.976	15.6
Paratransit Service Contracts	394.216	374.440	368.601	25.615	6.5	5.839	1.6
Maintenance and Other Operating Contracts	211.302	219.325	236.379	(25.077)	(11.9)	(17.054)	(7.8)
Professional Service Contracts	161.120	159.025	134.130	26.990	16.8	24.895	15.7
Materials & Supplies	346.398	393.784	367.434	(21.036)	(6.1)	26.350	6.7
Other Business Expenses	71.924	75.963	73.523	(1.599)	(2.2)	2.440	3.2
Total Non-Labor Expenses	1,840.080	1,904.456	1,821.968	18.112	1.0	82.488	4.3
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expense Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses Before GASB Adj.s.	8,061.568	8,342.782	8,157.711	(96.143)	(1.2)	185.071	2.2
Depreciation	1,544.334	1,544.334	1,519.821	24.513	1.6	24.513	1.6
Other Post Employment Benefits	1,504.469	1,603.725	1,641.367	(136.898)	(9.1)	(37.642)	(2.3)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	11,110.371	11,490.841	11,318.899	(208.528)	(1.9)	171.942	1.5
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(5,588.818)	(5,868.509)	(5,598.584)	(9.766)	(0.2)	269.925	4.6

*Subject to year-end audit

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2014
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Farebox Revenue	NR	20.1	0.5	Mostly from higher pass average fares and subway ridership
Other Operating Revenue	NR	13.0	3.0	Largely due to increased advertising and paratransit Urban Tax revenues
Payroll	NR	23.0	0.8	Primarily due to the timing of accrued retro-wages for non-represented operating supervisors to be recorded as a year-end adjustment, and vacancies, partly offset by higher employee earned separation payments
Overtime	NR	8.5	2.0	Mainly overestimate of employee absence coverage requirements
Health & Welfare (including OPEB Current Payment)	NR	24.1	2.3	The favorable timing of expenses, expected to be mostly offset as a year-end adjustment, and the recording of unanticipated credits
Pension	NR	74.4	7.8	Most of this variance will be offset by a year-end adjustment relating to a delayed actuarial update of NYCERS expenses, based on a TWU labor contract agreement reached during 2014
Other Fringe Benefits	NR	23.9	7.4	Primarily favorable direct overhead credits, resulting from higher reimbursable labor expenses, FICA underruns due to vacancies, and the favorable timing of Workers' Compensation expenses, which will be more than offset by an expected year-end reserve adjustment
Reimbursable Overhead Credits	NR	18.9	9.1	Favorable credits, resulting from higher reimbursable labor expenses
Electric Power	NR	19.3	5.8	Mostly NYPA billing adjustments and lower consumption and prices
Fuel	NR	5.5	3.2	Primarily lower prices, partly offset by higher consumption

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2014
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Claims	NR	17.0	15.6	The favorable timing of expenses, to be more than offset by an expected year-end reserve adjustment
Paratransit Service Contracts	NR	7.0	1.9	Due mainly to lower completed trips
Maintenance Contracts	NR	(5.6)	(3.1)	Primarily due to the unfavorable timing of the capitalization of leases, partly offset by the favorable timing of major maintenance and painting projects
Professional Service Contracts	NR	19.8	14.9	Mainly expense underruns, most likely timing, in the areas of Information Technology hardware, software and maintenance costs, bond issuance-related expenses, and various professional service expenses
Materials & Supplies	NR	12.4	4.0	Due largely to favorable inventory adjustments and increased scrap sales
Depreciation Expense	NR	24.5	1.6	The favorable timing of assets reaching beneficial use.
Other Long-Term Post-Employment Benefits	NR	(37.6)	(2.3)	Preliminary estimate, subject to year-end adjustment based on final actuarial information
Payroll	R	(14.1)	(3.9)	Due largely to an overestimate of reimbursable vacancies and the acceleration of reimbursable work in the fourth quarter
Overtime	R	(26.3)	(24.1)	Mainly due to Subways requirements for the Capital Track Program being performed on weekends to take advantage of track availability and support for operations, infrastructure and station environment. Buses additional overtime was due to required shuttle services

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - ACCRUAL BASIS
December Year-to-Date 2014
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance
		\$	%	
Other Fringe Benefits	R	(14.2)	(11.0)	Largely higher direct overhead expenses, resulting from increased reimbursable labor expenses
Maintenance and Other Operating Contracts	R	(11.4)	(30.4)	Higher reimbursable maintenance requirements mostly in the areas of facility maintenance and repair, construction services, revenue vehicle and telephone systems
Professional Service Contracts	R	5.1	19.8	Mostly expense underruns, most likely partly timing, in the areas of Information Technology, professional service contracts and Workers' Compensation Board expenses
Materials & Supplies	R	13.9	16.4	Due primarily to the favorable timing of communications equipment expenses

MTA NEW YORK CITY TRANSIT
Preliminary 2014 Year-End Report
Cash Receipts and Expenditures
2014 Adopted Budget and Final Estimate vs Actual
(\$ in millions)

	December 2014 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		\$	%	\$	%
Receipts							
Farebox Revenue	4,144.699	4,169.812	4,189.443	44.744	1.1	19.631	0.5
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.052	0.036	0.0	0.036	0.0
Paratransit Reimbursement	176.660	180.697	195.035	18.375	10.4	14.338	7.9
Other	86.431	66.150	68.510	(17.921)	(20.7)	2.360	3.6
Total Other Operating Revenue	347.107	330.863	347.597	0.490	0.1	16.734	5.1
Capital and Other Reimbursements	1,024.035	1,121.512	973.279	(50.756)	(5.0)	(148.233)	(13.2)
Total Receipts	5,515.841	5,622.187	5,510.319	(5.522)	(0.1)	(111.868)	(2.0)
Expenditures							
Labor:							
Payroll	3,544.944	3,621.502	3,667.569	(122.625)	(3.5)	(46.067)	(1.3)
Overtime	409.773	561.772	542.058	(132.285)	(32.3)	19.714	3.5
Total Salaries & Wages	3,954.717	4,183.274	4,209.627	(254.910)	(6.4)	(26.353)	(0.6)
Health and Welfare	728.086	695.832	651.417	76.669	10.5	44.415	6.4
OPEB Current Payment	356.612	352.989	357.154	(0.542)	(0.2)	(4.165)	(1.2)
Pensions	963.219	977.990	923.712	39.507	4.1	54.278	5.5
Other Fringe Benefits	398.117	431.420	416.544	(18.427)	(4.6)	14.876	3.4
Total Fringe Benefits	2,446.034	2,458.231	2,348.827	97.207	4.0	109.404	4.5
GASB Account	69.488	34.744	35.786	33.702	48.5	(1.042)	(3.0)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	6,470.239	6,676.249	6,594.240	(124.001)	(1.9)	82.009	1.2
Non-Labor:							
Electric Power	324.020	335.053	316.107	7.913	2.4	18.946	5.7
Fuel	166.498	171.071	166.510	(0.012)	(0.0)	4.561	2.7
Insurance	74.818	71.052	68.067	6.751	9.0	2.985	4.2
Claims	83.154	100.131	110.864	(27.710)	(33.3)	(10.733)	(10.7)
Paratransit Service Contracts	392.216	372.440	366.243	25.973	6.6	6.197	1.7
Maintenance and Other Operating Contracts	226.002	229.585	245.600	(19.598)	(8.7)	(16.015)	(7.0)
Professional Service Contracts	152.120	158.152	138.974	13.146	8.6	19.178	12.1
Materials & Supplies	341.961	404.797	386.284	(44.323)	(13.0)	18.513	4.6
Other Business Expenses	72.338	76.376	73.614	(1.276)	(1.8)	2.762	3.6
Total Non-Labor Expenditures	1,833.127	1,918.657	1,872.263	(39.136)	(2.1)	46.394	2.4
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	8,303.366	8,594.906	8,466.503	(163.137)	(2.0)	128.403	1.5
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(2,787.525)	(2,972.719)	(2,956.184)	(168.659)	(6.1)	16.535	0.6

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
EXPLANATION OF VARIANCES BETWEEN FINAL ESTIMATE AND PRELIMINARY ACTUAL - CASH BASIS
December Year-to-Date 2014
(\$ in millions)

Operating Receipts or Disbursements	YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%	
Farebox Receipts	19.6	0.5	Mostly from higher pass average fares and subway ridership
Other Operating Receipts	16.7	5.1	Largely due to the timing of paratransit NYC reimbursements and favorable paratransit Urban Tax receipts
Capital Reimbursements	(148.2)	(13.2)	Mostly the unfavorable timing of reimbursements
Salaries & Wages	(26.4)	(0.6)	Primarily the unfavorable timing of payments
Health & Welfare (including OPEB Current Payment)	40.2	3.8	Largely the favorable timing of payments and unanticipated credits
Pensions	54.3	5.5	Mainly the favorable timing of payments, principally due to a delay in an actuarial update of NYCERS expenses, based on a TWU labor contract agreement reached during 2014
Electric Power	18.9	5.7	Mostly NYPA billing adjustments and lower consumption and prices
Claims	(10.7)	(10.7)	Mostly due to higher public liability claims payments than anticipated
Maintenance Contracts	(16.0)	(7.0)	Mainly due to the unfavorable timing of payments and additional reimbursable maintenance requirements
Professional Service Contracts	19.2	12.1	Due largely to the favorable timing of expenses
Materials & Supplies	18.5	4.6	Due primarily to the favorable timing of reimbursable communications equipment expenses

MTA NEW YORK CITY TRANSIT
Preliminary 2014 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2014 Adopted Budget and Final Estimate vs. Actual
(\$ in millions)

	December 2014 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		\$	%	\$	%
	\$	\$	\$	\$	%	\$	%
Receipts							
Farebox Revenue	9.231	(14.537)	(15.033)	(24.264)	(262.9)	(0.496)	3.4
Other Operating Revenue:							
Fare Reimbursement	0.000	0.000	0.036	0.036	-	0.036	-
Paratransit Reimbursement	(0.309)	2.958	12.765	13.074	(4,231.1)	9.807	331.5
Other	(93.890)	(100.078)	(106.161)	(12.271)	13.1	(6.083)	6.1
Total Other Operating Revenue	(94.199)	(97.120)	(93.360)	0.839	(0.9)	3.760	(3.9)
Capital and Other Reimbursements	79.256	111.512	(101.603)	(180.859)	(228.2)	(213.115)	191.1
Total Receipts	(5.712)	(0.145)	(209.996)	(204.284)	3,576.4	(209.851)	(144,724.8)
Expenditures							
Labor:							
Payroll	(206.795)	(211.438)	(266.406)	(59.611)	28.8	(54.968)	26.0
Overtime	(11.938)	(31.848)	5.631	17.569	(147.2)	37.479	(117.7)
Total Salaries & Wages	(218.733)	(243.286)	(260.775)	(42.042)	19.2	(17.489)	7.2
Health and Welfare	5.450	12.746	25.985	20.535	376.8	13.239	(103.9)
OPEB Current Payment	0.000	0.000	0.000	0.000	-	0.000	-
Pensions	12.309	7.483	(12.922)	(25.231)	(205.0)	(20.405)	(272.7)
Other Fringe Benefits	21.711	19.878	25.001	3.290	15.2	5.123	25.8
Total Fringe Benefits	39.470	40.107	38.064	(1.406)	(3.6)	(2.043)	(5.1)
GASB Account	(69.488)	(34.744)	(35.786)	33.702	48.5	(1.042)	(3.0)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	(248.751)	(237.923)	(258.497)	(9.746)	3.9	(20.574)	8.6
Non-Labor:							
Electric Power	0.000	0.000	(0.313)	(0.313)	-	(0.313)	#DIV/0!
Fuel	0.000	0.000	(0.964)	(0.964)	-	(0.964)	#DIV/0!
Insurance	(1.898)	(3.915)	0.812	2.710	142.8	4.727	(120.7)
Claims	8.528	8.527	(19.182)	(27.710)	(324.9)	(27.709)	(325.0)
Paratransit Service Contracts	2.000	2.000	2.358	0.358	(17.9)	0.358	17.9
Maintenance and Other Operating Contracts	(14.700)	(10.260)	(9.221)	5.479	37.3	1.039	10.1
Professional Service Contracts	9.000	0.873	(4.844)	(13.844)	(153.8)	(5.717)	(654.9)
Materials & Supplies	4.437	(11.013)	(18.850)	(23.287)	(524.8)	(7.837)	(71.2)
Other Business Expenses	(0.414)	(0.413)	(0.091)	0.323	-	0.322	-
Total Non-Labor Expenditures	6.953	(14.201)	(50.295)	(57.248)	(823.4)	(36.094)	254.2
Other Expenditure Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures Before GASB Adjs.	(241.798)	(252.124)	(308.792)	(66.994)	27.7	(56.668)	22.5
Depreciation	1,544.334	1,544.334	1,519.821	(24.513)	(1.6)	(24.513)	(1.6)
Other Post Employment Benefits	1,504.469	1,603.725	1,641.367	136.898	9.1	37.642	2.3
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	2,807.005	2,895.935	2,852.396	45.391	1.6	(43.539)	(1.5)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	2,801.293	2,895.790	2,642.400	(158.893)	(5.7)	(253.390)	(8.8)

Totals may not add due to rounding.

MTA New York City Transit
2014 Year-End Report
Non-Reimbursable and Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents

	December 31, 2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget Variance	Budget Percent	Final Estimate Variance	Estimate Percent
Administration							
Office of the President	57	60	59	(2)	-3.5%	1	1.7%
Law	267	278	272	(5)	-1.9%	6	2.2%
Office of the EVP	41	42	42	(1)	-2.4%	-	0.0%
Human Resources	219	227	232	(13)	-5.9%	(5)	-2.2%
Office of Management and Budget	39	40	36	3	7.7%	4	10.0%
Capital Planning & Budget	31	33	30	1	3.2%	3	9.1%
Corporate Communications	253	262	259	(6)	-2.4%	3	1.1%
Technology & Information Services	446	447	409	37	8.3%	38	8.5%
Non-Departmental	49	(106)	-	49	100.0%	(106)	-
Labor Relations	96	97	87	9	9.4%	10	10.3%
Materiel	253	291	264	(11)	-4.3%	27	9.3%
Controller	137	137	134	3	2.2%	3	2.2%
Total Administration	1,888	1,808	1,824	64	3.4%	(16)	-0.9%
Operations							
Subways Service Delivery	7,675	7,758	7,806	(131)	-1.7%	(48)	-0.6%
Subways Operations Support/Admin	369	367	355	14	3.8%	12	3.3%
Subways Stations	2,632	2,612	2,610	22	0.0%	2	0.1%
Subtotal- Subways	10,676	10,737	10,771	(95)	-0.9%	(34)	-0.3%
Buses	10,696	10,692	10,628	68	0.6%	64	0.6%
Paratransit	208	213	205	3	1.4%	8	3.8%
Operations Planning	403	404	386	17	4.2%	18	4.5%
Revenue Control	465	448	402	63	13.5%	46	10.3%
Total Operations	22,448	22,494	22,392	56	0.2%	102	0.5%
Maintenance							
Subways Operations Support/Admin	194	202	204	(10)	-5.2%	(2)	-0.9%
Subways Engineering	312	338	349	(37)	-11.9%	(11)	-3.3%
Subways Car Equipment	4,343	4,302	4,310	33	0.8%	(8)	-0.2%
Subways Infrastructure	1,449	1,476	1,408	41	2.8%	68	4.6%
Subways Elevator & Escalators	393	401	361	32	8.1%	40	10.0%
Subways Stations	3,626	3,657	3,606	20	0.6%	51	1.4%
Subways Track	2,739	2,793	2,738	1	0.0%	55	2.0%
Subways Power	616	624	558	58	9.4%	66	10.6%
Subways Signals	1,403	1,530	1,374	29	2.1%	156	10.2%
Subways Electronics Maintenance	1,456	1,505	1,433	23	1.6%	72	4.8%
Subtotal- Subways	16,531	16,828	16,341	190	1.1%	487	2.9%
Buses	3,754	3,777	3,804	(50)	-1.3%	(27)	-0.7%
Revenue Control	137	137	137	-	0.0%	-	0.0%
Supply Logistics	560	561	563	(3)	-0.5%	(2)	-0.4%
System Safety	91	91	82	9	9.9%	9	9.9%
Total Maintenance	21,073	21,394	20,927	146	0.7%	467	2.2%
Engineering/Capital							
Capital Program Management							
Total Engineering/Capital	1,274	1,274	1,343	(69)	-5.4%	(69)	-5.4%
Public Safety							
Security	628	633	603	25	4.0%	30	4.7%
Total Public Safety	628	633	603	25	4.0%	30	4.7%
Baseline Total Positions	47,311	47,603	47,089	222	0.5%	514	1.1%
Non-Reimbursable	42,566	42,890	42,996	(430)	-1.0%	(106)	-0.2%
Reimbursable	4,745	4,713	4,093	652	13.7%	620	13.2%
Total Full-Time	47,153	47,445	46,856	297	0.6%	589	1.2%
Total Full-Time Equivalents	158	158	233	(75)	-47.5%	(75)	-47.5%

MTA New York City Transit
2014 Year-End Report
Full-Time Positions and Full-Time Equivalents
by Function and Occupation Group

	December 31, 2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget Variance	Percent	Final Estimate Variance	Percent
Administration:							
Managers/Supervisors	646	604	564	82	12.7%	40	6.6%
Professional, Technical, Clerical	1,127	1,144	1,234	(107)	-9.5%	(90)	-7.9%
Operational Hourlies	115	60	26	89	77.4%	34	56.7%
Total Administration	1,888	1,808	1,824	64	3.4%	(16)	-0.9%
Operations							
Managers/Supervisors	2,581	2,652	2,561	20	0.8%	91	3.4%
Professional, Technical, Clerical	489	484	471	18	3.7%	13	2.7%
Operational Hourlies	19,378	19,358	19,360	18	0.1%	(2)	0.0%
Total Operations	22,448	22,494	22,392	56	0.2%	102	0.5%
Maintenance							
Managers/Supervisors	3,848	3,882	3,848	-	0.0%	34	0.9%
Professional, Technical, Clerical	1,024	1,045	1,010	14	1.4%	35	3.3%
Operational Hourlies	16,201	16,467	16,069	132	0.8%	398	2.4%
Total Maintenance	21,073	21,394	20,927	146	0.7%	467	2.2%
Engineering/Capital							
Managers/Supervisors	329	329	331	(2)	-0.6%	(2)	-0.6%
Professional, Technical, Clerical	943	943	1,010	(67)	-7.1%	(67)	-7.1%
Operational Hourlies	2	2	2	-	0.0%	-	0.0%
Total Engineering/Capital	1,274	1,274	1,343	(69)	-5.4%	(69)	-5.4%
Public Safety							
Managers/Supervisors	254	254	236	18	7.1%	18	7.1%
Professional, Technical, Clerical	40	40	34	6	15.0%	6	15.0%
Operational Hourlies	334	339	333	1	0.3%	6	1.8%
Total Public Safety	628	633	603	25	4.0%	30	4.7%
Total Positions							
Managers/Supervisors	7,658	7,721	7,540	118	1.5%	181	2.3%
Professional, Technical, Clerical	3,623	3,656	3,759	(136)	-3.8%	(103)	-2.8%
Operational Hourlies	36,030	36,226	35,790	240	0.7%	436	1.2%
Total Positions	47,311	47,603	47,089	222	0.5%	514	1.1%

MTA
New York City Transit
Preliminary 2014 Year-End
2014 Adopted Budget and Final Estimate vs. Actual
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	2014 Adopted Budget		2014 Final Estimate		Actuals		2014 Adopted vs. Actuals		2014 Final Estimate vs. Actuals	
							Var. - Fav./(Unfav)		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME										
<u>Scheduled Service</u>	3,809,365	\$115.681	3,879,670	\$117.816	3,724,800	\$116.400	84,565	(\$0.719)	154,870	\$1.416
							0.0%	-0.6%	0.0%	1.2%
<u>Unscheduled Service</u>	2,794,931	\$84.875	3,531,403	\$107.240	3,673,952	\$114.811	(879,021)	(\$29.936)	(142,549)	(\$7.571)
							0.0%	-35.3%	0.0%	-7.1%
<u>Programmatic/Routine Maintenance</u>	3,280,208	\$99.612	4,252,240	\$129.130	4,142,198	\$129.444	(861,990)	(\$29.832)	110,042	(\$0.314)
							0.0%	-29.9%	0.0%	-0.2%
<u>Unscheduled Maintenance</u>	-	\$0.000	31,580	\$0.959	29,908	\$0.900	(29,908)	(\$0.900)	1,672	\$0.059
							0.0%	0.0%	0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	241,014	\$7.319	950,951	\$28.878	643,827	\$20.687	(402,813)	(\$13.368)	307,124	\$8.192
							0.0%	0.0%	0.0%	28.4%
<u>Weather Emergencies</u>	368,815	\$11.200	811,492	\$24.643	804,977	\$24.997	(436,162)	(\$13.797)	6,515	(\$0.354)
							0.0%	-123.2%	0.0%	-1.4%
<u>Safety/Security/Law Enforcement</u>	118,312	\$3.593	122,626	\$3.724	124,373	\$3.749	(6,061)	(\$0.156)	(1,747)	(\$0.025)
							0.0%	-4.3%	0.0%	-0.7%
<u>Other</u>	199,694	\$6.064	286,333	\$8.695	51,198	\$1.600	148,496	\$4.464	235,135	\$7.095
							0.0%	73.6%	0.0%	81.6%
Sub-Total	10,812,339	\$328.344	13,866,294	\$421.085	13,195,233	\$412.587	(2,382,894)	(\$84.243)	671,061	\$8.498
							0.0%	-25.7%	0.0%	2.0%
REIMBURSABLE OVERTIME	2,195,363	\$69.491	3,438,432	\$108.839	4,323,264	\$135.102	(2,127,901)	(\$65.611)	(884,832)	(\$26.263)
							0.0%	-94.4%	0.0%	-24.1%
TOTAL NR & R OVERTIME	13,007,702	\$397.835	17,304,726	\$529.924	17,518,497	\$547.689	(4,510,795)	(\$149.854)	(213,771)	(\$17.765)
									0.0%	-3.4%

* Above 100%

MTA
New York City Transit
Preliminary 2014 Year-End
2014 Adopted Budget and Final Estimate vs. Actual
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

		December 2014 Year-to-Date	
		Var. - Fav./(Unfav)	
	Hours	\$	Explanations
NON-REIMBURSABLE OVERTIME			
<u>Scheduled Service</u>	154,870	1.416	Mainly due to overestimate of November Plan Assumptions
	0.0%	1.2%	
<u>Unscheduled Service</u>	(142,549)	(7.571)	Primarily due to traffic, breakdowns and related ramp delays in Department of Buses.
	0.0%	-7.1%	
<u>Programmatic/Routine Maintenance</u>	110,042	(0.314)	
	0.0%	-0.2%	
<u>Unscheduled Maintenance</u>	1,672	0.059	
	0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	307,124	8.192	Mainly overestimate of employee absence coverage.
	0.0%	28.4%	
<u>Weather Emergencies</u>	6,515	(0.354)	
	0.0%	-1.4%	
<u>Safety/Security/Law Enforcement</u>	(1,747)	(0.025)	
	0.0%	-0.7%	
<u>Other</u>	235,135	7.095	Underrun due to conservative November Plan assumptions
	0.0%	81.6%	
Sub-Total	671,061	\$8.498	
	0.0%	2.0%	
REIMBURSABLE OVERTIME	(884,832)	(\$26.263)	Mainly due to Subways Capital Track Program work which is concentrated on the weekends to take advantage of track availability, other capital program support and greater than anticipated shuttle services support in buses.
	0.0%	-24.1%	
TOTAL OVERTIME	(213,771)	(\$17.765)	
	0.0%	-3.4%	

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2014 Overtime Reporting
Overtime Legend

Type

Definition

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



FINANCIAL AND RIDERSHIP REPORT

December 2014 Year-to-Date

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Operating revenues were \$8.5 million in 2014, \$0.1 million (0.7 percent) above the estimate.

Total ridership in 2014 was 4.368 million, a decrease of 0.7 percent (33,000 riders) from the estimate. 2014 average weekday ridership was 15,458, an increase of 2.7 percent (406 riders) from 2013.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$45.7 million in 2014, \$0.1 million (0.2 percent) below the estimate. Labor expenses overran by \$2.0 million (5.9 percent), due mostly to unfavorable reimbursable overhead credits of \$1.2 million (71.1 percent), caused by a delay in Sandy Capital Construction and other project work, and higher other fringe benefit expenses of \$0.6 million (22.1 percent), resulting from increased interagency billing and Workers' Compensation expenses. Non-labor expenses were less than the estimate by \$2.1 million (17.7 percent), due largely to lower maintenance contract expenses of \$1.7 million (68.9 percent), resulting from the capitalization of non-revenue vehicle purchases recorded as expenses in the estimate, and facility maintenance underruns. Energy costs were lower by \$0.5 million (9.9 percent), due to lower power prices and the favorable timing of fuel expenses.

Depreciation expenses of \$7.9 million were \$0.4 million (4.6 percent) below the estimate, due to write-offs of Sandy impaired assets included in the estimate.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$2.4 million of accrued expenses in 2014, \$0.1 million (5.5 percent) higher than the estimate.

The 2014 operating cash deficit (excluding subsidies) was \$38.0 million, \$1.3 million (3.3 percent) favorable to the estimate, due mainly to the favorable timing of expenditures, mostly offset by the unfavorable timing of capital project reimbursements.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenues were \$8.5 million in 2014, \$1.4 million (14.0 percent) below budget, resulting largely from the unfavorable timing of Sandy insurance reimbursements.

Nonreimbursable expenses were \$3.4 million (8.0 percent) above budget. Labor expenses were higher by \$5.9 million (19.6 percent), due mainly to pattern labor adjustments, overtime requirements, unfavorable reimbursable overhead credits and Workers' Compensation payments. Non-labor expenses were under budget by \$2.5 million (20.4 percent), mostly from lower power and maintenance contract expenses.

Note: Final 2014 results and their impact on 2015 will be reported in April.

MTA STATEN ISLAND RAILWAY
Preliminary 2014 Year-End Report
Accrual Statement of Operations by Category
2014 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE	December 2014 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted	Final	Preliminary	Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Revenue							
Farebox Revenue	\$5.727	\$5.902	\$5.898	\$0.171	3.0	(\$0.004)	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	4.149	2.532	2.593	(1.556)	(37.5)	0.061	2.4
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	\$9.876	\$8.434	\$8.491	(\$1.385)	(14.0)	\$0.057	0.7
Expenses							
Labor:							
Payroll	\$17.761	\$18.621	\$18.756	(\$0.995)	(5.6)	(\$0.135)	(0.7)
Overtime	2.269	3.280	3.156	(0.887)	(39.1)	0.124	3.8
Health and Welfare	4.212	3.696	4.013	0.199	4.7	(0.317)	(8.6)
OPEB Current Payment	0.859	1.274	1.074	(0.215)	(25.0)	0.200	15.7
Pensions	5.551	5.867	5.865	(0.314)	(5.7)	0.002	0.0
Other Fringe Benefits	1.535	2.871	3.506	(1.971)	*	(0.635)	(22.1)
Reimbursable Overhead	(2.205)	(1.754)	(0.507)	(1.698)	(77.0)	(1.247)	(71.1)
Total Labor Expenses	\$29.982	\$33.855	\$35.863	(\$5.881)	(19.6)	(\$2.008)	(5.9)
Non-Labor:							
Electric Power	\$5.643	\$4.386	\$4.140	\$1.503	26.6	\$0.246	5.6
Fuel	0.368	0.553	0.310	0.058	15.8	0.243	43.9
Insurance	1.680	1.366	1.594	0.086	5.1	(0.228)	(16.7)
Claims	0.083	0.084	0.038	0.045	54.2	0.046	54.8
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	2.760	2.457	0.764	1.996	72.3	1.693	68.9
Professional Service Contracts	0.420	1.030	1.044	(0.624)	*	(0.014)	(1.4)
Materials & Supplies	1.528	2.177	1.700	(0.172)	(11.3)	0.477	21.9
Other Business Expenses	(0.170)	(0.146)	0.210	(0.380)	*	(0.356)	*
Total Non-Labor Expenses	\$12.312	\$11.907	\$9.800	\$2.512	20.4	\$2.107	17.7
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$42.294	\$45.762	\$45.663	(\$3.369)	(8.0)	\$0.099	0.2
Depreciation	8.300	8.300	7.916	0.384	4.6	0.384	4.6
Other Post Employment Benefits	2.300	2.300	2.426	(0.126)	(5.5)	(0.126)	(5.5)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$52.894	\$56.362	\$56.005	(\$3.111)	(5.9)	\$0.357	0.6
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(\$43.018)	(\$47.928)	(\$47.514)	(\$4.496)	(10.5)	\$0.414	0.9

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2014 Year-End Report
Accrual Statement of Operations by Category
2014 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

REIMBURSABLE	December 2014 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Capital and Other Reimbursements	6.049	5.154	1.242	(4.807)	(79.5)	(3.912)	(75.9)
Total Revenue	\$6.049	\$5.154	\$1.242	(\$4.807)	(79.5)	(\$3.912)	(75.9)
Expenses							
Labor:							
Payroll	\$2.449	\$2.005	\$0.447	\$2.002	81.7	\$1.558	77.7
Overtime	0.707	0.707	0.131	0.576	81.5	0.576	81.5
Health and Welfare	0.517	0.517	0.000	0.517	100.0	0.517	100.0
OPEB Current Payment	0.000	0.000	0.016	(0.016)	-	(0.016)	-
Pensions	0.094	0.094	0.000	0.094	100.0	0.094	100.0
Other Fringe Benefits	0.077	0.077	0.000	0.077	100.0	0.077	100.0
Reimbursable Overhead	2.205	1.754	0.507	1.698	77.0	1.247	71.1
Total Labor Expenses	\$6.049	\$5.154	\$1.101	\$4.948	81.8	\$4.053	78.6
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.006	(\$0.006)	-	(\$0.006)	-
Fuel	0.000	0.000	0.000	0.000	-	0.000	-
Insurance	0.000	0.000	0.000	0.000	-	0.000	-
Claims	0.000	0.000	0.000	0.000	-	0.000	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Professional Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Materials & Supplies	0.000	0.000	0.135	(0.135)	-	(0.135)	-
Other Business Expenses	0.000	0.000	0.000	0.000	-	0.000	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.141	(\$0.141)	-	(\$0.141)	-
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$6.049	\$5.154	\$1.242	\$4.807	79.5	\$3.912	75.9
Depreciation	0.000	0.000	0.000	0.000	-	0.000	-
Other Post Employment Benefits	0.000	0.000	0.000	0.000	-	0.000	-
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$6.049	\$5.154	\$1.242	\$4.807	79.5	\$3.912	75.9
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Preliminary 2014 Year-End Report
Accrual Statement of Operations by Category
2014 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

<div style="border: 1px solid black; padding: 2px; text-align: center;">NON-REIMBURSABLE/ REIMBURSABLE</div>	December 2014 Year-to-Date			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	\$5.727	\$5.902	\$5.898	\$0.171	3.0	(\$0.004)	0.0
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	4.149	2.532	2.593	(1.556)	(37.5)	0.061	2.4
Capital and Other Reimbursements	6.049	5.154	1.242	(4.807)	(79.5)	(3.912)	(75.9)
Total Revenue	\$15.925	\$13.588	\$9.733	(\$6.192)	(38.9)	(\$3.855)	(28.4)
Expenses							
Labor:							
Payroll	\$20.210	\$20.626	\$19.203	\$1.007	5.0	\$1.423	6.9
Overtime	2.976	3.987	3.287	(0.311)	(10.5)	0.700	17.6
Health and Welfare	4.729	4.213	4.013	0.716	15.1	0.200	4.7
OPEB Current Payment	0.859	1.274	1.090	(0.231)	(26.9)	0.184	14.4
Pensions	5.645	5.961	5.865	(0.220)	(3.9)	0.096	1.6
Other Fringe Benefits	1.612	2.948	3.506	(1.894)	*	(0.558)	(18.9)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$36.031	\$39.009	\$36.964	(\$0.933)	(2.6)	\$2.045	5.2
Non-Labor:							
Electric Power	\$5.643	\$4.386	\$4.146	\$1.497	26.5	\$0.240	5.5
Fuel	0.368	0.553	0.310	0.058	15.8	0.243	43.9
Insurance	1.680	1.366	1.594	0.086	5.1	(0.228)	(16.7)
Claims	0.083	0.084	0.038	0.045	54.2	0.046	54.8
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	2.760	2.457	0.764	1.996	72.3	1.693	68.9
Professional Service Contracts	0.420	1.030	1.044	(0.624)	*	(0.014)	(1.4)
Materials & Supplies	1.528	2.177	1.835	(0.307)	(20.1)	0.342	15.7
Other Business Expenses	(0.170)	(0.146)	0.210	(0.380)	*	(0.356)	*
Total Non-Labor Expenses	\$12.312	\$11.907	\$9.941	\$2.371	19.3	\$1.966	16.5
Other Expense Adjustments:							
Other	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenses Before Depreciation	\$48.343	\$50.916	\$46.905	\$1.438	3.0	\$4.011	7.9
Depreciation	8.300	8.300	7.916	0.384	4.6	0.384	4.6
Other Post Employment Benefits	2.300	2.300	2.426	(0.126)	(5.5)	(0.126)	(5.5)
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenses	\$58.943	\$61.516	\$57.247	\$1.696	2.9	\$4.269	6.9
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$43.018)	(\$47.928)	(\$47.514)	(\$4.496)	(10.5)	\$0.414	0.9

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2014 Year-End Report
Cash Receipts and Expenditures
2014 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	<u>December 2014 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Preliminary Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Receipts							
Farebox Revenue	\$5.727	\$5.419	\$5.859	\$0.132	2.3	\$0.440	8.1
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	4.149	3.915	3.005	(1.144)	(27.6)	(0.910)	(23.2)
Capital and Other Reimbursements	6.049	6.503	2.592	(3.457)	(57.1)	(3.911)	(60.1)
Total Receipts	\$15.925	\$15.837	\$11.456	(\$4.469)	(28.1)	(\$4.381)	(27.7)
Expenditures							
Labor:							
Payroll	\$20.210	\$22.096	\$18.827	\$1.383	6.8	\$3.269	14.8
Overtime	2.976	4.281	2.971	0.005	0.2	1.310	30.6
Health and Welfare	4.729	4.213	6.452	(1.723)	(36.4)	(2.239)	(53.1)
OPEB Current Payment	0.859	1.274	0.460	0.399	46.4	0.814	63.9
Pensions	5.645	7.701	5.495	0.150	2.7	2.206	28.6
Other Fringe Benefits	1.612	1.948	3.769	(2.157)	*	(1.821)	(93.5)
GASB Account	0.175	0.587	0.464	(0.289)	*	0.123	21.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	\$36.206	\$42.100	\$38.438	(\$2.232)	(6.2)	\$3.662	8.7
Non-Labor:							
Electric Power	\$5.643	\$4.386	\$4.228	\$1.415	25.1	\$0.158	3.6
Fuel	0.368	0.553	0.123	0.245	66.6	0.430	77.8
Insurance	1.680	1.743	0.892	0.788	46.9	0.851	48.8
Claims	0.083	0.084	0.041	0.042	50.6	0.043	51.2
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	2.760	2.457	1.423	1.337	48.4	1.034	42.1
Professional Service Contracts	0.420	1.030	0.889	(0.469)	*	0.141	13.7
Materials & Supplies	1.528	2.877	2.789	(1.261)	(82.5)	0.088	3.1
Other Business Expenses	(0.170)	(0.146)	0.097	(0.267)	*	(0.243)	*
Total Non-Labor Expenditures	\$12.312	\$12.984	\$10.482	\$1.830	14.9	\$2.502	19.3
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures	\$48.518	\$55.084	\$48.920	(\$0.402)	(0.8)	\$6.164	11.2
Operating Cash Deficit	(\$32.593)	(\$39.247)	(\$37.464)	(\$4.871)	(14.9)	\$1.783	4.5

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2014 Year-End Report
Cash Conversion (Cash Flow Adjustments)
2014 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	<u>December 2014 Year-to-Date</u>			<u>Favorable/(Unfavorable) Variance</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Preliminary Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
Receipts							
Farebox Revenue	\$0.000	(\$0.483)	(\$0.039)	(\$0.039)	-	0.444	91.9
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	-	0.000	-
Other Operating Revenue	0.000	1.383	0.412	0.412	-	(0.971)	(70.2)
Capital and Other Reimbursements	0.000	1.349	1.350	1.350	-	0.001	0.0
Total Receipts	\$0.000	\$2.249	\$1.723	\$1.723	-	(\$0.526)	(23.4)
Expenditures							
Labor:							
Payroll	\$0.000	(\$1.470)	\$0.376	0.376	-	1.846	*
Overtime	0.000	(0.294)	0.316	0.316	-	0.610	*
Health and Welfare	0.000	0.000	(2.439)	(2.439)	-	(2.439)	-
OPEB Current Payment	0.000	0.000	0.630	0.630	-	0.630	-
Pensions	0.000	(1.740)	0.370	0.370	-	2.110	*
Other Fringe Benefits	0.000	1.000	(0.263)	(0.263)	-	(1.263)	*
GASB Account	(0.175)	(0.587)	(0.464)	(0.289)	*	0.123	21.0
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenditures	(\$0.175)	(\$3.091)	(\$1.474)	(\$1.299)	*	\$1.617	52.3
Non-Labor:							
Electric Power	\$0.000	\$0.000	(\$0.082)	(0.082)	-	(0.082)	-
Fuel	0.000	0.000	0.187	0.187	-	0.187	-
Insurance	0.000	(0.377)	0.702	0.702	-	1.079	*
Claims	0.000	0.000	(0.003)	(0.003)	-	(0.003)	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	(0.659)	(0.659)	-	(0.659)	-
Professional Service Contracts	0.000	0.000	0.155	0.155	-	0.155	-
Materials & Supplies	0.000	(0.700)	(0.954)	(0.954)	-	(0.254)	(36.3)
Other Business Expenses	0.000	0.000	0.113	0.113	-	0.113	-
Total Non-Labor Expenditures	\$0.000	(\$1.077)	(\$0.541)	(\$0.541)	-	\$0.536	49.8
Other Expense Adjustments:							
Other	0.000	0.000	0.000	0.000	-	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	-	\$0.000	-
Total Expenditures Before Depreciation	(\$0.175)	(\$4.168)	(\$2.015)	(\$1.840)	*	\$2.153	51.7
Depreciation	8.300	8.300	7.916	(0.384)	(4.6)	(0.384)	(4.6)
Other Post Employment Benefits	2.300	2.300	2.426	0.126	5.5	0.126	5.5
Environmental Remediation	0.000	0.000	0.000	0.000	-	0.000	-
Total Expenditures	\$10.425	\$6.432	\$8.327	(\$2.098)	(20.1)	\$1.895	29.5
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$10.425	\$8.681	\$10.050	(\$0.375)	(3.6)	\$1.369	15.8

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
Explanation of Variances Between Final Estimate and Actual: Accrual & Cash
December 2014 Year-to-Date

Generic Revenue or Expense Category	Non-Reimb. or Reimb.	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%	
<u>ACCRUAL</u>				
Payroll	Non Reimb.	(0.135)	(0.7)%	Increase in interagency billing
Overtime	Non Reimb.	0.124	3.8%	Mostly timing of safety initiatives
Health and Welfare/OPEB Current Expenses	Non Reimb.	(0.117)	(2.4)%	Under-projection of expenses
Other Fringe Benefits	Non Reimb.	(0.635)	(22.1)%	Higher interagency billing and Workers' Compensation expenses
Reimbursable Overhead	Non Reimb.	(1.247)	(71.1)%	Primarily unfavorable timing of Sandy Capital Construction work
Electric Power	Non Reimb.	0.246	5.6%	Mostly lower prices
Fuel	Non Reimb.	0.243	43.9%	Favorable timing of expenses
Insurance	Non Reimb.	(0.228)	(16.7)%	Higher charges than anticipated in the Estimate
Maintenance and Other Operating Contracts	Non Reimb.	1.693	68.9%	Primarily capitalization of non-revenue vehicle purchases and facility maintenance underruns
Materials & Supplies	Non Reimb.	0.477	21.9%	The favorable timing of expenses and inventory adjustments
Other Business Expenses	Non Reimb.	(0.356)	over (100.0)	Bad debt expense requirements and the unfavorable timing of credits
Depreciation	Non Reimb.	0.384	4.6%	Due primarily to the write-off of damaged assets caused by Sandy
Other Post-Employment Benefits	Non Reimb.	(0.126)	(5.5)%	Subject to final year-end actuarial valuation
Capital and Other Reimbursements	Reimb.	(3.912)	(75.9)%	Mainly the unfavorable timing of Sandy Capital Constuction work
Payroll	Reimb.	1.558	77.7%	Mainly the favorable timing of Sandy Capital Constuction work
Overtime	Reimb.	0.576	81.5%	Mainly the favorable timing of Sandy Capital Constuction work
Health and Welfare/OPEB Current Expenses	Reimb.	0.501	96.9%	Mainly the favorable timing of Sandy Capital Constuction work
Other Fringe Benefits	Reimb.	0.077	100.0%	Mainly the favorable timing of Sandy Capital Constuction work
Materials & Supplies	Reimb.	(0.135)	n/a	Increase in materials in support of capital project requirements
<u>CASH</u>				
Farebox Receipts	-	0.440	8.1%	Favorable timing of cash settlements with NYCT
Other Operating Receipts	-	(0.910)	(23.2)%	Mostly unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	-	(3.911)	(60.1)%	Mostly delays of the Sandy Capital Construction and other projects
Payroll	-	3.269	14.8%	Primarily the favorable timing of pattern labor retro-wage payments, consistent with the TWU labor contract agreement reached in 2014, and the favorable timing of Sandy and other reimbursable projects
Overtime		1.310	30.6%	Mostly the favorable timing of safety and reimbursable projects
Health & Welfare/OPEB Current		(1.425)	(26.0)%	Largely prior-year retroactive payments
Pension	-	1.707	22.2%	Underrun in projected payments
Other Fringe Benefits	-	(1.821)	(93.5)%	Mainly higher Workers' Compensation payments
Fuel		0.430	77.8%	Favorable timing of expenses/payments
Insurance		0.851	48.8%	Favorable timing of interagency payments to MTA
Maintenance and Other Operating Contracts	-	1.034	42.1%	Favorable timing of payments/expense underruns

**MTA Staten Island Railway
Preliminary 2014 Year-End Report
Non-Reimbursable-Reimbursable Positions by Function and Department
Full-Time Positions and Full-Time Equivalents**

	December 31, 2014			Favorable/(Unfavorable) Variance			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Prel. Actual</u>	<u>Adopted Budget Variance</u>	<u>Percent</u>	<u>Final Estimate Variance</u>	<u>Percent</u>
Administration							
Executive	13	13	11	2	15.4	2	15.4
General Office	6	6	7	(1)	(16.7)	(1)	(16.7)
Purchasing/Stores	6	6	5	1	16.7	1	16.7
Total Administration	25	25	23	2	8.0	2	8.0
Operations							
Transportation	91	103	94	(3)	(3.3)	9	8.7
Total Operations	91	103	94	(3)	(3.3)	9	8.7
Maintenance							
Mechanical	43	43	40	3	7.0	3	7.0
Electronics/Electrical	15	15	13	2	13.3	2	13.3
Power/Signals	26	26	24	2	7.7	2	7.7
Maintenance of Way	46	46	50	(4)	(8.7)	(4)	(8.7)
Infrastructure	25	25	27	(2)	(8.0)	(2)	(8.0)
Total Maintenance	155	155	154	1	0.6	1	0.6
Engineering/Capital							
Sandy Capital Construction Support	34	26	18	16	0.0	8	0.0
Public Safety							
Total Public Safety	0	0	0	0	0.0	0	0.0
Grand Total	305	309	289	16	5.2	20	6.5
Non-Reimbursable	268	280	268	0	0.0	12	4.3
Reimbursable	37	29	21	16	43.2	8	27.6
Total Full-Time	305	309	289	16	5.2	20	6.5
Total Full-Time Equivalents	0	0	0	0	0.0	0	0.0

**MTA Staten Island Railway
Preliminary 2014 Year-End Report
Full-Time Positions and Full-Time Equivalents by Function and Occupational Group**

	December 31, 2014			Favorable/(Unfavorable) Variance			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Administration							
Managers/Supervisors	14	14	16	(2)	(14.3)	(2)	(14.3)
Professional, Technical, Clerical	11	11	7	4	36.4	4	36.4
Operational Hourlies	-	-	-	0	0.0	0	0.0
Total Administration	25	25	23	2	8.0	2	8.0
Operations							
Managers/Supervisors	5	5	2	3	60.0	3	60.0
Professional, Technical, Clerical	3	3	2	1	33.3	1	33.3
Operational Hourlies	83	95	90	(7)	(8.4)	5	5.3
Total Operations	91	103	94	(3)	(3.3)	9	8.7
Maintenance							
Managers/Supervisors	8	8	12	(4)	(50.0)	(4)	(50.0)
Professional, Technical, Clerical	3	3	2	1	33.3	1	33.3
Operational Hourlies	144	144	140	4	2.8	4	2.8
Total Maintenance	155	155	154	1	0.6	1	0.6
Engineering/Capital (Sandy)							
Managers/Supervisors	4	4	3	1	0.0	1	0.0
Professional, Technical, Clerical	2	2	2	0	0.0	0	0.0
Operational Hourlies	28	20	13	15	0.0	7	0.0
Total Engineering/Capital	34	26	18	16	0.0	8	0.0
Public Safety							
Managers/Supervisors	-	-	-	0	0.0	0	0.0
Professional, Technical, Clerical	-	-	-	0	0.0	0	0.0
Operational Hourlies (other than un	-	-	-	0	0.0	0	0.0
Total Public Safety	0	0	0	0	0.0	0	0.0
Total Positions							
Managers/Supervisors	31	31	33	(2)	(6.5)	(2)	(6.5)
Professional, Technical, Clerical	19	19	13	6	31.6	6	31.6
Operational Hourlies	255	259	243	12	4.7	16	6.2
Total Positions	305	309	289	16	5.2	20	6.5

MTA STATEN ISLAND RAILWAY
2014 ADOPTED BUDGET and FINAL ESTIMATE vs. ACTUAL
Ridership (Utilization)

	<u>December 2014 Year-to-Date</u>			<u>Favorable/(Unfavorable)</u>			
	<u>Adopted Budget</u>	<u>Final Estimate</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
				<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
<u>RIDERSHIP</u>							
Ridership	4.320	4.401	4.368	0.048	1.1%	(0.033)	(0.7%)
Total Utilization	4.320	4.401	4.368	0.048	1.1%	(0.033)	(0.7%)
 <u>FAREBOX REVENUE</u>							
Total Farebox Revenue	5.727	5.902	5.898	0.171	3.0%	(0.004)	(0.1%)
Total Revenue	\$5.727	\$5.902	\$5.898	\$0.171	3.0%	(0.004)	(0.1%)

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2013 ACTUAL VERSUS 2014 PRELIMINARY ACTUAL
(in millions)**

	Month of December		Variance		<u>Explanation</u>
	<u>2013</u>	<u>2014</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.015	0.015	0.000	2.9%	Higher ridership growth trend
Average Weekend	0.008	0.008	0.000	2.7%	Higher ridership growth trend
<u>12-Month Rolling Average</u>					
Average Weekday	0.015	0.015	0.000	2.7%	Higher ridership growth trend
Average Weekend	0.007	0.008	0.001	11.5%	Eight weekend days with service changes in 2013 and none in 2014

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

FINANCIAL AND RIDERSHIP REPORT**December 2014 Year-to-Date**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Final Estimate (estimate)

Operating revenue was \$223.6 million in 2014, \$0.7 million (0.3 percent) above the estimate, due mostly to higher farebox revenue of \$0.9 million (0.4 percent), resulting from higher ridership. Other operating revenue underran the estimate by \$0.2 million (0.9 percent), caused by shortfalls in advertising and miscellaneous revenue.

Total MTA Bus **ridership** in 2014 was 125.6 million, 0.4 percent (0.6 million riders) above the estimate. 2014 average weekday ridership was 407,121, a decrease of less than 0.1 percent (96 riders) from 2013.

Nonreimbursable expenses before depreciation, Other Post-Employment Benefits and environmental remediation, were \$614.8 million in 2014, \$12.7 million (2.1 percent) above the estimate. Labor expenses exceeded the estimate by \$12.7 million (2.8 percent), including: higher payroll expenses of \$10.0 million (4.1 percent), resulting mostly from settlements of represented employee labor contracts and retro-wage payments. Overtime expenses were also higher by \$3.7 million (6.9 percent), due mainly to increased running time, unplanned bus shuttle service and the maintenance of an aging fleet. Health & welfare/OPEB current expenses overran by \$3.5 million (5.1 percent), due to prior period payments. Other fringe benefit expenses were favorable by \$3.8 million (8.2 percent), resulting from the timing of Workers' Compensation payments. Non-labor expenses in total were slightly higher than the estimate, including an overrun of \$6.8 million (19.8 percent) in materials & supplies, generated by requirements for radio equipment, hardware, tools and general maintenance materials, and the favorable timing of claims expenses/payments of \$5.5 million (24.5 percent).

Depreciation expenses were \$5.9 million (14.1 percent) above the estimate. GASB #45 Other Post-Employment Benefit accrued expenses were essentially equal to the estimate, based on current actuarial information. Accrued environmental remediation expenses were \$0.6 million.

The **operating cash deficit** (excluding subsidies) was \$436.5 million, \$16.7 million (4.0 percent) above the estimate.

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue underran budget by \$4.2 million (1.8 percent), due largely to the unfavorable timing of Sandy insurance reimbursements.

Operating expenses exceeded budget by \$35.1 million. Labor expenses were higher by \$33.4 million (7.6 percent), due mainly to the impact of labor contract settlements, pattern labor adjustments, and additional overtime requirements for aging fleet maintenance, vacancy/absentee coverage and adverse weather. Non-labor expenses were unfavorable by \$1.7 million (1.2 percent).

Note: Final 2014 results and their impact on 2015 will be reported in April.

MTA BUS COMPANY
Accrual Statement of Operations by Category
2014 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE								
	2014			Favorable/(Unfavorable) Variance				
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate		
				\$	%	\$	%	
Operating Revenue								
Farebox Revenue	\$ 201.484	\$ 202.701	\$ 203.575	\$ 2.091	1.0	\$ 0.874	0.4	
Other Operating Revenue	26.258	20.192	20.012	(6.246)	(23.8)	(0.180)	(0.9)	
Capital and Other Reimbursements	-	-	-	-	-	-	-	
Total Revenue	\$ 227.742	\$ 222.893	\$ 223.587	\$ (4.155)	(1.8)	\$ 0.694	0.3	
Operating Expenses								
<u>Labor:</u>								
Payroll	\$ 228.583	\$ 243.761	\$ 253.769	\$ (25.186)	(11.0)	\$ (10.008)	(4.1)	
Overtime	43.986	53.537	57.242	(13.256)	(30.1)	(3.705)	(6.9)	
Health and Welfare	53.065	50.317	53.245	(0.180)	(0.3)	(2.928)	(5.8)	
OPEB Current Payment	20.166	18.505	19.114	1.052	5.2	(0.609)	(3.3)	
Pensions	45.694	45.373	44.628	1.066	2.3	0.745	1.6	
Other Fringe Benefits	45.999	46.707	42.900	3.099	6.7	3.807	8.2	
GASB Account	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	-	-	-	-	-	
Total Labor Expenses	\$ 437.493	\$ 458.200	\$ 470.898	\$ (33.405)	(7.6)	\$ (12.698)	(2.8)	
<u>Non-Labor:</u>								
Traction and Propulsion Power	\$ 1.253	\$ 1.930	\$ 1.503	\$ (0.250)	(20.0)	\$ 0.427	22.1	
Fuel for Buses and Trains	40.331	37.301	34.980	5.351	13.3	2.321	6.2	
Insurance	3.413	5.648	3.354	0.059	1.7	2.294	40.6	
Claims	22.256	22.256	16.800	5.456	24.5	5.456	24.5	
Maintenance and Other Operating Contracts	19.905	18.463	22.913	(3.008)	(15.1)	(4.450)	(24.1)	
Professional Service Contracts	19.801	21.250	19.435	0.366	1.8	1.815	8.5	
Materials & Supplies	33.246	34.325	41.105	(7.859)	(23.6)	(6.780)	(19.8)	
Other Business Expenses	1.960	2.656	3.763	(1.803)	(92.0)	(1.107)	(41.7)	
Total Non-Labor Expenses	\$ 142.165	\$ 143.829	\$ 143.853	\$ (1.688)	(1.2)	\$ (0.024)	0.0	
<u>Other Expense Adjustments:</u>								
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Total Expenses before Non-Cash Liability Adjs.	\$ 579.658	\$ 602.029	\$ 614.751	\$ (35.093)	(6.1)	\$ (12.722)	(2.1)	
Depreciation	\$ 42.235	\$ 42.235	\$ 48.183	\$ (5.948)	(14.1)	\$ (5.948)	(14.1)	
OPEB Obligation	56.919	100.150	100.100	(43.181)	(75.9)	0.050	0.0	
Environmental Remediation	-	-	0.609	(0.609)	-	(0.609)	-	
Total Expenses	\$ 678.812	\$ 744.414	\$ 763.643	\$ (84.831)	(12.5)	\$ (19.229)	(2.6)	
Baseline Surplus/(Deficit)	\$ (451.070)	\$ (521.521)	\$ (540.056)	\$ (88.986)	(19.7)	\$ (18.535)	(3.6)	

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2014 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

REIMBURSABLE								
	2014			Favorable/(Unfavorable) Variance				
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate		
				\$	%	\$	%	
Revenue								
Farebox Revenue	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Other Operating Revenue								
Capital and Other Reimbursements	8.551	5.663	6.148	(2.403)	(28.1)	0.485	8.6	
Total Revenue	\$8.551	\$5.663	\$6.148	(\$2.403)	(28.1)	\$0.485	8.6	
Expenses								
<u>Labor:</u>								
Payroll	\$ 5.572	\$ 2.684	\$ 2.804	\$ 2.768	49.7	\$ (0.120)	(4.5)	
Overtime	-	-	-	-	-	-	-	
Health and Welfare	1.023	1.023	0.749	0.274	26.8	0.274	26.8	
OPEB Current Payment	-	-	-	-	-	-	-	
Pensions	0.465	0.465	0.442	0.023	4.9	0.023	4.9	
Other Fringe Benefits	0.456	0.456	0.419	0.037	8.1	0.037	8.1	
GASB Account	-	-	-	-	-	-	-	
Reimbursable Overhead	-	-	0.093	(0.093)	-	(0.093)	-	
Total Labor Expenses	\$ 7.516	\$ 4.628	\$ 4.507	\$ 3.009	40.0	\$ 0.121	2.6	
<u>Non-Labor:</u>								
Traction and Propulsion Power				\$ -	-	\$ -	-	
Fuel for Buses and Trains				-	-	-	-	
Insurance				-	-	-	-	
Claims				-	-	-	-	
Paratransit Service Contracts				-	-	-	-	
Maintenance and Other Operating Contracts	0.223	0.223	-	0.223	100.0	0.223	100.0	
Professional Service Contracts				-	-	-	-	
Materials & Supplies	0.812	0.812	1.641	(0.829)	*	(0.829)	*	
Other Business Expenses				-	-	-	-	
Total Non-Labor Expenses	\$ 1.035	\$ 1.035	\$ 1.641	\$ (0.606)	(58.6)	\$ (0.606)	(58.6)	
<u>Other Expense Adjustments:</u>								
Other	-	-	-	-	-	-	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Total Expenses Before Depreciation	\$ 8.551	\$ 5.663	\$ 6.148	\$ 2.403	28.1	\$ (0.485)	(8.6)	
Depreciation	-	-	-	-	-	-	-	
OPEB Obligation	-	-	-	-	-	-	-	
Environmental Remediation	-	-	-	-	-	-	-	
Total Expenses	\$ 8.551	\$ 5.663	\$ 6.148	\$ 2.403	28.1	\$ (0.485)	(8.6)	
Net Surplus/(Deficit)	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	

*Totals may not add due to rounding

MTA BUS COMPANY
Accrual Statement of Operations by Category
2014 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

NON-REIMBURSABLE/ REIMBURSABLE	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	201.484	202.701	\$ 203.575	\$ 2.091	1.0	\$ 0.874	0.4
Other Operating Revenue	26.258	20.192	20.012	(6.246)	(23.8)	(0.180)	(0.9)
Capital and Other Reimbursements	8.551	5.663	6.148	(2.403)	(28.1)	0.485	8.6
Total Revenue	\$ 236.293	\$ 228.556	\$ 229.735	\$ (6.558)	(2.8)	\$ 1.179	0.5
Expenses							
<u>Labor:</u>							
Payroll	\$ 234.155	\$ 246.445	\$ 256.573	\$ (22.418)	(9.6)	\$ (10.128)	(4.1)
Overtime	43.986	53.537	57.242	(13.256)	(30.1)	(3.705)	(6.9)
Health and Welfare	54.088	51.340	53.994	0.094	0.2	(2.654)	(5.2)
OPEB Current Payment	20.166	18.505	19.114	1.052	5.2	(0.609)	(3.3)
Pensions	46.159	45.838	45.070	1.089	2.4	0.768	1.7
Other Fringe Benefits	46.455	47.163	43.319	3.136	6.8	3.844	8.2
Reimbursable Overhead	0.000	0.000	0.093	(0.093)	-	(0.093)	-
Total Labor Expenses	\$ 445.009	\$ 462.828	\$ 475.405	\$ (30.396)	(6.8)	\$ (12.577)	(2.7)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ 1.253	\$ 1.930	\$ 1.503	\$ (0.250)	(20.0)	\$ 0.427	22.1
Fuel for Buses and Trains	40.331	37.301	34.980	5.351	13.3	2.321	6.2
Insurance	3.413	5.648	3.354	0.059	1.7	2.294	40.6
Claims	22.256	22.256	16.800	5.456	24.5	5.456	24.5
Maintenance and Other Operating Contracts	20.128	18.686	22.913	(2.785)	(13.8)	(4.227)	(22.6)
Professional Service Contracts	19.801	21.250	19.435	0.366	1.8	1.815	8.5
Materials & Supplies	34.058	35.137	42.746	(8.688)	(25.5)	(7.609)	(21.7)
Other Business Expenses	1.960	2.656	3.763	(1.803)	(92.0)	(1.107)	(41.7)
Total Non-Labor Expenses	\$ 143.200	\$ 144.864	\$ 145.494	\$ (2.294)	(1.6)	\$ (0.630)	(0.4)
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Depreciation and GASB Adjs.	\$ 588.209	\$ 607.692	\$ 620.899	\$ (32.690)	(5.6)	\$ (13.207)	(2.2)
Depreciation	\$ 42.235	\$ 42.235	\$ 48.183	\$ (5.948)	(14.1)	\$ (5.948)	(14.1)
OPEB Obligation	\$ 56.919	\$ 100.150	\$ 100.100	\$ (43.181)	(75.9)	\$ 0.050	0.0
Environmental Remediation	\$ -	\$ -	\$ 0.609	\$ (0.609)	-	\$ (0.609)	-
Total Expenses	\$ 687.363	\$ 750.077	\$ 769.791	\$ (82.428)	(12.0)	\$ (19.714)	(2.6)
Baseline Surplus/(Deficit)	\$ (451.070)	\$ (521.521)	\$ (540.056)	\$ (88.986)	(19.7)	\$ (18.535)	(3.6)

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2014 Final Estimate and Preliminary Actual: Accrual
December 2014 Year-to-Date

Generic Revenue or Expense Category	Non Reimb. or Reimb.	Variance Fav (Unfav)		Reason for Variance
		\$	%	
Farebox Revenue	Non Reimb	\$0.874	0.4	Higher ridership
Other Operating Revenue	Non Reimb	(\$0.180)	(0.9)	Unfavorable advertising and miscellaneous income
Capital and Other Reimbursements	Reimb	\$0.485	8.6	Prior period reimbursement
Payroll	Non Reimb	(\$10.008)	(4.1)	Mainly due to settlement of represented employee contracts (current to 2012) and payment of RWA
Overtime	Non Reimb	(\$3.705)	(6.9)	Mainly due to the increased running time, unplanned bus shuttle service and the aging bus fleet's impact on bus maintenance
Health and Welfare	Non Reimb	(\$2.928)	(5.8)	} Payment for prior period
OPEB Current Payment	Non Reimb	(\$0.609)	(3.3)	
Pensions	Non Reimb	\$0.745	1.6	Based on third party actuarial estimate
Other Fringe Benefits	Non Reimb	\$3.807	8.2	Favorable timing of worker's compensation payments.
Traction and Propulsion Power	Non Reimb	\$0.427	22.1	Favorable timing
Fuel for Buses and Trains	Non Reimb	\$2.321	6.2	Favorable timing of payments and lower average rates
Insurance	Non Reimb	\$2.294	40.6	Favorable timing of payments
Claims	Non Reimb	\$5.456	24.5	Favorable timing of payments
Maintenance and Other Operating Contracts	Non Reimb	(\$4.450)	(24.1)	Mainly due to bus security camera expenses, and duplicate payment for hybrid components pending reversal
Professional Service Contracts	Non Reimb	\$1.815	8.5	Favorable timing of MOU and BSC admin chargebacks
Materials & Supplies	Non Reimb	(\$6.780)	(19.8)	Higher expenses for radio equipment, hardware, tools and general maintenance materials.
Other Business Expenses	Non Reimb	(\$1.107)	(41.7)	AFC collection expenses and office supplies
Materials & Supplies	Reimb	(\$0.829)	*	Higher expenses

* Variance exceeds 100%.

(a) - Variance less than 5% or below \$ threshold

MTA BUS COMPANY
Cash Receipts and Expenditures
2014 Adopted Budget and Final Estimate vs. Preliminary Actual
(\$ in millions)

	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue	\$ 201.484	\$ 203.501	\$ 203.251	\$ 1.767	0.9	\$ (0.250)	(0.1)
Other Operating Revenue	26.257	20.972	19.508	(6.749)	(25.7)	(1.464)	(7.0)
Capital and Other Reimbursements	13.271	12.449	7.438	(5.833)	(44.0)	(5.011)	(40.3)
Total Receipts	\$ 241.012	\$ 236.922	\$ 230.197	\$ (10.815)	(4.5)	\$ (6.725)	(2.8)
Expenditures							
<u>Labor:</u>							
Payroll	\$ 232.162	\$ 271.882	\$ 276.063	\$ (43.901)	(18.9)	\$ (4.181)	(1.5)
Overtime	43.986	53.537	57.242	(13.256)	(30.1)	(3.705)	(6.9)
Health and Welfare	53.677	50.929	59.262	(5.585)	(10.4)	(8.333)	(16.4)
OPEB Current Payment	20.166	18.505	18.505	1.661	8.2	-	0.0
Pensions	45.986	45.665	44.065	1.921	4.2	1.600	3.5
Other Fringe Benefits	36.285	48.215	46.779	(10.494)	(28.9)	1.436	3.0
GASB Account	4.975	2.586	2.586	2.389	48.0	-	0.0
Reimbursable Overhead	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 437.237	\$ 491.319	\$ 504.502	\$ (67.265)	(15.4)	\$ (13.183)	(2.7)
<u>Non-Labor:</u>							
Traction and Propulsion Power	\$ 1.253	\$ 1.930	\$ 1.699	(0.446)	(35.6)	0.231	12.0
Fuel for Buses and Trains	40.331	39.061	39.313	1.018	2.5	(0.252)	(0.6)
Insurance	3.413	8.542	3.190	0.223	6.5	5.352	62.7
Claims	19.256	23.680	32.257	(13.001)	(67.5)	(8.577)	(36.2)
Maintenance and Other Operating Contracts	20.128	26.886	23.778	(3.650)	(18.1)	3.108	11.6
Professional Service Contracts	19.801	25.525	16.994	2.807	14.2	8.531	33.4
Materials & Supplies	34.058	35.137	43.941	(9.883)	(29.0)	(8.804)	(25.1)
Other Business Expenses	1.961	4.650	1.059	0.902	46.0	3.591	77.2
Total Non-Labor Expenditures	\$ 140.201	\$ 165.411	\$ 162.231	\$ (22.030)	(15.7)	\$ 3.180	1.9
<u>Other Expenditure Adjustments:</u>							
Total Expenditures Before Depreciation	\$ 577.438	\$ 656.730	\$ 666.733	\$ (89.295)	(15.5)	\$ (10.003)	(1.5)
Total Expenditures	\$ 577.438	\$ 656.730	\$ 666.733	\$ (89.295)	(15.5)	\$ (10.003)	(1.5)
Baseline Cash Deficit	\$ (336.426)	\$ (419.808)	\$ (436.536)	\$ (100.110)	(29.8)	\$ (16.728)	(4.0)

*Totals may not add due to rounding

MTA BUS COMPANY
2013 Adopted Budget and Final Estimate vs. Preliminary Actual
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	Preliminary Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Receipts							
Farebox Revenue		\$ 0.800	\$ (0.324)	\$ (0.324)	-	\$ (1.124)	*
Other Operating Revenue	(0.001)	0.780	(0.504)	(0.503)	*	(1.284)	*
Capital and Other Reimbursements	4.720	6.786	1.290	(3.430)	(72.7)	(5.496)	(81.0)
Total Receipts	\$ 4.719	\$ 8.366	\$ 0.462	\$ (4.257)	(90.2)	\$ (7.904)	(94.5)
Expenditures							
<u>Labor:</u>							
Payroll	\$ 1.993	\$ (25.437)	\$ (19.490)	\$ 21.483	*	\$ (5.947)	(23.4)
Overtime	-	-	-	-	-	-	-
Health and Welfare	0.411	0.411	(5.268)	5.679	*	5.679	*
OPEB Current Payment	-	-	0.609	(0.609)	-	(0.609)	-
Pensions	0.173	0.173	1.005	(0.832)	*	(0.832)	*
Other Fringe Benefits	10.170	(1.052)	(3.460)	13.630	*	2.408	*
GASB Account	(4.975)	(2.586)	(2.586)	(2.389)	(48.0)	-	0.0
Reimbursable Overhead	-	-	0.093	(0.093)	-	(0.093)	-
Total Labor Expenditures	\$ 7.772	\$ (28.491)	\$ (29.097)	\$ 36.869	*	\$ 0.606	2.1
<u>Non-Labor:</u>							
Traction and Propulsion Power	-	-	(0.196)	0.196	-	0.196	-
Fuel for Buses and Trains	-	(1.760)	(4.333)	4.333	-	2.573	*
Insurance	-	(2.894)	0.164	(0.164)	-	(3.058)	*
Claims	3.000	(1.424)	(15.457)	18.457	*	14.033	*
Maintenance and Other Operating Contracts	-	(8.200)	(0.865)	0.865	-	(7.335)	(89.5)
Professional Service Contracts	-	(4.275)	2.441	(2.441)	-	(6.716)	*
Materials & Supplies	-	-	(1.195)	1.195	-	1.195	-
Other Business Expenses	(0.001)	(1.994)	2.704	(2.705)	*	(4.698)	*
Total Non-Labor Expenditures	\$ 2.999	\$ (20.547)	\$ (16.737)	\$ 19.736	*	\$ (3.810)	(18.5)
<u>Other Expenditure Adjustments:</u>							
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$ 15.490	\$ (40.672)	\$ (45.372)	\$ 60.862	*	\$ 4.700	11.6
Depreciation	42.235	42.235	48.183	(5.948)	(14.1)	(5.948)	(14.1)
OPEB Obligation	\$ 56.919	\$ 100.150	\$ 100.100	\$ (43.181)	(75.9)	\$ 0.050	0.0
Environmental Remediation	\$ -	\$ -	\$ 0.609	\$ (0.609)	-	\$ (0.609)	-
Baseline Total Cash Conversion Adjustments	\$ 114.644	\$ 101.713	\$ 103.520	\$ 11.124	9.7	\$ (1.807)	(1.8)

*Totals may not add due to rounding

MTA BUS COMPANY
Explanation of Variances between 2014 Final Estimate and Preliminary Actual: Cash
December 2014 Year-to-Date

Generic Revenue or Expense Category	Variance Fav (Unfav)		Reason for Variance
	\$	%	
Farebox Revenue	(\$0.250)	(0.1)	Delay in receipts
Other Operating Revenue	(\$1.464)	(7.0)	Timing of student fare reimbursement, lower advertising receipts and Irene recoveries
Capital and Other Reimbursements	(\$5.011)	(40.3)	Timing of reimbursement receipts and including partially \$2 charged to operating expenses
Payroll	(\$4.181)	(1.5)	Mainly due to settlement of represented employee contracts (current to 2012) and payment of RWA
Overtime	(\$3.705)	(6.9)	Mainly due to the increased running time, unplanned bus shuttle service and the aging bus fleet's impact on bus maintenance
Health and Welfare	(\$8.333)	(16.4)	} Prior period payments
OPEB Current Payment	\$0.000	0.0	
Pensions	\$1.600	3.5	Based on third party actuarial estimate
Other Fringe Benefits	\$1.436	3.0	Favorable timing of worker's compensation payments.
Traction and Propulsion Power	\$0.231	12.0	Favorable timing of payments
Fuel for Buses and Trains	(\$0.252)	(0.6)	Payment for prior period expenses
Insurance	\$5.352	62.7	Favorable timing of payments
Claims	(\$8.577)	(36.2)	\$12 million payout on a 2009 Bus accident case and case settlements of 2 claims from prior years
Maintenance and Other Operating Contracts	\$3.108	11.6	Timing of payments and mischarges of units to maintenance materials
Professional Service Contracts	\$8.531	33.4	Favorable timing of MOU and BSC admin chargebacks
Materials & Supplies	(\$8.804)	(25.1)	Prior period expenses & misclassification of bus units budgeted in Maint & Other Operating Contracts
Other Business Expenses	\$3.591	77.2	Favorable timing of payments

* Variance exceeds 100%.

(a) - Variance less than 5% or below \$ threshold

**MTA BUS COMPANY
2014 YEAR-END REPORT
UTILIZATION
(in millions)**

	December Year-to-Date			Favorable/(Unfavorable) Variance			
	2014 Adopted Budget	Final Estimate	Actual	2014 Adopted Budget		Final Estimate	
<u>Farebox Revenue</u>				\$	%	\$	%
Fixed Route	\$ 201.484	\$ 202.701	\$ 203.575	\$ 2.091	1.0	\$ 0.874	0.4
Total Farebox Revenue	201.484	202.701	203.575	2.091	1.0	0.874	0.4
Other Revenue	26.258	20.192	20.012	(6.246)	(23.8)	(0.180)	(0.9)
Capital & Other	8.551	5.663	6.148	(2.403)	(28.1)	0.485	8.6
Total Revenue	\$ 236.293	\$ 228.556	\$ 229.735	\$ (6.558)	(2.8)	\$ 1.179	0.5
<u>Ridership</u>							
Fixed Route	124.674	125.025	125.581	0.907	0.7	0.556	0.4
Total Ridership	124.674	125.025	125.581	0.907	0.7	0.556	0.4

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Function and Department
Full-Time Positions and Full-Time Equivalents
December 2014 Year-to-Date

FUNCTION/DEPARTMENT	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	6	10	(4)	
Office of Management and Budget	14	11	3	
Technology & Information Services	16	14	2	
Material	19	16	3	
Controller	15	19	(4)	
Office of the President	6	7	(1)	
System Safety Administration	5	1	4	
Law	24	24	-	
Corporate Communications	3	3	-	
Labor Relations	4	3	1	
Strategic Office	12	12	-	
Non-Departmental	11	-	11	
Total Administration	138	123	15	Vacancies to be filled
Operations				
Buses	2,211	2,198	13	
Office of the Executive VP	1	3	(2)	
Safety & Training	31	67	(36)	Students in Training
Road Operations	119	122	(3)	
Transportation Support	20	22	(2)	
Operations Planning	32	30	2	
Revenue Control	21	21	-	
Total Operations	2,435	2,463	(28)	
Maintenance				
Buses	768	762	6	
Maintenance Support/CMF	158	168	(10)	
Facilities	73	47	26	Vacancies Replaced by MOU
Supply Logistics	92	91	1	
Total Maintenance	1,091	1,068	23	
Capital Program Management	37	28	9	
Total Engineering/Capital	37	28	9	
Security	18	15	3	
Total Public Safety	18	15	3	
Total Positions	3,719	3,697	22	
Non-Reimbursable	3,681	3,664	17	
Reimbursable	38	33	5	
Total Full-Time	3,704	3,682	22	
Total Full-Time Equivalents	15	15	-	

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Function and Department
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
DECEMBER 2014

FUNCTION/OCCUPATIONAL GROUP	Final Estimate	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	57	50	7	
Professional, Technical, Clerical	70	73	(3)	
Operational Hourlies	11	-	11	
Total Administration	138	123	15	Vacancies to be filled
Operations				
Managers/Supervisors	303	304	(1)	
Professional, Technical, Clerical	52	55	(3)	
Operational Hourlies	2,080	2,104	(24)	Students in Training
Total Operations	2,435	2,463	(28)	
Maintenance				
Managers/Supervisors	212	199	13	
Professional, Technical, Clerical	17	21	(4)	
Operational Hourlies	862	848	14	
Total Maintenance	1,091	1,068	23	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	21	17	4	
Professional, Technical, Clerical	16	11	5	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	28	9	
Public Safety				
Managers/Supervisors	14	10	4	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
Total Public Safety	18	15	3	
Total Baseline Positions				
Managers/Supervisors	607	580	27	
Professional, Technical, Clerical	159	163	(4)	
Operational Hourlies	2,953	2,954	(1)	
Total Baseline Positions	3,719	3,697	22	

MTA Bus Company
Preliminary 2014 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

						2014		2014		
						Adopted vs. Actuals		Final Estimate vs. Actuals		
						Var. - Fav./(Unfav)		Var. - Fav./(Unfav)		
2014 Adoptd Budget		2014 Final Estimate		Actuals						
Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	
NON-REIMBURSABLE OVERTIME										
Scheduled Service	592,023	\$25.097	592,023	\$25.097	598,362	\$26.754	(6,339) -1.1%	(\$1.658) -6.6%	(6,339) -1.1%	(\$1.658) -6.6%
Unscheduled Service	82,332	\$3.375	82,332	\$3.375	87,957	\$3.754	(5,626) -6.8%	(\$0.379) -11.2%	(5,626) -6.8%	(\$0.379) -11.2%
Programmatic/Routine Maintenance	146,876	\$6.255	236,468	\$10.348	290,062	\$12.720	(143,186) -97.5%	(\$6.465) -103.3%	(53,594) -22.7%	(\$2.372) -22.9%
Unscheduled Maintenance	0	\$0.000	0	\$0.000	0	\$0.000	- 0.0%	\$0.000 0.0%	- 0.0%	\$0.000 0.0%
Vacancy/Absentee Coverage	171,083	\$7.555	254,013	\$11.203	260,719	\$11.045	(89,637) -52.4%	(\$3.490) -46.2%	(6,707)	\$0.158
Weather Emergencies	36,058	\$1.259	76,194	\$3.070	57,592	\$2.416	(21,534)	(\$1.157)	18,602	\$0.654
Safety/Security/Law Enforcement	2,641	\$0.128	2,641	\$0.128	1,786	\$0.076	855 32.4%	\$0.052 40.6%	855 #VALUE!	\$0.052 40.6%
Other	3,802	\$0.316	3,802	\$0.316	8,569	\$0.478	(4,767) -125.4%	(\$0.161) -51.0%	(4,767) -125.4%	(\$0.161) -51.0%
Total Unscheduled	1,034,814	\$43.986	1,247,472	\$53.537	1,305,048	\$57.242	(270,234) -26.1%	(\$13.257) -30.1%	(57,576) -4.6%	(\$3.706) -6.9%
TOTAL NON-REIMBURSABLE OVERTIME:										
1,034,814 \$43.986 1,247,472 \$53.537 1,305,048 \$57.242 (270,234) (\$13.257) (57,576) (\$3.706) -26.1% -30.1% -4.6% -6.9%										
REIMBURSABLE OVERTIME 1										
0 \$0.000 0 \$0.000 0 \$0.000 - \$0.000 - \$0.000										
TOTAL OVERTIME										
1,034,814 \$43.986 1,247,472 \$53.537 1,305,048 \$57.242 (270,234) (\$13.257) (57,576) (\$3.706) -4.6% -6.9%										

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

MTA Bus Company
Preliminary 2014 Overtime Results
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

December 2014 Year-to-Date vs. Final Estimate

	Var. - Fav./(Unfav)		Explanations
	Hours	\$	
<u>Scheduled Service</u>	(6,339)	(\$1.658)	Due mainly to increased running time
	-1.1%	-6.6%	
<u>Unscheduled Service</u>	(5,626)	(\$0.379)	
	-6.8%	-11.2%	
<u>Programmatic/Routine Maintenance</u>	(53,594)	(2.372)	Maintenance work for accelerated completion of defects found on schedule inspection and the impact of aging bus fleet.
	-22.7%	-22.9%	
<u>Unscheduled Maintenance</u>	-	-	
	0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	(6,707)	\$0.158	
	0.0%	0.0%	
<u>Weather Emergencies</u>	18,602	\$0.654	
	0.0%	0.0%	
<u>Safety/Security/Law Enforcement</u>	855	\$0.052	
	32.4%	40.6%	
<u>Other</u>	(4,767)	(\$0.161)	
	-125.4%	-51.0%	
Total Unscheduled	(57,576)	(\$3.706)	
	-4.6%	-6.9%	
TOTAL NON-REIMBURSABLE OVERTIME:	(57,576)	(\$3.706)	
	-4.6%	-6.9%	
REIMBURSABLE OVERTIME ¹	-	\$0.000	
TOTAL OVERTIME	(57,576)	(\$3.706)	
	-4.6%	-6.9%	

¹ All other & reimbursable budget and actual includes PTE \$'s only. Does not include hours.

* Above 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2014 Overtime Reporting
Overtime Legend

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



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through December 31, New York City Transit's performance against its 2014 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$59.0	\$125.3	212
Design Completions	177.1	153.9	87
Awards	3,606.9	2,507.2	70
Substantial Completions	2,132.7	1,841.8	86
Closeouts	3,697.3	1,076.1	29

During December, NYCT awarded projects totaling \$675.8 million including:

- station renewals at six stations, ADA improvements and line structure rehabilitation on the Sea Beach Line in Brooklyn;
- station renewals and component work at seven stations on the New Lots Line in Brooklyn; and
- Sandy repair and resiliency projects in the Cranberry Tube and other locations throughout the transit system.

During the same period, NYCT substantially completed projects totaling \$214.1 million including:

- mainline and yard track and switch replacement at various locations throughout the transit system;
- replacement of tunnel lighting in the Greenpoint Tube that was damaged due to flooding from Superstorm Sandy; and
- ADA elevators and other accessibility improvements at the Kingsbridge Road Station on the Concourse Line in the Bronx.

Also during December, NYCT started one design project for \$1.8 million, completed four designs for \$2.8 million, and closed out 18 projects for \$188.7 million.

Capital Program Status
February 2015
(December 2014)

During December, NYCT awarded projects totaling \$675.8 million including six station renewals, ADA improvements and line structure rehabilitation on the Sea Beach Line in Brooklyn for \$255.1 million. Renewals will take place at the following stations: 8 Avenue, Fort Hamilton Parkway, New Utrecht Avenue, 18 Avenue, 20 Avenue and Bay Parkway and will eliminate all deficient conditions rated 3 or worse at these stations as rated by the latest Station Condition Survey. Work will include renewal of the street level control houses, tunnel structures supporting the control houses, passageway enclosures between platform stairs, concrete platform stairs and concrete enclosures, and platform including canopy structure. Work also includes the structural rehabilitation of various locations of the concrete retaining wall along the Sea Beach Line. Additionally, ADA accessibility will be added to two stations, 8 Avenue Station (partial access) and New Utrecht Avenue Station. The work will progress parallel with a project for the renewal of three additional stations on the Sea Beach Line, Kings Highway, Avenue U and 86 Street, awarded in January 2015.

Additionally, NYCT awarded station renewals and component work on the New Lots Line in Brooklyn for \$80.7 million. Renewal work will take place at six stations including Sutter Avenue, Saratoga Avenue, Rockaway Avenue, Junius Street, Pennsylvania Avenue, Van Siclen Avenue with component work at a seventh station, New Lots Avenue. Renewal work includes platform edge replacement of the ADA boarding area, tactile warning strip, repair and replacement of platform pre-cast panels, repair of structural steel supports, replacement of side platform windscreens and guardrail replacement, mezzanine facade replacement, mezzanine structural floor beam, girder and hanger repair, and mezzanine public area floor slab replacement and architectural treatments. At New Lots Avenue, the work consists of island platform free standing windscreen replacement, mezzanine facade replacement, mezzanine structural floor beams, girders and hangers repair and mezzanine public area floor slab replacement.

Also during December, NYCT awarded Sandy repair and resiliency projects in the Cranberry Tube and other locations throughout the transit system for \$150.5 million. In the Cranberry Tube, these projects will include the installation of corrosion-resistant power and communication cables as well as construction of concrete pads to elevate a deployable emergency generator and reinforcement of the roof to accommodate standby generators. Also, the work will include the repair of circuit breaker houses (CBH), fan plants, signal equipment, substations and other equipment that was damaged due to flooding from the storm.

Other Superstorm Sandy related work awarded in December includes the repair of circuit breaker houses, pump rooms and tunnel lighting in Manhattan and power cable replacement at the Rockaway Park Yard in Queens.

During December, NYCT substantially completed projects totaling \$214.1 million including mainline and yard track and switch replacement at various locations throughout the transit system for \$104.2 million. Mainline track replacement was completed at the Concourse Line in the Bronx and the Rockaway and Flushing Lines in Queens. Yard track was replaced at four yards in the Bronx and Manhattan. Mainline switch replacement was completed on the Eastern Parkway Line in Brooklyn and yard switches were replaced at two yards in Brooklyn and Manhattan. Track and switch replacement typically includes the replacement of track and switch materials such as contact rail, running rails, ties, ballast, replacement of existing turnouts, track switches, switch valves, signal cable including positive and negative connections, and associated equipment that have reached the end of their useful life.

Additionally, NYCT substantially completed the replacement of tunnel lighting in the Greenpoint Tube for \$22.8 million. Work on other damaged equipment in the Greenpoint tube is ongoing with completion expected by mid-2015.

Also in December, NYCT substantially completed the installation of ADA elevators and other accessibility improvements at the Kingsbridge Road Station on the Concourse Line in the Bronx for \$20.3 million. This project provides for full Americans with Disabilities Act (ADA) accessibility at the station. Three hydraulic elevators were installed with associated equipment and machinery rooms. All progressive ADA elements have been provided to comply with ADA guidelines.

Also during December, NYCT started one design project for \$1.8 million, completed four designs for \$2.8 million, and closed out 18 projects for \$188.7 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the 18 projects that NYCT closed out in December.

Projects Closed During December 2014
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Station Rehabilitation: Beach 90 Street / Rockaway	\$20.1	\$20.6	01/2013	23
Station Rehabilitation: Beach 98 Street / Rockaway	18.0	20.9	01/2013	23
Station Rehabilitation: Beach 105 Street / Rockaway	17.6	19.3	01/2013	23
Mainline Track Replacement 2013 at Dekalb Ave / Broadway	2.5	2.9	05/2014	7
Mainline Track Replacement 2013 at Archer Avenue	2.4	4.2	06/2014	6
Continuous Welded Rail – 2013	3.9	4.1	06/2014	6
Mainline Track Replacement 2013 at Euclid Ave / 8 Avenue	11.3	10.7	08/2014	4
Mainline Track Replacement 2012 at 6th Avenue	14.7	17.9	08/2014	4
Mainline Track Replacement 2012 at Flushing	30.2	20.2	09/2014	3
Groundwater and Soil Remediation (2005)	6.7	7.3	09/2014	3
Mainline Track Replacement 2013 at Lenox-White Plains Rd	5.6	5.3	12/2014	0
Mainline Track Replacement 2013 at 7th Avenue	3.0	3.2	12/2014	0
ADA: Utica Av / Fulton Line	16.3	17.0	12/2014	0
Purchase 340 Help Point Chassis and UPS/ Battery Backbox	3.4	2.3	12/2014	0
Staten Island Railway: Lemon Creek Culvert Bridge	3.5	3.5	12/2014	0
Mainline Track Replacement 2013 at 6th Avenue	14.7	19.5	01/2015	(1)
Station Component: 3 Stations / Brighton	6.6	6.9	01/2015	(1)
Station Painting at Component Locations: 3 Locations / Brighton	3.1	3.1	01/2015	(1)

The closeouts of the Station Rehabilitations at Beach 90th, 98th and 105th Streets were delayed by 23 months due to delays in completion of the projects and legal issues impacting the closeout. The closeouts of the Mainline Track Replacement - 2013 at Dekalb Ave - Broadway (7 month delay) and Mainline Track Replacement - 2013 at Euclid Ave - 8th Ave (4 month delay) projects were delayed due to

difficulties in obtaining track access and GO's to complete the work. The closeouts of the Mainline Track Replacement - 2013 at Archer Ave (6 month delay), Continuous Welded Rail – 2013 (6 month delay) and Mainline Track Replacement - 2012 at 6th Ave (4 month delay) projects were delayed due to the need to complete punch list work.

Status of Fan Plants and Fans
(as of December 31, 2014)

<u>Fan Plants</u>	<u>December '13</u>	<u>December '14</u>	<u>More/(Less)</u>
All	189	189	0
Operable	181	174	(7)
Inoperable	8	15	7
Reduced Capacity	0	0	0

<u>Fan Units</u>	<u>December '13</u>	<u>December '14</u>	<u>More/(Less)</u>
All	400	400	0
Operable	379	359	(20)
Inoperable	21	41	20
Reduced Capacity	0	0	0

Inoperable Fan Plants and Fans
(as of December 31, 2014)

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	6	8
MOW / Hydraulics	8	29
Warranty Work, Test Section Repair, MTA-CC or Cable Sct.	1	4
Total	15	41

CAPITAL PROJECT MILESTONE SUMMARY
2014
(THROUGH DECEMBER 31, 2014)

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

December

Design Starts	\$0.0	0	\$1.8	1	N/A	N/A
Design Completions	19.9	7	2.8	4	13.8	57.1
Construction Awards	299.5	19	675.8	46	225.7	242.1
Substantial Completions	148.2	18	214.1	18	144.4	100.0
Closeouts	166.6	22	188.7	18	113.3	81.8

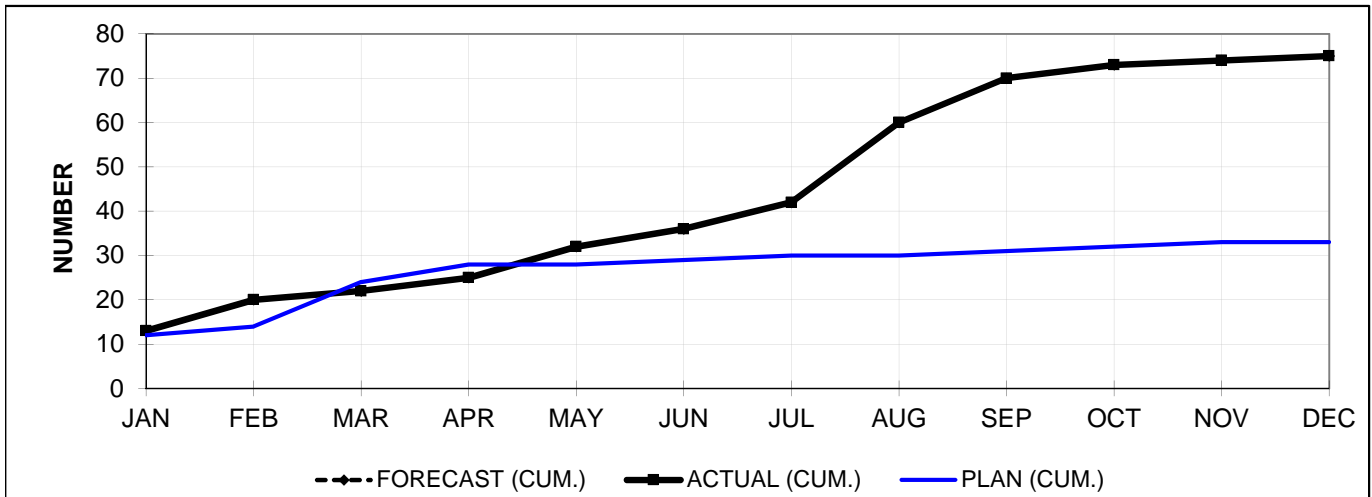
2014 Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$59.0	33	\$125.3	75	212.3	227.3
Design Completions	177.1	129	153.9	105	86.9	81.4
Construction Awards	3,606.9	218	2,507.2	190	69.5	87.2
Substantial Completions	2,132.7	189	1,841.8	160	86.4	84.7
Closeouts	3,697.3	202	1,076.1	110	29.1	54.5

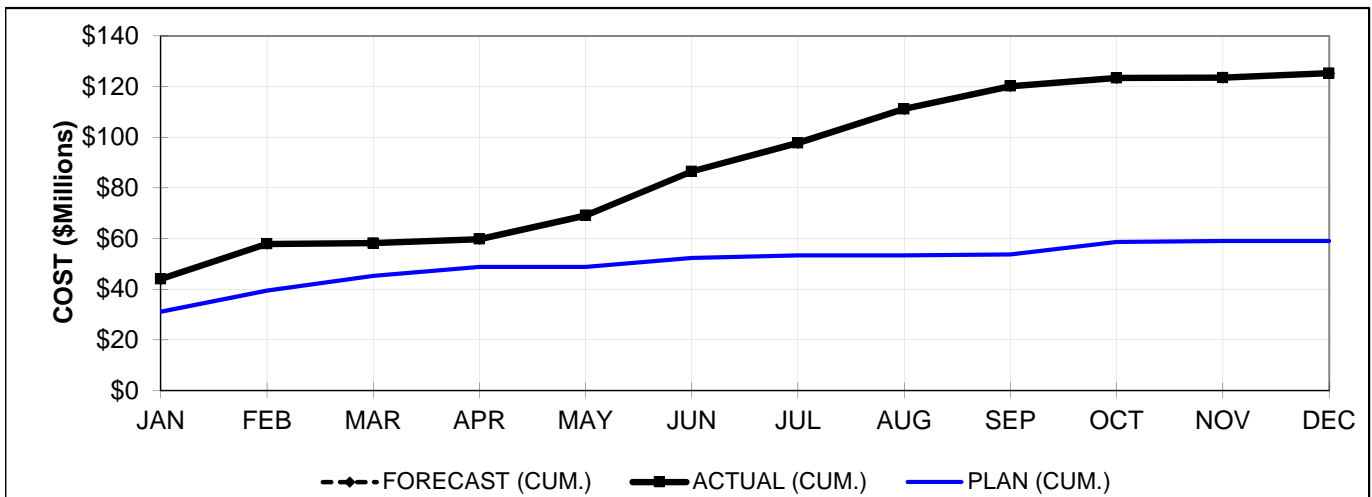
Totals do not include contingency, emergency funds and miscellaneous reserves;
performance percentages include early accomplishments.

2014 Design Starts Charts

As of December 2014



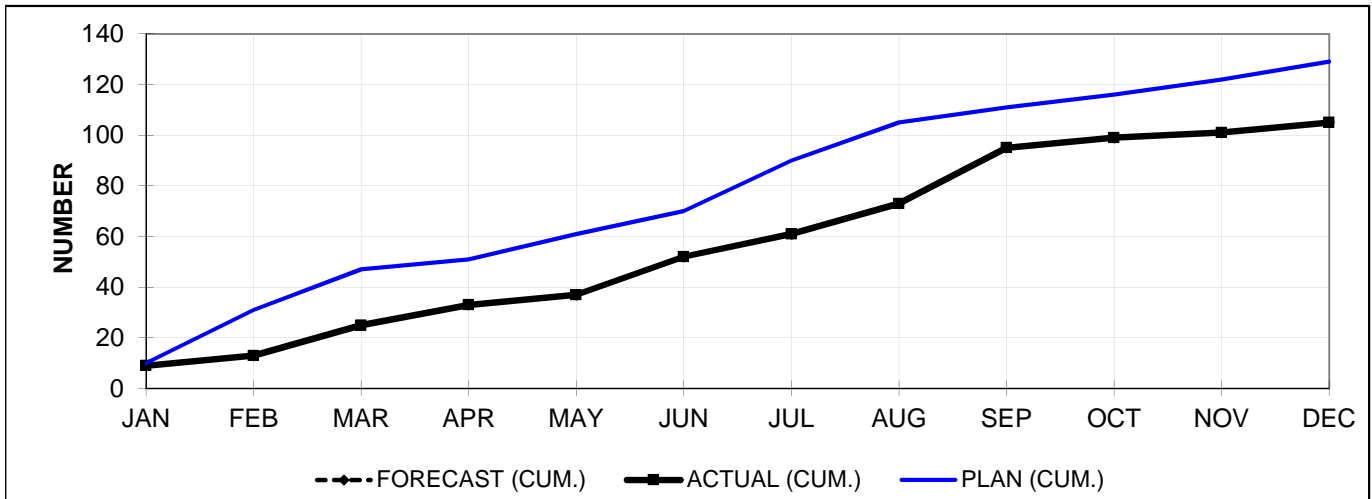
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	13	7	2	3	7	4	6	18	10	3	1	1
ACTUAL (NON-CUM.)	13	20	22	25	32	36	42	60	70	73	74	75
PLAN (NON-CUM.)	12	2	10	4	0	1	1	0	1	1	1	0
FORECAST (CUM.)	13	20	22	25	32	36	42	60	70	73	74	75
ACTUAL (CUM.)	13	20	22	25	32	36	42	60	70	73	74	75
PLAN (CUM.)	12	14	24	28	28	29	30	30	31	32	33	33



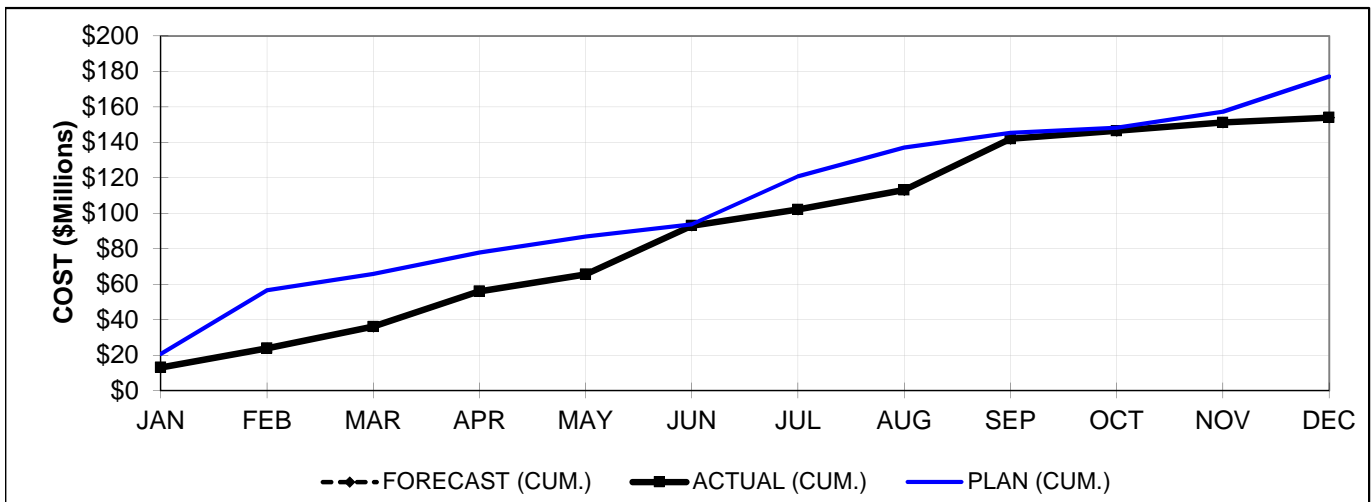
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	44.0	13.9	0.3	1.6	9.3	17.4	11.2	13.4	9.1	3.2	0.1	1.8
ACTUAL (NON-CUM.)	44.0	57.9	58.2	59.8	69.1	86.5	97.7	111.1	120.2	123.4	123.5	125.3
PLAN (NON-CUM.)	31.2	8.3	5.8	3.5	0.0	3.6	1.0	0.0	0.4	4.9	0.4	0.0
FORECAST (CUM.)	44.0	57.9	58.2	59.8	69.1	86.5	97.7	111.1	120.2	123.4	123.5	125.3
ACTUAL (CUM.)	44.0	57.9	58.2	59.8	69.1	86.5	97.7	111.1	120.2	123.4	123.5	125.3
PLAN (CUM.)	31.2	39.5	45.3	48.8	48.8	52.4	53.3	53.3	53.8	58.6	59.0	59.0

2014 Design Completions Charts

As of December 2014



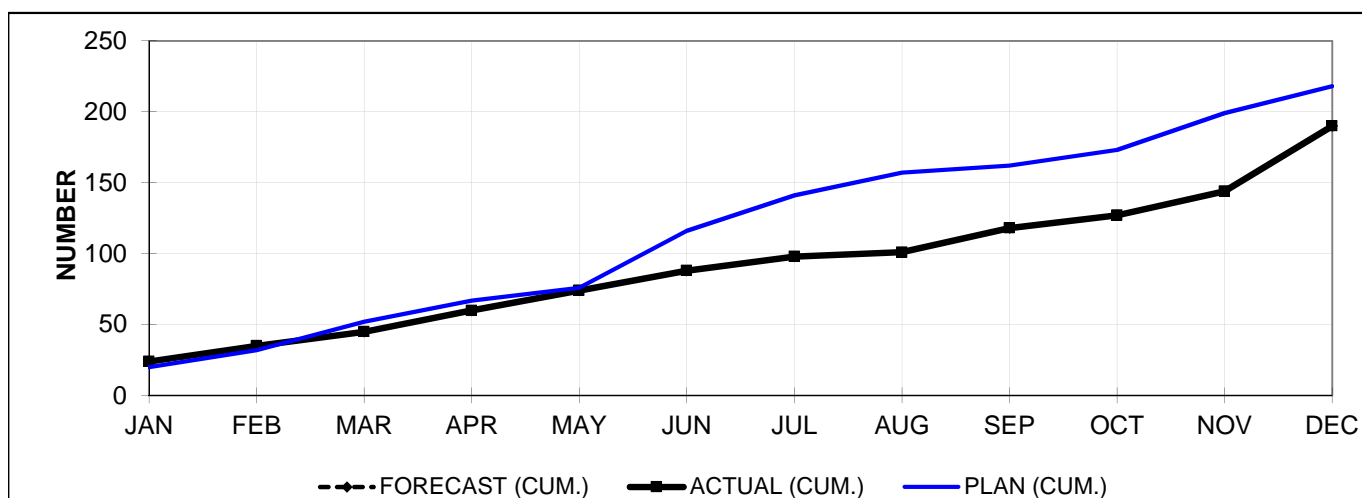
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	9	4	12	8	4	15	9	12	22	4	2	4
PLAN (NON-CUM.)	10	21	16	4	10	9	20	15	6	5	6	7
FORECAST (CUM.)	9	13	25	33	37	52	61	73	95	99	101	105
ACTUAL (CUM.)	10	31	47	51	61	70	90	105	111	116	122	129
PLAN (CUM.)	10	31	47	51	61	70	90	105	111	116	122	129



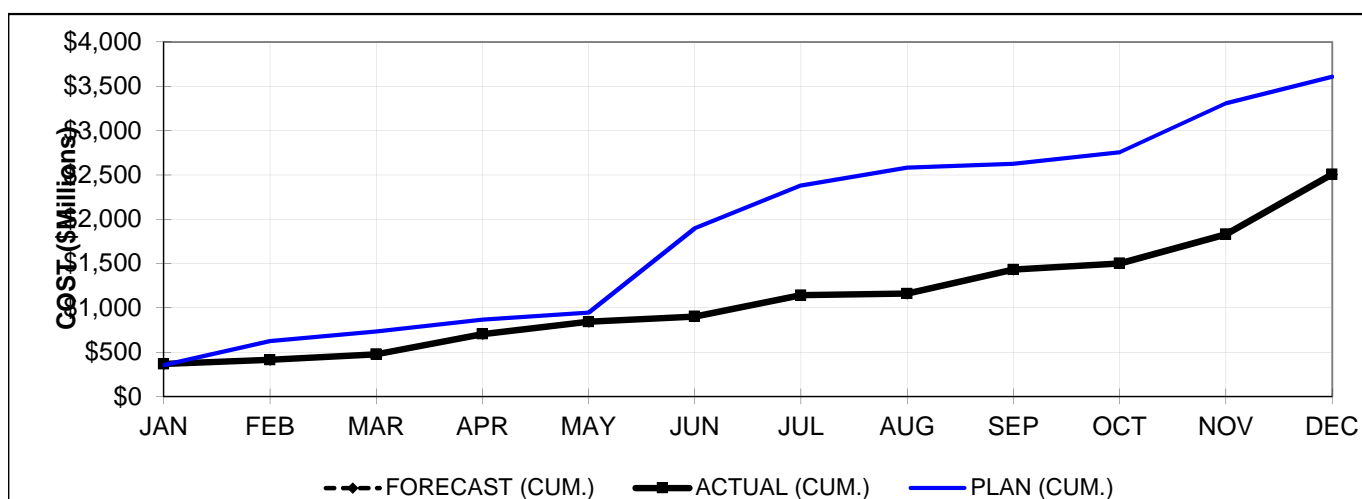
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	13.0	10.8	12.2	19.9	9.6	27.5	9.0	11.0	28.8	4.5	4.7	2.8
PLAN (NON-CUM.)	20.7	35.9	9.1	12.2	8.9	6.8	27.1	16.3	8.2	2.8	9.1	19.9
FORECAST (CUM.)	13.0	23.9	36.0	56.0	65.6	93.0	102.1	113.1	141.9	146.5	151.2	153.9
ACTUAL (CUM.)	20.7	56.6	65.7	77.9	86.9	93.7	120.8	137.1	145.3	148.2	157.2	177.1
PLAN (CUM.)	20.7	56.6	65.7	77.9	86.9	93.7	120.8	137.1	145.3	148.2	157.2	177.1

2014 Awards Charts

As of December 2014



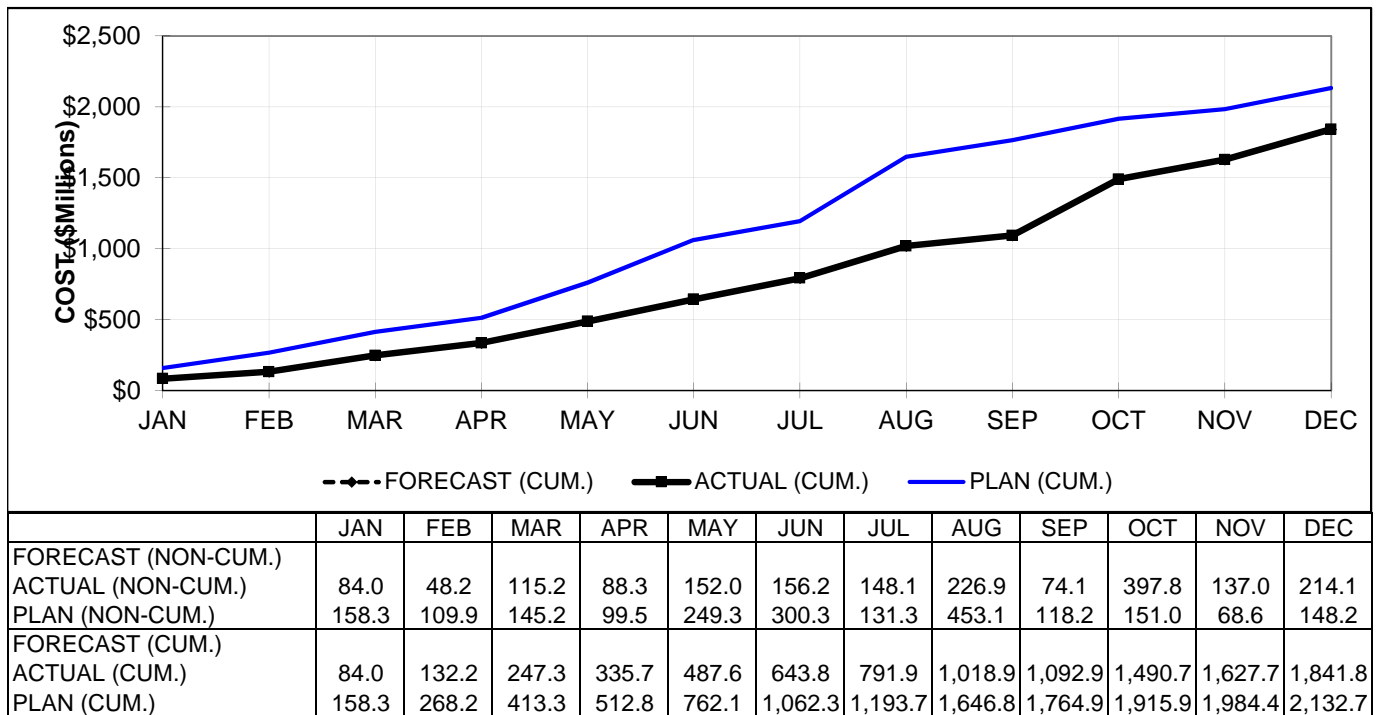
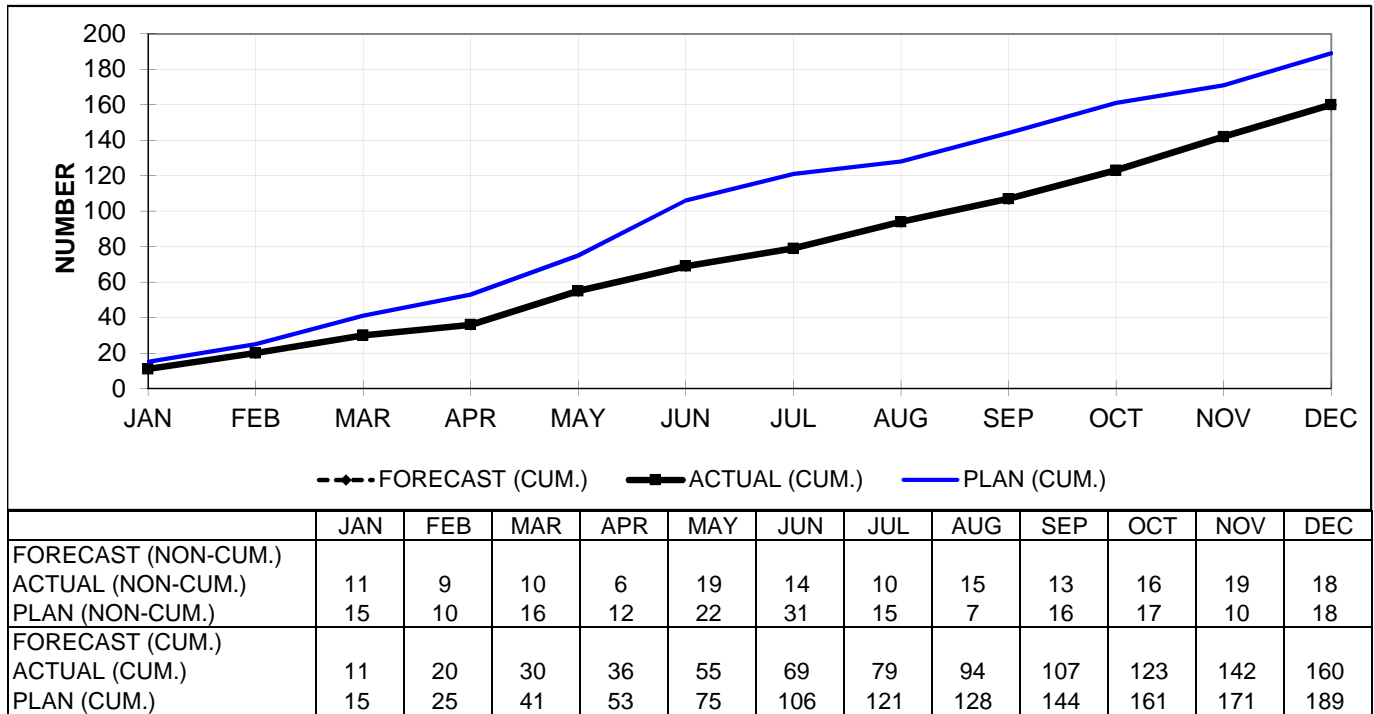
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	24	11	10	15	14	14	10	3	17	9	17	46
PLAN (NON-CUM.)	20	12	20	15	9	40	25	16	5	11	26	19
FORECAST (CUM.)												
ACTUAL (CUM.)	24	35	45	60	74	88	98	101	118	127	144	190
PLAN (CUM.)	20	32	52	67	76	116	141	157	162	173	199	218



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	368.2	46.5	62.3	228.1	138.8	58.8	241.4	17.2	270.1	71.1	329.0	675.8
PLAN (NON-CUM.)	355.7	270.8	108.5	132.8	80.3	948.0	483.2	204.3	40.9	130.6	552.4	299.5
FORECAST (CUM.)												
ACTUAL (CUM.)	368.2	414.7	476.9	705.0	843.8	902.6	1,144.0	1,161.2	1,431.3	1,502.4	1,831.4	2,507.2
PLAN (CUM.)	355.7	626.5	735.0	867.8	948.1	1,896.0	2,379.3	2,583.5	2,624.4	2,755.1	3,307.4	3,606.9

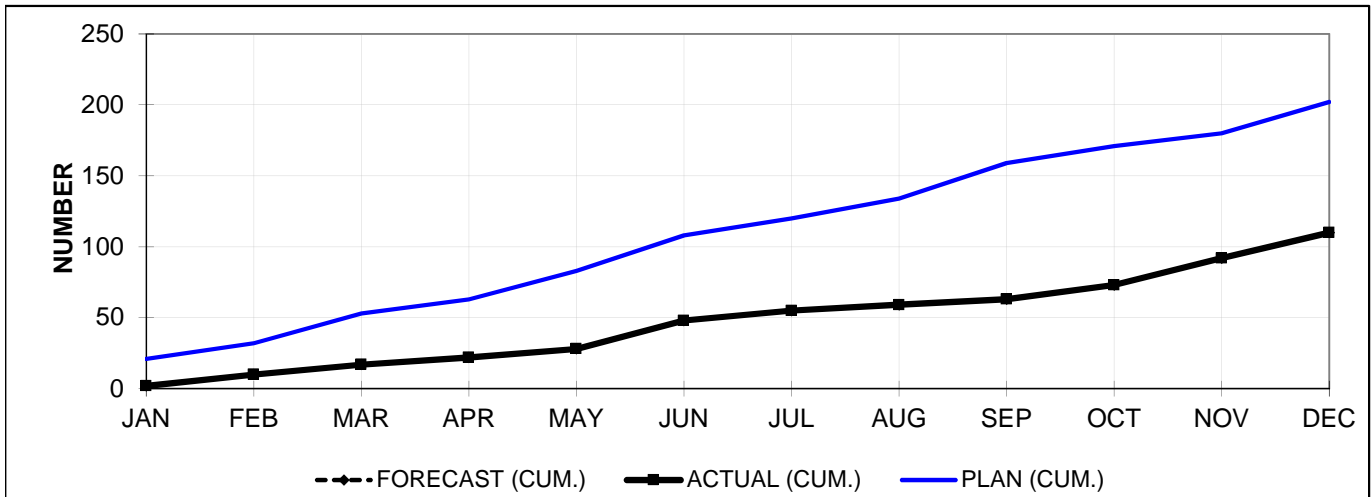
2014 Substantial Completions Charts

As of December 2014

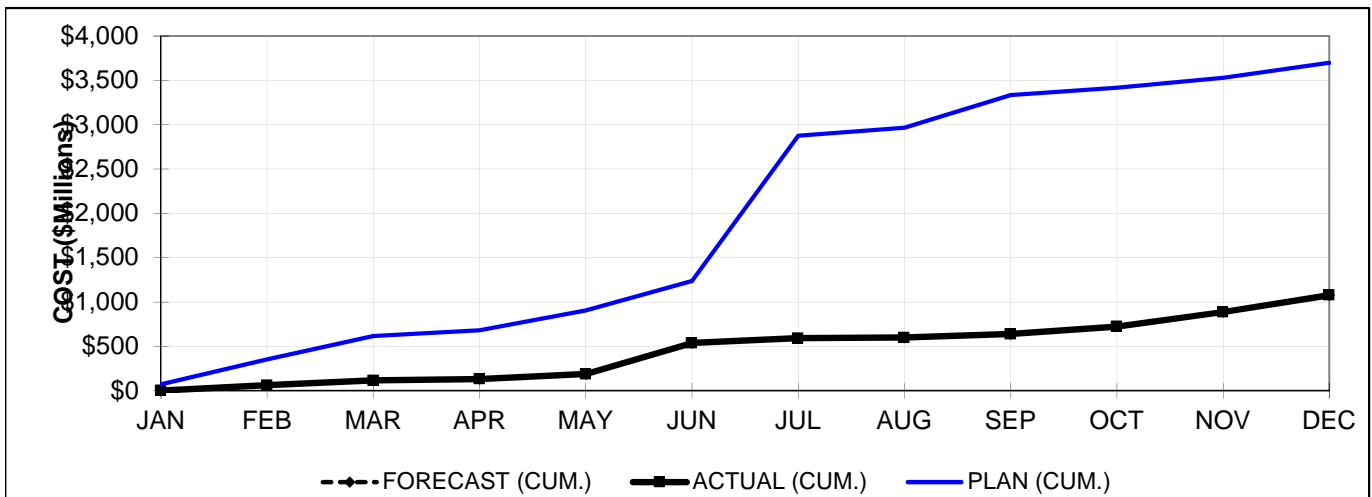


2014 Closeouts Charts

As of December 2014



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	2	8	7	5	6	20	7	4	4	10	19	18
PLAN (NON-CUM.)	21	11	21	10	20	25	12	14	25	12	9	22
FORECAST (CUM.)												
ACTUAL (CUM.)	2	10	17	22	28	48	55	59	63	73	92	110
PLAN (CUM.)	21	32	53	63	83	108	120	134	159	171	180	202

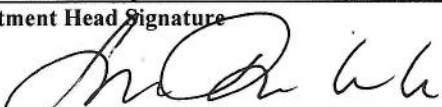




	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)												
ACTUAL (NON-CUM.)	2.6	57.8	55.1	16.1	56.0	350.2	53.2	7.4	40.0	83.9	165.1	188.7
PLAN (NON-CUM.)	71.5	282.1	262.6	67.5	223.6	329.4	1637.8	90.7	370.6	82.1	112.8	166.6
FORECAST (CUM.)												
ACTUAL (CUM.)	2.6	60.4	115.5	131.6	187.6	537.8	591.1	598.4	638.4	722.3	887.4	1,076.1
PLAN (CUM.)	71.5	353.6	616.3	683.8	907.4	1,236.7	2,874.6	2,965.3	3,335.8	3,417.9	3,530.6	3,697.3

Report

PROCUREMENTS

The Procurement Agenda this month includes 8 actions for a proposed expenditure of \$27.2M.

Subject Request for Authorization to Award Various Procurements					
Department Materiel Division – NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	2/23/15			
2	Board	2/25/15			

February 12, 2015			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	Executive VP		President MTA Bus
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

Internal Approvals (cont.)							
Order	Approval	Order	Approval	Order	Approval	Order	Approval

PURPOSE:

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

DISCUSSION:

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

Schedules Requiring Majority Vote:

Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$	5.2 M
	Sperry Rail Services, Inc.		\$	5.2 M
Schedule J:	Modifications Miscellaneous Procurement Contracts	1	\$	4.2 M
	ACI Worldwide, Inc.		\$	4.2 M
		SUBTOTAL	2	\$ 9.4 M

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule B:	Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	1	\$ TBD M
<u>Schedules Requiring Majority Vote:</u>			
Schedule F:	Personal Service Contracts	1	\$ 6.3 M
Schedule G:	Miscellaneous Service Contracts	1	\$ 0.7 M
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	2	\$ 1.3 M
SUBTOTAL		5	\$ 8.3 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 Capital Construction proposes to award Ratifications in the following categories: NONE

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Two-Thirds Vote:

Schedule D:	Ratification of Completed Procurement Actions	1	\$ 9.5 M
SUBTOTAL		1	\$ 9.5 M
TOTAL		8	\$ 27.2 M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

FEBRUARY 2015

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts

(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

1. **Sperry Rail Services, Inc.** **\$5,211,841 (Est.)** **Staff Summary Attached**
RFQ# 2862.1

Modification to the contract for the upgrade of NYC Transit's Track Geometry Car #2, in order to provide ultrasonic rail flaw detection and testing services, maintain the proprietary ultrasonic rail flaw detection system, and extend the contract term by an additional five years.

J. Modification to Miscellaneous Procurement Contracts

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

2. **ACI Worldwide, Inc.** **\$4,224,266 (Est.)** **Staff Summary Attached**
Contract# 03E8693.17

Modification to the contract for BASE24 Software License and Maintenance, in order to perform a software upgrade and to extend the contract term for an additional five years.

Schedule H: Modifications to Personal Service & Miscellaneous Service Contracts

Item Number: 1

Vendor Name (& Location) Sperry Rail Services, Inc. (Danbury, CT)
Description Furnish and install ultrasonic rail flaw detection and testing system on Track Geometry Car #2
Contract Term (including Options, if any) May 14, 2013 – March 31, 2015
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Sole Source
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept./Div. & Dept./Div. Head Name: Department of Subways, Joseph Leader

Contract Number	AWO/Mod. #
RFQ 2862	1
Original Amount:	\$ 615,000
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 615,000
This Request:	\$ 5,211,841 (Est.)
% of This Request to Current Amount:	847.5%
% of Modifications (including This Request) to Original Amount:	847.5%

Discussion:

This modification provides services to both conduct ultrasonic rail flaw detection and testing utilizing the upgraded NYC Transit Track Geometry Car #2 (TGC2), and to maintain Sperry Rail Services, Inc.'s (Sperry) latest proprietary Series 1950 ultrasonic rail flaw detection system (Series 1950 System) on the TGC2. It also extends the base contract by five years to March 31, 2020 in the estimated amount of \$5,211,841.

Under RFQ 2862, the base contract approved by the March 2013 Board, Sperry is upgrading the NYC Transit owned TGC2 (a vehicle manufactured by Plasser American Corporation for NYC Transit) by furnishing and installing Sperry's Series 1950 System. This system uses ultrasonic sound wave technology to identify defects in rail, thereby allowing NYC Transit to facilitate pre-emptive repairs. When the base contract was approved by the Board, NYC Transit noted that it planned to subsequently request approval of a five-year term modification to both conduct ultrasonic rail flaw detection using the upgraded TGC2 and to maintain the Series 1950 System.

Sperry has provided ultrasonic rail flaw detection services to NYC Transit for nearly 50 years utilizing the Sperry owned diesel-powered SRS 403 vehicle, which has reached the end of its useful life. Once the upgrade to TGC2 is completed and this modification is awarded, the TGC2 will be put into service and the SRS 403 vehicle will be retired.

Under this modification, each year Sperry shall perform: (a) three subway mainline test runs on subway tracks; (b) one full-system test run on both subway and elevated/open-cut tracks; and (c) a minimum of two special inspection test runs of mainline critical subway corridors on an as-needed basis, to be determined by Track Engineering. This schedule will yield an estimated minimum of 41 test weeks per year.

Under a separate contract approved by the January 2012 Board, Nordco Rail Services (Nordco) also provides ultrasonic rail testing utilizing NYC Transit's Track Geometry vehicles, TGC3 and TGC4. Due to the critical nature of this service, having two contractors simultaneously provide ultrasonic rail flaw detection services with the latest technology will allow for redundancy and improved validation of findings. With this modification, NYC Transit will continue to have the two recognized premier ultrasonic rail testing companies in the nation under contract for this service.

Through several rounds of negotiations resulting from changes in the scope of work, Sperry's price was finalized at \$5,211,841. Based on the aforementioned and a review by MTA Audit, Procurement and the Cost/Price Analysis Unit have determined Sperry's pricing to be fair and reasonable. Sperry has provided written assurance that NYC Transit is receiving its most favored customer pricing.

Schedule J: Modifications to Miscellaneous Procurements Contracts

Item Number: 2

Vendor Name (& Location) ACI Worldwide, Inc. (Omaha, NE)	
Description BASE24 Software License and Maintenance	
Contract Term (including Options, if any) October 5, 2006 – October 4, 2016	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA-IT, Sidney Gellineau	

Contract Number	AWO/Mod.#
03E8693	17
Original Amount:	
	\$ 1,659,528
Option Amount:	
	\$ 382,739
Total Amount:	
	\$ 2,042,267
Prior Modifications:	
	\$ 3,992,433
Prior Budgetary Increases:	
	\$ 0
Current Amount:	
	\$ 6,034,700
This Request:	
	\$ 4,224,266 (Est.)
% of This Request to Current Amount:	
	70%
% of Modifications (including This Request) to Total Amount:	
	402.3%

Discussion:

This modification is for a software upgrade from BASE24 version 4.4 to BASE24-eps and a five year extension for the software license and maintenance contract with ACI Worldwide, Inc. (ACI) from October 5, 2016 through October 4, 2021 with an option to extend for up to two additional years (October 5, 2021 – October 4, 2023). Exercise of the option will be approved by the Vice President, Materiel. This contract is for the BASE24 software used to transmit credit and debit transactions from NYC Transit's MetroCard Vending Machines (MVMs) and MetroCard Express Machines (MEMs) to NYC Transit's credit/debit transaction clearinghouse. The contract includes the software license, software maintenance and an enhanced support program that includes labor hours for additional software configuration, programming, testing, and training. Only ACI can perform this work since the BASE24 software was developed by and is proprietary to ACI.

The original contract with Cubic for the Automated Fare Collection system included a license from ACI for ACI's TRANS24 software, which was used by the Automated Fare Collection (AFC) System from 1997 until 2006. This contract, 03E8693, which became effective in October 2006, was originally negotiated when NYC Transit upgraded from ACI's TRANS24 software to ACI's BASE24 software.

In September 2004, the Board approved the award of the base contract for a term of thirty months in the amount of \$1,659,528. Although the contract was awarded in September 2004, the thirty month contract term began October 5, 2006 when beneficial use of the product was achieved. In March 2009, the Board approved the exercise of a thirty month option established under the base contract from April 5, 2009 through October 4, 2011 in the amount of \$382,739. In September 2011, the Board approved the award of a contract extension for a period of five years from October 5, 2011 through October 4, 2016 in the amount of \$2,724,844. In addition, approximately \$1.3 million of contract modifications have been issued for the following: additional license fees included in the base contract that primarily reflect increases in the volume of debit and credit card transactions at MetroCard Vending Machines since 2004; additional enhanced support program labor hours; and various customized software modifications.

The BASE24 system must be upgraded to keep the AFC system in a state-of-good-repair to prevent outages due to capacity limitations in the BASE24 version 4.4 software. Under this modification, ACI will upgrade the software from version 4.4 to BASE24-eps. The cost of the upgrade to BASE24-eps is \$619,470. Under the requested extension, the total ongoing cost for software license, maintenance, and other fees will decrease by 5.5% from \$544,969 per year to \$514,971 per year. The cost of the five year extension is \$2,619,860 and the cost of the option to extend for up to two years is \$984,936. The total cost for this modification is approximately \$4.2 million. MTA-IT has determined that it would be cost prohibitive to reconfigure the AFC system to use any other credit and debit transaction software and would involve significant risk. The price for this modification has been found to be fair and reasonable. The contract is being extended at this time to ensure continued support for credit and debit card transactions at MetroCard Vending Machines through the implementation of the New Fare Payment System.

FEBRUARY 2015

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

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

- | | | | |
|----|--|--------------------------------------|-------------------------------|
| 1. | Contractor To Be Determined
Contract Term To Be Determined
Contract Number To Be Determined | Cost To Be Determined

 | <u>Staff Summary Attached</u> |
| | RFP Authorizing Resolution for the design, furnishing, installing and implementation of a New Fare Payment System. | | |

Procurements Requiring Majority Vote:

F. Personal Service Contracts

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

- | | | | |
|----|---|----------------------------------|-------------------------------|
| 2. | Tishman Construction Corporation of New York
Thirty-two month contract
Contract# CM-1558 | \$6,290,000 (NTE)

 | <u>Staff Summary Attached</u> |
| | Federally-funded Consultant Construction Management services contract for the construction of the Bus Command Center in Brooklyn. | | |

G. Miscellaneous Service Contracts

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

- | | | | |
|----|---|---------------------------------|-------------------------------|
| 3. | Integrated Power Services
Four-year contract
RFQ# 81946 | \$676,400 (Est.)

 | <u>Staff Summary Attached</u> |
| | Repair and refurbish electric motors used in various Department of Subways elevators, escalators, and exhaust fans. | | |

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts

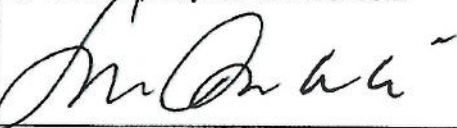
(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

- | | | | |
|----|--|--|-------------------------------|
| | HAKS Engineering and Land Surveyors, P.C.
Tectonics Engineering and Surveying Consultants, P.C. | \$1,315,924 (Aggregate)

 | <u>Staff Summary Attached</u> |
| 4. | Contract# 2220.2 | \$517,730 | ↓ |
| 5. | Contract# 2224.2 | \$798,194 | ↓ |
| | Modifications to the contracts for concrete batch plant inspection services and concrete cylinder testing services, in order to add funding for an unanticipated increase in concrete inspections. | | |

Staff Summary

Page 1 of 2

Item Number 1			
Division & Division Head Name: VP Material, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Material	6 X	Subways
2 X	Law	7 X	Buses
3 X	Budget	8	EVP
4	MTA Fare Payment Programs	9	President
5	NYCT New Fare Payment		

SUMMARY INFORMATION	
Vendor Name	Contract No.
RFP Authorizing Resolution	TBD
Description New Fare Payment System	
Total Amount TBD	
Contract Term (including Options, if any) TBD	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate in order to procure a contract for the design, furnishing, installation, testing, integration and implementation of a New Fare Payment System (NFPS), and that it is in the public interest to issue a Competitive Request for Proposals (RFP) pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law for award of the contract. This project will be managed by MTA Fare Payment Programs.

DISCUSSION:

The purpose of this project is to replace the existing MetroCard system which has been in place since 1997 and to provide NYC Transit with an integrated, reliable and convenient fare payment and collection system. It is desired that the system be adoptable, to the extent feasible, by other MTA agencies and transit systems in the New York region. NFPS technology will allow bus and train customers to pay fares by tapping a contactless bank card, smartphone, or, for unbanked customers, an MTA issued smart card against an electronic reader. The MTA has established several other common objectives of NFPS that apply to NYC Transit and other MTA agencies: reduce cash payments; use of open payment devices, such as contactless bank cards, that are not distributed by MTA; equitably serve all customers, including Reduced Fare and unbanked customers; protect customer privacy; create an integrated customer experience; encourage seamless travel; and, be cost-effective while leveraging current investments and assets.

The new system will include a front-end utilizing contactless readers that customers will utilize to enter the system and a back-end that supports financial functions including payment processing and other back-office functions. The back-end will be designed to enhance the customer experience and will include creation and management of an account-based system. The scope of work includes installation of a high speed communications network at all station fare control areas that will provide connectivity for the fare control arrays and other devices.

In order to meet the objectives listed above, the MTA has established the following system design principles to make the future system interoperable across MTA agencies: use open standards and interfaces; use commercial off-the-shelf (COTS) technology; and minimize cash payments in the system.

Staff Summary

Page 2 of 2

In order to create an integrated customer experience, the MTA desires that its customers be able to transact fare purchases with all of the MTA agencies through a single all-agency app/web portal using a single user account. Customers will be able to access this account through mobile or wired electronic devices. In order to reduce costs and leverage investments throughout the agencies, the MTA desires that the business systems supporting the agencies' fare and toll payment functions be interoperable to the extent feasible.

MTA Fare Payment Programs contemplates a phased, progressive implementation in order to complete the work and decommission the MetroCard System by the end of 2022. Parts of the new system may be in operation starting in 2020. The MetroCard system is becoming increasingly difficult to maintain as the system continues to age. Therefore, NYC Transit is making strategic investments to retain the performance reliability of that system until full deployment of the NFPS.

Given the complex nature of this project, it is in the best interest of NYC Transit to utilize the RFP process which will allow consideration of factors other than price such as experience on similar projects, technical expertise, creative approaches to the work and financial offerings in order to determine which proposal offers the best overall value. In addition, the RFP process will allow NYC Transit greater flexibility to negotiate contract terms and conditions that could potentially result in a lower overall cost for the project while achieving NYC Transit requirements.

M/WBE:

To date, the MTA Department of Diversity and Civil Rights has not determined the goals for this project.

IMPACT ON FUNDING:

This project is managed by MTA Fare Payment Programs and is to be funded under the 2015-2019 MTA Capital Program. Award of the contract will be made pending approval of that program.





ALTERNATIVES:

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

RECOMMENDATION:

That the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate as requested in the Purpose section.

Staff Summary

Item Number 2			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel 	6 X	Buses
2 X	Law	7	EVP 
3 X	Budget	8	President 
4 X	DDCR		
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name Tishman Construction Corporation of New York	Contract No. CM-1558
Description Consultant Construction Management Services for the Construction of the Bus Command Center in Brooklyn	
Total Amount \$6,290,000 (NTE)	
Contract Term (including Options, if any) 32 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE

To obtain Board approval to award a competitively negotiated Federally-funded contract for Consultant Construction Management (CCM) and Inspection Services for the construction of the new Bus Command Center in Brooklyn to Tishman Construction Corporation of New York, (Tishman) in the not-to-exceed amount of \$6,290,000 with a duration of 32 months.

DISCUSSION

This contract requires the services of a consultant to provide CCM services for the construction of the new Bus Command Center. The construction contract for this project is being solicited with a planned award in the second quarter of 2015. The new Bus Command Center will replace the existing facility and be located adjacent to the current site. The new Bus Command Center facility will be a state-of-the-art operations center for consolidated Department of Buses and MTA Bus Company staffing with appropriate, modern building systems. The new facility will be a three story structure and include an operating theater and situation room; and will be built to current codes and ADA Requirements. Radio equipment in the new facility will be provided under the Bus Radio Contract that will provide for an upgrade of the current analog system to digital; increase capacity; and improve two-way communication with buses and support vehicles.

The CCM will provide a range of construction inspection and closeout services. Construction related activities include ensuring that the project is on schedule and within budget, obtaining shop drawings and submittals, reviewing and processing change orders, performing inspections for quality and safety requirements, providing construction oversight and inspections, assisting in securing necessary permits, and support in achieving Leadership in Energy and Environmental Design (LEED) certification.

Staff Summary

The CCM consultant was selected via a qualifications based two-step procurement process established by the Federal Brooks Act; whereby, contracts for A/E services are negotiated with the A/E team that is determined to be the most technically qualified. Price is not a consideration in the selection or ranking. Since one award is planned under this RFP, negotiations were conducted with the most technically preferred firm.

Step 1 – In response to NYC Transit’s advertisement, eight submissions consisting of a Letter of Interest, Schedule J Responsibility Questionnaire, Federal SF 330 form and a qualification statement were received. The Selection Committee (SC) reviewed the submissions and recommended the following five firms to move on to Step 2: LiRo Engineers, Inc.; Parsons Brinckerhoff, Inc.; Shaw Environmental & Infrastructure Engineering of New York, P.C.; Tishman; and URS Corporation-New York, P.C. The firms not selected had either insufficient staffing or lacked pertinent CCM experience to perform the work.

Step 2 – Technical Proposals were received from the five firms selected in Step 1 and all firms were invited for oral presentations in support of their written proposals. Following SC review and evaluation, Tishman was selected by a majority of the SC as the most preferred firm based on their superior technical qualifications, as demonstrated by their experience as both a general contractor and CCM in performing relevant construction management services for sophisticated communication center and public safety projects of similar size and scope. Tishman, which has been in this field since 1898, also has extensive experience in performing work for public agencies, including the MTA and NYC Transit, and vast private sector experience. Although the remaining firms were all qualified to perform the work, Tishman’s experience and plan of approach were superior.

After being selected and approved for price negotiations, Tishman’s cost proposal was opened and evaluated. The initial cost proposal for the 32-month contract was \$6,252,945 and the engineer’s estimate was \$6,002,057. Negotiations focused on labor hours, direct rates, fixed fee, overhead rates, other direct costs, and clarifications of the scope of work, both for the CCM and additions in the related construction specifications. NYC Transit and Tishman were in agreement that the increased scope could be mitigated by adding hours for additional days and shifts during the 24 month construction period. At the conclusion of negotiations, a Best and Final Offer (BAFO) was received in the amount of \$6,290,000. The BAFO is \$28,295 below the revised estimate of \$6,318,295 and provided for 15% more labor hours than the original proposal. Based on the competitive nature of the RFP and the cost analysis performed the BAFO was determined to be fair and reasonable.

Background investigations and review of documents submitted by Tishman revealed information that was considered “Significant Adverse Information” (SAI) within the meaning of the All-Agency Responsibility Guidelines related to a 2011 construction industry-wide investigation. MTA Management approval was obtained in connection with prior awards and is similarly being sought for this award. An award will not be made until the required approvals are obtained.

M/W/DBE

The Department of Diversity and Civil Rights has established a Disadvantaged Business Enterprise (DBE) goal of 17%. Tishman’s BAFO reflects a plan to achieve approximately 30% DBE participation. Award will not be made until DDCR approval is obtained. Tishman was a joint venture partner in a contract awarded in 2003 that contained a goal of 15% MBE / 5% WBE. As a result of contract modifications that did not contain opportunities for the MBE, overall compliance was 12.16% MBE / 5.6% WBE, and a Good Faith Effort Determination was made.

IMPACT ON FUNDING

This contract will be funded with 80% Federal funds and 20% MTA funds. An award will not be made until a WAR Certificate has been issued.

ALTERNATIVES

None. NYC Transit lacks available in-house technical personnel to perform the specific work required for this contract.

CAPITAL PROGRAM REPORTING

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

RECOMMENDATION

It is requested that the Board approve the award of the competitively negotiated Federally-funded contract to Tishman for CCM services in support of the construction of the new Bus Command Center in Brooklyn.

Schedule G: Miscellaneous Service Contracts

Item Number: 3

Vendor Name (& Location) Integrated Power Services (Philadelphia, PA)		Contract Number RFQ 81946	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Repair and refurbish electric motors used in various elevators, escalators, and exhaust fans		Total Amount: \$676,400 (Est.)	
Contract Term (including Options, if any) Four years		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Joseph Leader	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:			

Discussion:

This estimated quantity miscellaneous services contract is to repair and refurbish electric motors used in various Department of Subways (DOS) elevators, escalators, and exhaust fans for a four year term in the estimated amount of \$676,400.

This contract will provide for the repair and refurbishment of Alternating Current and Direct Current electric motors ranging in size from ½ horsepower to 300 horsepower. The contract includes pre-priced line items for rebuilding Alternating Current motors up to 300 horsepower and Direct Current motors up to 120 horsepower. Almost all of the work will be performed at the contractor's shop; however, in certain circumstances, it may be necessary for the contractor to repair a motor on-site at the NYC Transit location.

Three bids were received for this contract. Integrated Power Services (Integrated) submitted the lowest bid of \$676,400, which was 33.7% lower than the second lowest bidder. Common line items from the previous contract represent 59% of the current contract's estimated value. A weighted price comparison of common items in the previous contract to pricing in the current contract indicates an average annual increase of 1.08%. The PPI for Commercial Machinery Repair and Maintenance indicates an average annual increase of 2.29% since the award of the prior contract in October 2010.

A qualification hearing was held and Integrated was found to be technically qualified by DOS to perform the contract work. Integrated is the incumbent under the prior contract, Contract 09D0073.

Based on effective price competition, NYC Transit Procurement found Integrated's pricing to be fair and reasonable.

Item Number: 4-5

Vendor Name (& Location) HAKS Engineering and Land Surveyors, P.C. (New York, NY) Tectonics Engineering & Surveying Consultants, P.C. (Brooklyn, NY)	
Description Concrete Batch Plant Inspection Services and Concrete Cylinder Testing Services	
Contract Term (including Options, if any) April 9, 2012 – March 31, 2017	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div. & Dept./Div. Head Name: Division of Materiel, Stephen M. Plochochi	

Contract Number: 2220 (HAKS) 2224 (Tectonics)	AWO/Mod. #: 2
Original Amount: 2220: \$2,388,950 \$ 3,386,770 2224: \$997,820	
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount: 2220: \$2,388,950 \$ 3,386,770 2224: \$997,820	
This Request: 2220: \$517,730 \$ 1,315,924 2224: \$798,194	
% of This Request to Current Amount:	39%
% of Modifications (including This Request) to Original Amount:	39%

Discussion:

These modifications will add funding to the contracts to account for an increase in the number of concrete inspections and to modify the contracts to compensate the contractors for cancelled inspections and inspection shifts beyond eight hours.

These multi-agency contracts, for which Long Island Railroad was the lead agency, are for inspections of concrete that will be used in NYC Transit and MTACC capital construction projects. Contract 2220 with HAKS Engineering and Land Surveyors, P.C. (HAKS) is for inspection and testing of mixed concrete at concrete batch plants to ensure that the batch plants comply with CPM and MTACC specified design mixes before the mixed concrete leaves the plant. Contract 2224 with Tectonics Engineering and Surveying Consultants, P.C. (Tectonics) is for field inspections and testing performed on concrete at the construction site to ensure compliance with CPM and MTACC specifications. Samples of wet concrete are taken in cylindrical containers to facilitate subsequent tests on the concrete after hardening. NYC Transit requires that these two contracts be held by two separate contractors in order to have two independent tests to ensure the quality of the concrete.

The number of inspections for these estimated quantity contracts was underestimated primarily because the estimate did not fully reflect the increased demand for concrete from MTACC for construction projects such as the Second Avenue Subway. Additional funding of approximately \$328K is needed for Contract 2220 with HAKS and additional funding of approximately \$560K is necessary for Contract 2224 with Tectonics to accommodate the additional inspections.

In addition, both contracts are being modified to incorporate provisions to cover the cost for late cancellations of inspections and Contract 2224 with Tectonics is being modified to incorporate a provision for required extended inspection shifts. The cost of these modifications is approximately \$190K for Contract 2220 with HAKS and \$238K for Contract 2224 with Tectonics.

FEBRUARY 2015

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

(Staff Summaries required for items requiring Board approval.) 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.

- | | | |
|---|--------------------------|--------------------------------------|
| 6. Kratos Public Safety &
Security Solutions, Inc.
Contract# C-52122-R2 | \$9,487,480 (NTE) | <u>Staff Summary Attached</u> |
| Furnish, install, and integrate an Electronic Security System at the Atlantic Avenue – Barclays Center Station Complex. | | |

Schedule D: Ratification of Completed Procurement Actions

Item Number: 6

Vendor Name (& Location) Kratos Public Safety & Security Solutions, Inc. (Fair Lawn, NJ)		Contract Number C-52122-R2	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Furnish and Install an Electronic Security System at the Atlantic Avenue - Barclays Center Station Complex		Total Amount: \$9,487,480 (NTE)	
Contract Term (including Options, if any) Twenty Months		Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, Frederick E. Smith	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:			

Discussion:

It is requested that the Board formally ratify the award of the contract for furnishing and installing an Electronic Security System (ESS) at the Atlantic Avenue – Barclays Center Station Complex to Kratos Public Safety and Security Solutions, Inc. (Kratos). The MTA Security Program is developing an integrated Inter-Agency ESS infrastructure to allow for commonality across all MTA agencies as well as direct communication with the New York City Police Department. The ESS is a security infrastructure consisting of hardware and software that will integrate all NYC Transit legacy security subsystems as well as new applications onto a single platform.

Under Contract C-52122-R2, the contractor will furnish, install, configure, test, and warrant ESS equipment at the Atlantic Avenue – Barclays Center Station Complex. This contract was awarded pursuant to an Emergency Declaration signed by the presidents of all MTA agencies in December 2002. This contract was solicited using a publicly-advertised two-step selection process whereby interested bidders were evaluated and selected by NYC Transit based on their technical expertise and integrity. This pre-selection process affords NYC Transit the ability to control the distribution of sensitive security information while also promoting competition for the procurement. Twenty-eight firms were identified as being capable of performing this work. All of the firms were required to sign non-disclosure agreements prior to receipt of the bid documents.

The solicitation for C-52122-R2 was the second revised solicitation for this work. The initial solicitation and first revised solicitation were cancelled due to changes in the scope of work. Five bids were received for C-52122-R2. Kratos submitted the lowest bid of \$9,487,480, which was found to be fair and reasonable based on adequate price competition. Kratos has several ongoing contracts with NYC Transit, and its performance on previous NYC Transit contracts has been deemed satisfactory.

Background investigations and materials revealed “Significant Adverse Information” within the meaning of the All-Agency Responsibility Guidelines for Kratos, and MTA Management approval was received. Accordingly, Kratos was found fully responsible for award.

Subsequent to the receipt of bids for C-52122-R2, a Bid Protest was received. An independent Protest Officer was assigned and the Protest was denied.

The Department of Diversity and Civil Rights assigned no subcontracting goals for this project due to the high level of security required that restricts access to bid documents. Kratos, however, will use a subcontractor that will result in actual D/MBE participation of 52% of the contract value.

Kratos has achieved its previous M/W/DBE goals on its previous MTA contracts.

Item Number					
Dept & Dept Head Name: Lower Manhattan Projects, U. Durg <i>For U. Durg</i>					
Division and Division Head Name:					
Board Reviews					
Order	To	Date	Approval	Info	Other
1	NYCT and Bus Committee	2/23/15	X		
2	Finance Committee	2/23/15	X		
3	Board	2/25/15	X		
Internal Approvals					
Order	Approval	Order	Approval		
3	Sr. Vice President & General Counsel	5	President		
3d	Sr. Vice President, Program Controls	4	Interim Executive Vice President		
1	Chief Procurement Officer				

SUMMARY INFORMATION	
Vendor Name	Contract Number
Judlau Contracting, Inc.	A-35301
Description	
Assumption of Contract for the Cortlandt Street #1 Line Station Rehabilitation and Modification No. 1	
Total Amount	
Assumption of Contract:	\$ 69,658,000
Modification No. 1:	\$ 31,492,000
Total Contract Amount:	\$101,150,100
Contract Term	
36 Months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Assignment & Modification	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

I. PURPOSE/RECOMMENDATION:

- To obtain Board approval to accept the assignment and assume a contract between the Port Authority of New York and New Jersey (the "PANYNJ") and Judlau Contracting, Inc. ("Judlau") for the rehabilitation of the Cortlandt Street #1 Line Station in the amount of \$69,658,000.
- In accordance with Article IX of the All-Agency Procurement Guidelines, to obtain Board approval to modify the contract to account for escalation, revised schedule, changed site conditions, restricted access, revised terms and conditions, and specifications and additional scope in the amount of \$31,492,000.

II. BACKGROUND

On September 11, 2001, both the Cortlandt Street #1 Line train tunnel and passenger station were severely damaged when the World Trade Center ("WTC") towers collapsed. New York City Transit expedited a construction contract to demolish the damaged station, and to complete new installation of signals, track, power, communications lighting and pumps. Per agreement with the Port Authority, the construction of the new station was postponed until after the WTC Memorial and surface construction were designed and completed. On September 15, 2002, downtown #1 train service was reopened, by-passing the Cortlandt Street #1 Station, once again allowing subway service from Chambers Street to the Rector Street and South Ferry stations.

Since 2002, there have been numerous understandings and agreements between PANYNJ and the MTA regarding the scope and cost sharing arrangements for the future station. Complicating these arrangements were the several concurrent infrastructure improvements and competing developments occurring within the PANYNJ's WTC site. Initially, it was expected that the MTA would pay for improvements to the underpinning of the line and future station while PANYNJ would contribute to the cost of the station in lieu of sublease and licensing easements at the NYCT's "E" line WTC subway station. However, the cost sharing arrangements were never finalized. Nevertheless, in order to advance station reconstruction, in 2012 the PANYNJ awarded a contract for various infrastructure improvements including the reconstruction of the station (see details below).

At this time, the respective agencies have agreed that the MTA would be in the best position to coordinate the remainder of station construction and the required NYCT General Orders so as to coincide with PANYNJ's opening of the new WTC transportation hub.

To accomplish this strategy, the PANYNJ has agreed to assign the Cortlandt Street Station Contract to the MTA. The cost for completing this contract includes the remaining \$69.7 million of station work left in the contract, as well as additional scope in the negotiated amount of \$31,492,000 reflecting escalation, revised schedule, changed site conditions, restricted access, and revised terms and conditions, and specifications. The current MTA 2010-2014 Capital Plan contains \$110 million for the assignment of this contract with an additional \$44.4 million included in the proposed MTA 2015-2019 Capital Plan that was approved by the Board in September 2014. This total budget of \$154.4 million was intended to cover the \$101.2 million contract cost (\$69.7 million plus \$31.5 million), which has been negotiated with the contractor, plus planned design modifications, MTA agency support costs, and construction contingency. However, estimates for design modifications and support costs are not yet finalized and may increase, resulting in a shortfall as compared to the \$154.4 million total budget. MTACC will report back to the Board when cost estimates and sources have been finalized.

III. DISCUSSION:

PANYNJ issued a Request for Proposal for the Construction contract on February 2012 and eight technical proposals were received. After evaluation of the technical proposals, all eight proposers were invited to submit cost proposals of which seven did. Negotiations were held and the firms were then requested to submit their Best and Final Offer ("BAFO"). The BAFO submitted by Judlau on September 11, 2012, in the amount of \$88,758,000 was deemed to be the best and they were awarded the Contract on March 6, 2013.

The Contract was broken into two phases by PANYNJ. Phase I work involved structural steel and concrete work to expand the northern end of the station, demolition of some platforms, platform columns and roof steel, and the removal of shielding above tracks installed under an earlier Port Authority contract for protection during underpinning and arch roof construction. Phase I, at a cost of \$19,100,000 is mostly complete. Phase II work consists of additional demolition and repairs, complete station fit-out, including mechanical, electrical and plumbing, architectural, structural, platform and track reconstruction, signal work, fire protection, communication systems and vertical transportation. Phase II is for the amount of \$69,658,000 and has yet to begin.

The Phase II price of \$69,658,000 was based on the issuance of notice to proceed prior to September 2013. Because Phase 2 was not awarded in the stipulated time frame, the Contractor is seeking escalation costs. In addition, the construction at the WTC Site has progressed significantly which has severely affected the access to the station from the street which means that the majority of the station rehabilitation work has to be performed from underground using additional General Orders ("GOs") and work trains. The limited access, the limited availability of GOs and the difficulty in performing the work has increased the amount of time required to perform the work from twenty four months to thirty six months. Furthermore, the MTA is seeking to modify the contract to add MTA insurance and bonding requirements along with other standard terms and conditions. Finally, some additional scope is being added that was not included in the original contract including, Division 1 specifications (e.g., Quality, Safety, Scheduling, Systems Integration, Environmental), a revised signal cable tray and re-engineered and re-designed steel column covers.

The contractor submitted a proposal of \$42,075,000 for the modification while the in-house estimate was \$25,719,146. Several negotiation sessions were held and both parties agreed to \$31,492,000. An analysis has been performed by MTACC Project Management, Procurement and Project Controls who have determined that this amount is fair and reasonable

Judlau has pre-existing Significant Adverse Information ("SAI") as defined in the All-Agency Responsibility Guidelines. By memorandum dated October 2, 2013 the Chairman and CEO addressed the previous SAI and granted approval to make future awards to Judlau and all of its subsidiaries and affiliates unless new SAI is uncovered. No new SAI has been uncovered with regard to Judlau since that time.

The PANYNJ and the MTA have also reached an agreement in principle whereby PANYNJ will assign to the MTA all of its rights under P.A. Agreement #407-03-013 with Downtown Design Partnership ("DDP"), a Joint Venture of AECOM, Incorporated and STV Incorporated, as they relate to the redesign and reconstruction of Cortlandt Street Station. It is MTA's intent to come to the Board in the very near future for approval to assume the portion of the DDP Contract related to the Cortlandt Street Station to provide the construction phase services necessary to complete the Station.

IV. D/M/WBE:

The Contract has a combined M/WBE goal of 17% which can be reached by utilizing any combination of MBE and WBE firms.

IV. IMPACT ON FUNDING:

As discussed above, funding for this immediate contract is available in the MTA's 2010 – 2014 Capital Program.

V. ALTERNATIVES:

1. Allow PANYNJ to continue to manage the work. This would reduce the likelihood that the work will be completed in time for the opening of the Transportation Hub as the MTA is in a better position to manage and coordinate the work around an operating NYCT subway environment.
2. Solicit new bids. It is doubtful that a new contract can be solicited and awarded in time to coordinate the work around the opening of the transportation hub. In addition, Judlau has already completed Phase I and is in the best position to complete the Phase II work in the shortest possible time.

VI. Recommendation

It is recommended that the Board approve the assignment of the contract between the Port Authority of New York and New Jersey (the "Port") and Judlau Contracting, Inc. ("Judlau") for the Cortlandt Street #1 Line Station Rehabilitation in the amount of \$69,658,000, and approve the issuance of a modification to the contract in the amount of \$31,492,000.

Report



SERVICE CHANGES: **NYCT/MTA BUS COMMITTEE
NOTIFICATION SERVICE REVISION
BxM2 SOUTHBOUND PATH REVISION in the
UPPER WEST SIDE, MANHATTAN**

SERVICE ISSUE:

The BxM2 provides express bus service between Riverdale and West Midtown, Manhattan, via the intermediate neighborhoods of Spuyten Duyvil, Kingsbridge, East Harlem, the Upper East Side and the Upper West Side. In the Upper West Side, the southbound BxM2 currently travels west on the 79th Street Transverse through Central Park and continues west on West 81st Street, then south on Columbus Avenue. The section of West 81st Street between Central Park West and Columbus Avenue is frequently congested with vehicular traffic and school and tour buses for the American Museum of Natural History. Additionally, Manhattan Community Board 7 in the Upper West Side requested that MTA Bus look into revising the bus route from West 81st Street because of this traffic congestion.

RECOMMENDED SOLUTION:

To provide more reliable service on less congested streets and to respond to community requests, revise the BxM2's southbound travel path to use Central Park West and West 72nd Street to Columbus Avenue instead of West 81st Street and Columbus Avenue to West 72nd Street. This revision would relocate one bus stop on West 81st Street at Central Park West from the northwest corner to the southwest corner across the street within the same intersection. The travel path and bus stops of the northbound BxM2 would remain unchanged.

ESTIMATED IMPACT:

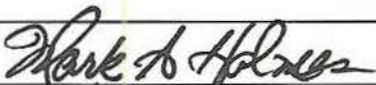
The net result of the recommended revision would be no change in annual operating cost, as there would be no change in scheduled travel time and travel distance.

PLANNED IMPLEMENTATION:

April 2015

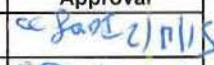
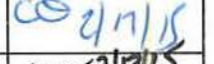
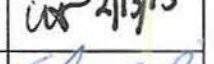

Staff Summary

Page 1 of 4

Subject	BxM2 Path Revision in the Upper West Side, Manhattan
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	
Project Manager Name	Warren Berry

Date	January 20, 2015
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
4	President		
3	Executive Vice President		
2	VP, Government and Community Relations		
1	Chief Officer, Operations Planning		

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 BxM2 local bus route in the Upper West Side, Manhattan. The BxM2 was formerly operated by Liberty Lines Express and transitioned into MTA Bus service on January 3, 2005.

DISCUSSION:

The BxM2 provides express bus service on weekdays, Saturdays, and Sundays at all times except late nights between Riverdale and West Midtown, Manhattan via the intermediate neighborhoods of Spuyten Duyvil, Kingsbridge, East Harlem, the Upper East Side, and the Upper West Side. The BxM2 travels a one-way distance of approximately 7.2 miles, transporting approximately 775 passengers per weekday, 570 passengers per Saturday, and 360 passengers per Sunday.

In the Upper West Side, the travel path of the current southbound BxM2 crosses Central Park westbound via the 79th Street Transverse and exits to the Upper West Side, continuing west on West 81st Street, and turning south onto Columbus Avenue.

The section of West 81st Street between Central Park West and Columbus Avenue is frequently congested with vehicular traffic and with school and tour buses for the American Museum of Natural History.

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

Because of this traffic congestion on West 81st Street, Manhattan Community Board 7 requested that MTA Bus look into revising the travel path of the southbound BxM2 from West 81st Street to Central Park West instead. This request was reviewed, and it was determined that use of Central Park West and West 72nd Street to Columbus Avenue is generally less congested and would provide more reliable and, on average, slightly faster service than the current travel path.

To provide more reliable service on less congested streets, it is recommended to revise the southbound travel path of the BxM2. After exiting Central Park's 79th Street Transverse, the BxM2 would be revised to turn south onto Central Park West, west on West 72nd Street, south on Columbus Avenue, and then resume the regular route on southbound Columbus Avenue (see the attached map) to serve the current bus stop on Columbus Avenue at West 72nd Street. It should be noted that these segments of Central Park West and West 72nd Street are also currently used by other bus routes, the NYC Transit M10 and M72 local bus routes, respectively. There would be no change to scheduled travel time and travel distance.

This revision would relocate only one BxM2 bus stop, which is a drop-off only bus stop. This bus stop would be relocated across the street from the northwest corner of West 81st Street and Central Park West to the southwest corner at a stop to be shared with the M10. The bus stop is used by approximately 25 passengers exiting the bus per weekday, and less on weekends.

The travel path and bus stops of the northbound BxM2 would remain unchanged, and continue to travel on West 81st Street from Amsterdam Avenue to Central Park West so that it can continue to serve its current bus stops.

RECOMMENDATION:

To provide more reliable service on less congested streets and to respond to community requests, revise the BxM2's southbound travel path to use Central Park West and West 72nd Street to Columbus Avenue instead of West 81st Street and Columbus Avenue to West 72nd Street. This revision would relocate one bus stop on West 81st Street at Central Park West from the northwest corner to the southwest corner across the street within the same intersection. The travel path and bus stops of the northbound BxM2 would remain unchanged.

ALTERNATIVES:

The only alternative would be to leave the current BxM2 service in the Upper West Side 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 no change in annual operating cost, as there would be no change in scheduled travel time and travel distance.

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

Page 3 of 4

IMPLEMENTATION:

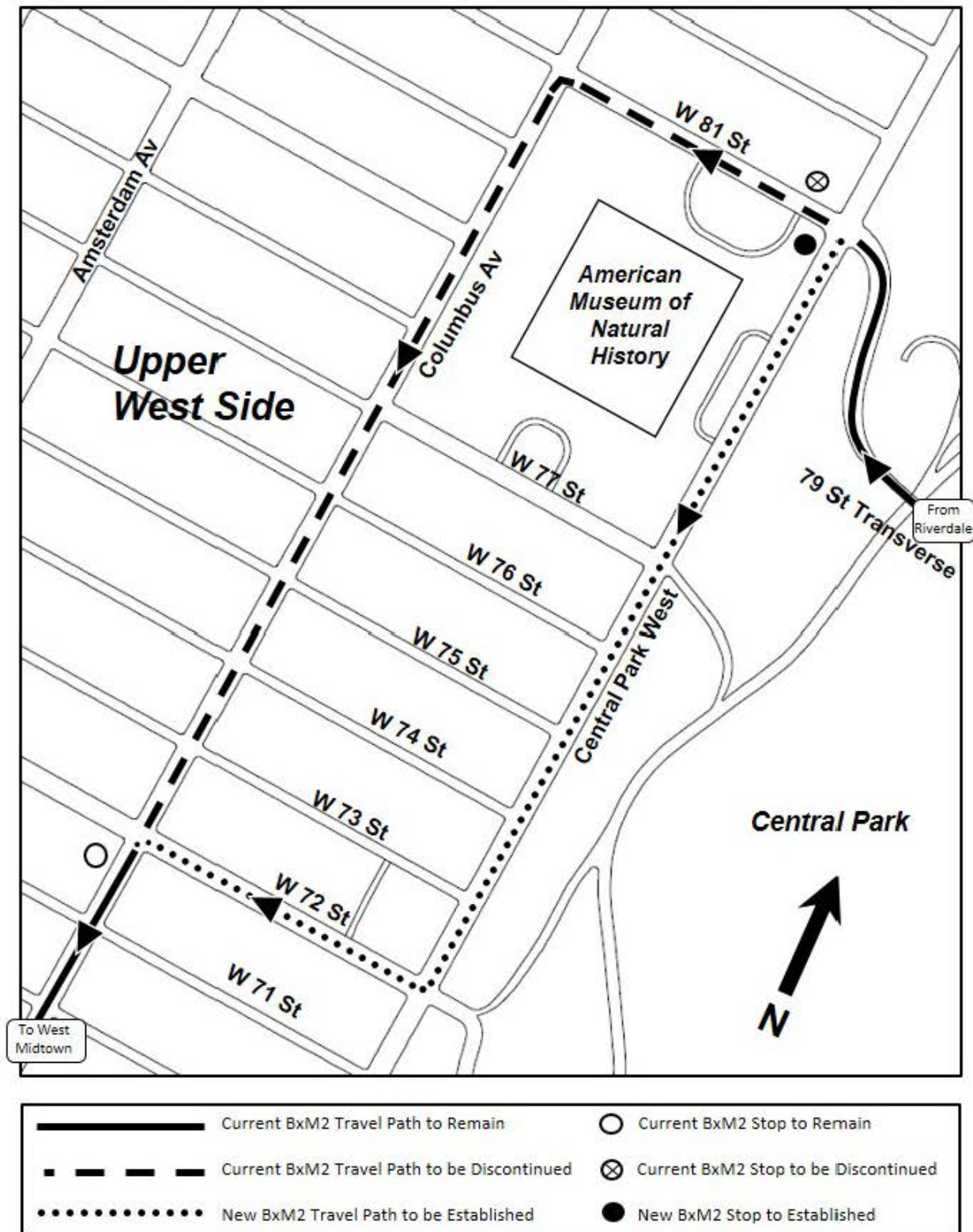
April 2015

Approved:



Darryl C. Irick
President

BxM2 Southbound Travel Path Revision in the Upper West Side



The legal name of MTA Bus is MTA Bus Company.



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

Actual December 2014 fare media market share of non-student passenger trips compared to the previous year are summarized below:

<u>Fare Media</u>	<u>December 2013</u>	<u>December 2014*</u>	<u>Difference</u>
Cash	2.7%	2.5%	(0.2%)
Single-Ride Ticket	1.0%	0.8%	(0.1%)
Bonus Pay-Per-Ride	45.0%	44.7%	(0.3%)
Non-Bonus Pay-Per-Ride	3.6%	3.4%	(0.2%)
7-Day Farecard	20.8%	21.9%	1.1%
30-Day Farecard	<u>27.0%</u>	<u>26.7%</u>	(0.3%)
Total	100.0%	100.0%	

* Preliminary

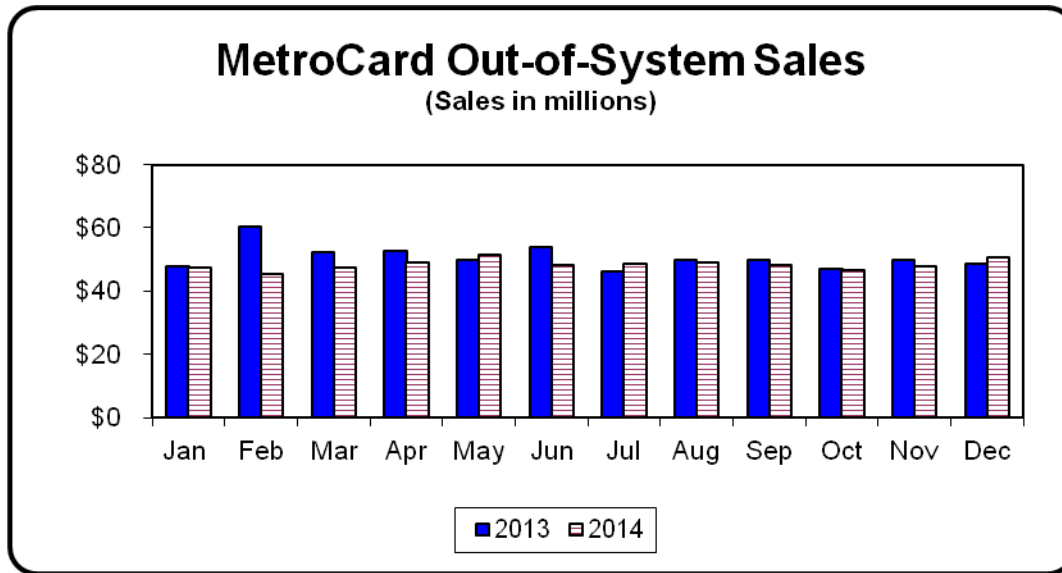
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in December 2014 was 4,845, a 2.37 percent decrease from the same period last year. The average value of a credit issued was \$66.72.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$51.0 million in December 2014, a 4.9 percent increase compared to December of 2013. Year-to-date sales totaled \$581.8 million, a 4.3 percent decrease compared to the same period last year.



Retail Sales

There were 4,470 active out-of-system sales and distribution locations for MetroCards, generating \$26.3 million in sales revenue during December 2014.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 162,220 MetroCards valued at approximately \$13.8 million were made in December 2014 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$84.96. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 81,888 for December 2014, generating an additional \$9.2 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$257.1 million, a 7.0 percent decrease when compared to last year.

Mobile Sales Program

In December 2014, the Mobile Sales unit completed 186 site visits, of which 128 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$95,000 in revenue was generated. In December 2014, the Mobile Sales unit assisted and enabled 1,349 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at the Harlem Hospital Center's Senior Health Event (Brooklyn, NY).

Reduced-Fare Program

During December 2014 enrollment in the Reduced-Fare Program increased by 6,214 new customers, while 275 customers left the program. The total number of customers in the program is 937,351. Seniors account for 766,089 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 171,262 customers. Of those, a total of 37,047 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$7.6 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In December 2014, the EasyPay Reduced Fare program enrollment totaled 144,189 accounts. During the month, active EasyPay customers accounted for approximately 2.1 million subway and bus rides with \$2.1 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In December 2014, the EasyPay Xpress PPR program enrollment totaled 72,232 accounts. During this month, active Xpress PPR customers accounted for approximately 1.3 million subway, express bus and local bus rides with \$3.2 million charged to their accounts. Each active account averaged 23 trips per month, with an average monthly bill of \$57.

EasyPay Xpress Unlimited Program

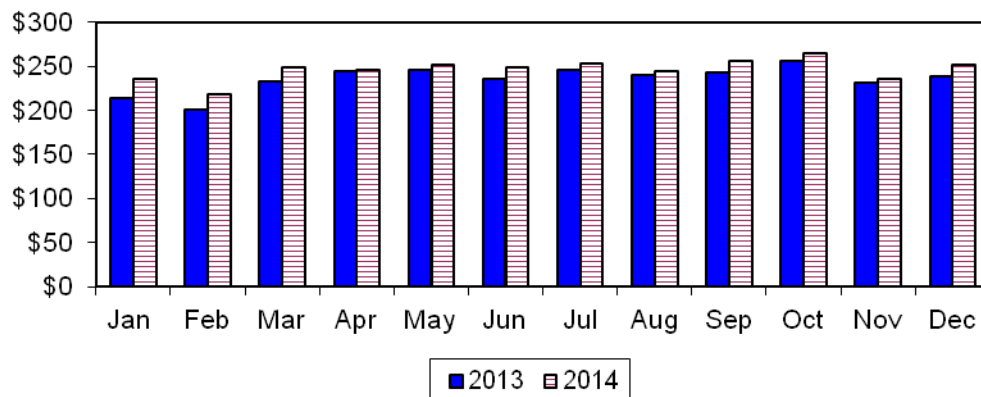
In December 2014, the EasyPay Xpress Unlimited program enrollment totaled 14,277 accounts. During this month, active Xpress Unlimited customers accounted for approximately 628,000 subway and local bus rides with \$1.4 million charged to their accounts. Each active account averaged 49 trips per month with a fixed monthly bill of \$112.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during December 2014 totaled \$251.3 million, on a base of 16.1 million customer transactions. This represents a 4.4 percent increase in year-to-date vending machine sales compared to the same period last year. During December 2014, MEMs accounted for 2,213,002 transactions resulting in \$51,489,471 in sales. Debit/credit card purchases accounted for 74.9 percent of total vending machine revenue, while cash purchases accounted for 25.1 percent. Debit/credit card transactions account for 51.4 percent of total vending machine transactions, while cash transactions account for 48.6 percent. The average credit sale was \$25.91, more than three times the average cash sale of \$8.07. The average debit sale was \$18.44.

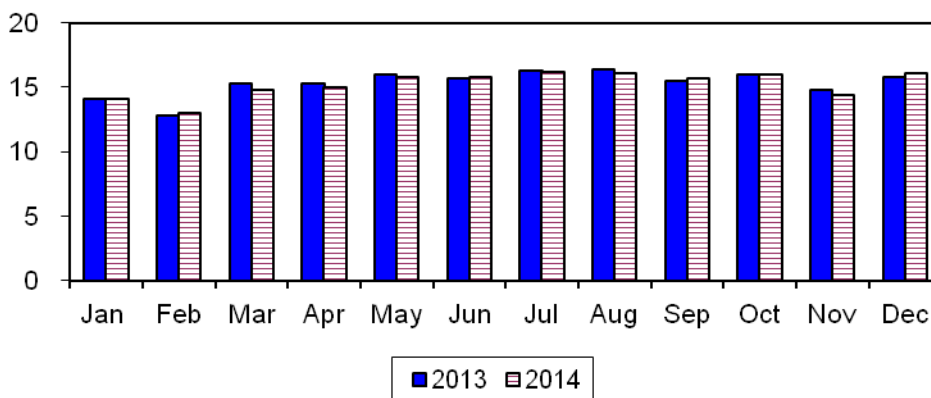
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



**MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN 2015-2018
2014 FINAL ESTIMATE AND 2015 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA New York City Transit's 2014 Final Estimate, 2015 Adopted Budget and the Financial Plan for 2015 - 2018. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the November Financial Plan, and adopted by the Board in December 2014, as well as other technical adjustments.

These adjustments are presented on the included reconciliations from the November Financial Plan and are described below:

Inclusion of MTA Adjustments:

- An average fare increase of 4.0% effective March 22, 2015, projected to result in fare revenue increases of \$122.9 million in 2015, \$158.5 million in 2016, \$159.9 million in 2017 and \$161.2 million in 2018.
- Implementation of important safety investments, including bus safety oversight and training, track critical corridor proposals, bus collision avoidance, expanded communications including Help Point availability and fire safety, a pedestrian warning system, additional signal maintenance and reduced bus operator maximum service hours, are projected to cost \$11.4 million in 2014, \$30.7 million in 2015 and \$21.1 million in subsequent years. Positions increase by 203.
- Implementation of important service and service quality investments, including bus service to the Gateway Mall II in Brooklyn, expanded bus service to meet increased SI Ferry service, new Select Bus Service routes (TBD), expansion of the J line to Broad Street on weekends, and enhanced track/signal teams to reduce subway delay impacts, are projected to cost \$4.3 million in 2014, \$13.4 million in 2015 and \$14.0 million in subsequent years. Positions increase by 88.
- Effective 2015, IT service and support functions across the agencies will be consolidated into a single organizational structure at Headquarters. Accordingly, this adjustment reflects a shift in expenses and positions from NYCT to HQ with no change to MTA's overall bottom line. Insurance expense efficiency savings projected at \$0.8 million in 2014, \$1.8 million in 2015, \$3.2 million in 2016, \$4.8 million in 2017 and \$6.6 million in 2018, based on re-estimates of property insurance and Excess Loss Program projections.
- The timing of retro-active wage adjustments has been reflected in this plan, resulting in a payment underrun of \$23.0 million in 2014, offset in 2015.

Inclusion of NYCT Technical Adjustments:

- Savings of \$0.1 million in 2014, \$1.4 million in 2015, \$2.1 million in 2016, \$3.1 million in 2017 and \$4.2 million in 2018, due primarily to a correction of interagency costs and wage adjustments resulting from the IT consolidation.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2015 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA NEW YORK CITY TRANSIT
February Financial Plan 2015 - 2018
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Surplus/(Deficit)	42,680	(\$5,853.835)	42,558	(\$6,010.388)	42,444	(\$6,353.470)	42,680	(\$6,796.814)	42,601	(\$7,120.355)
Technical Adjustments:										
Wage Inflation Adjustments-IT Consolidation		\$0.000		\$0.000		\$0.927		\$1.828		\$2.827
Correction of Interagency Headcount Transfer Costs		0.112		1.551		1.353		1.410		1.551
UTS Adjustment-IT Consolidation		0.000	(1)	(0.138)	(1)	(0.138)	(1)	(0.138)	(1)	(0.138)
Other: MTA Real Estate Expense Adjustment		0.000		(1.650)						
Other		0.021		(0.010)		(0.001)		0.000		0.000
Sub-Total Technical Adjustments	0	\$0.133	(1)	(\$0.247)	(1)	\$2.141	(1)	\$3.100	(1)	\$4.240
MTA Plan Adjustments:										
2015 Fare/Toll Increase		-		122.918		158.549		159.908		161.225
Policy Actions:										
Safety Investments	(146)	(11.371)	(203)	(30.662)	(203)	(21.070)	(203)	(21.070)	(203)	(21.070)
Service and Service Quality Investments	(64)	(4.252)	(85)	(13.395)	(88)	(13.951)	(88)	(13.951)	(88)	(13.951)
Information Technology Consolidation		0.000	390	96.642	390	94.279	390	88.962	390	88.358
MTA Re-estimates:										
MTA Efficiencies - Property Insurance		0.000		0.886		2.200		3.706		5.428
Excess Loss Program		0.816		0.900		0.990		1.089		1.198
Retro-Active Wage Adjustments										
Sub-Total MTA Plan Adjustments	(210)	(\$14.807)	102	\$177.289	99	\$220.997	99	\$218.644	99	\$221.188
2015 February Financial Plan: Net Surplus/(Deficit)	42,890	\$ (5,868.509)	42,457	\$ (5,833.346)	42,346	\$ (6,130.332)	42,582	\$ (6,575.070)	42,503	\$ (6,894.927)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2015 - 2018
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Surplus/(Deficit)	4,713	\$0.000	4,899	\$0.000	4,551	\$0.000	4,419	\$0.000	4,221	\$0.000
Technical Adjustments:										
Pay Rate Adjustments-Sandy Reconstruction		(\$0.024)		\$2.979		\$2.979		\$2.979		\$2.979
Vacancy Provision-Capital Prog. Mgt./Other Changes		(0.010)	(20)	(3.333)		(0.020)		(0.020)		(0.020)
Sub-Total Technical Adjustments	0	(\$0.034)	(20)	(\$0.354)	0	\$2.959	0	\$2.959	0	\$2.959
MTA Plan Adjustments:										
2015 Fare/Toll Increase										
Policy Actions:										
Safety Investments										
Service and Service Quality Investments										
Information Technology Consolidation		0.000	66	21.645	64	20.000	64	18.509	64	18.011
MTA Re-estimates:										
MTA Efficiencies - Property Insurance										
Excess Loss Program										
Retro-Active Wage Adjustments										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	66	\$21.645	64	\$20.000	64	\$18.509	64	\$18.011
Reimbursement Offset to Net Expense Changes		\$0.034		(\$21.291)		(\$22.959)		(\$21.468)		(\$20.970)
2015 February Financial Plan: Net Surplus/(Deficit)	4,713	\$0.000	4,853	\$0.000	4,487	\$0.000	4,355	\$0.000	4,157	\$0.000

MTA NEW YORK CITY TRANSIT
February Financial Plan 2015 - 2018
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Cash Surplus/(Deficit)	47,393	(\$2,981.040)	47,457	(\$2,751.126)	46,995	(\$2,953.271)	47,099	(\$3,178.002)	46,822	(\$3,391.407)
Technical Adjustments:										
Wage Inflation Adjustments-IT Consolidation		\$0.000		\$0.000		\$0.927		\$1.828		\$2.827
Capital Reimb. Adjustment -IT Consolidation		0.000		0.436		0.407		(0.256)		(0.050)
UTS Adjustment-IT Consolidation		0.000	(1)	(0.138)	(1)	(0.138)	(1)	(0.138)	(1)	(0.138)
Correction of Interagency Headcount Transfer Costs		0.112		1.551		1.353		1.410		1.551
Reimbursable Headcount Changes		0.000	46	0.000	64	0.000	64	0.000	64	0.000
Other: MTA Real Estate Expense Adjustment		0.000		(1.650)						
Other				0.007						
Sub-Total Technical Adjustments	0	\$0.112	45	\$0.206	63	\$2.549	63	\$2.844	63	\$4.190
MTA Plan Adjustments:										
2015 Fare/Toll Increase		\$0.000		\$122.918		\$158.549		\$159.908		\$161.225
Reduction in Unfunded Pension Liability (LIRR only)										
Safety Investments	(146)	(11.371)	(203)	(30.662)	(203)	(21.070)	(203)	(21.070)	(203)	(21.070)
Service and Service Quality Investments	(64)	(4.252)	(85)	(13.395)	(88)	(13.951)	(88)	(13.951)	(88)	(13.951)
Information Technology Consolidation		-	390	96.642	390	94.279	390	88.962	390	88.358
MTA Re-estimates:										
MTA Efficiencies - Property Insurance		-		0.886		2.200		3.706		5.428
Excess Loss Program		0.816		0.900		0.990		1.089		1.198
Retro-Active Wage Adjustments		23.016		(23.016)						
Sub-Total MTA Plan Adjustments	(210)	\$8.209	102	\$154.273	99	\$220.997	99	\$218.644	99	\$221.188
2015 February Financial Plan: Net Cash Surplus/(Deficit)	47,603	\$ (2,972.719)	47,310	\$ (2,596.647)	46,833	\$ (2,729.725)	46,937	\$ (2,956.514)	46,660	\$ (3,166.029)

MTA New York City Transit
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE

	2015							
	Fare/Toll Incrs.	Policy Actions		MTA Re-estimates				
	2015	Safety	Service/	Excess Loss		All		February
Final Proposed	Fare/Toll Incrs.	Investments	Svc. Quality	Program	RWA	Other		Adopted
Budget			Investments					Budget
Revenue								
Farebox Revenue:								
Subway	\$3,204.326	\$100.655	\$0.031			\$0.000		\$3,305.012
Bus	963.580	22.263	1.361			0.000		987.204
Paratransit	17.474					0.000		17.474
Fare Media Liability	44.770					0.000		44.770
Farebox Revenue	\$4,230.150	\$122.918	\$0.000	\$1.392	\$0.000	\$0.000	\$0.000	\$4,354.460
Vehicle Toll Revenue	0.000							
Other Operating Revenue:								
Fare Reimbursement	84.016					0.000		84.016
Paratransit Reimbursement	182.474					0.000		182.474
Other	186.051					0.000		186.051
Other Operating Revenue	\$452.541	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$452.541
Capital and Other Reimbursements	0.000							0.000
Total Revenue	\$4,682.691	\$122.918	\$0.000	\$1.392	\$0.000	\$0.000	\$0.000	\$4,807.001
Expenses								
Labor:								
Payroll	\$3,099.945		\$15.509	\$8.175		(0.733)		\$3,082.524
Overtime	380.935		1.255	2.934		(0.069)		384.706
Total Salaries & Wages	\$3,480.880	\$0.000	\$16.764	\$11.109	\$0.000	(\$0.802)		\$3,467.230
Health and Welfare	757.706							754.812
OPEB Current Payment	376.846					0.000		376.846
Pensions	960.371					(2.469)		957.902
Other Fringe Benefits	316.084		6.510	3.571		3.750		316.030
Total Fringe Benefits	2,411.007	0.000	6.510	3.571	0.000	(1.613)		2,405.590
Reimbursable Overhead	(208.656)					1.174		(205.095)
Total Labor Expenses	\$5,683.231	\$0.000	\$23.274	\$14.680	\$0.000	(\$1.241)		\$5,667.725
Non-Labor:								
Electric Power	\$291.635	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.017)	\$291.618
Fuel	165.836	0.000	0.000	0.000	0.000	0.000	(0.022)	165.814
Insurance	80.269				(0.900)	0.000	0.000	78.483
Claims	107.032					(0.001)	0.000	107.031
Paratransit Service Contracts	385.562					0.000	0.000	385.562
Maintenance and Other Operating Contracts	201.209		6.538	0.100		(7.469)	0.000	200.191
Professional Service Contracts	143.774		0.250			8.410	0.000	108.657
Materials & Supplies	295.563		0.600	0.007		0.568	0.000	296.738
Other Business Expenses	84.563			0.000		0.019	0.000	84.123
Total Non-Labor Expenses	\$1,755.443	\$0.000	\$7.388	\$0.107	(\$0.900)	\$0.000	\$1.488	\$1,718.217
Other Expense Adjustments:								
Other	0.000						0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$7,438.674	\$0.000	\$30.662	\$14.787	(\$0.900)	\$0.000	\$0.247	\$7,385.942
Depreciation	1,638.144						0.000	1,638.144
OPEB Obligation	1,616.261						0.000	1,616.261
Environmental Remediation	0.000						0.000	0.000
Total Expenses	\$10,693.079	\$0.000	\$30.662	\$14.787	(\$0.900)	\$0.000	\$0.247	\$10,640.347
Net Surplus/(Deficit)	(\$6,010.388)	\$122.918	(\$30.662)	(\$13.395)	\$0.900	\$0.000	(\$0.247)	(\$5,833.346)

MTA New York City Transit
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

REIMBURSABLE

	2015							
	Fare/Toll Incrs.	Policy Actions		MTA Re-estimates				
	2015	Safety	Service/	Excess Loss		All		February
	Fare/Toll Incrs.	Investments	Svc. Quality	Program	RWA	Other		Adopted
	Budget		Investments					Budget
Revenue								
Fare Revenue	\$0.000					0.000		\$0.000
Vehicle Toll Revenue	0.000					0.000		0.000
Other Operating Revenue	0.000					0.000		0.000
Capital and Other Reimbursements	1,000.892					0.354		979.601
Total Revenue	\$1,000.892	\$0.000	\$0.000	\$0.000	\$0.000	\$0.354		\$979.601
Expenses								
Labor:								
Payroll	\$412.961					1.288		\$407.507
Overtime	76.187					(0.405)		75.714
Total Salaries & Wages	\$489.148	\$0.000	\$0.000	\$0.883	\$0.000	\$0.883		\$483.221
Health and Welfare	28.667					(8.342)		20.325
OPEB Current Payment	0.000					8.675		8.675
Pensions	28.963					0.296		29.259
Other Fringe Benefits	140.704					(0.365)		137.899
Total Fringe Benefits	198.334	0.000	0.000	0.000	0.000	0.264		196.158
Reimbursable Overhead	208.656					(1.174)		205.095
Total Labor Expenses	\$896.138	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.027)	\$884.474
Non-Labor:								
Electric Power	\$0.252	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	0.000	\$0.252
Fuel	0.022	0.000	0.000	0.000	0.000	0.000	0.001	0.023
Insurance	0.000						0.000	0.000
Claims	(0.001)						0.001	0.000
Paratransit Service Contracts	0.000						0.000	0.000
Maintenance and Other Operating Contracts	26.290						0.175	26.465
Professional Service Contracts	18.242						0.000	8.234
Materials & Supplies	58.025						0.204	58.229
Other Business Expenses	1.924						0.000	1.924
Total Non-Labor Expenses	\$104.754	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.381	\$95.127
Other Expense Adjustments:								
Other	0.000						0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$1,000.892	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.354	\$979.601
Depreciation	0.000						0.000	0.000
Total Expenses	\$1,000.892	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.354	\$979.601
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	\$0.000

MTA New York City Transit
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE

	2015							
	Fare/Toll Incrs.		Policy Actions		MTA Re-estimates			
	Final Proposed Budget	2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	Excess Loss Program	RWA	All Other	February Adopted Budget
Revenue								
Farebox Revenue:								
Subway	\$3,204.326	\$100.66	\$0.00	\$0.031	\$0.00	\$0.00	0.000	3,305.012
Bus	963.580	22.263	0.000	1.361	0.000	0.000	0.000	987.204
Paratransit	17.474	0.000	0.000	0.000	0.000	0.000	0.000	17.474
Fare Media Liability	44.770	0.000	0.000	0.000	0.000	0.000	0.000	44.770
Total Farebox Revenue	\$4,230.150	\$122.918	\$0.000	\$1.392	\$0.000	\$0.000	\$0.000	\$4,354.460
Vehicle Toll Revenue	0.000						0.000	0.000
Other Operating Revenue:								
Fare Reimbursement	84.016	0.000	0.000	0.000	0.000	0.000	0.000	84.016
Paratransit Reimbursement	182.474	0.000	0.000	0.000	0.000	0.000	0.000	182.474
Other	186.051	0.000	0.000	0.000	0.000	0.000	0.000	186.051
Other Operating Revenue	452.541	0.000	0.000	0.000	0.000	0.000	0.000	452.541
Capital and Other Reimbursements	1,000.892	0.000	0.000	0.000	0.000	0.000	0.354	979.601
Total Revenue	\$5,683.583	\$122.918	\$0.000	\$1.392	\$0.000	\$0.000	\$0.354	\$5,786.602
Expenses								
Labor:								
Payroll	\$3,512.906	\$0.000	\$15.509	\$8.175	\$0.000	\$0.000	0.555	3,490.031
Overtime	457.122	0.000	1.255	2.934	0.000	0.000	(0.474)	460.420
Total Salaries & Wages	\$3,970.028	\$0.000	\$16.764	\$11.109	\$0.000	\$0.000	\$0.081	\$3,950.451
Health and Welfare	786.373	0.000	0.000	0.000	0.000	0.000	(11.236)	775.137
OPEB Current Payment	376.846	0.000	0.000	0.000	0.000	0.000	8.675	385.521
Pensions	989.334	0.000	0.000	0.000	0.000	0.000	(2.173)	987.161
Other Fringe Benefits	456.788	0.000	6.510	3.571	0.000	0.000	3.385	453.929
Total Fringe Benefits	2,609.341	0.000	6.510	3.571	0.000	0.000	(1.349)	2,601.748
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$6,579.369	\$0.000	\$23.274	\$14.680	\$0.000	\$0.000	(\$1.268)	\$6,552.199
Non-Labor:								
Electric Power	\$291.887	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(0.017)	291.870
Fuel	165.858	0.000	0.000	0.000	0.000	0.000	(0.021)	165.837
Insurance	80.269	0.000	0.000	0.000	(0.900)	0.000	0.000	78.483
Claims	107.031	0.000	0.000	0.000	0.000	0.000	0.000	107.031
Paratransit Service Contracts	385.562	0.000	0.000	0.000	0.000	0.000	0.000	385.562
Maintenance and Other Operating Contracts	227.499	0.000	6.538	0.100	0.000	0.000	(7.294)	226.656
Professional Service Contracts	162.016	0.000	0.250	0.000	0.000	0.000	8.410	116.891
Materials & Supplies	353.588	0.000	0.600	0.007	0.000	0.000	0.772	354.967
Other Business Expenses	86.487	0.000	0.000	0.000	0.000	0.000	0.019	86.047
Total Non-Labor Expenses	\$1,860.197	\$0.000	\$7.388	\$0.107	(\$0.900)	\$0.000	\$1.869	\$1,813.344
Other Expense Adjustments:								
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adj.	\$8,439.566	\$0.000	\$30.662	\$14.787	(\$0.900)	\$0.000	\$0.601	\$8,365.543
Depreciation	1,638.144	0.000	0.000	0.000	0.000	0.000	0.000	1,638.144
OPEB Obligation	1,616.261	0.000	0.000	0.000	0.000	0.000	0.000	1,616.261
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$11,693.971	\$0.000	\$30.662	\$14.787	(\$0.900)	\$0.000	\$0.601	\$11,619.948
Net Surplus/(Deficit)	(\$6,010.388)	\$122.918	(\$30.662)	(\$13.395)	\$0.900	\$0.000	(\$0.247)	(\$5,833.346)

MTA New York City Transit
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES

	2015							
	Fare/Toll Incrs.		Policy Actions		MTA Re-estimates			
	Final Proposed Budget	2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	Excess Loss Program	RWA	All Other	February Adopted Budget
Receipts								
Fare Revenue	\$4,240.381	\$122.918		\$1.392			0.000	\$4,364.691
Vehicle Toll Revenue	0.000						0.000	0.000
Other Operating Revenue:	0.000						0.000	0.000
Fare Reimbursement	84.016						0.000	84.016
Paratransit Reimbursement	182.127						0.000	182.127
Other	82.971						0.000	82.971
Other Operating Revenue	\$349.114	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$349.114
Capital and Other Reimbursements	1,012.450						0.797	991.602
Total Receipts	\$5,601.945	\$122.918	\$0.000	\$1.392	\$0.000	\$0.000	\$0.797	\$5,705.407
Expenditures								
Labor:								
Payroll	\$3,503.027		\$15.509	\$8.175		\$21.380	(1.818)	\$3,499.159
Overtime	457.870		1.255	2.934			1.898	463.540
Total Salaries & Wages	\$3,960.897	\$0.000	\$16.764	\$11.109	\$0.000	\$21.380	\$0.080	\$3,962.699
Health and Welfare	782.168						(11.237)	770.931
OPEB Current Payment	376.846						8.675	385.521
Pensions	989.408						(2.173)	987.235
Other Fringe Benefits	416.707		6.51	3.571		1.636	3.376	415.475
Total Fringe Benefits	2,565.129	0.000	6.510	3.571	0.000	1.636	(1.359)	2,559.162
GASB Account	0.000						0.000	0.000
Reimbursable Overhead	0.000						0.000	0.000
Total Labor Expenditures	\$6,526.026	\$0.000	\$23.274	\$14.680	\$0.000	\$23.016	(\$1.279)	\$6,521.861
Non-Labor:								
Electric Power	\$291.887	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.017)	\$291.870
Fuel	165.858	0.000	0.000	0.000	0.000	0.000	(0.021)	165.837
Insurance	83.047				(0.900)		0.000	81.261
Claims	96.401						0.001	96.402
Paratransit Service Contracts	383.562						0.000	383.562
Maintenance and Other Operating Contracts	238.199		6.538	0.100			(7.294)	237.356
Professional Service Contracts	147.016		0.250				8.410	101.891
Materials & Supplies	334.588		0.600	0.007			0.771	335.966
Other Business Expenditures	86.487						0.020	86.048
Total Non-Labor Expenditures	\$1,827.045	\$0.000	\$7.388	\$0.107	(\$0.900)	\$0.000	\$1.870	\$1,780.193
Other Expenditure Adjustments:								
Other	0.000							0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$8,353.071	\$0.000	\$30.662	\$14.787	(\$0.900)	\$23.016	\$0.591	\$8,302.054
Net Cash Surplus/(Deficit)	(\$2,751.126)	\$122.918	(\$30.662)	(\$13.395)	\$0.900	(\$23.016)	\$0.206	(\$2,596.647)

MTA New York City Transit
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

CASH FLOW ADJUSTMENTS

	2015							
		Fare/Toll Incrs.	Policy Actions		MTA Re-estimates			
	Final Proposed Budget	2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	Excess Loss Program	RWA	All Other	February Adopted Budget
Receipts								
Fare Revenue	\$10.231	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$10.231
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:	0.000							0.000
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	(0.347)	0.000	0.000	0.000	0.000	0.000	0.000	(0.347)
Other	(103.080)	0.000	0.000	0.000	0.000	0.000	0.000	(103.080)
Other Operating Revenue	(\$103.427)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$103.427)
Capital and Other Reimbursements	11.558	0.000	0.000	0.000	0.000	0.000	0.443	12.001
Total Receipt Adjustments	(\$81.638)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.443	(\$81.195)
Expenditures								
Labor:								
Payroll	\$9.879	\$0.000	\$0.000	\$0.000	\$0.000	(\$21.380)	\$2.373	(\$9.128)
Overtime	(0.748)	0.000	0.000	0.000	0.000	0.000	(2.372)	(3.120)
Total Salaries & Wages	\$9.131	\$0.000	\$0.000	\$0.000	\$0.000	(\$21.380)	\$0.001	(\$12.248)
Health and Welfare	4.205	0.000	0.000	0.000	0.000	0.000	0.001	4.206
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	(0.074)	0.000	0.000	0.000	0.000	0.000	0.000	(0.074)
Other Fringe Benefits	40.081	0.000	0.000	0.000	0.000	(1.636)	0.009	38.454
Total Fringe Benefits	44.212	0.000	0.000	0.000	0.000	(1.636)	0.010	42.586
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$53.343	\$0.000	\$0.000	\$0.000	\$0.000	(\$23.016)	\$0.011	\$30.338
Non-Labor:								
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	(0.000)	0.000
Insurance	(2.778)	0.000	0.000	0.000	0.000	0.000	0.000	(2.778)
Claims	10.630	0.000	0.000	0.000	0.000	0.000	(0.001)	10.629
Paratransit Service Contracts	2.000	0.000	0.000	0.000	0.000	0.000	0.000	2.000
Maintenance and Other Operating Contracts	(10.700)	0.000	0.000	0.000	0.000	0.000	0.000	(10.700)
Professional Service Contracts	15.000	0.000	0.000	0.000	0.000	0.000	(0.000)	15.000
Materials & Supplies	19.000	0.000	0.000	0.000	0.000	0.000	0.001	19.001
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	(0.001)
Total Non-Labor Expenditures	\$33.152	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	\$33.151
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	\$86.495	\$0.000	\$0.000	\$0.000	\$0.000	(\$23.016)	\$0.010	\$63.489
Total Cash Conversion Adjustments before Depreciation and GASB Adj.								
	\$4.857	\$0.000	\$0.000	\$0.000	\$0.000	(\$23.016)	\$0.453	(\$17.706)
Depreciation Adjustment	1,638.144	0.000	0.000	0.000	0.000	0.000	0.000	1,638.144
OPEB Obligation	1,616.261	0.000	0.000	0.000	0.000	0.000	0.000	1,616.261
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$3,259.262	\$0.000	\$0.000	\$0.000	\$0.000	(\$23.016)	\$0.453	\$3,236.699

MTA NEW YORK CITY TRANSIT
February Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Operating Revenue					
<u>Farebox Revenue:</u>					
Subway	\$3,148.155	\$3,305.012	\$3,388.511	\$3,422.225	\$3,452.486
Bus	950.656	987.204	1,004.190	1,008.088	1,015.184
Paratransit	16.000	17.474	18.697	20.006	21.406
Fare Media Liability	<u>69.538</u>	<u>44.770</u>	<u>44.770</u>	<u>44.770</u>	<u>44.770</u>
Farebox Revenue	\$4,184.349	\$4,354.460	\$4,456.168	\$4,495.089	\$4,533.846
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	177.739	182.474	200.048	222.140	239.641
Other	<u>166.228</u>	<u>186.051</u>	<u>155.961</u>	<u>159.425</u>	<u>162.990</u>
Other Operating Revenue	\$427.983	\$452.541	\$440.025	\$465.581	\$486.647
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue	\$4,612.332	\$4,807.001	\$4,896.193	\$4,960.670	\$5,020.493
Operating Expenses					
<u>Labor:</u>					
Payroll	\$3,048.748	\$3,082.524	\$3,151.844	\$3,214.964	\$3,256.266
Overtime	<u>421.085</u>	<u>384.706</u>	<u>386.083</u>	<u>392.784</u>	<u>399.336</u>
Total Salaries & Wages	\$3,469.833	\$3,467.230	\$3,537.927	\$3,607.748	\$3,655.602
Health and Welfare	689.974	754.812	812.234	875.653	942.246
OPEB Current Payment	345.326	376.846	414.398	453.422	497.914
Pensions	956.672	957.902	953.009	935.297	938.595
Other Fringe Benefits	322.964	316.030	328.646	340.958	352.180
Total Fringe Benefits	\$2,314.936	\$2,405.590	\$2,508.287	\$2,605.330	\$2,730.935
Reimbursable Overhead	(207.618)	(205.095)	(199.687)	(196.942)	(194.402)
Total Labor Expenses	\$5,577.151	\$5,667.725	\$5,846.527	\$6,016.136	\$6,192.135
<u>Non-Labor:</u>					
Electric Power	\$334.695	\$291.618	\$317.907	\$360.278	\$389.378
Fuel	171.049	165.814	160.868	165.246	172.317
Insurance	67.137	78.483	87.682	98.246	110.541
Claims	108.658	107.031	111.646	114.167	116.752
Paratransit Service Contracts	374.440	385.562	420.671	473.797	516.169
Maintenance and Other Operating Contracts	181.620	200.191	218.074	208.040	194.359
Professional Service Contracts	133.157	108.657	95.579	96.822	100.342
Materials & Supplies	308.704	296.738	312.383	308.570	307.700
Other Business Expenses	76.171	84.123	86.133	82.998	84.361
Total Non-Labor Expenses	\$1,755.631	\$1,718.217	\$1,810.943	\$1,908.164	\$1,991.919
<u>Other Expenses Adjustments:</u>					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjts.	\$7,332.782	\$7,385.942	\$7,657.470	\$7,924.300	\$8,184.054
Depreciation	1,544.334	1,638.144	1,688.144	1,863.292	1,913.292
OPEB Obligation	1,603.725	1,616.261	1,680.911	1,748.148	1,818.074
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$10,480.841	\$10,640.347	\$11,026.525	\$11,535.740	\$11,915.420
Net Surplus/(Deficit)	(\$5,868.509)	(\$5,833.346)	(\$6,130.332)	(\$6,575.070)	(\$6,894.927)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Revenue					
Fare Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,010.000	979.601	954.835	929.146	915.947
Total Revenue	\$1,010.000	\$979.601	\$954.835	\$929.146	\$915.947
Expenses					
<u>Labor:</u>					
Payroll	\$361.316	\$407.507	\$397.599	\$385.496	\$378.480
Overtime	108.839	75.714	76.638	76.836	75.498
Total Salaries & Wages	\$470.155	\$483.221	\$474.237	\$462.332	\$453.978
Health and Welfare	18.604	20.325	20.767	21.143	22.198
OPEB Current Payment	7.663	8.675	9.216	9.764	10.343
Pensions	28.801	29.259	28.501	27.533	27.959
Other Fringe Benefits	128.334	137.899	135.054	130.798	126.525
Total Fringe Benefits	\$183.402	\$196.158	\$193.538	\$189.238	\$187.025
Reimbursable Overhead	207.618	205.095	199.687	196.942	194.402
Total Labor Expenses	\$861.175	\$884.474	\$867.462	\$848.512	\$835.405
<u>Non-Labor:</u>					
Electric Power	\$0.358	\$0.252	\$0.252	\$0.252	\$0.252
Fuel	0.022	0.023	0.023	0.023	0.023
Insurance	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	37.705	26.465	26.219	26.255	26.256
Professional Service Contracts	25.868	8.234	8.604	8.307	8.308
Materials & Supplies	85.080	58.229	50.352	43.874	43.779
Other Business Expenses	(0.208)	1.924	1.923	1.923	1.924
Total Non-Labor Expenses	\$148.825	\$95.127	\$87.373	\$80.634	\$80.542
<u>Other Expense Adjustments:</u>					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$1,010.000	\$979.601	\$954.835	\$929.146	\$915.947
Depreciation	-	-	-	-	-
Total Expenses	\$1,010.000	\$979.601	\$954.835	\$929.146	\$915.947
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
February Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Revenue					
<i><u>Farebox Revenue:</u></i>					
Subway	\$3,148.155	\$3,305.012	\$3,388.511	\$3,422.225	\$3,452.486
Bus	950.656	987.204	1,004.190	1,008.088	1,015.184
Paratransit	16.000	17.474	18.697	20.006	21.406
Fare Media Liability	69.538	44.770	44.770	44.770	44.770
Farebox Revenue	\$4,184.349	\$4,354.460	\$4,456.168	\$4,495.089	\$4,533.846
<i><u>Other Operating Revenue:</u></i>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	177.739	182.474	200.048	222.140	239.641
Other	166.228	186.051	155.961	159.425	162.990
Other Operating Revenue	\$427.983	\$452.541	\$440.025	\$465.581	\$486.647
Capital and Other Reimbursements	1,010.000	979.601	954.835	929.146	915.947
Total Revenue	\$5,622.332	\$5,786.602	\$5,851.028	\$5,889.816	\$5,936.440
Expenses					
<i><u>Labor:</u></i>					
Payroll	\$3,410.064	\$3,490.031	\$3,549.443	\$3,600.460	\$3,634.746
Overtime	<u>529.924</u>	<u>460.420</u>	<u>462.721</u>	<u>469.620</u>	<u>474.834</u>
Total Salaries & Wages	\$3,939.988	\$3,950.451	\$4,012.164	\$4,070.080	\$4,109.580
Health and Welfare	708.578	775.137	833.001	896.796	964.444
OPEB Current Payment	352.989	385.521	423.614	463.186	508.257
Pensions	985.473	987.161	981.510	962.830	966.554
Other Fringe Benefits	<u>451.298</u>	<u>453.929</u>	<u>463.700</u>	<u>471.756</u>	<u>478.705</u>
Total Fringe Benefits	\$2,498.338	\$2,601.748	\$2,701.825	\$2,794.568	\$2,917.960
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$6,438.326	\$6,552.199	\$6,713.989	\$6,864.648	\$7,027.540
<i><u>Non-Labor:</u></i>					
Electric Power	\$335.053	\$291.870	\$318.159	\$360.530	\$389.630
Fuel	171.071	165.837	160.891	165.269	172.340
Insurance	67.137	78.483	87.682	98.246	110.541
Claims	108.658	107.031	111.646	114.167	116.752
Paratransit Service Contracts	374.440	385.562	420.671	473.797	516.169
Maintenance and Other Operating Contracts	219.325	226.656	244.293	234.295	220.615
Professional Service Contracts	159.025	116.891	104.183	105.129	108.650
Materials & Supplies	393.784	354.967	362.735	352.444	351.479
Other Business Expenses	75.963	86.047	88.056	84.921	86.285
Total Non-Labor Expenses	\$1,904.456	\$1,813.344	\$1,898.316	\$1,988.798	\$2,072.461
<i><u>Other Expense Adjustments:</u></i>					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$8,342.782	\$8,365.543	\$8,612.305	\$8,853.446	\$9,100.001
Depreciation	1,544.334	1,638.144	1,688.144	1,863.292	1,913.292
OPEB Obligation	1,603.725	1,616.261	1,680.911	1,748.148	1,818.074
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$11,490.841	\$11,619.948	\$11,981.360	\$12,464.886	\$12,831.367
Net Surplus/(Deficit)	(\$5,868.509)	(\$5,833.346)	(\$6,130.332)	(\$6,575.070)	(\$6,894.927)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2015 - 2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Receipts					
Fare Revenue	\$4,169.812	\$4,364.691	\$4,466.399	\$4,505.320	\$4,544.077
<u>Other Operating Revenue:</u>					
Fare Reimbursement	84.016	84.016	84.016	84.016	84.016
Paratransit Reimbursement	180.697	182.127	199.801	221.925	239.518
Other	<u>66.150</u>	<u>82.971</u>	<u>49.788</u>	<u>50.067</u>	<u>50.351</u>
Other Operating Revenue	330.863	349.114	333.605	356.008	373.885
Capital and Other Reimbursements	1,121.512	991.602	959.471	934.016	918.189
Total Receipts	\$5,622.187	\$5,705.407	\$5,759.475	\$5,795.344	\$5,836.151
Expenditures					
<u>Labor:</u>					
Payroll	3,621.502	3,499.159	3,512.284	3,572.094	3,605.547
Overtime	<u>561.772</u>	<u>463.540</u>	<u>460.172</u>	<u>468.212</u>	<u>473.380</u>
Total Salaries & Wages	\$4,183.274	\$3,962.699	\$3,972.456	\$4,040.306	\$4,078.927
Health and Welfare	695.832	770.931	826.115	894.489	956.487
OPEB Current Payment	352.989	385.521	423.614	463.186	508.257
Pensions	977.990	987.235	981.157	959.309	962.067
Other Fringe Benefits	<u>431.420</u>	<u>415.475</u>	<u>420.083</u>	<u>428.077</u>	<u>434.131</u>
Total Fringe Benefits	\$2,458.231	\$2,559.162	\$2,650.969	\$2,745.061	\$2,860.942
GASB Account	34.744	0.000	0.000	0.000	8.898
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$6,676.249	\$6,521.861	\$6,623.425	\$6,785.367	\$6,948.767
<u>Non-Labor:</u>					
Electric Power	\$335.053	\$291.870	\$318.159	\$360.530	\$389.630
Fuel	171.071	165.837	160.891	165.269	172.340
Insurance	71.052	81.261	88.225	99.023	114.578
Claims	100.131	96.402	98.861	101.383	103.967
Paratransit Service Contracts	372.440	383.562	418.671	471.797	514.169
Maintenance and Other Operating Contracts	229.585	237.356	254.993	244.995	231.315
Professional Service Contracts	158.152	101.891	89.183	90.129	93.650
Materials & Supplies	404.797	335.966	348.735	348.443	347.478
Other Business Expenditures	76.376	86.048	88.057	84.922	86.286
Total Non-Labor Expenditures	\$1,918.657	\$1,780.193	\$1,865.775	\$1,966.491	\$2,053.413
<u>Other Expenditure Adjustments:</u>					
Other	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$8,594.906	\$8,302.054	\$8,489.200	\$8,751.858	\$9,002.180
Net Cash Surplus/(Deficit)	(\$2,972.719)	(\$2,596.647)	(\$2,729.725)	(\$2,956.514)	(\$3,166.029)

MTA NEW YORK CITY TRANSIT
February Financial Plan 2015 - 2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2014	2015			
	Final	Adopted			
	Estimate	Budget	2016	2017	2018
Receipts					
Fare Revenue	(\$14.537)	\$10.231	\$10.231	\$10.231	\$10.231
<u>Other Operating Revenue:</u>					
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	2.958	(0.347)	(0.247)	(0.215)	(0.123)
Other	(100.078)	(103.080)	(106.173)	(109.358)	(112.639)
Other Operating Revenue	(\$97.120)	(\$103.427)	(\$106.420)	(\$109.573)	(\$112.762)
Capital and Other Reimbursements	111.512	12.001	4.636	4.870	2.242
Total Receipt Adjustments	(\$0.145)	(\$81.195)	(\$91.553)	(\$94.472)	(\$100.289)
Expenditures					
<u>Labor:</u>					
Payroll	(\$211.438)	(\$9.128)	\$37.159	\$28.366	\$29.199
Overtime	(31.848)	(3.120)	2.549	1.408	1.454
Health and Welfare	12.746	4.206	6.886	2.307	7.957
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000
Pensions	7.483	(0.074)	0.353	3.521	4.487
Other Fringe Benefits	<u>19.878</u>	<u>38.454</u>	<u>43.617</u>	<u>43.679</u>	<u>44.574</u>
Total Fringe Benefits	\$40.107	\$42.586	\$50.856	\$49.507	\$57.018
GASB Account	(34.744)	0.000	0.000	0.000	(8.898)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$237.923)	\$30.338	\$90.564	\$79.281	\$78.773
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	0.000	0.000	0.000	0.000	0.000
Insurance	(3.915)	(2.778)	(0.543)	(0.777)	(4.037)
Claims	8.527	10.629	12.785	12.784	12.785
Paratransit Service Contracts	2.000	2.000	2.000	2.000	2.000
Maintenance and Other Operating Contracts	(10.260)	(10.700)	(10.700)	(10.700)	(10.700)
Professional Service Contracts	0.873	15.000	15.000	15.000	15.000
Materials & Supplies	(11.013)	19.001	14.000	4.001	4.001
Other Business Expenditures	(0.413)	(0.001)	(0.001)	(0.001)	(0.001)
Total Non-Labor Expenditures	(\$14.201)	\$33.151	\$32.541	\$22.307	\$19.048
<u>Other Expenditures Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$252.269)	(\$17.706)	\$31.552	\$7.116	(\$2.468)
Depreciation Adjustment	1,544.334	1,638.144	1,688.144	1,863.292	1,913.292
OPEB Obligation	1,603.725	1,616.261	1,680.911	1,748.148	1,818.074
Environmental Remediation	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$2,895.790	\$3,236.699	\$3,400.607	\$3,618.556	\$3,728.898

MTA New York City Transit
2015 Adopted Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
<u>Scheduled Service</u>	4,040,524	\$123.403	32.1%
<u>Unscheduled Service</u>	3,172,645	99.962	26.0%
<u>Programmatic/Routine Maintenance</u>	3,787,221	121.177	31.5%
<u>Unscheduled Maintenance</u>	0	0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	477,732	15.168	3.9%
<u>Weather Emergencies</u>	372,713	14.071	3.7%
<u>Safety/Security/Law Enforcement</u>	110,485	3.508	0.9%
<u>Other</u> ¹	99,404	7.417	1.9%
Subtotal	12,060,724	\$384.706	100.0%
REIMBURSABLE OVERTIME	2,293,228	\$75.714	
TOTAL OVERTIME	14,353,952	\$460.420	

¹ Other & reimbursable budget includes PTE \$'s only. Does not include hours.

MTA NEW YORK CITY TRANSIT
February Financial Plan 2015 - 2018
Ridership/(Utilization)
(\$ in millions)

	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
RIDERSHIP					
Subway	1,745.761	1,777.356	1,805.748	1,823.037	1,838.554
Bus	669.550	675.529	680.922	683.516	688.081
Paratransit	8.921	9.743	10.425	11.155	11.936
Total Ridership	2,424.232	2,462.628	2,497.095	2,517.708	2,538.571

FAREBOX REVENUE (Excluding fare media liability)

Subway	\$3,148.155	\$3,305.012	\$3,388.511	\$3,422.225	\$3,452.486
Bus	950.656	987.204	1,004.190	1,008.088	1,015.184
Paratransit	16.000	17.474	18.697	20.006	21.406
Total Farebox Revenue	\$4,114.811	\$4,309.690	\$4,411.398	\$4,450.319	\$4,489.076

MTA NEW YORK CITY TRANSIT
February Financial Plan 2015 - 2018
Total Positions by Function

Non-Reimbursable/Reimbursable and Full-Time Positions/Full-Time Equivalents

Function/Department	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Administration					
Office of the President	60	62	62	62	62
Law	278	278	277	277	277
Office of the EVP	42	42	40	40	40
Human Resources	227	227	222	222	220
Office of Management and Budget	40	41	40	40	40
Capital Planning & Budget	33	33	33	33	33
Corporate Communications	262	262	258	258	258
Technology & Information Services	447	-	-	-	-
Non-Departmental	(106)	(117)	(95)	(93)	(93)
Labor Relations	97	97	97	97	97
Materiel	291	282	252	251	251
Controller	137	137	130	130	130
Total Administration	1,808	1,344	1,316	1,317	1,315
Operations					
Subways Service Delivery	7,758	7,772	7,681	7,828	7,656
Subways Operation Support /Admin	367	369	369	369	369
Subways Stations	2,612	2,630	2,632	2,632	2,632
<i>Subtotal - Subways</i>	10,737	10,771	10,682	10,829	10,657
Buses	10,692	10,789	10,847	10,847	10,847
Paratransit	213	213	213	213	213
Operations Planning	404	381	375	375	375
Revenue Control	448	448	448	448	448
Total Operations	22,494	22,602	22,565	22,712	22,540
Maintenance					
Subways Operation Support /Admin	202	152	127	127	127
Subways Engineering	338	340	313	309	298
Subways Car Equipment	4,302	4,434	4,352	4,197	4,107
Subways Infrastructure	1,476	1,449	1,438	1,436	1,436
Subways Elevator & Escalators	401	442	444	444	444
Subways Stations	3,657	3,635	3,633	3,784	3,784
Subways Track	2,793	2,795	2,795	2,795	2,795
Subways Power	624	594	580	580	580
Subways Signals	1,530	1,460	1,438	1,438	1,438
Subways Electronics Maintenance	1,505	1,556	1,529	1,517	1,517
<i>Subtotal - Subways</i>	16,828	16,857	16,649	16,627	16,526
Buses	3,777	3,768	3,641	3,619	3,617
Revenue Control	137	137	137	137	137
Supply Logistics	561	558	558	558	558
System Safety	91	91	88	88	88
Total Maintenance	21,394	21,411	21,073	21,029	20,926
Engineering/Capital					
Capital Program Management	1,274	1,319	1,244	1,244	1,244
Total Engineering/Capital	1,274	1,319	1,244	1,244	1,244
Public Safety					
Security	633	634	635	635	635
Total Public Safety	633	634	635	635	635
Total Positions	47,603	47,310	46,833	46,937	46,660
Non-Reimbursable	42,890	42,457	42,346	42,582	42,503
Reimbursable	4,713	4,853	4,487	4,355	4,157
Total Full-Time	47,445	47,169	46,692	46,796	46,519
Total Full-Time Equivalents	158	141	141	141	141

MTA NEW YORK CITY TRANSIT
February Financial Plan 2015 - 2018
Total Positions by Function and Occupation

Function/Occupational Group	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Administration					
Managers/Supervisors	604	547	524	523	523
Professional, Technical, Clerical	1,144	850	844	844	842
Operational Hourlies	60	(53)	(52)	(50)	(50)
Total Administration	1,808	1,344	1,316	1,317	1,315
Operations					
Managers/Supervisors	2,652	2,618	2,599	2,611	2,598
Professional, Technical, Clerical	484	481	478	478	478
Operational Hourlies	19,358	19,503	19,488	19,623	19,464
Total Operations	22,494	22,602	22,565	22,712	22,540
Maintenance					
Managers/Supervisors	3,882	3,852	3,794	3,793	3,781
Professional, Technical, Clerical	1,045	1,021	967	965	953
Operational Hourlies	16,467	16,538	16,312	16,271	16,192
Total Maintenance	21,394	21,411	21,073	21,029	20,926
Engineering/Capital					
Managers/Supervisors	329	339	283	283	283
Professional, Technical, Clerical	943	978	959	959	959
Operational Hourlies	2	2	2	2	2
Total Engineering/Capital	1,274	1,319	1,244	1,244	1,244
Public Safety					
Managers/Supervisors	254	254	254	254	254
Professional, Technical, Clerical	40	40	40	40	40
Operational Hourlies	339	340	341	341	341
Total Public Safety	633	634	635	635	635
Total					
Managers/Supervisors	7,721	7,610	7,454	7,464	7,439
Professional, Technical, Clerical	3,656	3,370	3,288	3,286	3,272
Operational Hourlies	36,226	36,330	36,091	36,187	35,949
Total Positions	47,603	47,310	46,833	46,937	46,660

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
<u>Farebox Revenue:</u>													
Subway	\$255.351	\$243.345	\$277.341	\$278.325	\$277.676	\$285.235	\$285.483	\$272.460	\$280.618	\$293.535	\$269.624	\$286.019	\$3,305.012
Bus	76.234	72.549	84.614	82.839	83.496	84.055	86.451	83.677	85.065	87.815	79.813	80.596	987.204
Paratransit	1.420	1.358	1.529	1.478	1.472	1.468	1.448	1.461	1.438	1.575	1.429	1.398	17.474
Fare Media Liability	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.730</u>	<u>3.730</u>	<u>44.770</u>
Farebox Revenue	\$336.736	\$320.983	\$367.215	\$366.373	\$366.375	\$374.489	\$377.113	\$361.329	\$370.852	\$386.656	\$354.596	\$371.743	\$4,354.460
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	7.163	6.314	9.686	7.989	8.956	7.521	2.929	1.788	6.477	9.447	7.980	7.766	84.016
Paratransit Reimbursement	15.206	15.206	15.206	15.206	15.206	15.206	15.206	15.206	15.206	15.206	15.206	15.208	182.474
Other	<u>12.717</u>	<u>12.717</u>	<u>12.717</u>	<u>12.717</u>	<u>12.717</u>	<u>12.717</u>	<u>12.717</u>	<u>12.716</u>	<u>12.717</u>	<u>12.717</u>	<u>12.717</u>	<u>46.165</u>	<u>186.051</u>
Other Operating Revenue	\$35.086	\$34.237	\$37.609	\$35.912	\$36.879	\$35.444	\$30.852	\$29.710	\$34.400	\$37.370	\$35.903	\$69.139	\$452.541
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	\$371.822	\$355.220	\$404.824	\$402.285	\$403.254	\$409.933	\$407.965	\$391.039	\$405.252	\$424.026	\$390.499	\$440.882	\$4,807.001
Operating Expenses													
<u>Labor:</u>													
Payroll	261.880	242.178	254.479	254.054	252.314	251.360	265.208	255.377	255.085	250.545	266.534	273.510	3,082.524
Overtime	<u>34.391</u>	<u>31.785</u>	<u>34.099</u>	<u>30.924</u>	<u>27.358</u>	<u>32.843</u>	<u>31.425</u>	<u>31.083</u>	<u>31.577</u>	<u>26.596</u>	<u>32.674</u>	<u>39.951</u>	<u>384.706</u>
Total Salaries & Wages	296.271	273.963	288.578	284.978	279.672	284.203	296.633	286.460	286.662	277.141	299.208	313.461	3,467.230
Health and Welfare	61.655	61.217	61.248	61.324	61.420	61.611	63.869	64.164	63.897	63.876	61.860	68.671	754.812
OPEB Current Payment	30.368	30.151	30.167	30.205	30.240	30.346	31.458	31.603	31.472	31.462	30.468	38.906	376.846
Pensions	17.983	17.983	17.983	17.983	17.983	17.983	760.093	17.983	17.982	17.982	17.982	17.982	957.902
Other Fringe Benefits	<u>27.542</u>	<u>26.298</u>	<u>26.362</u>	<u>26.388</u>	<u>23.821</u>	<u>26.328</u>	<u>28.140</u>	<u>26.547</u>	<u>26.644</u>	<u>22.597</u>	<u>27.270</u>	<u>28.093</u>	<u>316.030</u>
Total Fringe Benefits	137.548	135.649	135.760	135.900	133.464	136.268	883.560	140.297	139.995	135.917	137.580	153.652	2,405.590
Reimbursable Overhead	(15.724)	(14.535)	(16.638)	(16.026)	(23.792)	(16.143)	(15.737)	(15.838)	(15.776)	(24.337)	(15.190)	(15.359)	(205.095)
Total Labor Expenses	\$418.095	\$395.077	\$407.700	\$404.852	\$389.344	\$404.328	\$1,164.456	\$410.919	\$410.881	\$388.721	\$421.598	\$451.754	\$5,667.725
<u>Non-Labor:</u>													
Electric Power	26.455	25.840	24.312	23.794	22.030	22.590	25.820	24.535	24.077	23.045	22.636	26.484	291.618
Fuel	14.955	14.825	16.090	16.301	14.455	12.670	12.112	12.076	12.034	12.652	13.051	14.593	165.814
Insurance	5.880	5.880	6.528	6.529	6.708	6.708	6.708	6.708	6.708	6.708	6.708	6.710	78.483
Claims	8.919	8.919	8.919	8.919	8.919	8.919	8.919	8.919	8.919	8.919	8.919	8.922	107.031
Paratransit Service Contracts	32.053	30.545	32.970	32.731	32.165	32.238	32.169	31.734	31.715	34.041	31.752	31.449	385.562
Mtce. and Other Operating Contracts	12.841	15.137	15.864	16.462	16.476	16.716	16.567	19.527	19.315	19.277	16.557	15.452	200.191
Professional Service Contracts	9.895	7.030	7.386	11.217	7.415	7.853	11.297	7.405	7.908	11.934	8.065	11.252	108.657
Materials & Supplies	24.327	23.731	24.669	24.585	24.691	24.738	24.662	24.462	24.773	24.752	24.622	26.726	296.738
Other Business Expenses	6.318	6.653	8.744	7.121	6.813	6.989	6.898	6.932	7.171	6.746	6.831	6.907	84.123
Total Non-Labor Expenses	\$141.643	\$138.560	\$145.482	\$147.659	\$139.672	\$139.421	\$145.152	\$142.298	\$142.620	\$148.074	\$139.141	\$148.495	\$1,718.217
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation, OPEB	\$559.738	\$533.637	\$553.182	\$552.511	\$529.016	\$543.749	\$1,309.608	\$553.217	\$553.501	\$536.795	\$560.739	\$600.249	\$7,385.942
Depreciation	125.168	126.229	127.289	128.350	129.411	139.766	140.826	141.887	142.948	144.009	145.070	147.191	1,638.144
OPEB Account	0.000	0.000	404.065	0.000	0.000	404.065	0.000	0.000	404.065	0.000	0.000	404.066	1,616.261
Total Expenses	\$684.906	\$659.866	\$1,084.536	\$680.861	\$658.427	\$1,087.580	\$1,450.434	\$695.104	\$1,100.514	\$680.804	\$705.809	\$1,151.506	\$10,640.347
Net Surplus/(Deficit)	(\$313.084)	(\$304.646)	(\$679.712)	(\$278.576)	(\$255.173)	(\$677.647)	(\$1,042.469)	(\$304.065)	(\$695.262)	(\$256.778)	(\$315.310)	(\$710.624)	(\$5,833.346)

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	74.045	70.026	76.383	76.297	98.310	76.529	101.151	76.848	76.018	101.816	74.476	77.699	979.601
Total Revenue	\$74.045	\$70.026	\$76.383	\$76.297	\$98.310	\$76.529	\$101.151	\$76.848	\$76.018	\$101.816	\$74.476	\$77.699	\$979.601
Expenses													
<u>Labor:</u>													
Payroll	32.151	29.938	34.299	32.901	39.540	32.972	32.842	33.047	32.640	41.410	32.023	33.744	407.507
Overtime	5.603	5.209	5.455	5.550	10.362	5.632	5.683	5.794	5.647	10.253	5.447	5.079	75.714
Total Salaries & Wages	37.754	35.147	39.754	38.451	49.902	38.604	38.525	38.841	38.287	51.663	37.470	38.823	483.221
Health and Welfare	1.686	1.649	1.649	1.649	1.667	1.667	1.717	1.717	1.717	1.717	1.717	1.773	20.325
OPEB Current Payment	0.719	0.703	0.703	0.703	0.710	0.710	0.732	0.732	0.732	0.732	0.732	0.764	8.675
Pensions	0.355	0.355	0.355	0.355	0.355	0.355	25.355	0.355	0.355	0.355	0.355	0.354	29.259
Other Fringe Benefits	10.701	10.057	11.470	11.051	14.100	11.095	10.942	11.032	10.930	14.745	10.658	11.118	137.899
Total Fringe Benefits	13.461	12.764	14.177	13.758	16.832	13.827	38.746	13.836	13.734	17.549	13.462	14.009	196.158
Reimbursable Overhead	15.724	14.535	16.638	16.026	23.792	16.143	15.737	15.838	15.776	24.337	15.190	15.359	205.095
Total Labor Expenses	\$66.939	\$62.446	\$70.569	\$68.235	\$90.526	\$68.574	\$93.008	\$68.515	\$67.797	\$93.549	\$66.122	\$68.191	\$884.474
<u>Non-Labor:</u>													
Electric Power	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.021	0.020	0.022	0.252
Fuel	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.001	0.023
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Mtce. and Other Operating Contracts	2.125	2.303	2.183	2.126	2.303	2.148	2.126	2.258	2.148	2.126	2.274	2.345	26.465
Professional Service Contracts	0.436	0.462	0.581	0.894	0.593	0.761	0.593	0.618	0.736	0.618	0.593	1.349	8.234
Materials & Supplies	4.202	4.470	4.693	4.696	4.542	4.686	5.078	5.111	4.979	5.177	5.142	5.453	58.229
Other Business Expenses	0.320	0.322	(1.666)	0.323	0.323	0.337	0.323	0.323	0.335	0.323	0.323	0.338	1.924
Total Non-Labor Expenses	\$7.106	\$7.580	\$5.814	\$8.062	\$7.784	\$7.955	\$8.143	\$8.333	\$8.221	\$8.267	\$8.354	\$9.508	\$95.127
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation, OPEB	\$74.045	\$70.026	\$76.383	\$76.297	\$98.310	\$76.529	\$101.151	\$76.848	\$76.018	\$101.816	\$74.476	\$77.699	\$979.601
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$74.045	\$70.026	\$76.383	\$76.297	\$98.310	\$76.529	\$101.151	\$76.848	\$76.018	\$101.816	\$74.476	\$77.699	\$979.601
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCURAL STATEMENT OF OPERATIONS by CATEGORY
(\$ in millions)

NON-REIMBURSABLE & REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
<u>Farebox Revenue:</u>													
Subway	\$255.351	\$243.345	\$277.341	\$278.325	\$277.676	\$285.235	\$285.483	\$272.460	\$280.618	\$293.535	\$269.624	\$286.019	\$3,305.012
Bus	76.234	72.549	84.614	82.839	83.496	84.055	86.451	83.677	85.065	87.815	79.813	80.596	987.204
Paratransit	1.420	1.358	1.529	1.478	1.472	1.468	1.448	1.461	1.438	1.575	1.429	1.398	17.474
Fare Media Liability	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.731</u>	<u>3.730</u>	<u>3.730</u>	<u>44.770</u>
Farebox Revenue	\$336.736	\$320.983	\$367.215	\$366.373	\$366.375	\$374.489	\$377.113	\$361.329	\$370.852	\$386.656	\$354.596	\$371.743	\$4,354.460
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue:													
Fare Reimbursement	7.163	6.314	9.686	7.989	8.956	7.521	2.929	1.788	6.477	9.447	7.980	7.766	84.016
Paratransit Reimbursement	15.206	15.206	15.206	15.206	15.206	15.206	15.206	15.206	15.206	15.206	15.206	15.208	182.474
Other	<u>12.717</u>	<u>12.717</u>	<u>12.717</u>	<u>12.717</u>	<u>12.717</u>	<u>12.717</u>	<u>12.717</u>	<u>12.716</u>	<u>12.717</u>	<u>12.717</u>	<u>12.717</u>	<u>46.165</u>	<u>186.051</u>
Other Operating Revenue	\$35.086	\$34.237	\$37.609	\$35.912	\$36.879	\$35.444	\$30.852	\$29.710	\$34.400	\$37.370	\$35.903	\$69.139	\$452.541
Capital and Other Reimbursements	74.045	70.026	76.383	76.297	98.310	76.529	101.151	76.848	76.018	101.816	74.476	77.699	979.601
Total Revenue	\$445.867	\$425.246	\$481.207	\$478.582	\$501.564	\$486.462	\$509.116	\$467.887	\$481.270	\$525.842	\$464.975	\$518.581	\$5,786.602
Expenses													
<u>Labor:</u>													
Payroll	294.031	272.116	288.778	286.955	291.854	284.332	298.050	288.424	287.725	291.955	298.557	307.254	3,490.031
Overtime	39.994	36.994	39.554	36.474	37.720	38.475	37.108	36.877	37.224	36.849	38.121	45.030	460.420
Total Salaries & Wages	334.025	309.110	328.332	323.429	329.574	322.807	335.158	325.301	324.949	328.804	336.678	352.284	3,950.451
Health and Welfare	63.341	62.866	62.897	62.973	63.087	63.278	65.586	65.881	65.614	65.593	63.577	70.444	775.137
OPEB Current Payment	31.087	30.854	30.870	30.908	30.950	31.056	32.190	32.335	32.204	32.194	31.200	39.670	385.521
Pensions	18.338	18.338	18.338	18.338	18.338	18.338	785.448	18.338	18.337	18.337	18.337	18.336	987.161
Other Fringe Benefits	<u>38.243</u>	<u>36.355</u>	<u>37.832</u>	<u>37.439</u>	<u>37.921</u>	<u>37.423</u>	<u>39.082</u>	<u>37.579</u>	<u>37.574</u>	<u>37.342</u>	<u>37.928</u>	<u>39.211</u>	<u>453.929</u>
Total Fringe Benefits	151.009	148.413	149.937	149.658	150.296	150.095	922.306	154.133	153.729	153.466	151.042	167.661	2,601.748
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$485.034	\$457.523	\$478.269	\$473.087	\$479.870	\$472.902	\$1,257.464	\$479.434	\$478.678	\$482.270	\$487.720	\$519.945	\$6,552.199
<u>Non-Labor:</u>													
Electric Power	26.476	25.861	24.333	23.815	22.051	22.611	25.841	24.556	24.098	23.066	22.656	26.506	291.870
Fuel	14.957	14.827	16.092	16.303	14.457	12.672	12.114	12.078	12.036	12.654	13.053	14.594	165.837
Insurance	5.880	5.880	6.528	6.529	6.708	6.708	6.708	6.708	6.708	6.708	6.708	6.710	78.483
Claims	8.919	8.919	8.919	8.919	8.919	8.919	8.919	8.919	8.919	8.919	8.919	8.922	107.031
Paratransit Service Contracts	32.053	30.545	32.970	32.731	32.165	32.238	32.169	31.734	31.715	34.041	31.752	31.449	385.562
Mtce. and Other Operating Contracts	14.966	17.440	18.047	18.588	18.779	18.864	18.693	21.785	21.463	21.403	18.831	17.797	226.656
Professional Service Contracts	10.331	7.492	7.967	12.111	8.008	8.614	11.890	8.023	8.644	12.552	8.658	12.601	116.891
Materials & Supplies	28.529	28.201	29.362	29.281	29.233	29.424	29.740	29.573	29.752	29.929	29.764	32.179	354.967
Other Business Expenses	6.638	6.975	7.078	7.444	7.136	7.326	7.221	7.255	7.506	7.069	7.154	7.245	86.047
Total Non-Labor Expenses	\$148.749	\$146.140	\$151.296	\$155.721	\$147.456	\$147.376	\$153.295	\$150.631	\$150.841	\$156.341	\$147.495	\$158.003	\$1,813.344
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses													
before Depreciation, OPEB	\$633.783	\$603.663	\$629.565	\$628.808	\$627.326	\$620.278	\$1,410.759	\$630.065	\$629.519	\$638.611	\$635.215	\$677.948	\$8,365.543
Depreciation	125.168	126.229	127.289	128.350	129.411	139.766	140.826	141.887	142.948	144.009	145.070	147.191	1,638.144
OPEB Account	0.000	0.000	404.065	0.000	0.000	404.065	0.000	0.000	404.065	0.000	0.000	404.066	1,616.261
Total Expenses	\$758.951	\$729.892	\$1,160.919	\$757.158	\$756.737	\$1,164.109	\$1,551.585	\$771.952	\$1,176.532	\$782.620	\$780.285	\$1,229.205	\$11,619.948
Net Surplus/(Deficit)	(\$313.084)	(\$304.646)	(\$679.712)	(\$278.576)	(\$255.173)	(\$677.647)	(\$1,042.469)	(\$304.065)	(\$695.262)	(\$256.778)	(\$315.310)	(\$710.624)	(\$5,833.346)

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$335.251	\$320.524	\$371.642	\$365.498	\$364.728	\$378.656	\$375.684	\$365.721	\$369.263	\$385.992	\$360.757	\$370.975	\$4,364.691
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	0.000	0.000	0.000	6.312	0.000	43.766	6.312	0.000	0.000	6.313	0.000	21.313	84.016
Paratransit Reimbursement	3.765	38.765	3.765	3.765	38.765	3.765	3.765	38.765	3.765	3.765	35.710	3.767	182.127
Other	3.419	3.419	3.419	3.419	3.419	3.419	3.419	3.418	3.418	3.418	3.418	45.366	82.971
Other Operating Revenue	\$7.184	\$42.184	\$7.184	\$13.496	\$42.184	\$50.950	\$13.496	\$42.183	\$7.183	\$13.496	\$39.128	\$70.446	\$349.114
Capital and Other Reimbursements	74.045	70.026	76.383	76.297	78.310	96.529	101.151	76.848	76.018	81.816	94.476	89.700	991.602
Total Receipts	\$416.480	\$432.734	\$455.209	\$455.291	\$485.222	\$526.135	\$490.331	\$484.752	\$452.464	\$481.304	\$494.361	\$531.121	\$5,705.407
Expenditures													
<u>Labor:</u>													
Payroll	261.679	287.060	278.306	267.808	282.676	255.522	391.076	258.430	267.263	272.389	278.095	398.855	3,499.159
Overtime	36.095	36.994	35.781	33.959	36.699	34.584	49.565	33.104	34.709	34.452	35.606	61.992	463.540
Total Salaries & Wages	297.774	324.054	314.087	301.767	319.375	290.106	440.641	291.534	301.972	306.841	313.701	460.847	3,962.699
Health and Welfare	69.907	62.866	62.897	62.973	63.087	63.278	65.586	65.881	65.614	65.593	64.890	58.359	770.931
OPEB Current Payment	31.087	30.854	30.870	30.908	30.950	31.056	32.190	32.335	32.204	32.194	31.200	39.670	385.521
Pensions	78.669	78.669	78.669	78.669	78.669	78.669	99.520	83.141	83.140	83.140	83.140	83.140	987.235
Other Fringe Benefits	32.184	34.212	33.456	32.496	33.855	31.635	43.865	31.710	32.530	32.376	32.884	44.272	415.475
Total Fringe Benefits	211.847	206.601	205.892	205.046	206.561	204.638	241.161	213.067	213.488	213.303	212.114	225.441	2,559.162
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$509.621	\$530.655	\$519.979	\$506.813	\$525.936	\$494.744	\$681.802	\$504.601	\$515.460	\$520.144	\$525.815	\$686.288	\$6,521.861
<u>Non-Labor:</u>													
Electric Power	26.476	25.861	24.333	23.815	22.051	22.611	25.841	24.556	24.098	23.066	22.656	26.506	291.870
Fuel	14.957	14.827	16.092	16.303	14.457	12.672	12.114	12.078	12.036	12.654	13.053	14.594	165.837
Insurance	20.082	7.395	0.000	10.894	4.660	5.666	10.894	0.000	4.975	10.894	0.000	5.801	81.261
Claims	8.033	8.033	8.033	8.033	8.033	8.033	8.033	8.033	8.033	8.033	8.033	8.039	96.402
Paratransit Service Contracts	32.053	30.545	32.470	32.731	32.165	31.738	32.169	31.734	31.215	34.041	31.752	30.949	383.562
Mtce. and Other Operating Contracts	14.966	17.440	18.047	18.588	18.779	18.864	18.693	21.785	21.463	21.403	18.831	28.497	237.356
Professional Service Contracts	6.581	7.492	7.967	8.361	8.008	8.614	8.140	8.023	8.644	8.802	8.658	12.601	101.891
Materials & Supplies	29.529	29.201	29.612	29.531	29.483	28.674	28.990	25.823	26.002	26.179	26.014	26.928	335.966
Other Business Expenditures	6.638	6.975	7.078	7.444	7.136	7.326	7.221	7.255	7.506	7.069	7.154	7.246	86.048
Total Non-Labor Expenditures	\$159.315	\$147.769	\$143.632	\$155.700	\$144.772	\$144.198	\$152.095	\$139.287	\$143.972	\$152.141	\$136.151	\$161.161	\$1,780.193
<u>Other Expenditure Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustmen	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$668.936	\$678.424	\$663.611	\$662.513	\$670.708	\$638.942	\$833.897	\$643.888	\$659.432	\$672.285	\$661.966	\$847.449	\$8,302.054
Net Cash Surplus/(Deficit)	(\$252.456)	(\$245.690)	(\$208.402)	(\$207.222)	(\$185.486)	(\$112.807)	(\$343.566)	(\$159.136)	(\$206.968)	(\$190.981)	(\$167.605)	(\$316.328)	(\$2,596.647)

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	(\$1.485)	(\$0.459)	\$4.427	(\$0.875)	(\$1.647)	\$4.167	(\$1.429)	\$4.392	(\$1.589)	(\$0.664)	\$6.161	(\$0.768)	\$10.231
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Other Operating Revenue:</u>													
Fare Reimbursement	(7.163)	(6.314)	(9.686)	(1.677)	(8.956)	36.245	3.383	(1.788)	(6.477)	(3.134)	(7.980)	13.547	0.000
Paratransit Reimbursement	(11.441)	23.559	(11.441)	(11.441)	23.559	(11.441)	(11.441)	23.559	(11.441)	(11.441)	20.504	(11.441)	(0.347)
Other	(9.298)	(9.298)	(9.298)	(9.298)	(9.298)	(9.298)	(9.298)	(9.298)	(9.299)	(9.299)	(9.299)	(0.799)	(103.080)
Other Operating Revenue	(\$27.902)	\$7.947	(\$30.425)	(\$22.416)	\$5.305	\$15.506	(\$17.356)	\$12.473	(\$27.217)	(\$23.874)	\$3.225	\$1.307	(\$103.427)
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	(20.000)	20.000	0.000	0.000	0.000	(20.000)	20.000	12.001	12.001
Total Receipt Adjustments	(\$29.387)	\$7.488	(\$25.998)	(\$23.291)	(\$16.342)	\$39.673	(\$18.785)	\$16.865	(\$28.806)	(\$44.538)	\$29.386	\$12.540	(\$81.195)
Expenditures													
<u>Labor:</u>													
Payroll	32.352	(14.944)	10.472	19.147	9.178	28.810	(93.026)	29.994	20.462	19.566	20.462	(91.601)	(9.128)
Overtime	3.899	0.000	3.773	2.515	1.021	3.891	(12.457)	3.773	2.515	2.397	2.515	(16.962)	(3.120)
Total Salaries & Wages	36.251	(14.944)	14.245	21.662	10.199	32.701	(105.483)	33.767	22.977	21.963	22.977	(108.563)	(12.248)
Health and Welfare	(6.566)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(1.313)	12.085	4.206
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	(60.331)	(60.331)	(60.331)	(60.331)	(60.331)	(60.331)	685.928	(64.803)	(64.803)	(64.803)	(64.803)	(64.804)	(0.074)
Other Fringe Benefits	6.059	2.143	4.376	4.943	4.066	5.788	(4.783)	5.869	5.044	4.966	5.044	(5.061)	38.454
Total Fringe Benefits	(60.838)	(58.188)	(55.955)	(55.388)	(56.265)	(54.543)	681.145	(58.934)	(59.759)	(59.837)	(61.072)	(57.780)	42.586
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	(\$24.587)	(\$73.132)	(\$41.710)	(\$33.726)	(\$46.066)	(\$21.842)	\$575.662	(\$25.167)	(\$36.782)	(\$37.874)	(\$38.095)	(\$166.343)	\$30.338
<u>Non-Labor:</u>													
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	(14.202)	(1.515)	6.528	(4.365)	2.048	1.042	(4.186)	6.708	1.733	(4.186)	6.708	0.909	(2.778)
Claims	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.883	10.629
Paratransit Service Contracts	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	0.000	0.000	0.500	2.000
Mtce. and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(10.700)	(10.700)
Professional Service Contracts	3.750	0.000	0.000	3.750	0.000	0.000	3.750	0.000	0.000	3.750	0.000	0.000	15.000
Materials & Supplies	(1.000)	(1.000)	(0.250)	(0.250)	(0.250)	0.750	0.750	3.750	3.750	3.750	3.750	5.251	19.001
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)	(0.001)
Total Non-Labor Expenditures	(\$10.566)	(\$1.629)	\$7.664	\$0.021	\$2.684	\$3.178	\$1.200	\$11.344	\$6.869	\$4.200	\$11.344	(\$3.158)	\$33.151
<u>Other Expenditure Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	(\$35.153)	(\$74.761)	(\$34.046)	(\$33.705)	(\$43.382)	(\$18.664)	\$576.862	(\$13.823)	(\$29.913)	(\$33.674)	(\$26.751)	(\$169.501)	\$63.489
Total Cash Conversion Adj. before Depreciation, OPEB	(\$64.540)	(\$67.273)	(\$60.044)	(\$56.996)	(\$59.724)	\$21.009	\$558.077	\$3.042	(\$58.719)	(\$78.212)	\$2.635	(\$156.961)	(\$17.706)
Depreciation Adjustment	125.168	126.229	127.289	128.350	129.411	139.766	140.826	141.887	142.948	144.009	145.070	147.191	1,638.144
OPEB Obligation	0.000	0.000	404.065	0.000	0.000	404.065	0.000	0.000	404.065	0.000	0.000	404.066	1,616.261
Total Cash Conversion Adj.	\$60.628	\$58.956	\$471.310	\$71.354	\$69.687	\$564.840	\$698.903	\$144.929	\$488.294	\$65.797	\$147.705	\$394.296	\$3,236.699

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Ridership													
Subway	141.143	135.129	155.602	151.288	150.759	152.663	147.394	140.299	148.882	157.464	144.884	151.849	1,777.356
Bus	<u>53.760</u>	<u>50.651</u>	<u>61.118</u>	<u>57.593</u>	<u>58.626</u>	<u>57.539</u>	<u>54.878</u>	<u>52.404</u>	<u>57.524</u>	<u>61.384</u>	<u>54.967</u>	<u>55.085</u>	<u>675.529</u>
Subtotal	194.903	185.780	216.720	208.881	209.385	210.202	202.272	192.703	206.406	218.848	199.851	206.934	2,452.885
Paratransit*	0.792	0.757	0.853	0.824	0.821	0.819	0.807	0.815	0.801	0.878	0.796	0.780	9.743
Total Ridership	195.695	186.537	217.573	209.705	210.206	211.021	203.079	193.518	207.207	219.726	200.647	207.714	2,462.628
Farebox Revenue (excluding fare media liability)													
Subway	\$255.351	\$243.345	\$277.341	\$278.325	\$277.676	\$285.235	\$285.483	\$272.460	\$280.618	\$293.535	\$269.624	\$286.019	\$3,305.012
Bus	76.234	72.549	84.614	82.839	83.496	84.055	86.451	83.677	85.065	87.815	79.813	80.596	987.204
Subtotal	\$331.585	\$315.894	\$361.955	\$361.164	\$361.172	\$369.290	\$371.934	\$356.137	\$365.683	\$381.350	\$349.437	\$366.615	\$4,292.216
Paratransit	1.420	1.358	1.529	1.478	1.472	1.468	1.448	1.461	1.438	1.575	1.429	1.398	17.474
Total Farebox Revenue	\$333.005	\$317.252	\$363.484	\$362.642	\$362.644	\$370.758	\$373.382	\$357.598	\$367.121	\$382.925	\$350.866	\$368.013	\$4,309.690

* Paratransit ridership includes guests and personal care attendants.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
OVERTIME - NON-REIMBURSABLE/REIMBURSABLE BASIS
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$10.425	\$9.674	\$10.798	\$10.503	\$10.326	\$10.563	\$9.867	\$9.665	\$10.095	\$10.770	\$10.098	\$10.618	\$123.403
<u>Unscheduled Service</u>	7.212	7.146	7.673	7.644	8.334	8.615	7.930	7.768	7.870	7.856	8.519	13.395	99.962
<u>Programmatic/Routine Maintenance</u>	11.163	9.459	10.033	10.510	6.429	11.419	11.422	11.426	11.342	5.805	11.782	10.389	121.177
<u>Unscheduled Maintenance</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Vacancy/Absentee Coverage</u>	1.264	1.264	1.264	1.264	1.264	1.264	1.264	1.264	1.264	1.264	1.264	1.264	15.168
<u>Weather Emergencies</u>	3.346	3.346	3.346	0.086	0.086	0.086	0.086	0.086	0.086	0.086	0.086	3.346	14.071
<u>Safety/Security/Law Enforcement</u>	0.290	0.292	0.293	0.292	0.293	0.293	0.293	0.292	0.293	0.293	0.293	0.292	3.508
<u>Other</u>	0.694	0.607	0.696	0.625	0.627	0.603	0.564	0.582	0.628	0.522	0.633	0.636	7.417
Sub-Total	\$34.395	\$31.789	\$34.103	\$30.924	\$27.358	\$32.843	\$31.424	\$31.083	\$31.577	\$26.595	\$32.674	\$39.940	\$384.706
REIMBURSABLE OVERTIME	\$5.603	\$5.209	\$5.455	\$5.550	\$10.362	\$5.632	\$5.684	\$5.793	\$5.647	\$10.252	\$5.447	\$5.079	\$75.714
TOTAL NR & R OVERTIME	\$39.998	\$36.998	\$39.558	\$36.474	\$37.720	\$38.475	\$37.108	\$36.876	\$37.224	\$36.848	\$38.121	\$45.020	\$460.420

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
NON-REIMBURSABLE/REIMBURSABLE AND FULL-TIME/FULL-TIME EQUIVALENTS

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Office of the President	62	62	62	62	62	62	62	62	62	62	62	62
Law	277	277	277	277	277	277	278	278	278	278	278	278
Office of the EVP	42	42	42	42	42	42	42	42	42	42	42	42
Human Resources	227	227	227	227	227	227	227	227	227	227	227	227
Office of Management and Budget	41	41	41	41	41	41	41	41	41	41	41	41
Capital Planning & Budget	33	33	33	33	33	33	33	33	33	33	33	33
Corporate Communications	262	262	262	262	262	262	262	262	262	262	262	262
Non-Departmental	(117)	(117)	(117)	(117)	(117)	(117)	(117)	(117)	(117)	(117)	(117)	(117)
Labor Relations	97	97	97	97	97	97	97	97	97	97	97	97
Materiel	283	283	283	283	283	283	282	282	282	282	282	282
Controller	137	137	137	137	137	137	137	137	137	137	137	137
Total Administration	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344
Operations												
Subways Service Delivery	7,647	7,647	7,682	7,734	7,734	7,738	7,754	7,732	7,733	7,753	7,749	7,772
Subways Operations Support/Admin	359	359	359	359	359	359	359	359	359	359	359	369
Subways Stations	2,630	2,630	2,630	2,630	2,648	2,648	2,650	2,650	2,650	2,632	2,632	2,630
Sub-total - Subways	10,636	10,636	10,671	10,723	10,741	10,745	10,763	10,741	10,742	10,744	10,740	10,771
Buses	10,723	10,723	10,723	10,757	10,793	10,793	10,756	10,756	10,781	10,781	10,781	10,789
Paratransit	213	213	213	213	213	213	213	213	213	213	213	213
Operations Planning	381	381	381	381	381	381	381	381	381	381	381	381
Revenue Control	448	448	448	448	448	448	448	448	448	448	448	448
Total Operations	22,401	22,401	22,436	22,522	22,576	22,580	22,561	22,539	22,603	22,567	22,563	22,602
Maintenance												
Subways Operations/Support./Admin.	162	162	162	162	162	162	162	162	162	162	162	152
Subways Engineering	342	342	342	342	342	342	340	340	340	340	340	340
Subways Car Equipment	4,330	4,330	4,330	4,336	4,336	4,336	4,406	4,400	4,400	4,432	4,432	4,434
Subways Infrastructure	1,475	1,475	1,475	1,475	1,475	1,475	1,454	1,453	1,452	1,449	1,449	1,449
Subways Elevator & Escalators	442	442	442	442	442	442	442	442	442	442	442	442
Subways Stations	3,631	3,631	3,631	3,631	3,643	3,643	3,643	3,643	3,643	3,631	3,631	3,635
Subways Track	2,795	2,795	2,795	2,795	2,795	2,795	2,795	2,795	2,795	2,795	2,795	2,795
Subways Power	623	623	623	603	603	603	603	593	593	593	593	594
Subways Signals	1,489	1,489	1,489	1,465	1,465	1,465	1,465	1,465	1,465	1,465	1,465	1,460
Subways Electronics Maintenance	1,516	1,516	1,516	1,556	1,556	1,556	1,556	1,556	1,556	1,556	1,556	1,556
Sub-total - Subways	16,805	16,805	16,805	16,807	16,819	16,819	16,866	16,849	16,848	16,865	16,865	16,857
Buses	3,776	3,776	3,776	3,776	3,776	3,776	3,776	3,776	3,776	3,776	3,776	3,768
Revenue Control	137	137	137	137	137	137	137	137	137	137	137	137
Supply Logistics	558	558	558	558	558	558	558	558	558	558	558	558
System Safety	91	91	91	91	91	91	91	91	91	91	91	91
Total Maintenance	21,367	21,367	21,367	21,369	21,381	21,381	21,428	21,411	21,410	21,427	21,427	21,411
Engineering/Capital												
Capital Program Management	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319
Total Engineering/Capital	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319
Public Safety												
Security	642	642	642	634	634	634	634	634	634	634	634	634
Total Public Safety	642	642	642	634	634	634	634	634	634	634	634	634
Total Positions	47,073	47,073	47,108	47,188	47,254	47,258	47,286	47,247	47,310	47,291	47,287	47,310
Non-Reimbursable	42,321	42,321	42,331	42,403	42,469	42,473	42,437	42,431	42,494	42,450	42,448	42,457
Reimbursable	4,752	4,752	4,777	4,785	4,785	4,785	4,849	4,816	4,816	4,841	4,839	4,853
Total Full-Time	46,933	46,933	46,968	47,048	47,114	47,118	47,145	47,106	47,169	47,150	47,146	47,169
Total Full-Time Equivalents	140	140	140	140	140	140	141	141	141	141	141	141

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
TOTAL POSITIONS BY FUNCTION AND OCCUPATION

FUNCTION/OCCUPATIONAL GROUP	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	548	548	548	548	548	548	547	547	547	547	547	547
Professional, Technical, Clerical	849	849	849	849	849	849	850	850	850	850	850	850
Operational Hourlies	(53)	(53)	(53)	(53)	(53)	(53)	(53)	(53)	(53)	(53)	(53)	(53)
Total Administration	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344	1,344
Operations												
Managers/Supervisors	2,547	2,547	2,547	2,547	2,547	2,547	2,547	2,547	2,548	2,547	2,547	2,618
Professional, Technical, Clerical	482	482	482	482	482	482	482	482	482	482	482	481
Operational Hourlies	19,372	19,372	19,407	19,493	19,547	19,551	19,532	19,510	19,573	19,538	19,534	19,503
Total Operations	22,401	22,401	22,436	22,522	22,576	22,580	22,561	22,539	22,603	22,567	22,563	22,602
Maintenance												
Managers/Supervisors	3,918	3,918	3,918	3,919	3,919	3,919	3,922	3,920	3,919	3,923	3,923	3,852
Professional, Technical, Clerical	1,015	1,015	1,015	1,016	1,016	1,016	1,014	1,014	1,014	1,014	1,014	1,021
Operational Hourlies	16,434	16,434	16,434	16,434	16,446	16,446	16,492	16,477	16,477	16,490	16,490	16,538
Total Maintenance	21,367	21,367	21,367	21,369	21,381	21,381	21,428	21,411	21,410	21,427	21,427	21,411
Engineering/Capital												
Managers/Supervisors	339	339	339	339	339	339	339	339	339	339	339	339
Professional, Technical, Clerical	978	978	978	978	978	978	978	978	978	978	978	978
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering/Capital	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319	1,319
Public Safety												
Managers/Supervisors	254	254	254	254	254	254	254	254	254	254	254	254
Professional, Technical, Clerical	40	40	40	40	40	40	40	40	40	40	40	40
Operational Hourlies	348	348	348	340	340	340	340	340	340	340	340	340
Total Public Safety	642	642	642	634	634	634	634	634	634	634	634	634
Total Positions												
Managers/Supervisors	7,606	7,606	7,606	7,607	7,607	7,607	7,609	7,607	7,607	7,610	7,610	7,610
Professional, Technical, Clerical	3,364	3,364	3,364	3,365	3,365	3,365	3,364	3,364	3,364	3,364	3,364	3,370
Operational Hourlies	36,103	36,103	36,138	36,216	36,282	36,286	36,313	36,276	36,339	36,317	36,313	36,330
Total Positions	47,073	47,073	47,108	47,188	47,254	47,258	47,286	47,247	47,310	47,291	47,287	47,310

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN 2015-2018
2014 FINAL ESTIMATE AND 2015 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Staten Island Railway's 2014 Final Estimate, 2015 Adopted Budget and the Financial Plan for 2015 - 2018. The Adopted Budget reflects the inclusion of MTA adjustments that were presented in the November Financial Plan, and adopted by the Board in December 2014, as well as other technical adjustments.

These adjustments are presented on the included reconciliations from the November Financial Plan and are described below:

Inclusion of MTA Adjustments:

- An average fare increase of 4.0% effective March 22, 2015, projected to result in fare revenue increases of \$0.200 million in 2015, \$0.257 million in 2016, \$0.259 million in 2017 and \$0.262 million in 2018.
- Implementation of important safety investments, specifically for Station/Track Platform Access, Yard Lighting at the Clifton Shop, and Station House Door Replacement, projected to cost \$0.359 million in 2014, \$1.167 million in 2015 and \$0.523 million in 2016.
- Implementation of important service and service quality investments, specifically for meeting increased Staten Island Ferry service and installation of arrival clocks at all stations, projected to cost \$0.106 million in 2014, \$2.508 million in 2015, and \$0.620 million in subsequent years. Two service crews comprised of two engineers and two conductors have been added to support the service increase.
- Insurance expense efficiency savings projected at \$0.013 million in 2014, \$0.027 million in 2015, \$0.047 million in 2016, \$0.70 million in 2017 and \$0.097 million in 2018, based on re-estimates of property insurance and Excess Loss Program projections.
- The timing of retro-active wage adjustments has been reflected in this plan, resulting in a payment underrun of \$1.879 million in 2014, offset in 2015.

Inclusion of an SIR Technical Adjustment:

- Pension cost increases of \$0.113 million in 2014, \$0.133 million in 2015, \$0.082 million in 2016, \$0.135 million in 2017 and \$0.130 million in 2018 are reflected in this plan to adjust to current actuarial valuations.

The attached also includes schedules detailing the monthly allocation of financial, including overtime, and headcount and utilization data based on the 2015 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA STATEN ISLAND RAILWAY
February Financial Plan 2015 - 2018
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Surplus/(Deficit)	276	(\$47.363)	276	(\$51.902)	276	(\$63.635)	276	(\$48.361)	276	(\$49.651)
Technical Adjustments:										
Pension Adjustment to Current Actuarial Value		(0.113)		(0.133)		(0.082)		(0.135)		(0.130)
Sub-Total Technical Adjustments	0	(\$0.113)	0	(\$0.133)	0	(\$0.082)	0	(\$0.135)	0	(\$0.130)
MTA Plan Adjustments:										
2015 Fare/Toll Increase		0.000		0.200		0.257		0.259		0.262
Policy Actions:										
Safety Investments		(0.359)		(1.167)		(0.523)		0.000		0.000
Service and Service Quality Investments	(4)	(0.106)	(4)	(2.508)	(4)	(0.620)	(4)	(0.620)	(4)	(0.620)
Information Technology Consolidation		0.000		0.000		0.000		0.000		0.000
MTA Re-estimates:										
MTA Efficiencies - Property Insurance		0.000		0.012		0.031		0.052		0.077
Excess Loss Program		0.013		0.015		0.016		0.018		0.020
Retro-Active Wage Adjustments		0.000		0.000		0.000		0.000		0.000
Other:		0.000		0.000		0.000		0.000		0.000
Sub-Total MTA Plan Adjustments	(4)	(\$0.452)	(4)	(\$3.448)	(4)	(\$0.839)	(4)	(\$0.291)	(4)	(\$0.261)
2015 February Financial Plan: Net Surplus/(Deficit)	280	(\$47.928)	280	(\$55.483)	280	(\$64.556)	280	(\$48.787)	280	(\$50.042)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2015 - 2018
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

Favorable/(Unfavorable)											
2014			2015		2016		2017		2018		
Positions	Dollars		Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	
2014 November Financial Plan: Net Surplus/(Deficit)		29	\$0.000	29	\$0.000	3	\$0.000	3	\$0.000	3	\$0.000

Technical Adjustments:

Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000		0	\$0.000	0	\$0.000	0	\$0.000
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MTA Plan Adjustments:

2015 Fare/Toll Increase

Policy Actions:

Safety Investments

Service and Service Quality Investments

Information Technology Consolidation

MTA Re-estimates:

MTA Efficiencies - Property Insurance

Excess Loss Program

Retro-Active Wage Adjustments

Other:

Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000		0	\$0.000	0	\$0.000	0	\$0.000
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2015 February Financial Plan: Net Surplus/(Deficit)	29	\$0.000	29	\$0.000		3	\$0.000	3	\$0.000	3	\$0.000
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MTA STATEN ISLAND RAILWAY
February Financial Plan 2015 - 2018
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Cash Surplus/(Deficit)	305	(\$40.561)	305	(\$41.303)	279	(\$53.035)	279	(\$37.761)	279	(\$39.059)
Technical Adjustments:										
Pension Adjustment to Current Actuarial Value		(0.113)		(0.133)		(0.082)		(0.135)		(0.130)
Sub-Total Technical Adjustments	0	(\$0.113)	0	(\$0.133)	0	(\$0.082)	0	(\$0.135)	0	(\$0.130)
MTA Plan Adjustments:										
2015 Fare/Toll Increase		0.000		0.200		0.257		0.259		0.262
Policy Actions:										
Safety Investments		(0.359)		(1.167)		(0.523)		0.000		0.000
Service and Service Quality Investments	(4)	(0.106)	(4)	(2.508)	(4)	(0.620)	(4)	(0.620)	(4)	(0.620)
Information Technology Consolidation		0.000		0.000		0.000		0.000		0.000
MTA Re-estimates:										
MTA Efficiencies - Property Insurance		0.000		0.012		0.031		0.052		0.077
Excess Loss Program		0.013		0.015		0.016		0.018		0.020
Retro-Active Wage Adjustments		1.879		(1.879)		0.000		0.000		0.000
Other:		0.000		0.000		0.000		0.000		0.000
Sub-Total MTA Plan Adjustments	(4)	\$1.427	(4)	(\$5.327)	(4)	(\$0.839)	(4)	(\$0.291)	(4)	(\$0.261)
2015 February Financial Plan: Net Cash Surplus/(Deficit)	309	(\$39.247)	309	(\$46.763)	283	(\$53.956)	283	(\$38.187)	283	(\$39.450)

MTA Staten Island Railway
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE	2015									February Adopted Budget
		Fare/Toll Incrs.	Policy Actions			MTA Re-estimates				
	Final Proposed Budget	2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	IT Consolidations	Property Insurance	Excess Loss Program	RWA	All Other	
Revenue										
Farebox Revenue	\$6.040	\$0.200		\$0.060						\$6.300
Vehicle Toll Revenue										0.000
Other Operating Revenue	4.175									4.175
Capital and Other Reimbursements										0.000
Total Revenue	\$10.215	\$0.200	\$0.000	\$0.060	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$10.475
Expenses										
Labor:										
Payroll	\$19.267			\$0.269						\$19.536
Overtime	1.092		0.447	1.146						2.685
Health and Welfare	3.967									3.967
OPEB Current Payment	1.317									1.317
Pensions	5.784								0.133	5.917
Other Fringe Benefits	1.883		0.040	0.108						2.031
Reimbursable Overhead	(1.754)									(1.754)
Total Labor Expenses	\$31.556	\$0.000	\$0.487	\$1.523	\$0.000	\$0.000	\$0.000	\$0.000	\$0.133	\$33.699
Non-Labor:										
Electric Power	\$4.326									\$4.326
Fuel	0.548									0.548
Insurance	1.628					(0.012)	(0.015)			1.601
Claims	0.085									0.085
Paratransit Service Contracts	0.000									0.000
Maintenance and Other Operating Contracts	11.311		0.300							11.611
Professional Service Contracts	0.795									0.795
Materials & Supplies	1.238		0.380	1.045						2.663
Other Business Expenses	0.030									0.030
Total Non-Labor Expenses	\$19.961	\$0.000	\$0.680	\$1.045	\$0.000	(\$0.012)	(\$0.015)	\$0.000	\$0.000	\$21.659
Other Expense Adjustments:										
Other	\$0.000									\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$51.517	\$0.000	\$1.167	\$2.568	\$0.000	(\$0.012)	(\$0.015)	\$0.000	\$0.133	\$55.358
Depreciation	\$8.300									8.300
Other Post Employment Benefits	2.300									2.300
Environmental Remediation	0.000									0.000
Total Expenses	\$62.117	\$0.000	\$1.167	\$2.568	\$0.000	(\$0.012)	(\$0.015)	\$0.000	\$0.133	\$65.958
Net Surplus/(Deficit)										
(Excluding Subsidies and Debt Service)	(\$51.902)	\$0.200	(\$1.167)	(\$2.508)	\$0.000	\$0.012	\$0.015	\$0.000	(\$0.133)	(\$55.483)

MTA Staten Island Railway
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

REIMBURSABLE	2015									February Adopted Budget
	Final Proposed Budget	Fare/Toll Incrs.	Policy Actions			MTA Re-estimates			All Other	
		2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	IT Consolidations	Property Insurance	Excess Loss Program	RWA		
Revenue										
Farebox Revenue	\$0.000									\$0.000
Vehicle Toll Revenue	0.000									0.000
Other Operating Revenue	0.000									0.000
Capital and Other Reimbursements	5.154									5.154
Total Revenue	\$5.154	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.154
Expenses										
Labor:										
Payroll	\$2.005									\$2.005
Overtime	0.707									0.707
Health and Welfare	0.517									0.517
OPEB Current Payment	0.000									0.000
Pensions	0.094									0.094
Other Fringe Benefits	0.077									0.077
Reimbursable Overhead	1.754									1.754
Total Labor Expenses	\$5.154	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.154
Non-Labor:										
Electric Power	\$0.000									\$0.000
Fuel	0.000									0.000
Insurance	0.000									0.000
Claims	0.000									0.000
Paratransit Service Contracts	0.000									0.000
Maintenance and Other Operating Contracts	0.000									0.000
Professional Service Contracts	0.000									0.000
Materials & Supplies	0.000									0.000
Other Business Expenses	0.000									0.000
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:										
Other	\$0.000									\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$5.154	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.154
Depreciation	\$0.000									\$0.000
Other Post Employment Benefits	0.000									0.000
Environmental Remediation	0.000									0.000
Total Expenses	\$5.154	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.154
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA Staten Island Railway
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON REIMBURSABLE/REIMBURSABLE	2015								
	Fare/Toll Incrs.		Policy Actions			MTA Re-estimates			February Adopted Budget
	Final Proposed Budget	2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	IT Consolidations	Property Insurance	Excess Loss Program	RWA	All Other
Revenue									
Farebox Revenue	\$6.040	\$0.200		\$0.060	\$0.000	\$0.000	\$0.000	\$0.000	\$6.300
Vehicle Toll Revenue	0.000			-	-	-	-	-	0.000
Other Operating Revenue	4.175			-	-	-	-	-	4.175
Capital and Other Reimbursements	5.154			-	-	-	-	-	5.154
Total Revenue	\$15.369	\$0.200	\$0.000	\$0.060	\$0.000	\$0.000	\$0.000	\$0.000	\$15.629
Expenses									
Labor:									
Payroll	\$21.272			\$0.269	\$0.000	\$0.000	\$0.000	\$0.000	\$21.541
Overtime	1.799		0.447	1.146	-	-	-	-	3.392
Health and Welfare	4.484			-	-	-	-	-	4.484
OPEB Current Payment	1.317			-	-	-	-	-	1.317
Pensions	5.878			-	-	-	-	-	6.011
Other Fringe Benefits	1.960		0.040	0.108	-	-	-	-	2.108
Reimbursable Overhead	0.000			-	-	-	-	-	0.000
Total Labor Expenses	\$36.710	\$0.000	\$0.487	\$1.523	\$0.000	\$0.000	\$0.000	\$0.000	\$38.853
Non-Labor:									
Electric Power	\$4.326				\$0.000	\$0.000	\$0.000	\$0.000	\$4.326
Fuel	0.548				-	-	-	-	0.548
Insurance	1.628				-	(0.012)	(0.015)	-	1.601
Claims	0.085				-	-	-	-	0.085
Paratransit Service Contracts	0.000				-	-	-	-	0.000
Maintenance and Other Operating Contracts	11.311		0.300		-	-	-	-	11.611
Professional Service Contracts	0.795				-	-	-	-	0.795
Materials & Supplies	1.238		0.380	1.045	-	-	-	-	2.663
Other Business Expenses	0.030				-	-	-	-	0.030
Total Non-Labor Expenses	\$19.961	\$0.000	\$0.680	\$1.045	\$0.000	(\$0.012)	(\$0.015)	\$0.000	\$21.659
Other Expense Adjustments:									
Other	\$0.000				\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses Before Depreciation	\$56.671	\$0.000	\$1.167	\$2.568	\$0.000	(\$0.012)	(\$0.015)	\$0.000	\$60.512
Depreciation	8.300				-	-	-	-	8.300
Other Post Employment Benefits	2.300				-	-	-	-	2.300
Environmental Remediation	0.000				-	-	-	-	0.000
Total Expenses	\$67.271	\$0.000	\$1.167	\$2.568	\$0.000	(\$0.012)	(\$0.015)	\$0.000	\$71.112
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$51.902)	\$0.200	(\$1.167)	(\$2.508)	\$0.000	\$0.012	\$0.015	\$0.000	(\$55.483)

MTA Staten Island Railway
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES	2015								
	Fare/Toll Incrs.		Policy Actions			MTA Re-estimates			February Adopted Budget
	Final Proposed Budget	2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	IT Consolidations	Property Insurance	Excess Loss Program	RWA	All Other
Receipts									
Farebox Revenue	\$6.039	\$0.200		\$0.060					\$6.299
Vehicle Toll Revenue	0.000								0.000
Other Operating Revenue	4.175								4.175
Capital and Other Reimbursements	5.154								5.154
Total Receipts	\$15.368	\$0.200	\$0.000	\$0.060	\$0.000	\$0.000	\$0.000	\$0.000	\$15.628
Expenditures									
Labor:									
Payroll	\$21.272			\$0.269				\$1.745	\$23.286
Overtime	1.799		0.447	1.146					3.392
Health and Welfare	4.484								4.484
OPEB Current Payment	1.317								1.317
Pensions	5.878								6.011
Other Fringe Benefits	1.960		0.040	0.108				0.134	2.242
GASB Account	0.000								0.000
Reimbursable Overhead	0.000								0.000
Total Labor Expenditures	\$36.710	\$0.000	\$0.487	\$1.523	\$0.000	\$0.000	\$0.000	\$1.879	\$40.732
Non-Labor:									
Electric Power	\$4.326								\$4.326
Fuel	0.548								0.548
Insurance	1.628					(0.012)	(0.015)		1.601
Claims	0.085								0.085
Paratransit Service Contracts	0.000								0.000
Maintenance and Other Operating Contracts	11.311		0.300						11.611
Professional Service Contracts	0.795								0.795
Materials & Supplies	1.238		0.380	1.045					2.663
Other Business Expenses	0.030								0.030
Total Non-Labor Expenditures	\$19.961	\$0.000	\$0.680	\$1.045	\$0.000	(\$0.012)	(\$0.015)	\$0.000	\$21.659
Other Expense Adjustments:									
B&T Capital Transfer	\$0.000								\$0.000
General Reserve	0.000								0.000
Interagency Subsidy	0.000								0.000
Other	0.000								0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$56.671	\$0.000	\$1.167	\$2.568	\$0.000	(\$0.012)	(\$0.015)	\$1.879	\$62.391
Net Cash Surplus/(Deficit)	(\$41.303)	\$0.200	(\$1.167)	(\$2.508)	\$0.000	\$0.012	\$0.015	(\$1.879)	(\$46.763)

MTA Staten Island Railway
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

CASH FLOW ADJUSTMENTS	2015									February Adopted Budget
	Fare/Toll Incrs.	Policy Actions			MTA Re-estimates			All Other		
	Final Proposed Budget	2015 Fare/Toll Incrs.	Safety Investments	Svc. Quality Investments	IT Consolidations	Property Insurance	Excess Loss Program		RWA	
Receipts										
Farebox Revenue	(\$0.001)				\$0.000	\$0.000	\$0.000	\$0.000		(\$0.001)
Vehicle Toll Revenue	0.000				-	-	-	-		0.000
Other Operating Revenue	0.000				-	-	-	-		0.000
Capital and Other Reimbursements	0.000				-	-	-	-		0.000
Total Receipts	(\$0.001)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)
Expenditures										
Labor:										
Payroll	\$0.000				\$0.000	\$0.000	\$0.000	(1.745)		(\$1.745)
Overtime	0.000				-	-	-	-		0.000
Health and Welfare	0.000				-	-	-	-		0.000
OPEB Current Payment	0.000				-	-	-	-		0.000
Pensions	0.000				-	-	-	-		0.000
Other Fringe Benefits	0.000				-	-	-	(0.134)		(0.134)
GASB Account					-	-	-	-		0.000
Reimbursable Overhead	0.000				-	-	-	-		0.000
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.879)	\$0.000	(\$1.879)
Non-Labor:										
Electric Power	\$0.000				\$0.000	\$0.000	\$0.000	\$0.000		\$0.000
Fuel	0.000				-	-	-	-		0.000
Insurance	0.000				-	-	-	-		0.000
Claims	0.000				-	-	-	-		0.000
Paratransit Service Contracts	0.000				-	-	-	-		0.000
Maintenance and Other Operating Contracts	0.000				-	-	-	-		0.000
Professional Service Contracts	0.000				-	-	-	-		0.000
Materials & Supplies	0.000				-	-	-	-		0.000
Other Business Expenses	0.000				-	-	-	-		0.000
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Expense Adjustments:										
Other	0.000				0.000	0.000	0.000	0.000		0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures Before Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.879)	\$0.000	(\$1.879)
Depreciation	8.300				-	-	-	-		8.300
Other Post Employment Benefits	2.300				-	-	-	-		2.300
Total Expenditures	\$10.600	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.879)	\$0.000	\$8.721
Total Cash Conversion Adjustments	\$10.599	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$1.879)	\$0.000	\$8.720

MTA STATEN ISLAND RAILWAY
February Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

Non-Reimbursable					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Operating Revenue					
Farebox Revenue	\$5.902	\$6.300	\$6.462	\$6.521	\$6.586
Toll Revenue					
Other Operating Revenue	2.532	4.175	2.385	2.407	2.430
Capital and Other Reimbursements					
Total Revenue	\$8.434	\$10.475	\$8.847	\$8.928	\$9.016
Operating Expenses					
<u>Labor:</u>					
Payroll	\$18.621	\$19.536	\$19.983	\$20.430	\$20.857
Overtime	3.280	2.685	1.549	1.243	1.257
Health and Welfare	3.696	3.967	4.105	4.316	4.537
OPEB Current Payment	1.274	1.317	1.346	1.391	1.438
Pensions	5.867	5.917	5.966	6.019	6.114
Other Fringe Benefits	2.871	2.031	1.931	1.939	1.972
Reimbursable Overhead	(1.754)	(1.754)	(0.877)	0.000	0.000
Total Labor Expenses	\$33.855	\$33.699	\$34.003	\$35.338	\$36.175
<u>Non-Labor:</u>					
Electric Power	\$4.386	\$4.326	\$4.749	\$5.424	\$5.855
Fuel	0.553	0.548	0.541	0.533	0.541
Insurance	1.366	1.601	1.724	1.963	2.002
Claims	0.084	0.085	0.086	0.088	0.089
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	2.457	11.611	19.479	1.793	1.844
Professional Service Contracts	1.030	0.795	0.783	0.791	0.752
Materials & Supplies	2.177	2.663	1.408	1.155	1.170
Other Business Expenses	(0.146)	0.030	0.030	0.030	0.030
Total Non-Labor Expenses	\$11.907	\$21.659	\$28.800	\$11.777	\$12.283
<u>Other Expenses Adjustments:</u>					
Other	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation and GASB Adjs.	\$45.762	\$55.358	\$62.803	\$47.115	\$48.458
Depreciation	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	-	-	-	-	-
Total Expenses	\$56.362	\$65.958	\$73.403	\$57.715	\$59.058
Net Surplus/(Deficit)	(\$47.928)	(\$55.483)	(\$64.556)	(\$48.787)	(\$50.042)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-
Capital and Other Reimbursements	5.154	5.154	3.417	1.680	1.680
Total Revenue	\$5.154	\$5.154	\$3.417	\$1.680	\$1.680
Expenses					
<u>Labor:</u>					
Payroll	\$2.005	\$2.005	\$1.147	\$0.288	\$0.288
Overtime	0.707	0.707	0.705	0.704	0.704
Health and Welfare	0.517	0.517	0.517	0.517	0.517
OPEB Current Payment	-	-	-	-	-
Pensions	0.094	0.094	0.094	0.094	0.094
Other Fringe Benefits	0.077	0.077	0.077	0.077	0.077
Reimbursable Overhead	1.754	1.754	0.877	-	-
Total Labor Expenses	\$5.154	\$5.154	\$3.417	\$1.680	\$1.680
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	-	-	-	-	-
Other Business Expenses	-	-	-	-	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>					
Other	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$5.154	\$5.154	\$3.417	\$1.680	\$1.680
Depreciation	-	-	-	-	-
Total Expenses	\$5.154	\$5.154	\$3.417	\$1.680	\$1.680
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
February Financial Plan 2015-2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Revenue					
Farebox Revenue	\$5.902	\$6.300	\$6.462	\$6.521	\$6.586
Toll Revenue	-	-	-	-	-
Other Operating Revenue	2.532	4.175	2.385	2.407	2.430
Capital and Other Reimbursements	5.154	5.154	3.417	1.680	1.680
Total Revenue	\$13.588	\$15.629	\$12.264	\$10.608	\$10.696
Expenses					
<u>Labor:</u>					
Payroll	\$20.626	\$21.541	\$21.130	\$20.718	\$21.145
Overtime	3.987	3.392	2.254	1.947	1.961
Health and Welfare	4.213	4.484	4.622	4.833	5.054
OPEB Current Payment	1.274	1.317	1.346	1.391	1.438
Pensions	5.961	6.011	6.060	6.113	6.208
Other Fringe Benefits	2.948	2.108	2.008	2.016	2.049
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$39.009	\$38.853	\$37.420	\$37.018	\$37.855
<u>Non-Labor:</u>					
Electric Power	\$4.386	\$4.326	\$4.749	\$5.424	\$5.855
Fuel	0.553	0.548	0.541	0.533	0.541
Insurance	1.366	1.601	1.724	1.963	2.002
Claims	0.084	0.085	0.086	0.088	0.089
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	2.457	11.611	19.479	1.793	1.844
Professional Service Contracts	1.030	0.795	0.783	0.791	0.752
Materials & Supplies	2.177	2.663	1.408	1.155	1.170
Other Business Expenses	(0.146)	0.030	0.030	0.030	0.030
Total Non-Labor Expenses	\$11.907	\$21.659	\$28.800	\$11.777	\$12.283
<u>Other Expenses Adjustments:</u>					
Other	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$50.916	\$60.512	\$66.220	\$48.795	\$50.138
Depreciation	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	-	-	-	-	-
Total Expenses	\$61.516	\$71.112	\$76.820	\$59.395	\$60.738
Net Surplus/(Deficit)	(\$47.928)	(\$55.483)	(\$64.556)	(\$48.787)	(\$50.042)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2015-2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Receipts					
Farebox Revenue	\$5.419	\$6.299	\$6.462	\$6.521	\$6.586
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	3.915	4.175	2.385	2.407	2.430
Capital and Other Reimbursements	6.503	5.154	3.417	1.680	1.680
Total Receipts	\$15.837	\$15.628	\$12.264	\$10.608	\$10.696
Expenditures					
<u>Labor:</u>					
Payroll	\$22.096	\$23.286	\$21.130	\$20.718	\$21.145
Overtime	4.281	3.392	2.254	1.947	1.961
Health and Welfare	4.213	4.484	4.622	4.833	5.054
OPEB Current Payment	1.274	1.317	1.346	1.391	1.438
Pensions	7.701	6.011	6.060	6.113	6.208
Other Fringe Benefits	1.948	2.242	2.008	2.016	2.049
GASB Account	0.587	-	-	-	0.008
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	\$42.100	\$40.732	\$37.420	\$37.018	\$37.863
<u>Non-Labor:</u>					
Electric Power	\$4.386	\$4.326	\$4.749	\$5.424	\$5.855
Fuel	0.553	0.548	0.541	0.533	0.541
Insurance	1.743	1.601	1.724	1.963	2.002
Claims	0.084	0.085	0.086	0.088	0.089
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	2.457	11.611	19.479	1.793	1.844
Professional Service Contracts	1.030	0.795	0.783	0.791	0.752
Materials & Supplies	2.877	2.663	1.408	1.155	1.170
Other Business Expenses	(0.146)	0.030	0.030	0.030	0.030
Total Non-Labor Expenditures	\$12.984	\$21.659	\$28.800	\$11.777	\$12.283
<u>Other Expenditure Adjustments:</u>					
Other	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$55.084	\$62.391	\$66.220	\$48.795	\$50.146
Net Cash Surplus/(Deficit)	(\$39.247)	(\$46.763)	(\$53.956)	(\$38.187)	(\$39.450)

MTA STATEN ISLAND RAILWAY
February Financial Plan 2015-2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Receipts					
Farebox Revenue	(0.483)	(0.001)	-	-	-
Vehicle Toll Revenue	-	-	-	-	-
Other Operating Revenue	1.383	-	-	-	-
Capital and Other Reimbursements	1.349	-	-	-	-
Total Receipts	\$2.249	(\$0.001)	\$0.000	\$0.000	\$0.000
Expenditures					
<u>Labor:</u>					
Payroll	(1.470)	(1.745)	-	-	-
Overtime	(0.294)	-	-	-	-
Health and Welfare	-	-	0.000	-	-
OPEB Current Payment	-	-	-	-	-
Pensions	(1.740)	-	-	-	-
Other Fringe Benefits	1.000	(0.134)	-	-	-
GASB Account	(0.587)	-	-	-	(0.008)
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	(\$3.091)	(\$1.879)	\$0.000	\$0.000	(\$0.008)
<u>Non-Labor:</u>					
Electric Power	-	-	-	-	-
Fuel	-	-	-	-	-
Insurance	(0.377)	-	-	-	-
Claims	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	(0.700)	-	-	-	-
Other Business Expenditures	-	-	-	-	-
Total Non-Labor Expenditures	(\$1.077)	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>					
Other	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	(\$1.919)	(\$1.880)	\$0.000	\$0.000	(\$0.008)
Depreciation Adjustment	\$8.300	\$8.300	\$8.300	\$8.300	\$8.300
OPEB Obligation	2.300	2.300	2.300	2.300	2.300
Environmental Remediation	-	-	-	-	-
Baseline Total Cash Conversion Adjustments	\$8.681	\$8.720	\$10.600	\$10.600	\$10.592
Total Cash Conversion Adjustments	\$8.681	\$8.720	\$10.600	\$10.600	\$10.592

MTA STATEN ISLAND RAILWAY
February Financial Plan 2015-2018
Ridership/(Utilization)
(in millions)

2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
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RIDERSHIP

Fixed Route	4.401	4.496	4.560	4.596	4.634
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Total Ridership	4.401	4.496	4.560	4.596	4.634
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FAREBOX REVENUE

Fixed Route	\$5.902	\$6.300	\$6.462	\$6.521	\$6.586
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Total Revenue	\$5.902	\$6.300	\$6.462	\$6.521	\$6.586
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MTA STATEN ISLAND RAILWAY
February Financial Plan 2015-2018
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Administration					
Executive	13	13	13	13	13
General Office	6	6	6	6	6
Purchasing/Stores	6	6	6	6	6
Total Administration	25	25	25	25	25
Operations					
Transportation	103	103	103	103	103
Maintenance					
Mechanical	43	43	43	43	43
Electronic/Electrical	15	15	15	15	15
Power/Signals	26	26	26	26	26
Maintenance of Way	46	46	46	46	46
Infrastructure	25	25	25	25	25
Total Maintenance	155	155	155	155	155
Engineering/Capital					
Sandy Capital Construction Support	26	26	-	-	-
Public Safety					
Police	-	-	-	-	-
Total Positions	309	309	283	283	283
Non-Reimbursable	280	280	280	280	280
Reimbursable	29	29	3	3	3
Total Full-Time	309	309	283	283	283
Total Full-Time Equivalents	-	-	-	-	-

MTA STATEN ISLAND RAILWAY
February Financial Plan 2015-2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Administration					
Managers/Supervisors	14	14	14	14	14
Professional, Technical, Clerical	11	11	11	11	11
Operational Hourlies	-	-	-	-	-
Total Administration	25	25	25	25	25
Operations					
Managers/Supervisors	5	5	5	5	5
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	95	95	95	95	95
Total Operations	103	103	103	103	103
Maintenance					
Managers/Supervisors	8	8	8	8	8
Professional, Technical, Clerical	3	3	3	3	3
Operational Hourlies	144	144	144	144	144
Total Maintenance	155	155	155	155	155
Engineering/Capital					
Managers/Supervisors	4	4	-	-	-
Professional, Technical, Clerical	2	2	-	-	-
Operational Hourlies	20	20	-	-	-
Total Engineering/Capital	26	26	-	-	-
Public Safety					
Managers/Supervisors	-	-	-	-	-
Professional, Technical, Clerical	-	-	-	-	-
Operational Hourlies	-	-	-	-	-
Total Public Safety	-	-	-	-	-
Total Positions					
Managers/Supervisors	31	31	27	27	27
Professional, Technical, Clerical	19	19	17	17	17
Operational Hourlies	259	259	239	239	239
Total Positions	309	309	283	283	283

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2015 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$0.476	\$0.447	\$0.526	\$0.530	\$0.520	\$0.560	\$0.559	\$0.539	\$0.551	\$0.568	\$0.508	\$0.516	\$6.300
Toll Revenue													-
Other Operating Revenue	0.272	0.192	0.257	0.200	0.239	0.202	0.072	0.053	0.187	0.259	0.218	2.024	4.175
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$0.748	\$0.639	\$0.783	\$0.730	\$0.759	\$0.762	\$0.631	\$0.592	\$0.738	\$0.827	\$0.726	\$2.540	\$10.475
Operating Expenses													
Labor:													
Payroll	\$1.503	\$1.503	\$1.503	\$1.503	\$2.254	\$1.503	\$1.503	\$1.503	\$1.503	\$2.254	\$1.503	\$1.501	\$19.536
Overtime	0.200	0.230	0.230	0.230	0.230	0.230	0.216	0.216	0.226	0.226	0.226	0.225	2.685
Health and Welfare	0.330	0.330	0.330	0.330	0.330	0.330	0.331	0.331	0.331	0.331	0.331	0.332	3.967
OPeB Current Payment	0.110	0.110	0.110	0.110	0.110	0.110	0.110	0.110	0.110	0.109	0.109	0.109	1.317
Pensions	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.493	0.494	5.917
Other Fringe Benefits	0.158	0.158	0.158	0.158	0.222	0.159	0.159	0.159	0.159	0.223	0.159	0.159	2.031
Reimbursable Overhead	(0.146)	(0.146)	(0.146)	(0.146)	(0.146)	(0.146)	(0.146)	(0.146)	(0.146)	(0.146)	(0.147)	(0.147)	(1.754)
Total Labor Expenses	\$2.648	\$2.678	\$2.678	\$2.678	\$3.493	\$2.679	\$2.666	\$2.666	\$2.676	\$3.490	\$2.674	\$2.673	\$33.699
Non-Labor:													
Electric Power	\$0.361	\$0.361	\$0.361	\$0.361	\$0.361	\$0.361	\$0.361	\$0.361	\$0.360	\$0.360	\$0.359	\$0.359	\$4.326
Fuel	0.045	0.045	0.045	0.045	0.045	0.045	0.046	0.046	0.046	0.046	0.046	0.048	0.548
Insurance	0.133	0.133	0.133	0.133	0.133	0.133	0.134	0.134	0.134	0.134	0.134	0.133	1.601
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.008	0.085
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.237	0.237	0.237	0.237	0.237	0.237	1.698	1.698	1.698	1.698	1.698	1.699	11.611
Professional Service Contracts	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.067	0.067	0.067	0.795
Materials & Supplies	0.200	0.200	0.200	0.229	0.229	0.229	0.229	0.229	0.229	0.229	0.230	0.230	2.663
Other Business Expenses	0.002	0.002	0.002	0.002	0.002	0.002	0.003	0.003	0.003	0.003	0.003	0.003	0.030
Total Non-Labor Expenses	\$1.051	\$1.051	\$1.051	\$1.080	\$1.080	\$1.080	\$2.544	\$2.544	\$2.543	\$2.544	\$2.544	\$2.547	\$21.659
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$3.699	\$3.729	\$3.729	\$3.758	\$4.573	\$3.759	\$5.210	\$5.210	\$5.219	\$6.034	\$5.218	\$5.220	\$55.358
Depreciation	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.691	0.691	0.691	0.691	8.300
OPeB Obligation	-	-	0.575	-	-	0.575	-	-	0.575	-	-	0.575	2.300
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$4.391	\$4.421	\$4.996	\$4.450	\$5.265	\$5.026	\$5.902	\$5.902	\$6.485	\$6.725	\$5.909	\$6.486	\$65.958
Net Surplus/(Deficit)	(\$3.643)	(\$3.782)	(\$4.213)	(\$3.720)	(\$4.506)	(\$4.264)	(\$5.271)	(\$5.310)	(\$5.747)	(\$5.898)	(\$5.183)	(\$3.946)	(\$55.483)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2015 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	0.393	0.393	0.394	0.394	0.394	0.454	0.454	0.454	0.454	0.455	0.456	0.459	5.154
Total Revenue	\$0.393	\$0.393	\$0.394	\$0.394	\$0.394	\$0.454	\$0.454	\$0.454	\$0.454	\$0.455	\$0.456	\$0.459	\$5.154
Expenses													
<u>Labor:</u>													
Payroll	\$0.167	\$0.167	\$0.167	\$0.167	\$0.167	\$0.167	\$0.167	\$0.167	\$0.167	\$0.167	\$0.167	\$0.168	\$2.005
Overtime	0.025	0.025	0.025	0.025	0.025	0.083	0.083	0.083	0.083	0.083	0.083	0.084	0.707
Health and Welfare	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.043	0.044	0.517
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.007	0.007	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.008	0.094
Other Fringe Benefits	0.005	0.005	0.005	0.005	0.005	0.007	0.007	0.007	0.007	0.008	0.008	0.008	0.077
Reimbursable Overhead	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.146	0.147	0.147	1.754
Total Labor Expenses	\$0.393	\$0.393	\$0.394	\$0.394	\$0.394	\$0.454	\$0.454	\$0.454	\$0.454	\$0.455	\$0.456	\$0.459	\$5.154
<u>Non-Labor:</u>													
Electric Power	-	-	-	-	-	-	-	-	-	-	-	-	-
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenses	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenses	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenses Adjustments:</u>													
Other													-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.393	\$0.393	\$0.394	\$0.394	\$0.394	\$0.454	\$0.454	\$0.454	\$0.454	\$0.455	\$0.456	\$0.459	\$5.154
Depreciation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$0.393	\$0.393	\$0.394	\$0.394	\$0.394	\$0.454	\$0.454	\$0.454	\$0.454	\$0.455	\$0.456	\$0.459	\$5.154
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2015 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.476	\$0.447	\$0.526	\$0.530	\$0.520	\$0.560	\$0.559	\$0.539	\$0.551	\$0.568	\$0.508	\$0.516	\$6.300
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.272	0.192	0.257	0.200	0.239	0.202	0.072	0.053	0.187	0.259	0.218	2.024	4.175
Capital and Other Reimbursements	0.393	0.393	0.394	0.394	0.394	0.454	0.454	0.454	0.454	0.455	0.456	0.459	5.154
Total Revenue	\$1.141	\$1.032	\$1.177	\$1.124	\$1.153	\$1.216	\$1.085	\$1.046	\$1.192	\$1.282	\$1.182	\$2.999	\$15.629
Expenses													
<u>Labor:</u>													
Payroll	\$1.670	\$1.670	\$1.670	\$1.670	\$2.421	\$1.670	\$1.670	\$1.670	\$1.670	\$2.421	\$1.670	\$1.669	\$21.541
Overtime	0.225	0.255	0.255	0.255	0.255	0.313	0.299	0.299	0.309	0.309	0.309	0.309	3.392
Health and Welfare	0.373	0.373	0.373	0.373	0.373	0.373	0.374	0.374	0.374	0.374	0.374	0.376	4.484
OP&B Current Payment	0.110	0.110	0.110	0.110	0.110	0.110	0.110	0.110	0.110	0.109	0.109	0.109	1.317
Pensions	0.500	0.500	0.501	0.501	0.501	0.501	0.501	0.501	0.501	0.501	0.501	0.502	6.011
Other Fringe Benefits	0.163	0.163	0.163	0.163	0.227	0.166	0.166	0.166	0.166	0.231	0.167	0.167	2.108
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$3.041	\$3.071	\$3.072	\$3.072	\$3.887	\$3.133	\$3.120	\$3.120	\$3.130	\$3.945	\$3.130	\$3.132	\$38.853
<u>Non-Labor:</u>													
Electric Power	\$0.361	\$0.361	\$0.361	\$0.361	\$0.361	\$0.361	\$0.361	\$0.361	\$0.360	\$0.360	\$0.359	\$0.359	\$4.326
Fuel	0.045	0.045	0.045	0.045	0.045	0.045	0.046	0.046	0.046	0.046	0.046	0.048	0.548
Insurance	0.133	0.133	0.133	0.133	0.133	0.133	0.134	0.134	0.134	0.134	0.134	0.133	1.601
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.008	0.085
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.237	0.237	0.237	0.237	0.237	0.237	1.698	1.698	1.698	1.698	1.698	1.699	11.611
Professional Service Contracts	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.067	0.067	0.067	0.795
Materials & Supplies	0.200	0.200	0.200	0.229	0.229	0.229	0.229	0.229	0.229	0.229	0.230	0.230	2.663
Other Business Expenses	0.002	0.002	0.002	0.002	0.002	0.002	0.003	0.003	0.003	0.003	0.003	0.003	0.030
Total Non-Labor Expenses	\$1.051	\$1.051	\$1.051	\$1.080	\$1.080	\$1.080	\$2.544	\$2.544	\$2.543	\$2.544	\$2.544	\$2.547	\$21.659
<u>Other Expenses Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$4.092	\$4.122	\$4.123	\$4.152	\$4.967	\$4.213	\$5.664	\$5.664	\$5.673	\$6.489	\$5.674	\$5.679	\$60.512
Depreciation	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.692	\$0.691	\$0.691	\$0.691	\$0.691	\$8.300
OP&B Obligation	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	0.000	0.000	0.575	2.300
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$4.784	\$4.814	\$5.390	\$4.844	\$5.659	\$5.480	\$6.356	\$6.356	\$6.939	\$7.180	\$6.365	\$6.945	\$71.112
Net Surplus/(Deficit)	(\$3.643)	(\$3.782)	(\$4.213)	(\$3.720)	(\$4.506)	(\$4.264)	(\$5.271)	(\$5.310)	(\$5.747)	(\$5.898)	(\$5.183)	(\$3.946)	(\$55.483)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2015 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.476	\$0.447	\$0.526	\$0.530	\$0.520	\$0.560	\$0.559	\$0.539	\$0.551	\$0.568	\$0.508	\$0.515	\$6.299
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	0.272	0.192	0.257	0.200	0.239	0.202	0.072	0.053	0.187	0.259	0.218	2.024	4.175
Capital and Other Reimbursements	0.393	0.393	0.394	0.394	0.394	0.454	0.454	0.454	0.454	0.455	0.456	0.459	5.154
Total Receipts	\$1.141	\$1.032	\$1.177	\$1.124	\$1.153	\$1.216	\$1.085	\$1.046	\$1.192	\$1.282	\$1.182	\$2.998	\$15.628
Expenditures													
Labor:													
Payroll	\$1.670	\$1.670	\$1.670	\$1.670	\$1.670	\$1.670	\$2.421	\$1.670	\$1.670	\$1.670	\$1.670	\$4.165	\$23.286
Overtime	0.225	0.255	0.255	0.255	0.255	0.313	0.299	0.299	0.309	0.309	0.309	0.309	3.392
Health and Welfare	0.373	0.373	0.373	0.373	0.373	0.373	0.374	0.374	0.374	0.374	0.374	0.376	4.484
OPEB Current Payment	0.110	0.110	0.110	0.110	0.110	0.110	0.110	0.110	0.110	0.109	0.109	0.109	1.317
Pensions	0.500	0.500	0.501	0.501	0.501	0.501	0.501	0.501	0.501	0.501	0.501	0.502	6.011
Other Fringe Benefits	0.163	0.163	0.163	0.163	0.166	0.166	0.227	0.166	0.166	0.167	0.167	0.365	2.242
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$3.041	\$3.071	\$3.072	\$3.072	\$3.075	\$3.133	\$3.932	\$3.120	\$3.130	\$3.130	\$3.130	\$5.826	\$40.732
Non-Labor:													
Electric Power	\$0.361	\$0.361	\$0.361	\$0.361	\$0.361	\$0.361	\$0.361	\$0.361	\$0.360	\$0.360	\$0.359	\$0.359	\$4.326
Fuel	0.045	0.045	0.045	0.045	0.045	0.045	0.046	0.046	0.046	0.046	0.046	0.048	0.548
Insurance	0.133	0.133	0.133	0.133	0.133	0.133	0.134	0.134	0.134	0.134	0.134	0.133	1.601
Claims	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.007	0.008	0.085
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.237	0.237	0.237	0.237	0.237	0.237	1.698	1.698	1.698	1.698	1.698	1.699	11.611
Professional Service Contracts	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.066	0.067	0.067	0.067	0.795
Materials & Supplies	0.200	0.200	0.200	0.229	0.229	0.229	0.229	0.229	0.229	0.229	0.230	0.230	2.663
Other Business Expenses	0.002	0.002	0.002	0.002	0.002	0.002	0.003	0.003	0.003	0.003	0.003	0.003	0.030
Total Non-Labor Expenditures	\$1.051	\$1.051	\$1.051	\$1.080	\$1.080	\$1.080	\$2.544	\$2.544	\$2.543	\$2.544	\$2.544	\$2.547	\$21.659
Other Expenditure Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$4.092	\$4.122	\$4.123	\$4.152	\$4.155	\$4.213	\$6.476	\$5.664	\$5.673	\$5.674	\$5.674	\$8.373	\$62.391
Net Cash Surplus/(Deficit)	(\$2.951)	(\$3.090)	(\$2.946)	(\$3.028)	(\$3.002)	(\$2.997)	(\$5.391)	(\$4.618)	(\$4.481)	(\$4.392)	(\$4.492)	(\$5.375)	(\$46.763)

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2015 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	(\$0.001)
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Receipts	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.001)	(\$0.001)
Expenditures													
<u>Labor:</u>													
Payroll	\$0.000	\$0.000	\$0.000	\$0.000	\$0.751	\$0.000	(\$0.751)	\$0.000	\$0.000	\$0.751	\$0.000	(\$2.496)	(\$1.745)
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	-	-	-	-	-	-	-	-	-	-	-	-	-
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Fringe Benefits	-	-	-	-	0.061	-	(0.061)	-	-	0.064	-	(0.198)	(0.134)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.812	\$0.000	(\$0.812)	\$0.000	\$0.000	\$0.815	\$0.000	(\$2.694)	(\$1.879)
<u>Non-Labor:</u>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Business Expenditures	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Non-Labor Expenditures	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
<u>Other Expenditures Adjustments:</u>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$0.000	\$0.000	\$0.000	\$0.000	\$0.812	\$0.000	(\$0.812)	\$0.000	\$0.000	\$0.815	\$0.000	(\$2.695)	(\$1.880)
Depreciation Adjustment	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.692	0.691	0.691	0.691	0.691	8.300
OPEB Obligation	-	-	0.575	-	-	0.575	-	-	0.575	-	-	0.575	2.300
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$0.692	\$0.692	\$1.267	\$0.692	\$1.504	\$1.267	(\$0.120)	\$0.692	\$1.266	\$1.506	\$0.691	(\$1.429)	\$8.720

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2015 Adopted Budget
RIDERSHIP/(UTILIZATION)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Ridership	0.384	0.332	0.401	0.372	0.380	0.396	0.341	0.323	0.386	0.424	0.376	0.381	4.496
Total Ridership	0.384	0.332	0.401	0.372	0.380	0.396	0.341	0.323	0.386	0.424	0.376	0.381	4.496

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2015 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Executive	13	13	13	13	13	13	13	13	13	13	13	13
General Office	6	6	6	6	6	6	6	6	6	6	6	6
Purchasing/Stores	6	6	6	6	6	6	6	6	6	6	6	6
Total Administration	25	25	25	25	25	25	25	25	25	25	25	25
Operations												
Transportation	103	103	103	103	103	103	103	103	103	103	103	103
Maintenance												
Mechanical	43	43	43	43	43	43	43	43	43	43	43	43
Electronic/Electrical	15	15	15	15	15	15	15	15	15	15	15	15
Power/Signals	26	26	26	26	26	26	26	26	26	26	26	26
Maintenance of Way	46	46	46	46	46	46	46	46	46	46	46	46
Infrastructure	25	25	25	25	25	25	25	25	25	25	25	25
Total Maintenance	155	155	155	155	155	155	155	155	155	155	155	155
Engineering/Capital												
Sandy Capital Construction Labor Support	26	26	26	26	26	26	26	26	26	26	26	26
Total Positions	309	309	309	309	309	309	309	309	309	309	309	309
<i>Non-Reimbursable</i>	280	280	280	280	280	280	280	280	280	280	280	280
<i>Reimbursable</i>	29	29	29	29	29	29	29	29	29	29	29	29
<i>Total Full-Time</i>	309	309	309	309	309	309	309	309	309	309	309	309
<i>Total Full-Time-Equivalents</i>	-	-	-	-	-	-	-	-	-	-	-	-

MTA STATEN ISLAND RAILWAY
February Financial Plan - 2015 Adopted Budget
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	14	14	14	14	14	14	14	14	14	14	14	14
Professional, Technical, Clerical	11	11	11	11	11	11	11	11	11	11	11	11
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Administration	25	25	25	25	25	25	25	25	25	25	25	25
Operations												
Managers/Supervisors	5	5	5	5	5	5	5	5	5	5	5	5
Professional, Technical, Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	95	95	95	95	95	95	95	95	95	95	95	95
Total Operations	103	103	103	103	103	103	103	103	103	103	103	103
Maintenance												
Managers/Supervisors	8	8	8	8	8	8	8	8	8	8	8	8
Professional, Technical, Clerical	3	3	3	3	3	3	3	3	3	3	3	3
Operational Hourlies	144	144	144	144	144	144	144	144	144	144	144	144
Total Maintenance	155	155	155	155	155	155	155	155	155	155	155	155
Engineering/Capital (Sandy Recovery)												
Managers/Supervisors	4	4	4	4	4	4	4	4	4	4	4	4
Professional, Technical, Clerical	2	2	2	2	2	2	2	2	2	2	2	2
Operational Hourlies	20	20	20	20	20	20	20	20	20	20	20	20
Total Engineering/Capital	26	26	26	26	26	26	26	26	26	26	26	26
Total Positions												
Managers/Supervisors	31	31	31	31	31	31	31	31	31	31	31	31
Professional, Technical, Clerical	19	19	19	19	19	19	19	19	19	19	19	19
Operational Hourlies	259	259	259	259	259	259	259	259	259	259	259	259
Total Positions	309	309	309	309	309	309	309	309	309	309	309	309

**MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2015-2018
2014 FINAL ESTIMATE AND 2015 ADOPTED BUDGET**

In accordance with MTA-approved budget procedures, the following information presents MTA Bus Company's 2014 Final Estimate, 2015 Adopted Budget and the Financial Plan for 2015-2018. The Adopted Budget reflects the inclusion of MTA Adjustments that were presented in the November Financial Plan and adopted by the Board in December 2014, as well as other technical adjustments.

These adjustments are presented on the attached reconciliation from the November Financial Plan and are described below:

- An average fare increase of 4.0% effective March, 2015 will result in additional revenues of \$4.4M in 2015, and on average, \$5.7M annually in 2016-2018. Ridership is projected to decrease by 1.1M in 2015, followed by decreases averaging 1.4M annually in 2016-2018.
- Safety investments to improve system safety, operational practices and procedures as part of the Mayor's "Vision Zero" initiative to reduce accidents and enhance pedestrian safety will cost: \$1.3M in 2014, \$4.1M in 2015, \$3.2M in 2016, \$3.4M in both 2017 and 2018. Projections exclude recent wage assumptions, which were erroneously included in the November Plan. Positions increase by 8 in 2014 and 19 from 2015 -2018.
- The re-estimate of property insurance from utilizing catastrophe bonds as a cost-effective alternative to traditional reinsurance is expected to generate efficiency savings of: \$0.3M in 2015, \$0.8M in 2016, \$1.3M in 2017 and \$1.9M in 2018.
- Expected lower premium renewal costs due to a re-estimate of the Excess Loss Program will result in efficiency savings of \$0.2M in 2014 and 2015, \$0.3M in 2016 through 2018.
- Effective 2015, IT service and support functions across the agencies will be consolidated into a single organizational structure at Headquarters. Accordingly, this adjustment reflects a shift in expenses and positions from MTA Bus to HQ with no change to MTA's overall bottom line.
- To facilitate the allocation (and billing) of MTA Bus' share of the consolidated IT departments costs, an estimated chargeback (averaging \$3.7 million annually) is added to MTA Bus' 2015-2018 Professional Service costs.
- The timing of Retro-Active Wage assumptions has been reflected in this plan, resulting in a payment underrun of \$9.8M in 2014, offset in 2015.

Inclusion of an MTA Bus Technical Adjustment:

- The task differential cost over the Plan period of \$0.050M per year, per labor settlement

The attached also includes schedules detailing the monthly allocation of financials, including overtime, headcount and utilization data based on the 2015 Adopted Budget for the purpose of reporting actual results on a monthly basis to the Board.

MTA BUS COMPANY
February Financial Plan 2015 - 2018
Reconciliation to the November Plan (Accrual) Non-Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Surplus/(Deficit)	3,673	(\$520.422)	3,706	(\$538.973)	3,739	(\$571.745)	3,750	(\$618.461)	3,701	(\$583.413)
Technical Adjustments:										
Task Differential: Driving Artic Buses				(\$0.050)		(\$0.050)		(\$0.050)		(\$0.050)
Sub-Total Technical Adjustments	0	\$0.000	0	(\$0.050)	0	(\$0.050)	0	(\$0.050)	0	(\$0.050)
MTA Plan Adjustments:										
2015 Fare/Toll Increase				\$4.448		\$5.679		\$5.686		\$5.715
Policy Actions:										
Safety Investments ¹	(8)	(1.313)	(19)	(4.140)	(19)	(3.185)	(19)	(3.363)	(19)	(3.417)
Service and Service Quality Investments										
Information Technology Consolidation			17	3.629	17	3.721	17	3.787	17	3.856
MTA IT (for Reimbursement from NYCT)				(3.629)		(3.721)		(3.787)		(3.856)
MTA Re-estimates:										
MTA Efficiencies - Property Insurance				0.307		0.762		1.284		1.880
Excess Loss Program		0.214		0.236		0.260		0.286		0.314
Retro-Active Wage Adjustments										
Other:										
Sub-Total MTA Plan Adjustments	(8)	(\$1.099)	(2)	\$0.851	(2)	\$3.516	(2)	\$3.893	(2)	\$4.492
2015 February Financial Plan: Net Surplus/(Deficit)	3,681	(\$521.521)	3,708	(\$538.172)	3,741	(\$568.279)	3,752	(\$614.618)	3,703	(\$578.971)

¹ Excludes impact of wage assumptions, which were erroneously included in the November Plan

MTA BUS COMPANY
February Financial Plan 2015 - 2018
Reconciliation to the November Plan (Accrual) Reimbursable
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Surplus/(Deficit)	38	\$0.000	38	\$0.000	38	\$0.000	38	\$0.000	38	\$0.000
Technical Adjustments:										
Task Differential: Driving Artic Buses										
Sub-Total Technical Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
MTA Plan Adjustments:										
2015 Fare/Toll Increase										
Policy Actions:										
Safety Investments										
Service and Service Quality Investments										
Information Technology Consolidation										
MTA IT (for Reimbursement from NYCT)										
MTA Re-estimates:										
MTA Efficiencies - Property Insurance										
Excess Loss Program										
Retro-Active Wage Adjustments										
Other:										
Sub-Total MTA Plan Adjustments	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000	0	\$0.000
2015 February Financial Plan: Net Surplus/(Deficit)	38	\$0.000	38	\$0.000	38	\$0.000	38	\$0.000	38	\$0.000

MTA BUS COMPANY
February Financial Plan 2015 - 2018
Reconciliation to the November Plan - (Cash)
(\$ in millions)

	Favorable/(Unfavorable)									
	2014		2015		2016		2017		2018	
	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars	Positions	Dollars
2014 November Financial Plan: Net Cash Surplus/(Deficit)	3,711	(\$428.547)	3,744	(\$384.967)	3,777	(\$417.483)	3,788	(\$463.367)	3,739	(\$427.328)
Technical Adjustments:										
Task Differential: Driving Artic Buses				(\$0.050)		(\$0.050)		(\$0.050)		(\$0.050)
Sub-Total Technical Adjustments	0	\$0.000	0	(\$0.050)		(\$0.050)		(\$0.050)		(\$0.050)
MTA Plan Adjustments:										
2015 Fare/Toll Increase				\$4.448		\$5.679		\$5.686		\$5.715
Policy Actions:										
Safety Investments ¹	(8)	(1.313)	(19)	(4.140)	(19)	(3.185)	(19)	(3.363)	(19)	(3.417)
Service and Service Quality Investments										
Information Technology Consolidation			17	3.629	17	3.721	17	3.787	17	3.856
MTA IT (for Reimbursement from NYCT)				(3.629)		(3.721)		(3.787)		(3.856)
MTA Re-estimates:										
MTA Efficiencies - Property Insurance		0.000		0.307		0.762		1.284		1.880
Excess Loss Program		0.214		0.236		0.260		0.286		0.314
Retro-Active Wage Adjustments		9.838		(9.838)		0.000		0.000		0.000
Other:		0.000		0.000		0.000		0.000		0.000
Sub-Total MTA Plan Adjustments	(8)	\$8.739	(2)	(\$8.987)	(2)	\$3.516	(2)	\$3.893	(2)	\$4.492
2015 February Financial Plan: Net Cash Surplus/(Deficit)	3,719	(\$419.808)	3,746	(\$394.004)	3,779	(\$414.017)	3,790	(\$459.524)	3,741	(\$422.886)

¹ Excludes impact of wage assumptions, which were erroneously included in the November Plan

MTA BUS COMPANY
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)
Increase (Decrease)

NON-REIMBURSABLE	2015									February Adopted Budget
	Final Proposed Budget	Fare/Toll Incrs.	Policy Actions			MTA Re-estimates			All Other	
		2015 Fare/Toll Incrs.	Safety ¹ Investments	Service/ Svc. Quality Investments	IT ² Consolidations	Property Insurance	Excess Loss Program	RWA		
Revenue										
Farebox Revenue	\$204.965	\$4.448								\$209.413
Toll Revenue										0.000
Other Operating Revenue	26.735									26.735
Capital and Other Reimbursements										0.000
Total Revenue	\$231.700	\$4.448	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$236.148
Expenses										
Labor:										
Payroll	\$249.099		\$1.465		(\$1.407)				\$0.050	\$249.207
Overtime	48.523		(0.315)							48.208
Health and Welfare	53.806		0.405		(0.389)					53.822
OPEB Current Payment	20.905									20.905
Pensions	45.723		0.207		(0.254)					45.676
Other Fringe Benefits	46.869		0.118		(0.145)					46.842
Reimbursable Overhead	-									0.000
Total Labor Expenses	\$464.925	\$0.000	\$1.880	\$0.000	(\$2.195)	\$0.000	\$0.000	\$0.000	\$0.050	\$464.660
Non-Labor:										
Electric Power	\$1.804									\$1.804
Fuel	35.667		0.000			0.000	0.000	0.000	0.000	35.667
Insurance	6.057					(0.307)	(0.236)			5.514
Claims	28.000									28.000
Paratransit Service Contracts										0.000
Maintenance and Other Operating Contracts	28.709		1.012		(0.915)					28.806
Professional Service Contracts	23.060		1.248		3.115					27.423
Materials & Supplies	37.564									37.564
Other Business Expenses	2.501				(0.005)					2.496
Total Non-Labor Expenses	\$163.362	\$0.000	\$2.260	\$0.000	\$2.195	(\$0.307)	(\$0.236)	\$0.000	\$0.000	\$167.274
Other Expense Adjustments:										
Other										0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjustments	\$628.287	\$0.000	\$4.140	\$0.000	\$0.000	(\$0.307)	(\$0.236)	\$0.000	\$0.050	\$631.934
Depreciation	\$42.236									\$42.236
OPEB Obligation	100.150									100.150
Environmental Remediation	-									0.000
Total Expenses	\$770.673	\$0.000	\$4.140	\$0.000	\$0.000	(\$0.307)	(\$0.236)	\$0.000	\$0.050	\$774.320
Net Surplus/(Deficit)	(\$538.973)	\$4.448	(\$4.140)	\$0.000	(\$0.000)	\$0.307	\$0.236	\$0.000	(\$0.050)	(\$538.172)

- Differences are due to rounding.

¹ Excludes recent labor assumption impacts erroneously included in the November Plan.

² Reflects consolidation of IT functions to HQ and chargeback of expenses to NYC.

MTA BUS COMPANY
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

REIMBURSABLE	2015									February Adopted Budget
	Final Proposed Budget	Fare/Toll Incrs.	Policy Actions			MTA Re-estimates			All	
		2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	IT Consolidations	Property Insurance	Excess Loss Program	RWA	Other	
Revenue										
Farebox Revenue	0.000									0.000
Toll Revenue	0.000									0.000
Other Operating Revenue	0.000									0.000
Capital and Other Reimbursements	5.738									5.738
Total Revenue	\$5.738	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.738
Expenses										
Labor:										
Payroll	\$2.714									2.714
Overtime	-									0.000
Health and Welfare	1.038									1.038
OPEB Current Payment	-									0.000
Pensions	0.470									0.470
Other Fringe Benefits	0.462									0.462
Reimbursable Overhead	-									0.000
Total Labor Expenses	\$4.684	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.684
Non-Labor:										
Electric Power	0.000		0.000			0.000	0.000	0.000	0.000	0.000
Fuel	0.000		0.000			0.000	0.000	0.000	0.000	0.000
Insurance	0.000									0.000
Claims	0.000									0.000
Paratransit Service Contracts	0.000									0.000
Maintenance and Other Operating Contracts	0.227									0.227
Professional Service Contracts	0.000									0.000
Materials & Supplies	0.827									0.827
Other Business Expenses	0.000									0.000
Total Non-Labor Expenses	\$1.054	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.054
Other Expense Adjustments:										
Other	0.000		0.000			0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$5.738	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.738
Depreciation	0.000		0.000			0.000	0.000	0.000	0.000	0.000
Total Expenses	\$5.738	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$5.738
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

- Differences are due to rounding.

MTA BUS COMPANY
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

NON-REIMBURSABLE/REIMBURSABLE	2015									
	Fare/Toll Incrs.		Policy Actions			MTA Re-estimates				February Adopted Budget
	Final Proposed Budget	2015 Fare/Toll Incrs.	Safety ¹ Investments	Svc. Quality Investments	IT ² Consolidations	Property Insurance	Excess Loss Program	RWA	All Other	
Revenue										
Farebox Revenue	\$204.965	\$4.448	\$0.000		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$209.413
Toll Revenue			0.000		0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	26.735		0.000		0.000	0.000	0.000	0.000	0.000	26.735
Capital and Other Reimbursements	5.738		0.000		0.000	0.000	0.000	0.000	0.000	5.738
Total Revenue	\$237.438	\$4.448 #	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$241.886
Expenses										
Labor:										
Payroll	\$251.813		\$1.465		(\$1.407)	\$0.000	\$0.000	\$0.000	\$0.050	\$251.921
Overtime	48.523		(0.315)		0.000	0.000	0.000	0.000	0.000	48.208
Health and Welfare	54.844		0.405		(0.389)	0.000	0.000	0.000	0.000	54.860
OPEB Current Payment	20.905		0.000		0.000	0.000	0.000	0.000	0.000	20.905
Pensions	46.193		0.207		(0.254)	0.000	0.000	0.000	0.000	46.146
Other Fringe Benefits	47.331		0.118		(0.145)	0.000	0.000	0.000	0.000	47.304
Reimbursable Overhead	0.000		0.000		0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenses	\$469.609	\$0.000 #	\$1.880	\$0.000	(\$2.195)	\$0.000	\$0.000	\$0.000	\$0.050	\$469.344
Non-Labor:										
Electric Power	\$1.804		\$0.000		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.804
Fuel	35.667		0.000		0.000	0.000	0.000	0.000	0.000	35.667
Insurance	6.057		0.000		0.000	(0.307)	(0.236)	0.000	0.000	5.514
Claims	28.000		0.000		0.000	0.000	0.000	0.000	0.000	28.000
Paratransit Service Contracts			0.000		0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	28.936		1.012		(0.915)	0.000	0.000	0.000	0.000	29.033
Professional Service Contracts	23.060		1.248		3.115	0.000	0.000	0.000	0.000	27.423
Materials & Supplies	38.391		0.000		0.000	0.000	0.000	0.000	0.000	38.391
Other Business Expenses	2.501		0.000		(0.005)	0.000	0.000	0.000	0.000	2.496
Total Non-Labor Expenses	\$164.416	\$0.000 #	\$2.260	\$0.000	\$2.195	(\$0.307)	(\$0.236)	\$0.000	\$0.000	\$168.328
Other Expense Adjustments:										
Other	0.000		0.000		0.000	0.000	0.000	0.000	0.000	0.000
Total Other Expense Adjustments	\$0.000	\$0.000 #	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjustments	\$634.025	\$0.000 #	\$4.140	\$0.000	\$0.000	(\$0.307)	(\$0.236)	\$0.000	\$0.050	\$637.672
Depreciation	\$42.236		\$0.000		\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$42.236
OPEB Obligation	100.150		0.000		0.000	0.000	0.000	0.000	0.000	100.150
Environmental Remediation	0.000		0.000		0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$776.411	\$0.000 #	\$4.140	\$0.000	\$0.000	(\$0.307)	(\$0.236)	\$0.000	\$0.050	\$780.058
Net Surplus/(Deficit)	(\$538.973)	\$4.448 #	(\$4.140)	\$0.000	(\$0.000)	\$0.307	\$0.236	\$0.000	(\$0.050)	(\$538.172)

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MTA BUS COMPANY
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

CASH RECEIPTS & EXPENDITURES	2015									
	Fare/Toll Incrs.		Policy Actions			MTA Re-estimates			All Other	February Adopted Budget
	Final Proposed Budget	2015 Fare/Toll Incrs.	Safety ¹ Investments	Svc. Quality Investments	IT ² Consolidations	Property Insurance	Excess Loss Program	RWA		
Receipts										
Farebox Revenue	204.965	4.448 #	0.000	0.000	0.000	0.000	0.000	0.000	0.000	209.413
Toll Revenue		0.000 #	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	26.735	0.000 #	0.000	0.000	0.000	0.000	0.000	0.000	0.000	26.735
Capital and Other Reimbursements	10.590	0.000 #	0.000	0.000	0.000	0.000	0.000	0.000	0.000	10.590
Total Receipts	\$242.290	\$4.448 #	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$246.738
Expenditures										
Labor:										
Payroll	249.802	0.000 #	1.465	0.000	(1.407)	0.000	0.000	9.139	0.050	259.049
Overtime	48.523	0.000 #	(0.315)	0.000	0.000	0.000	0.000	0.000	0.000	48.208
Health and Welfare	54.430	0.000 #	0.405	0.000	(0.389)	0.000	0.000	0.000	0.000	54.446
OPEB Current Payment	20.905	0.000 #	0.000	0.000	0.000	0.000	0.000	0.000	0.000	20.905
Pensions	46.020	0.000 #	0.207	0.000	(0.254)	0.000	0.000	0.000	0.000	45.973
Other Fringe Benefits	47.160	0.000 #	0.118	0.000	(0.145)	0.000	0.000	0.699	0.000	47.832
GASB Account	0.001	0.000 #	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.001
Reimbursable Overhead	0.000									0.000
Total Labor Expenditures	\$466.841	\$0.000 #	\$1.880	\$0.000	(\$2.195)	\$0.000	\$0.000	\$9.838	\$0.050	\$476.414
Non-Labor:										
Electric Power	1.804	0.000 #	0.000	0.000	0.000	0.000	0.000	0.000	0.000	1.804
Fuel	35.667	0.000 #	0.000	0.000	0.000	0.000	0.000	0.000	0.000	35.667
Insurance	6.057	0.000 #	0.000	0.000	0.000	(0.307)	(0.236)	0.000	0.000	5.514
Claims	24.000	0.000 #	0.000	0.000	0.000	0.000	0.000	0.000	0.000	24.000
Paratransit Service Contracts		0.000 #	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	28.936	0.000 #	1.012	0.000	(0.915)	0.000	0.000	0.000	0.000	29.033
Professional Service Contracts	23.060	0.000 #	1.248	0.000	3.115	0.000	0.000	0.000	0.000	27.423
Materials & Supplies	38.391	0.000 #	0.000	0.000	0.000	0.000	0.000	0.000	0.000	38.391
Other Business Expenditures	2.501	0.000 #	0.000	0.000	(0.005)	0.000	0.000	0.000	0.000	2.496
Total Non-Labor Expenditures	\$160.416	\$0.000 #	\$2.260	\$0.000	\$2.195	(\$0.307)	(\$0.236)	\$0.000	\$0.000	\$164.328
Other Expenditure Adjustments:										
Other	0.000									0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000 #	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$627.257	\$0.000 #	\$4.140	\$0.000	\$0.000	(\$0.307)	(\$0.236)	\$9.838	\$0.050	\$640.742
Net Cash Surplus/(Deficit)	(\$384.967)	\$4.448 #	(\$4.140)	\$0.000	(\$0.000)	\$0.307	\$0.236	(\$9.838)	(\$0.050)	(\$394.004)

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MTA BUS COMPANY
2015 February Adopted Budget
Reconciliation to the Final Proposed Budget by Generic Category
(\$ in millions)

CASH FLOW ADJUSTMENTS	2015									
	Final Proposed Budget	Fare/Toll Incrs.	Policy Actions			MTA Re-estimates			All Other	February Adopted Budget
		2015 Fare/Toll Incrs.	Safety Investments	Service/ Svc. Quality Investments	IT Consolidations	Property Insurance	Excess Loss Program	RWA		
Receipts										
Farebox Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	4.852	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.852
Total Receipt Adjustments	\$4.852	\$0.000 #	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.852
Expenditures										
Labor:										
Payroll	2.011	0.000	0.000	0.000	0.000	0.000	0.000	(9.139)	0.000	(7.128)
Overtime	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Health and Welfare	0.414	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.414
OPEB Current Payment	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	0.173	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.173
Other Fringe Benefits	0.171	0.000	0.000	0.000	0.000	0.000	0.000	(0.699)	0.000	(0.528)
GASB Account	(0.001)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$2.768	\$0.000 #	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$9.838)	\$0.000	(\$7.070)
Non-Labor:										
Electric Power	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fuel	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	4.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	4.000
Paratransit Service Contracts		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Professional Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Materials & Supplies	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Business Expenditures	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Non-Labor Expenditures	\$4.000	\$0.000 #	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$4.000
Other Expenditure Adjustments:										
Other	0.000		0.000			0.000	0.000	0.000	0.000	0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000 #	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditure Adjustments	\$6.768	\$0.000 #	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$9.838)	\$0.000	(\$3.070)
Total Cash Conversion Adjustments before Non-Cash Liability Adjts.	\$11.620	\$0.000 #	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$9.838)	\$0.000	\$1.782
Depreciation Adjustment	42.236	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	42.236
OPEB Obligation	100.150	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	100.150
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$154.006	\$0.000 #	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$9.838)	\$0.000	\$144.168

- Differences are due to rounding.

MTA BUS COMPANY
February Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Operating Revenue					
Farebox Revenue	\$202.701	\$209.413	\$212.252	\$212.623	\$213.641
Other Operating Revenue	20.192	26.735	20.578	20.939	21.316
Capital and Other Reimbursements	-	-	-	-	-
Total Revenue	\$222.893	\$236.148	\$232.830	\$233.562	\$234.957
Operating Expenses					
<u>Labor:</u>					
Payroll	\$243.761	\$249.207	\$257.296	\$263.269	\$262.640
Overtime	53.537	48.208	49.632	50.504	51.096
Health and Welfare	50.317	53.822	58.850	63.883	69.691
OPEB Current Payment	18.505	20.905	22.499	24.514	26.807
Pensions	45.373	45.676	46.202	46.698	47.340
Other Fringe Benefits	46.707	46.842	49.676	49.480	52.347
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$458.200	\$464.660	\$484.154	\$498.349	\$509.921
<u>Non-Labor:</u>					
Electric Power	\$1.930	\$1.804	\$1.975	\$2.250	\$2.423
Fuel	37.301	35.667	35.024	35.869	36.925
Insurance	5.648	5.514	5.631	6.002	5.834
Claims	22.256	28.000	29.000	29.447	29.977
Maintenance and Other Operating Contracts	18.463	28.806	33.937	63.663	20.916
Professional Service Contracts	21.250	27.423	25.347	25.929	26.203
Materials & Supplies	34.325	37.564	41.106	38.959	33.179
Other Business Expenses	2.656	2.496	2.550	4.674	4.743
Total Non-Labor Expenses	\$143.829	\$167.274	\$174.570	\$206.793	\$160.199
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$602.029	\$631.934	\$658.723	\$705.143	\$670.120
Depreciation	\$42.235	\$42.236	\$42.236	\$42.887	\$43.658
OPEB Obligation	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	-	-	-	-	-
Total Expenses	\$744.414	\$774.320	\$801.109	\$848.180	\$813.928
Net Surplus/(Deficit)	(\$521.521)	(\$538.172)	(\$568.279)	(\$614.618)	(\$578.971)

MTA BUS COMPANY
February Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Revenue					
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue					
Capital and Other Reimbursements	5.663	5.738	5.812	5.625	5.723
Total Revenue	\$5.663	\$5.738	\$5.812	\$5.625	\$5.723
Expenses					
<u>Labor:</u>					
Payroll	\$2.684	\$2.714	\$2.743	\$2.530	\$2.576
Overtime	-	-	-	-	-
Health and Welfare	1.023	1.038	1.053	1.060	1.079
OPEB Current Payment	-	-	-	-	-
Pensions	0.465	0.470	0.473	0.473	0.482
Other Fringe Benefits	0.456	0.462	0.469	0.472	0.481
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$4.628	\$4.684	\$4.738	\$4.535	\$4.618
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-
Insurance	-	-	-	-	-
Claims	-	-	-	-	-
Maintenance and Other Operating Contracts	0.223	0.227	0.231	0.235	0.238
Professional Service Contracts	-	-	-	-	-
Materials & Supplies	0.812	0.827	0.843	0.855	0.867
Other Business Expenses	-	-	-	-	-
Total Non-Labor Expenses	\$1.035	\$1.054	\$1.074	\$1.090	\$1.105
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$5.663	\$5.738	\$5.812	\$5.625	\$5.723
Depreciation	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses	\$5.663	\$5.738	\$5.812	\$5.625	\$5.723
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
February Financial Plan 2015 - 2018
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Revenue					
Farebox Revenue	\$202.701	\$209.413	\$212.252	\$212.623	\$213.641
Other Operating Revenue	20.192	26.735	20.578	20.939	21.316
Capital and Other Reimbursements	5.663	5.738	5.812	5.625	5.723
Total Revenue	\$228.556	\$241.886	\$238.642	\$239.187	\$240.680
Expenses					
<u>Labor:</u>					
Payroll	\$246.445	\$251.921	\$260.039	\$265.799	\$265.216
Overtime	53.537	48.208	49.632	50.504	51.096
Health and Welfare	51.340	54.860	59.903	64.943	70.770
OPEB Current Payment	18.505	20.905	22.499	24.514	26.807
Pensions	45.838	46.146	46.675	47.171	47.822
Other Fringe Benefits	47.163	47.304	50.145	49.952	52.828
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenses	\$462.828	\$469.344	\$488.892	\$502.884	\$514.539
<u>Non-Labor:</u>					
Electric Power	\$1.930	\$1.804	\$1.975	\$2.250	\$2.423
Fuel	37.301	35.667	35.024	35.869	36.925
Insurance	5.648	5.514	5.631	6.002	5.834
Claims	22.256	28.000	29.000	29.447	29.977
Maintenance and Other Operating Contracts	18.686	29.033	34.168	63.898	21.154
Professional Service Contracts	21.250	27.423	25.347	25.929	26.203
Materials & Supplies	35.137	38.391	41.949	39.814	34.046
Other Business Expenses	2.656	2.496	2.550	4.674	4.743
Total Non-Labor Expenses	\$144.864	\$168.328	\$175.644	\$207.883	\$161.304
<u>Other Expenses Adjustments:</u>					
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$607.692	\$637.672	\$664.535	\$710.768	\$675.843
Depreciation	\$42.235	\$42.236	\$42.236	\$42.887	\$43.658
OPEB Obligation	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	-	-	-	-	-
Total Expenses	\$750.077	\$780.058	\$806.921	\$853.805	\$819.651
Net Surplus/(Deficit)	(\$521.521)	(\$538.172)	(\$568.279)	(\$614.618)	(\$578.971)

MTA BUS COMPANY
February Financial Plan 2015 - 2018
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Receipts					
Farebox Revenue	\$203.501	\$209.413	\$212.252	\$212.623	\$213.641
Other Operating Revenue	20.972	26.735	20.578	20.939	21.316
Capital and Other Reimbursements	12.449	10.590	10.900	10.816	11.007
Total Receipts	\$236.922	\$246.738	\$243.730	\$244.378	\$245.964
Expenditures					
<u>Labor:</u>					
Payroll	\$271.882	\$259.049	\$258.012	\$263.757	\$263.137
Overtime	53.537	48.208	49.632	50.504	51.096
Health and Welfare	50.929	54.446	59.486	64.523	70.342
OPEB Current Payment	18.505	20.905	22.499	24.514	26.807
Pensions	45.665	45.973	46.503	47.001	47.648
Other Fringe Benefits	48.215	47.832	49.972	49.779	52.651
GASB Account	2.586	0.001	-	-	-
Reimbursable Overhead	-	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$491.319	\$476.414	\$486.104	\$500.078	\$511.681
<u>Non-Labor:</u>					
Electric Power	\$1.930	\$1.804	\$1.975	\$2.250	\$2.423
Fuel	39.061	35.667	35.024	35.869	36.925
Insurance	8.542	5.514	5.631	6.002	5.834
Claims	23.680	24.000	25.000	25.385	25.842
Maintenance and Other Operating Contracts	26.886	29.033	34.168	63.899	21.154
Professional Service Contracts	25.525	27.423	25.347	25.929	26.203
Materials & Supplies	35.137	38.391	41.949	39.814	34.046
Other Business Expenses	4.650	2.496	2.551	4.674	4.743
Total Non-Labor Expenses	\$165.411	\$164.328	\$171.643	\$203.824	\$157.169
<u>Other Expenditure Adjustments:</u>					
Other	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$656.730	\$640.742	\$657.747	\$703.902	\$668.850
Net Cash Surplus/(Deficit)	(\$419.808)	(\$394.004)	(\$414.017)	(\$459.524)	(\$422.886)

MTA BUS COMPANY
February Financial Plan 2015 - 2018
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS					
	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Receipts					
Farebox Revenue	\$0.800	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	0.780	-	-	-	-
Capital and Other Reimbursements	6.786	4.852	5.088	5.191	5.284
Total Receipts	\$8.366	\$4.852	\$5.088	\$5.191	\$5.284
Expenditures					
<u>Labor:</u>					
Payroll	(\$25.437)	(\$7.128)	\$2.027	\$2.042	\$2.079
Overtime	-	-	(0.000)	0.000	-
Health and Welfare	0.411	0.414	0.417	0.420	0.428
OPEB Current Payment	-	-	-	-	-
Pensions	0.173	0.173	0.172	0.170	0.174
Other Fringe Benefits	(1.052)	(0.528)	0.173	0.173	0.177
GASB Account	(2.586)	(0.001)	-	-	-
Reimbursable Overhead	-	-	-	-	-
Total Labor Expenditures	(\$28.491)	(\$7.070)	\$2.788	\$2.806	\$2.858
<u>Non-Labor:</u>					
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	(1.760)	-	-	-	-
Insurance	(2.894)	-	-	-	-
Claims	(1.424)	4.000	4.000	4.062	4.135
Maintenance and Other Operating Contracts	(8.200)	-	0.000	(0.001)	-
Professional Service Contracts	(4.275)	-	0.000	-	-
Materials & Supplies	-	-	0.001	(0.000)	-
Other Business Expenditures	(1.994)	-	(0.001)	(0.000)	-
Total Non-Labor Expenses	(\$20.547)	\$4.000	\$4.001	\$4.060	\$4.135
<u>Other Expenditures Adjustments:</u>					
Other	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Depreciation	(\$40.672)	\$1.782	\$11.876	\$12.057	\$12.277
Depreciation Adjustment	\$42.235	\$42.236	\$42.236	\$42.887	\$43.658
OPEB Obligation	100.150	100.150	100.150	100.150	100.150
Environmental Remediation	-	-	-	-	-
Total Cash Conversion Adjustments	\$101.713	\$144.168	\$154.262	\$155.094	\$156.085

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

NON-REIMBURSABLE OVERTIME	Total		
	Hours	\$	%
<u>Scheduled Service</u>	627,139	\$25.966	53.9%
<u>Unscheduled Service</u>	126,886	5.545	11.5%
<u>Programmatic/Routine Maintenance</u>	155,869	6.690	13.9%
<u>Unscheduled Maintenance</u>	0	0.000	0.0%
<u>Vacancy/Absentee Coverage</u>	177,649	7.869	16.3%
<u>Weather Emergencies</u>	45,565	1.693	3.5%
<u>Safety/Security/Law Enforcement</u>	2,641	0.128	0.3%
<u>Other</u> ¹	3,802	0.316	0.7%
Sub-Total	1,139,550	\$48.208	100.0%
REIMBURSABLE OVERTIME	0	\$0.000	
TOTAL NR & R OVERTIME	1,139,550	\$48.208	

¹ Other & reimbursable budget includes PTE \$'s only. Does not include hours.

MTA BUS COMPANY
February Financial Plan 2015 - 2018
Ridership/ (Utilization)
(in millions)

2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
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RIDERSHIP

Fixed Route	125.025	125.812	126.416	126.609	127.163
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Total Ridership	125.025	125.812	126.416	126.609	127.163
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FAREBOX REVENUE

Fixed Route	\$202.701	\$209.413	\$212.252	\$212.623	\$213.641
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Total Revenue	\$202.701	\$209.413	\$212.252	\$212.623	\$213.641
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MTA BUS COMPANY
February Financial Plan 2015 - 2018
Total Positions by Function & Department
Non-Reimbursable/Reimbursable and Full-Time/Full Time Equivalents

FUNCTION/DEPARTMENT	2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Administration					
Office of the EVP	3	3	3	3	3
Human Resources	6	9	9	9	9
Office of Management and Budget	14	16	16	16	16
Technology & Information Services	16	0	0	0	0
Materiel	19	19	19	19	19
Controller	15	15	15	15	15
Office of the President	6	6	6	6	6
System Safety Administration	5	5	5	5	5
Law	24	21	21	21	21
Corporate Communications	3	3	3	3	3
Strategic Office	12	13	17	17	16
Labor Relations	4	4	4	4	4
Non-Departmental	11	27	19	23	15
Total Administration	138	141	137	141	132
Operations					
Buses	2,211	2,226	2,226	2,226	2,226
Office of the Executive Vice President, Regional	1	1	1	1	1
Safety & Training	31	31	31	31	31
Road Operations	119	119	117	117	117
Transportation Support	20	20	20	20	20
Operations Planning	32	31	31	31	31
Revenue Control	21	27	27	27	27
Total Operations	2,435	2,455	2,453	2,453	2,453
Maintenance					
Buses	768	754	744	740	746
Maintenance Support/CMF	158	176	225	236	190
Facilities	73	73	73	73	73
Supply Logistics	92	92	92	92	92
Total Maintenance	1,091	1,095	1,134	1,141	1,101
Engineering/Capital					
Capital Program Management	37	37	37	37	37
Public Safety					
Office of the Senior Vice President	18	18	18	18	18
Total Positions	3,719	3,746	3,779	3,790	3,741
Non-Reimbursable	3,681	3,708	3,741	3,752	3,703
Reimbursable	38	38	38	38	38
Total Full-Time	3,704	3,731	3,764	3,775	3,726
Total Full-Time Equivalents	15	15	15	15	15

MTA BUS COMPANY
February Financial Plan 2015 - 2018
Total Positions by Function and Occupation

FUNCTION/OCCUPATIONAL GROUP		2014 Final Estimate	2015 Adopted Budget	2016	2017	2018
Administration						
	Managers/Supervisors	57	54	54	54	52
	Professional, Technical, Clerical	70	62	66	66	65
	Operational Hourlies	11	25	17	21	15
	Total Administration	138	141	137	141	132
Operations						
	Managers/Supervisors	303	304	302	302	302
	Professional, Technical, Clerical	52	50	50	50	50
	Operational Hourlies	2,080	2,101	2,101	2,101	2,101
	Total Operations	2,435	2,455	2,453	2,453	2,453
Maintenance						
	Managers/Supervisors	212	217	215	215	215
	Professional, Technical, Clerical	17	18	18	18	18
	Operational Hourlies	862	860	901	908	868
	Total Maintenance	1,091	1,095	1,134	1,141	1,101
Engineering/Capital						
	Managers/Supervisors	21	21	21	21	21
	Professional, Technical, Clerical	16	16	16	16	16
	Operational Hourlies	-	-	-	-	-
	Total Engineering/Capital	37	37	37	37	37
Public Safety						
	Managers/Supervisors	14	14	14	14	14
	Professional, Technical, Clerical	4	4	4	4	4
	Operational Hourlies	-	-	-	-	-
	Total Public Safety	18	18	18	18	18
Total Positions						
	Managers/Supervisors	607	610	606	606	604
	Professional, Technical, Clerical	159	150	154	154	153
	Operational Hourlies	2,953	2,986	3,019	3,030	2,984
	Total Positions	3,719	3,746	3,779	3,790	3,741

MTA BUS COMPANY
February Financial Plan - 2015 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$15.981	\$15.284	\$17.917	\$17.797	\$17.697	\$18.035	\$18.330	\$17.683	\$18.045	\$18.582	\$16.815	\$17.247	\$209.413
Other Operating Revenue	2.269	2.046	2.246	2.224	2.202	2.224	2.313	2.202	2.224	2.313	2.157	2.313	26.735
Capital and Other Reimbursements													-
Total Revenue	\$18.250	\$17.330	\$20.163	\$20.021	\$19.899	\$20.259	\$20.643	\$19.885	\$20.269	\$20.895	\$18.972	\$19.560	\$236.148
Operating Expenses													
Labor:													
Payroll	\$21.147	\$19.074	\$20.940	\$20.733	\$20.525	\$20.733	\$21.562	\$20.525	\$20.733	\$21.562	\$20.111	\$21.562	\$249.207
Overtime	4.318	4.077	4.197	4.069	4.144	3.784	3.935	3.978	3.798	4.038	3.767	4.103	48.208
Health and Welfare	4.567	4.119	4.522	4.478	4.433	4.478	4.657	4.433	4.478	4.657	4.343	4.657	53.822
OPEB Current Payment	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	20.905
Pensions	3.876	3.496	3.838	3.800	3.762	3.800	3.952	3.762	3.800	3.952	3.686	3.952	45.676
Other Fringe Benefits	3.975	3.585	3.936	3.897	3.858	3.897	4.053	3.858	3.897	4.053	3.780	4.053	46.842
Reimbursable Overhead													-
Total Labor Expenses	\$39.626	\$36.094	\$39.176	\$38.718	\$38.464	\$38.433	\$39.901	\$38.298	\$38.447	\$40.004	\$37.429	\$40.069	\$464.660
Non-Labor:													
Electric Power	\$0.153	\$0.138	\$0.152	\$0.150	\$0.149	\$0.150	\$0.156	\$0.149	\$0.150	\$0.156	\$0.146	\$0.156	\$1.804
Fuel	3.027	2.730	2.997	2.967	2.938	2.967	3.086	2.938	2.967	3.086	2.878	3.086	35.667
Insurance	0.468	0.422	0.463	0.459	0.454	0.459	0.477	0.454	0.459	0.477	0.445	0.477	5.514
Claims	2.376	2.143	2.353	2.329	2.306	2.329	2.423	2.306	2.329	2.423	2.260	2.423	28.000
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	2.444	2.205	2.420	2.397	2.373	2.397	2.492	2.373	2.397	2.492	2.325	2.492	28.806
Professional Service Contracts	2.327	2.099	2.304	2.281	2.259	2.281	2.373	2.259	2.281	2.373	2.213	2.373	27.423
Materials & Supplies	3.188	2.875	3.156	3.125	3.094	3.125	3.250	3.094	3.125	3.250	3.031	3.250	37.564
Other Business Expenses	0.212	0.191	0.210	0.208	0.206	0.208	0.216	0.206	0.208	0.216	0.201	0.216	2.496
Total Non-Labor Expenses	\$14.195	\$12.803	\$14.055	\$13.916	\$13.777	\$13.916	\$14.473	\$13.777	\$13.916	\$14.473	\$13.499	\$14.473	\$167.274
Other Expenses Adjustments:													
Other													-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.													
	\$53.820	\$48.897	\$53.231	\$52.635	\$52.242	\$52.350	\$54.374	\$52.076	\$52.364	\$54.477	\$50.928	\$54.542	\$631.934
Depreciation													
	\$3.584	\$3.233	\$3.549	\$3.514	\$3.479	\$3.514	\$3.654	\$3.479	\$3.514	\$3.654	\$3.408	\$3.654	\$42.236
OPEB Obligation	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	100.150
Environmental Remediation													-
Total Expenses	\$65.750	\$60.475	\$65.126	\$64.494	\$64.066	\$64.209	\$66.374	\$63.900	\$64.223	\$66.477	\$62.682	\$66.542	\$774.320
Net Surplus/(Deficit)	(\$47.500)	(\$43.145)	(\$44.962)	(\$44.473)	(\$44.167)	(\$43.950)	(\$45.731)	(\$44.015)	(\$43.954)	(\$45.582)	(\$43.710)	(\$46.982)	(\$538.172)

MTA BUS COMPANY
February Financial Plan - 2015 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue													\$0.000
Other Operating Revenue													-
Capital and Other Reimbursements	0.487	0.439	0.482	0.477	0.473	0.477	0.496	0.473	0.477	0.496	0.463	0.496	5.738
Total Revenue	\$0.487	\$0.439	\$0.482	\$0.477	\$0.473	\$0.477	\$0.496	\$0.473	\$0.477	\$0.496	\$0.463	\$0.496	\$5.738
Expenses													
<u>Labor:</u>													
Payroll	\$0.230	\$0.208	\$0.228	\$0.226	\$0.224	\$0.226	\$0.235	\$0.224	\$0.226	\$0.235	\$0.219	\$0.235	\$2.714
Overtime													-
Health and Welfare	0.088	0.079	0.087	0.086	0.085	0.086	0.090	0.085	0.086	0.090	0.084	0.090	1.038
OPEB Current Payment													-
Pensions	0.040	0.036	0.039	0.039	0.039	0.039	0.041	0.039	0.039	0.041	0.038	0.041	0.470
Other Fringe Benefits	0.039	0.035	0.039	0.038	0.038	0.038	0.040	0.038	0.038	0.040	0.037	0.040	0.462
Reimbursable Overhead													-
Total Labor Expenses	\$0.397	\$0.359	\$0.394	\$0.390	\$0.386	\$0.390	\$0.405	\$0.386	\$0.390	\$0.405	\$0.378	\$0.405	\$4.684
<u>Non-Labor:</u>													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance													-
Claims													-
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	0.019	0.017	0.019	0.019	0.019	0.019	0.020	0.019	0.019	0.020	0.018	0.020	0.227
Professional Service Contracts													-
Materials & Supplies	0.070	0.063	0.069	0.069	0.068	0.069	0.072	0.068	0.069	0.072	0.067	0.072	0.827
Other Business Expenses													-
Total Non-Labor Expenses	\$0.089	\$0.081	\$0.089	\$0.088	\$0.087	\$0.088	\$0.091	\$0.087	\$0.088	\$0.091	\$0.085	\$0.091	\$1.054
<u>Other Expenses Adjustments:</u>													
Other													-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.487	\$0.439	\$0.482	\$0.477	\$0.473	\$0.477	\$0.496	\$0.473	\$0.477	\$0.496	\$0.463	\$0.496	\$5.738
Depreciation													-
Total Expenses	\$0.487	\$0.439	\$0.482	\$0.477	\$0.473	\$0.477	\$0.496	\$0.473	\$0.477	\$0.496	\$0.463	\$0.496	\$5.738
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000

MTA BUS COMPANY
February Financial Plan - 2015 Adopted Budget
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$15.981	\$15.284	\$17.917	\$17.797	\$17.697	\$18.035	\$18.330	\$17.683	\$18.045	\$18.582	\$16.815	\$17.247	\$209.413
Other Operating Revenue	2.269	2.046	2.246	2.224	2.202	2.224	2.313	2.202	2.224	2.313	2.157	2.313	26.735
Capital and Other Reimbursements	0.487	0.439	0.482	0.477	0.473	0.477	0.496	0.473	0.477	0.496	0.463	0.496	5.738
Total Revenue	\$18.737	\$17.769	\$20.646	\$20.499	\$20.372	\$20.737	\$21.140	\$20.358	\$20.747	\$21.392	\$19.436	\$20.057	\$241.886
Expenses													
Labor:													
Payroll	\$21.378	\$19.282	\$21.168	\$20.958	\$20.749	\$20.958	\$21.797	\$20.749	\$20.958	\$21.797	\$20.330	\$21.797	\$251.921
Overtime	4.318	4.077	4.197	4.069	4.144	3.784	3.935	3.978	3.798	4.038	3.767	4.103	48.208
Health and Welfare	4.655	4.199	4.610	4.564	4.518	4.564	4.747	4.518	4.564	4.747	4.427	4.747	54.860
OPEB Current Payment	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	20.905
Pensions	3.916	3.532	3.877	3.839	3.801	3.839	3.801	3.839	3.801	3.993	3.724	3.993	46.146
Other Fringe Benefits	4.014	3.621	3.975	3.935	3.896	3.935	4.093	3.896	3.935	4.093	3.817	4.093	47.304
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$40.023	\$36.452	\$39.569	\$39.108	\$38.850	\$38.823	\$40.306	\$38.684	\$38.837	\$40.409	\$37.807	\$40.474	\$469.344
Non-Labor:													
Electric Power	\$0.153	\$0.138	\$0.152	\$0.150	\$0.149	\$0.150	\$0.156	\$0.149	\$0.150	\$0.156	\$0.146	\$0.156	\$1.804
Fuel	3.027	2.730	2.997	2.967	2.938	2.967	3.086	2.938	2.967	3.086	2.878	3.086	35.667
Insurance	0.468	0.422	0.463	0.459	0.454	0.459	0.477	0.454	0.459	0.477	0.445	0.477	5.514
Claims	2.376	2.143	2.353	2.329	2.306	2.329	2.423	2.306	2.329	2.423	2.260	2.423	28.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.464	2.222	2.440	2.415	2.391	2.415	2.512	2.391	2.415	2.512	2.343	2.512	29.033
Professional Service Contracts	2.327	2.099	2.304	2.281	2.259	2.281	2.373	2.259	2.281	2.373	2.213	2.373	27.423
Materials & Supplies	3.258	2.938	3.226	3.194	3.162	3.194	3.322	3.162	3.194	3.322	3.098	3.322	38.391
Other Business Expenses	0.212	0.191	0.210	0.208	0.206	0.208	0.216	0.206	0.208	0.216	0.201	0.216	2.496
Total Non-Labor Expenses	\$14.284	\$12.884	\$14.144	\$14.004	\$13.864	\$14.004	\$14.564	\$13.864	\$14.004	\$14.564	\$13.584	\$14.564	\$168.328
Other Expenses Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$54.307	\$49.336	\$53.713	\$53.112	\$52.714	\$52.827	\$54.870	\$52.548	\$52.841	\$54.973	\$51.391	\$55.038	\$637.672
Depreciation	\$3.584	\$3.233	\$3.549	\$3.514	\$3.479	\$3.514	\$3.654	\$3.479	\$3.514	\$3.654	\$3.408	\$3.654	\$42.236
OPEB Obligation	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	100.150
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$66.237	\$60.915	\$65.608	\$64.972	\$64.539	\$64.687	\$66.870	\$64.373	\$64.701	\$66.973	\$63.145	\$67.038	\$780.058
Net Surplus/(Deficit)	(\$47.500)	(\$43.145)	(\$44.962)	(\$44.473)	(\$44.167)	(\$43.950)	(\$45.731)	(\$44.015)	(\$43.954)	(\$45.582)	(\$43.710)	(\$46.982)	(\$538.172)

MTA BUS COMPANY
February Financial Plan - 2015 Adopted Budget
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$15.981	\$15.284	\$17.917	\$17.797	\$17.697	\$18.035	\$18.330	\$17.683	\$18.045	\$18.582	\$16.815	\$17.247	\$209.413
Other Operating Revenue	2.228	2.228	2.228	2.228	2.228	2.228	2.228	2.228	2.228	2.228	2.228	2.228	26.735
Capital and Other Reimbursements	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	0.883	10.590
Total Receipts	\$19.091	\$18.394	\$21.027	\$20.907	\$20.807	\$21.145	\$21.440	\$20.793	\$21.155	\$21.692	\$19.925	\$20.357	\$246.738
Expenditures													
Labor:													
Payroll	\$19.170	\$19.170	\$28.755	\$19.170	\$19.170	\$19.170	\$19.170	\$19.170	\$28.755	\$19.170	\$19.170	\$29.007	\$259.049
Overtime	4.318	4.077	4.197	4.069	4.144	3.784	3.935	3.978	3.798	4.038	3.767	4.103	48.208
Health and Welfare	4.537	4.537	4.537	4.537	4.537	4.537	4.537	4.537	4.537	4.537	4.537	4.537	54.446
OPEB Current Payment	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	1.742	20.905
Pensions	3.831	3.831	3.831	3.831	3.831	3.831	3.831	3.831	3.831	3.831	3.831	3.831	45.973
Other Fringe Benefits	3.679	3.679	5.519	3.679	3.679	3.679	3.679	3.679	5.519	3.679	3.679	3.679	47.832
GASB Account	-	-	-	-	-	-	-	-	-	-	-	0.001	0.001
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$37.278	\$37.037	\$48.582	\$37.029	\$37.104	\$36.744	\$36.895	\$36.938	\$48.183	\$36.998	\$36.727	\$46.901	\$476.414
Non-Labor:													
Electric Power	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$0.150	\$1.804
Fuel	2.972	2.972	2.972	2.972	2.972	2.972	2.972	2.972	2.972	2.972	2.972	2.972	35.667
Insurance	0.460	0.460	0.460	0.460	0.460	0.460	0.460	0.460	0.460	0.460	0.460	0.460	5.514
Claims	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	2.000	24.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	2.419	2.419	2.419	2.419	2.419	2.419	2.419	2.419	2.419	2.419	2.419	2.419	29.033
Professional Service Contracts	2.285	2.285	2.285	2.285	2.285	2.285	2.285	2.285	2.285	2.285	2.285	2.285	27.423
Materials & Supplies	3.199	3.199	3.199	3.199	3.199	3.199	3.199	3.199	3.199	3.199	3.199	3.199	38.391
Other Business Expenses	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	0.208	2.496
Total Non-Labor Expenditures	\$13.694	\$13.694	\$13.694	\$13.694	\$13.694	\$13.694	\$13.694	\$13.694	\$13.694	\$13.694	\$13.694	\$13.694	\$164.328
Other Expenditure Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$50.972	\$50.731	\$62.276	\$50.723	\$50.798	\$50.438	\$50.589	\$50.632	\$61.877	\$50.692	\$50.421	\$60.595	\$640.742
Net Cash Surplus/(Deficit)	(\$31.880)	(\$32.336)	(\$41.248)	(\$29.815)	(\$29.990)	(\$29.292)	(\$29.148)	(\$29.838)	(\$40.721)	(\$28.999)	(\$30.495)	(\$40.237)	(\$394.004)

MTA BUS COMPANY
February Financial Plan - 2015 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Other Operating Revenue	(0.041)	0.182	(0.019)	0.004	0.026	0.004	(0.085)	0.026	0.004	(0.085)	0.070	(0.085)	0.000
Capital and Other Reimbursements	0.396	0.443	0.400	0.405	0.410	0.405	0.386	0.410	0.405	0.386	0.419	0.386	4.852
Total Receipts	\$0.355	\$0.625	\$0.382	\$0.409	\$0.436	\$0.409	\$0.301	\$0.436	\$0.409	\$0.301	\$0.490	\$0.301	\$4.852
Expenditures													
Labor:													
Payroll	\$2.208	\$0.112	(\$7.587)	\$1.788	\$1.579	\$1.788	\$2.627	\$1.579	(\$7.797)	\$2.627	\$1.160	(\$7.210)	(\$7.128)
Overtime	-	-	-	-	-	-	-	-	-	-	-	-	-
Health and Welfare	0.118	(0.338)	0.073	0.027	(0.019)	0.027	0.209	(0.019)	0.027	0.209	(0.110)	0.209	0.414
OPEB Current Payment	-	-	-	-	-	-	-	-	-	-	-	-	-
Pensions	0.085	(0.299)	0.046	0.008	(0.030)	0.008	0.162	(0.030)	0.008	0.162	(0.107)	0.162	0.173
Other Fringe Benefits	0.335	(0.059)	(1.544)	0.256	0.217	0.256	0.413	0.217	(1.584)	0.413	0.138	0.413	(0.528)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	(0.001)	(0.001)
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$2.745	(\$0.584)	(\$9.012)	\$2.079	\$1.746	\$2.079	\$3.411	\$1.746	(\$9.345)	\$3.411	\$1.080	(\$6.427)	(\$7.070)
Non-Labor:													
Electric Power	\$0.003	(\$0.012)	\$0.001	(\$0.000)	(\$0.002)	(\$0.000)	\$0.006	(\$0.002)	(\$0.000)	\$0.006	(\$0.005)	\$0.006	\$0.000
Fuel	0.054	(0.242)	0.025	(0.005)	(0.035)	(0.005)	0.114	(0.035)	(0.005)	0.114	(0.094)	0.114	-
Insurance	0.008	(0.037)	0.004	(0.001)	(0.005)	(0.001)	0.018	(0.005)	(0.001)	0.018	(0.015)	0.018	(0.000)
Claims	0.376	0.143	0.353	0.329	0.306	0.329	0.423	0.306	0.329	0.423	0.260	0.423	4.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	0.044	(0.197)	0.020	(0.004)	(0.028)	(0.004)	0.093	(0.028)	(0.004)	0.093	(0.076)	0.093	(0.000)
Professional Service Contracts	0.042	(0.186)	0.019	(0.004)	(0.027)	(0.004)	0.087	(0.027)	(0.004)	0.087	(0.072)	0.087	(0.000)
Materials & Supplies	0.059	(0.261)	0.027	(0.005)	(0.037)	(0.005)	0.122	(0.037)	(0.005)	0.122	(0.101)	0.122	0.000
Other Business Expenditures	0.004	(0.017)	0.002	(0.000)	(0.002)	(0.000)	0.008	(0.002)	(0.000)	0.008	(0.007)	0.008	0.000
Total Non-Labor Expenditures	\$0.590	(\$0.810)	\$0.450	\$0.310	\$0.170	\$0.310	\$0.870	\$0.170	\$0.310	\$0.870	(\$0.110)	\$0.870	\$4.000
Other Expenditures Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$3.690	(\$0.770)	(\$8.181)	\$2.798	\$2.352	\$2.798	\$4.582	\$2.352	(\$8.627)	\$4.582	\$1.460	(\$5.256)	\$1.782
Depreciation Adjustment	\$3.584	\$3.233	\$3.549	\$3.514	\$3.479	\$3.514	\$3.654	\$3.479	\$3.514	\$3.654	\$3.408	\$3.654	\$42.236
OPEB Obligation	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	8.346	100.150
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments	\$15.620	\$10.809	\$3.714	\$14.658	\$14.177	\$14.658	\$16.582	\$14.177	\$3.233	\$16.582	\$13.214	\$6.744	\$144.168

**MTA Bus Company
2015 February Financial Plan
Overtime Decomposition Allocation
(\$ in millions)**

	January	February	March	April	May	June	July	August	September	October	November	December	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$2.195	\$1.977	\$2.187	\$2.171	\$2.203	\$2.105	\$2.223	\$2.223	\$2.109	\$2.263	\$2.114	\$2.194	\$25.966
<u>Unscheduled Service</u>	0.506	0.425	0.458	0.455	0.463	0.439	0.456	0.462	0.441	0.469	0.490	0.481	5.545
<u>Programmatic/Routine Maintenance</u>	0.827	0.832	0.650	0.648	0.655	0.393	0.367	0.382	0.441	0.486	0.441	0.567	6.690
<u>Unscheduled Maintenance</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Vacancy/Absentee Coverage</u>	0.564	0.628	0.672	0.640	0.667	0.697	0.730	0.752	0.656	0.659	0.571	0.631	7.869
<u>Weather Emergencies</u>	0.193	0.180	0.191	0.117	0.118	0.113	0.119	0.120	0.113	0.122	0.115	0.192	1.693
<u>Safety/Security/Law Enforcement</u>	0.006	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.011	0.012	0.011	0.011	0.128
<u>Other</u>	0.027	0.024	0.027	0.026	0.027	0.026	0.027	0.027	0.026	0.028	0.026	0.027	0.316
Sub-Total	\$4.318	\$4.077	\$4.197	\$4.069	\$4.144	\$3.784	\$3.935	\$3.978	\$3.798	\$4.038	\$3.767	\$4.104	\$48.208
REIMBURSABLE OVERTIME	-	-	-	-	-	-	-	-	-	-	-	-	-
TOTAL NR & R OVERTIME	\$4.318	\$4.077	\$4.197	\$4.069	\$4.144	\$3.784	\$3.935	\$3.978	\$3.798	\$4.038	\$3.767	\$4.104	\$48.208

MTA BUS COMPANY
February Financial Plan - 2015 Adopted Budget
Ridership/(Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	10.001	9.431	11.377	10.725	10.909	10.751	10.228	9.728	10.691	11.431	10.233	10.307	125.812
Total Ridership	10.001	9.431	11.377	10.725	10.909	10.751	10.228	9.728	10.691	11.431	10.233	10.307	125.812
<u>FAREBOX REVENUE</u>													
Fixed Route	\$15.981	\$15.284	\$17.917	\$17.797	\$17.697	\$18.035	\$18.330	\$17.683	\$18.045	\$18.582	\$16.815	\$17.247	\$209.413
Total Revenue	\$15.981	\$15.284	\$17.917	\$17.797	\$17.697	\$18.035	\$18.330	\$17.683	\$18.045	\$18.582	\$16.815	\$17.247	\$209.413

MTA BUS COMPANY
February Financial Plan - 2015 Adopted Budget
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Office of the EVP	3	3	3	3	3	3	3	3	3	3	3	3
Human Resources	9	9	9	9	9	9	9	9	9	9	9	9
Office of Management and Budget	16	16	16	16	16	16	16	16	16	16	16	16
Technology & Information Services	0	0	0	0	0	0	0	0	0	0	0	0
Materiel	19	19	19	19	19	19	19	19	19	19	19	19
Controller	15	15	15	15	15	15	15	15	15	15	15	15
Office of the President	6	6	6	6	6	6	6	6	6	6	6	6
Sytem Safety Administration	5	5	5	5	5	5	5	5	5	5	5	5
Law	21	21	21	21	21	21	21	21	21	21	21	21
Corporate Communications	3	3	3	3	3	3	3	3	3	3	3	3
Strategic Office	13	13	13	13	13	13	13	13	13	13	13	13
Non-Departmental	27	27	27	27	27	27	27	27	27	27	27	27
Labor Relations	4	4	4	4	4	4	4	4	4	4	4	4
Total Administration	141	141	141	141	141	141	141	141	141	141	141	141
Operations												
Buses	2,226	2,226	2,226	2,226	2,226	2,226	2,226	2,226	2,226	2,226	2,226	2,226
Office of the Executive Vice President, Regional	1	1	1	1	1	1	1	1	1	1	1	1
Safety & Training	31	31	31	31	31	31	31	31	31	31	31	31
Road Operations	119	119	119	119	119	119	119	119	119	119	119	119
Transportation Support	20	20	20	20	20	20	20	20	20	20	20	20
Operations Planning	31	31	31	31	31	31	31	31	31	31	31	31
Revenue Control	27	27	27	27	27	27	27	27	27	27	27	27
Total Operations	2,455	2,455	2,455	2,455	2,455	2,455	2,455	2,455	2,455	2,455	2,455	2,455
Maintenance												
Buses	754	754	754	754	754	754	754	754	754	754	754	754
Maintenance Support/CMF	176	176	176	176	176	176	176	176	176	176	176	176
Facilities	73	73	73	73	73	73	73	73	73	73	73	73
Supply Logistics	92	92	92	92	92	92	92	92	92	92	92	92
Total Maintenance	1,095	1,095	1,095	1,095	1,095	1,095	1,095	1,095	1,095	1,095	1,095	1,095
Engineering/Capital												
Capital Program Management	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Office of the Senior Vice President	18	18	18	18	18	18	18	18	18	18	18	18
Total Positions	3,746	3,746	3,746	3,746	3,746	3,746	3,746	3,746	3,746	3,746	3,746	3,746
<i>Non-Reimbursable</i>	3,708	3,708	3,708	3,708	3,708	3,708	3,708	3,708	3,708	3,708	3,708	3,708
<i>Reimbursable</i>	38	38	38	38	38	38	38	38	38	38	38	38
<i>Total Full-Time</i>	3,731	3,731	3,731	3,731	3,731	3,731	3,731	3,731	3,731	3,731	3,731	3,731
<i>Total Full-Time Equivalents</i>	15	15	15	15	15	15	15	15	15	15	15	15

MTA BUS COMPANY
February Financial Plan - 2015 Adopted Budget
Total Positions by Function and Occupation

FUNCTION/OCCUPATION	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	54	54	54	54	54	54	54	54	54	54	54	54
Professional, Technical, Clerical	62	62	62	62	62	62	62	62	62	62	62	62
Operational Hourlies	25	25	25	25	25	25	25	25	25	25	25	25
Total Administration	141	141	141	141	141	141	141	141	141	141	141	141
Operations												
Managers/Supervisors	304	304	304	304	304	304	304	304	304	304	304	304
Professional, Technical, Clerical	50	50	50	50	50	50	50	50	50	50	50	50
Operational Hourlies	2,101	2,101	2,101	2,101	2,101	2,101	2,101	2,101	2,101	2,101	2,101	2,101
Total Operations	2,455	2,455	2,455	2,455	2,455	2,455	2,455	2,455	2,455	2,455	2,455	2,455
Maintenance												
Managers/Supervisors	217	217	217	217	217	217	217	217	217	217	217	217
Professional, Technical, Clerical	18	18	18	18	18	18	18	18	18	18	18	18
Operational Hourlies	860	860	860	860	860	860	860	860	860	860	860	860
Total Maintenance	1,095	1,095	1,095	1,095	1,095	1,095	1,095	1,095	1,095	1,095	1,095	1,095
Engineering/Capital												
Managers/Supervisors	21	21	21	21	21	21	21	21	21	21	21	21
Professional, Technical, Clerical	16	16	16	16	16	16	16	16	16	16	16	16
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Engineering/Capital	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Managers/Supervisors	14	14	14	14	14	14	14	14	14	14	14	14
Professional, Technical, Clerical	4	4	4	4	4	4	4	4	4	4	4	4
Operational Hourlies	-	-	-	-	-	-	-	-	-	-	-	-
Total Public Safety	18	18	18	18	18	18	18	18	18	18	18	18
Total Positions												
Managers/Supervisors	610	610	610	610	610	610	610	610	610	610	610	610
Professional, Technical, Clerical	150	150	150	150	150	150	150	150	150	150	150	150
Operational Hourlies	2,986	2,986	2,986	2,986	2,986	2,986	2,986	2,986	2,986	2,986	2,986	2,986
Total Positions	3,746	3,746	3,746	3,746	3,746	3,746	3,746	3,746	3,746	3,746	3,746	3,746

KEY STATIONS SUMMARY

(4th Quarter Report to FTA – December 2014)

	FTA 54 Key	NY State 46 Key	Total Key	Non-Key
Completed	52	33	85	24
In Construction	0	2	2	
In Design	1	5	6	
In Planning	1	6	7	
Total by 2020	54	46	100	24

- New York City Transit met the Voluntary Compliance Agreement (VCA) of 67 Key Stations to be accessible by the end of 2010 in 2008.
- New York City Transit met the Voluntary Compliance Agreement (VCA) of 80 Key Stations to be accessible by the end of 2014 in 2012.

Key Station Element Status Report
New York City Transit (100) - Region 2

Count	Station	Line	Mandate	TE Date	VCA Date	Accessible Routes	Entrances	Doors	Ramps	Elevators	Ticketing/ MVM	Platform Gaps	PA System	Phones	Signs	Warning Strips	Phase
			State Federal			Sect. 4.3	Sect. 4.14	Sect. 4.13	Sect. 4.8	Sect. 4.10	Sect. 10.3.1(18)	Sect. 10.3.2 (4)	Sect. 10.3.1(14)	Sect. 4.31	Sect. 4.30	Sect. 4.29	
1	125 Street	4, 5, 6	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
2	175 Street	A	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
3	42 Street	A, C, E	Fed	COMP	COMP	C	C	C	C	**	C	C	C	C	C	C	ACCESSIBLE
4	Pelham Bay Park	6	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
5	Great Kills	SIR	Fed	COMP	COMP	C	C	N/A	C	N/A	C	C	C	N/A	C	C	ACCESSIBLE
6	51 Street	6	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
7	Grand Central	4, 5, 6	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
8	World Trade Ctr *****	E	Fed	COMP	COMP	C	C	C	N/A	N/A	C	C	C	C	C	C	NOT ACCESSIBLE
9	Simpson Street	2, 5	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
10	Stillwell Avenue	D, F, N, Q	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
11	34 Street	N, Q, R	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
12	34 Street	B, D, F, M	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
13	Brooklyn Bridge	4, 5, 6	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
14	149 Street-3 Avenue	2, 5	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
15	Borough Hall	2, 3	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
16	Dongan Hills	SIR	Fed	COMP	COMP	C	C	N/A	C	N/A	C	C	C	N/A	C	C	ACCESSIBLE
17	Flatbush Avenue	2, 5	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
18	Church Avenue	2, 5	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
19	34 Street	1, 2, 3	Fed	COMP	COMP	C	C	C	N/A	C **	C	C	C	C	C	C	ACCESSIBLE
20	61 Street-Woodside †	7	Fed	COMP	COMP	C	C	C	N/A	**	C	C	C	C	C	C	ACCESSIBLE
21	Main Street	7	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
22	Union Square	N, Q, R	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
	Union Square	L	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
23	207 Street	A	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
24	66 Street	1	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
25	14 Street	A, C, E	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE

Key Station Element Status Report New York City Transit (100) - Region 2

Count	Station	Line	Mandate	TE Date	VCA Date	Accessible Routes	Entrances	Doors	Ramps	Elevators	Ticketing/ MVM	Platform Gaps	PA System	Phones	Signs	Warning Strips	Phase
			State Federal			Sect. 4.3	Sect. 4.14	Sect. 4.13	Sect. 4.8	Sect. 4.10	Sect. 10.3.1(18)	Sect. 10.3.2 (4)	Sect. 10.3.1(14)	Sect. 4.31	Sect. 4.30	Sect. 4.29	
26	8 Avenue	L	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
27	Franklin Avenue	C	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
28	Franklin Avenue	S	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
29	161 Street	4	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
30	161 Street	B, D	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
31	Grand Central	7	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
32	Grand Central	S	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
33	34 Street	A,C,E	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
34	Flushing Avenue	J, M	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
35	Prospect Park	B, Q, S	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
36	72 Street	1, 2, 3	State	N/A	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
37	Pacific Street	D, N, R	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
38	Atlantic Avenue	B, Q	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
39	Atlantic Avenue	2, 3, 4, 5	Fed	COMP	COMP	C	C	C	N/A	C **	C	C	C	C	C	C	ACCESSIBLE
40	Howard Beach	A	State	N/A	COMP	C	C	C	N/A	**	C	C	C	**	C	C	ACCESSIBLE
41	Marcy Avenue	J, M, Z	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
42	Lexington Avenue	E, M	State	N/A	COMP	C	C	C	N/A	C **	C	C	C	C	C	C	ACCESSIBLE
43	Utica Avenue	3, 4	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
44	Dekalb Avenue	B, Q, R	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
45	West 4 Street	A, B, C, D, E, F, M	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
46	179 Street	F	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
47	Times Square	N, Q, R	Fed	COMP	COMP	C	C	N/A	C	C	C	C	C	N/A	C	C	ACCESSIBLE
48	74 Street	7	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
49	Roosevelt Avenue	E, F, M, R	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
50	125 Street	A, B, C, D	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE

Key Station Element Status Report New York City Transit (100) - Region 2

Count	Station	Line	Mandate	TE Date	VCA Date	Accessible Routes	Entrances	Doors	Ramps	Elevators	Ticketing/ MVM	Platform Gaps	PA System	Phones	Signs	Warning Strips	Phase
			State Federal			Sect. 4.3	Sect. 4.14	Sect. 4.13	Sect. 4.8	Sect. 4.10	Sect. 10.3.1(18)	Sect. 10.3.2 (4)	Sect. 10.3.1(14)	Sect. 4.31	Sect. 4.30	Sect. 4.29	
51	Euclid Avenue	A, C	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
52	Fordham Road	4	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
53	Queens Plaza	E, M, R	State	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
54	Times Square	1, 2, 3	Fed	COMP	COMP	C	C	C	N/A	C **	C	C	C	C	C	C	ACCESSIBLE
55	Times Square	7	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
56	231 Street	1	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
57	Junction Boulevard	7	State	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
58	168 Street	A, C	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
59	Pelham Parkway	2, 5	Fed	COMP	COMP	C	C	N/A	N/A	C	C	C	C	C	C	C	ACCESSIBLE
60	233 Street	2, 5	State	COMP	COMP	C	C	N/A	N/A	C	C	C	C	C	C	C	ACCESSIBLE
61	Bowling Green	4, 5	State	COMP	COMP	C	C	N/A	C	C	C	C	C	C	C	C	ACCESSIBLE
62	Myrtle Avenue	L	State	COMP	COMP	C	C	N/A	N/A	C	N/A	C	C	C	C	C	ACCESSIBLE
63	Wyckoff Avenue	M	State	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
64	135 Street	2, 3	State	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
65	Church Avenue	F, G	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
66	St. George	SIR	State	COMP	COMP	C	C	C	**	**	C	C	C	C	C	C	ACCESSIBLE
67	Union Turnpike	E, F	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
68	South Ferry *****	1	State	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	NOT ACCESSIBLE
69	50 Street Rock Center	B, D, F, M	State	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
70	Chambers Street	1, 2, 3	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
71	59 Street	A, B, C, D	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
72	59 Street	1	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
73	Jay Street	A, C, F	Fed	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
74	96 Street	1, 2, 3	State	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
75	Kings Highway	B, Q	State	COMP	COMP	C	C	C	N/A	C	C	C	C	NC	C	C	ACCESSIBLE
76	Mott Avenue	A	State	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
77	East 180 Street	2, 5	State	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
78	Bay Parkway	D	State	COMP	COMP	C	C	C	C	C	C	C	C	NC	C	C	ACCESSIBLE

Key Station Element Status Report
New York City Transit (100) - Region 2

Count	Station	Line	Mandate	TE Date	VCA Date	Accessible Routes	Entrances	Doors	Ramps	Elevators	Ticketing/ MVM	Platform Gaps	PA System	Phones	Signs	Warning Strips	Phase
			State Federal			Sect. 4.3	Sect. 4.14	Sect. 4.13	Sect. 4.8	Sect. 4.10	Sect. 10.3.1(18)	Sect. 10.3.2 (4)	Sect. 10.3.1(14)	Sect. 4.31	Sect. 4.30	Sect. 4.29	
79	Bleecker Street	6	State	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
80	Bdway/Lafayette	B, D, F, M	State	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
81	71 Avenue	E, F, M, R	Fed	COMP	COMP	C	C	C	C	C	C	C	C	C	C	C	ACCESSIBLE
82	Utica Avenue	A, C	State	COMP	COMP	C	C	C	C	C	C	C	C	N/A	C	C	ACCESSIBLE
83	Hunts Point	6	Fed	COMP	COMP	C	C	C	C	C	C	C	C	N/A	C	C	ACCESSIBLE
84	Cortlandt Street	R	State	COMP	COMP	C	C	C	N/A	C	C	C	C	C	C	C	ACCESSIBLE
85	Kingsbridge Road	B, D	State	COMP	COMP	C	C	C	N/A	C	C	C	C	N/A	C	C	ACCESSIBLE
86	Times Square *****	S	State	N/A	Nov-08												DESIGN
87	68 Street	6	State	N/A	Nov-13												DESIGN
88	57 Street	N, Q, R	State	N/A	Nov-13												DESIGN
89	23 Street	6	State	N/A	Nov-13												CONSTRUCTION
90	Lefferts Boulevard	A	State	N/A	Nov-14												CONSTRUCTION
91	59 Street	N, R	State	N/A	Nov-16												PLANNING
92	86 Street***	R	Fed	Nov-10	Jul-20												PLANNING
93	Gun Hill Road	5	State	N/A	Jul-20												DESIGN
94	Chambers Street	J, Z	Fed	Nov-20	Jul-20												DESIGN
95	Greenpoint Avenue	G	State	N/A	Jul-20												PLANNING
96	Bedford Avenue	L	State	N/A	Jul-20												PLANNING
97	Rockaway Pkwy****	L	State	N/A	Jul-20												PLANNING
98	Astoria Boulevard	N, Q	State	N/A	Jul-20												PLANNING
99	Brooklyn Museum	2, 3	State	N/A	Jul-20												PLANNING
100	Bedford Park Blvd	B, D	State	N/A	Jul-20												DESIGN

Office of ADA Compliance

Accessible Non-Key Station Element Status Report

Count	Station	Accessible Route	Entrance	Doors	Ramps	Elevators	Ticketing/ MVM's	Platforms Gaps	PA System	Phones	Signage	Warning Strips	Status
		Sect. 4.3	Sect. 4.14	Sect. 4.13	Sect. 4.8	Sect. 4.10	Sect. 10.3.1 (18)	Sect. 10.3.2 (4)	Sect. 10.3.1(14)	Sect. 4.31	Sect. 4.30	Sect. 4.29	
1	50th Street (C, E)	C	NC	NA	C	**	C	NC	NA	NA	C	NC	Southbound Only
2	Lexington Ave/63rd St (F) ++	C	NC	C	NA	C	C	NC	NA	NA	C	NC	
3	Roosevelt Island (F)	C	C	C	NA	C	C	C	NA	NA	C	NC	
4	21st Street (F)	C	C	C	NA	C	C	NC	NA	NA	C	NC	
5	Jamaica/Van Wyck (E)	NC	C	C	NA	C	C	NC	NA	NA	C	NC	
6	Jamaica Center (E, J, Z)	C	C	C	NA	C	C	NC	NA	NA	C	NC	
7	Sutphin Blvd (E, J, Z)	NC	C	C	NA	C **	N/C	NC	NA	NA	C	C	
8	Metropolitan Avenue (M)	C	C	C	NA	NA	C	C	NA	C	C	NC	
9	B116/Rockaway Park (A, S)	C	C	C	C	NA	C	C	NA	NA	C	C	
10	Park Place (S)	C	C	C	C	NA	C	C	NA	C	C	C	
11	Borough Hall (4, 5)	C	C	NA	NA	NA	C	NC	NA	NA	C	NC	Northbound Only
12	Tottenville (SIR)	C	C	NA	C	NA	NA	NC	NA	NA	C	NC	
13	Canal Street Station (6)	C	C	C	NA	C	C	C	NA	NA	C	C	
14	49th Street (N, Q, R)	C	C	C	NA	**	C	NC	NA	NA	C	NC	Northbound Only
15	Rockaway Parkway (L)****	C	C	C	C	NA	C	C	NA	NA	C	NC	Future Key Station
16	Gun Hill Road (2, 5)	C	C	C	C	C	C	C	C	C	C	C	
17	Jay Street/Metro Tech (R)	C	NA	NA	NA	C	C	C	C	NA	C	C	
18	Avenue H (Q)	C	C	C	C	NA	C	C	C	C	C	C	Southbound Only
19	Fulton Street (4, 5)	C	C	C	NA	C	C	C	C	NA	C	C	
20	Court Square (7)	C	C	C	NA	C	C	C	C	NA	C	C	
21	Dyckman Street (1)	C	C	C	C	C	C	C	C	NA	C	C	Southbound Only
22	Fulton Street (A, C)	C	C	C	NA	C	C	C	C	NA	C	C	
23	Fulton Street (J, Z)	C	C	C	C	C	C	C	C	NA	C	C	
24	Fulton Street (2, 3)	C	C	C	NA	C	C	C	C	NA	C	C	

Legend:

C = ADA COMPLIANT

NA = NOT APPLICABLE AT THIS STATION

NC = NOT COMPLIANT

NOTES:

Parking/Drop-Off: This ADA feature is applicable at only two NYCT Key Stations, Great Kills and Dongan Hills; therefore, we have eliminated it from the matrix. At both stations, it is ADA accessible.

Curb Ramps: This ADA feature is applicable only at one NYCT Key Stations, Dongan Hills; therefore, we have eliminated it from the matrix. At Dongan Hills, the feature is ADA accessible.

Station Specific Features:

- * ADA component provided and maintained by non-NYC Transit entity.
- ** ADA component partially provided and maintained by non-NYC Transit entity.
- *** 86th Street on R Line substitutes the 95th Street Key Station at the request of the NYC Transportation Disabled Committee.
- **** Rockaway Parkway on L Line is a partially accessible Key Station and will be removed from the Accessible Non-Key Station Element Status Report once made fully accessible.
- ***** See Summary Table (next page) of Revised Forecast Completion Dates for Key Stations.
- ***** World Trade Center elevator is not in service because of long-term construction. The expected completion date is December 2017.
- ***** South Ferry station is closed for long-term reconstruction because of Hurricane Sandy. The expected completion date is June 2017.
- † 61st Street-Woodside – street elevator out of service for replacement, however station remains ADA accessible through Long Island Rail Road (LIRR) entrance; expected return to service is Spring 2015.
- †† Lexington Ave/63rd Street – street elevator out of service for replacement; expected return is Spring 2015.

Revised Forecast Completion Dates for Key Stations

Station	VCA Date	Forecast Date	Comments
Times Square (S)	Nov. 2008	2015 – 2019 Capital Program	Design was completed in 2006. Design consisted of major track re-alignment to eliminate the platform gaps and substantial other improvements to make the station ADA compliant in all other respects. Total project costs far exceeded the funding allocated for the project scope. Because funding at this level is not currently available the project has been delayed.
68 Street (6)	Nov. 2013	2 nd Quarter 2020	Environmental requirements impacted the completion of the project, where additional surveys had to be conducted. The result of the survey required changes to the design therefore the project was delayed.
57 Street (N, Q, R)	Nov. 2013	4 th Quarter 2019	Due to the fact that the project design (which includes two new mezzanine to platform elevators, an expanded mezzanine and planned circulation improvements) has a high degree of complexity, and has encountered a variety of other challenges including limited space in the existing conditions of the subsurface area and the need to negotiate with a separate developer at the site, the project has been delayed.
23 Street (6)	Nov. 2013	2 nd Quarter 2016	For efficiency purposes various future Key stations which were forecasted to be completed June 2020 were completed ahead of schedule; this caused the completion of this station to be delayed.
Lefferts Rd (A)	Nov. 2014	2 nd Quarter 2016	For efficiency purposes various future Key stations which were forecasted to be completed June 2020 were completed ahead of schedule; this caused the completion of this station to be delayed.

General:

NYCT's ADA Compliance Program incorporates all ADA accessibility features in a station as one contract in the course of construction, frequently in conjunction with other station rehabilitation work. The projects are scheduled for design and construction contract award consistent with a scheduled completion date required to meet the dates approved in our Voluntary Compliance Agreement with FTA.

Legend:

C = ADA COMPLIANT
 NA = NOT APPLICABLE AT THIS STATION
 NC = NOT COMPLIANT
 TE = TIME EXTENSION
 VCA = VOLUNTARY COMPLIANCE AGREEMENT

Report



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, the Subway Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (subway car, station, Staten Island Railway (SIR) cars and SIR stations). The results for all PES indicators for Second Half 2014 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Passenger Environment Survey

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

Of the 54 indicators, 44 indicators remained unchanged, one (1) indicator showed an improvement while nine (9) declined when comparing Second Half 2014 and Second Half 2013. For PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

Significant Indicator Improvements/Declines

Of the 54 PES indicators, 44 indicators remained unchanged, one (1) indicator showed an improvement while nine (9) declined when comparing Second Half 2014 and Second Half 2013.

IMPROVEMENTS

	2013 2nd Half	2014 2nd Half	Net Change
Stations			
Stations with Legible/Correct System Maps	53%	58%	+5%

DECLINES

Subway Cars			
Subway cars with No Interior Graffiti	98%	95%	-3%
Subway cars with No Exterior Graffiti	99%	96%	-3%
Subway cars with No Scratchtied Windows	96%	90%	-6%
Subway cars with All Signage Correct	99%	96%	-3%

Stations			
Litter Conditions in Stations - Early AM (% none and light) includes Trackbed	81%	72%	-9%
<i>without Trackbed</i>	90%	85%	-5%
Floors and Seats Cleanliness in Stations - Early AM (% none and light)	90%	84%	-6%
Litter Conditions in Stations - daytime (% none and light) includes Trackbed	76%	66%	-10%
<i>without Trackbed</i>	85%	79%	-6%
Floors and Seats Cleanliness in Stations - Daytime (% none and light)	89%	83%	-6%

SIR Cars			
SIR cars with All System Maps Correct/Legible	100%	89%	-11%

Passenger Environment Survey

Subway Car Results

The Subway Car PES consists of 17 indicators. 13 remained statistically unchanged while four (4) showed a decline when comparing the 2nd half 2014 to the 2nd half 2013. The table below depicts the results for the 2nd half of 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

		2013				2014			
		1st Half		2nd Half		1st Half		2nd Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Cleanliness and Appearance									
Litter Conditions in Cars	% None	92	69	93	64	90	61	90	65
Presence of Litter	% Light	6	25	5	28	7	30	8	27
See Chart 1	% Moderate	0	1	1	2	1	1	0	0
	% Heavy	2	5	1	6	2	8	2	8
Cleanliness of Car Floors and Seats	% None	95	87	97	87	88	76	92	82
Degree of Dirtiness	% Light	3	7	1	5	8	14	6	10
See Chart 2	% Moderate	1	0	1	2	2	2	0	0
	% Heavy	1	6	1	6	2	8	2	8
% Cars with No Interior Graffiti		98		98		95		95	
% Cars with No Exterior Graffiti		99		99		97		96	
% Cars with No Graffitied Windows		100		100		99		99	
% Cars with No Scratchitied Windows		95		96		93		90	
% Cars with No Clouded Windows		98		99		99		97	
% Cars with No Broken or Cracked Windows		100		100		100		100	

Customer Information					
% Cars with All System Maps Correct/Legible	97	97	96	99	
% Cars with All Signage Correct	98	99	96	96	
% Cars with Public Address Announcements	91	92	91	91	
Automated Announcements	99	100	99	99	
Conductor Announcements	81	82	80	80	

Functioning Equipment					
% Cars with No Broken Door Panels	100	100	99	100	
Lighting Conditions in Cars ¹	99	99	99	100	
Climate Control Conditions in Cars ²	94	96	95	96	

Operations				
% Conductors in Proper Uniform	100	100	100	100

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

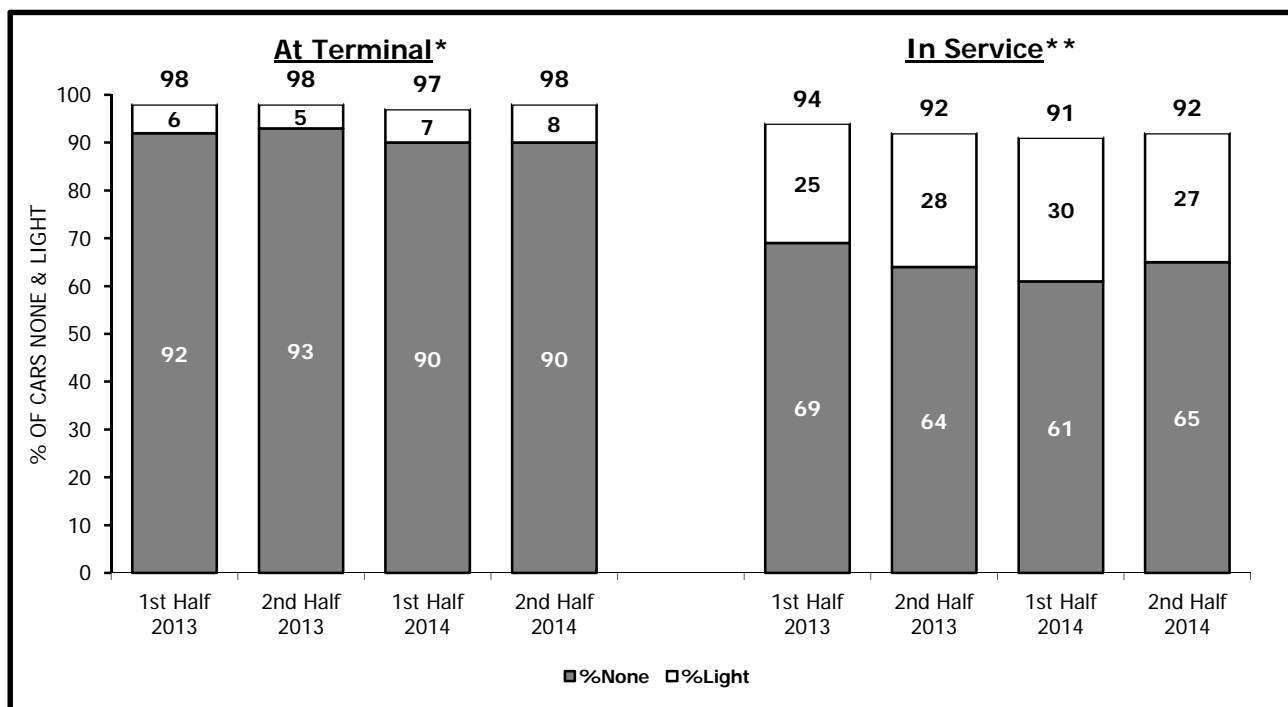
²% cars with average interior temperature between 58°F and 78°F.

At Terminal - Surveyed at terminals with cleaners present.

In Service - Surveyed while in service.

Passenger Environment Survey

Litter Conditions in Subway Cars



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

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2014 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

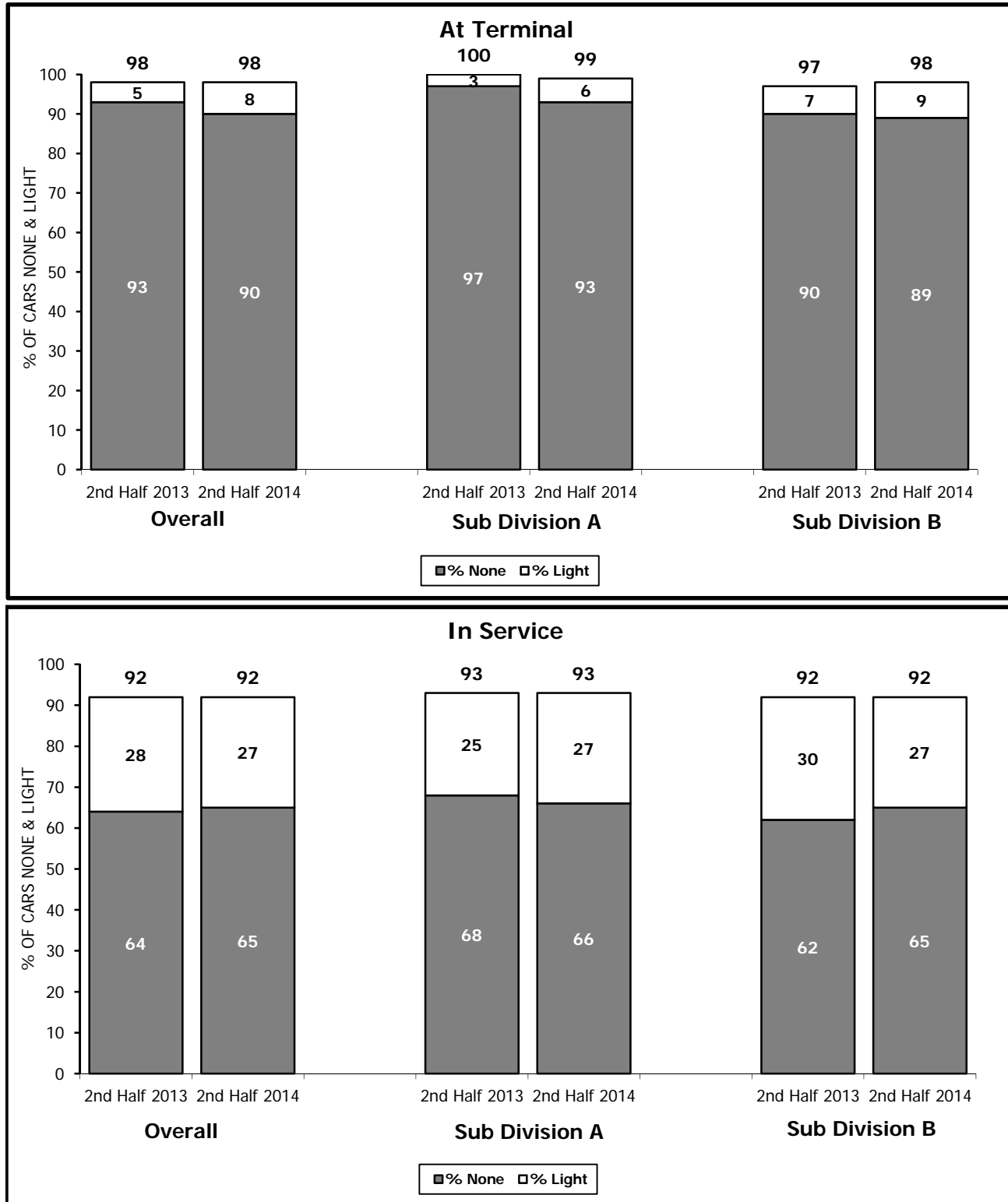
	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2014	90%	8%	0%	2%	65%	27%	0%	8%
1st Half 2014	90%	7%	1%	2%	61%	30%	1%	8%
2nd Half 2013	93%	5%	1%	1%	64%	28%	2%	6%
1st Half 2013	92%	6%	0%	2%	69%	25%	1%	5%

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

2nd Half 2014 vs. 2nd Half 2013: Both the "At Terminal" and "In Service" results remained statistically unchanged

Passenger Environment Survey

Subway Car Litter Conditions by Group

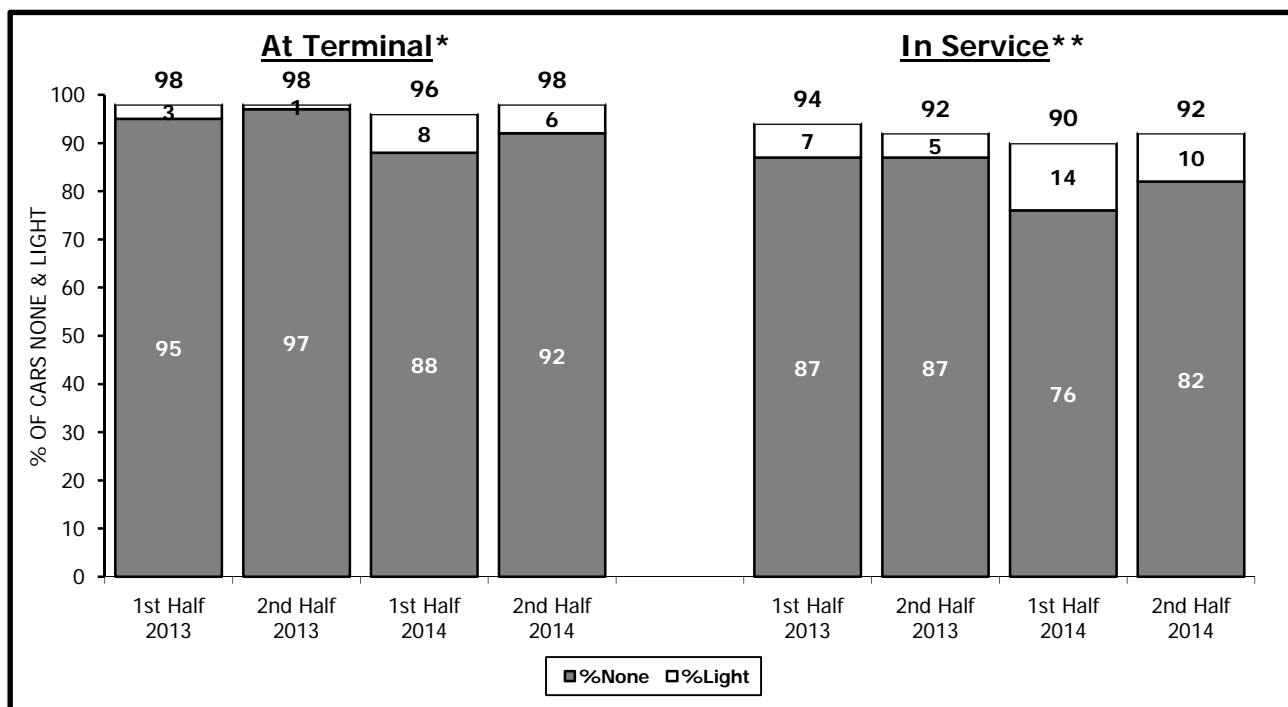


Groups: Sub Division A : ① ② ③ ④ ⑤ ⑥ ⑦ S-42nd Street

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

Passenger Environment Survey

Cleanliness Conditions in Subway Cars



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

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

2014 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

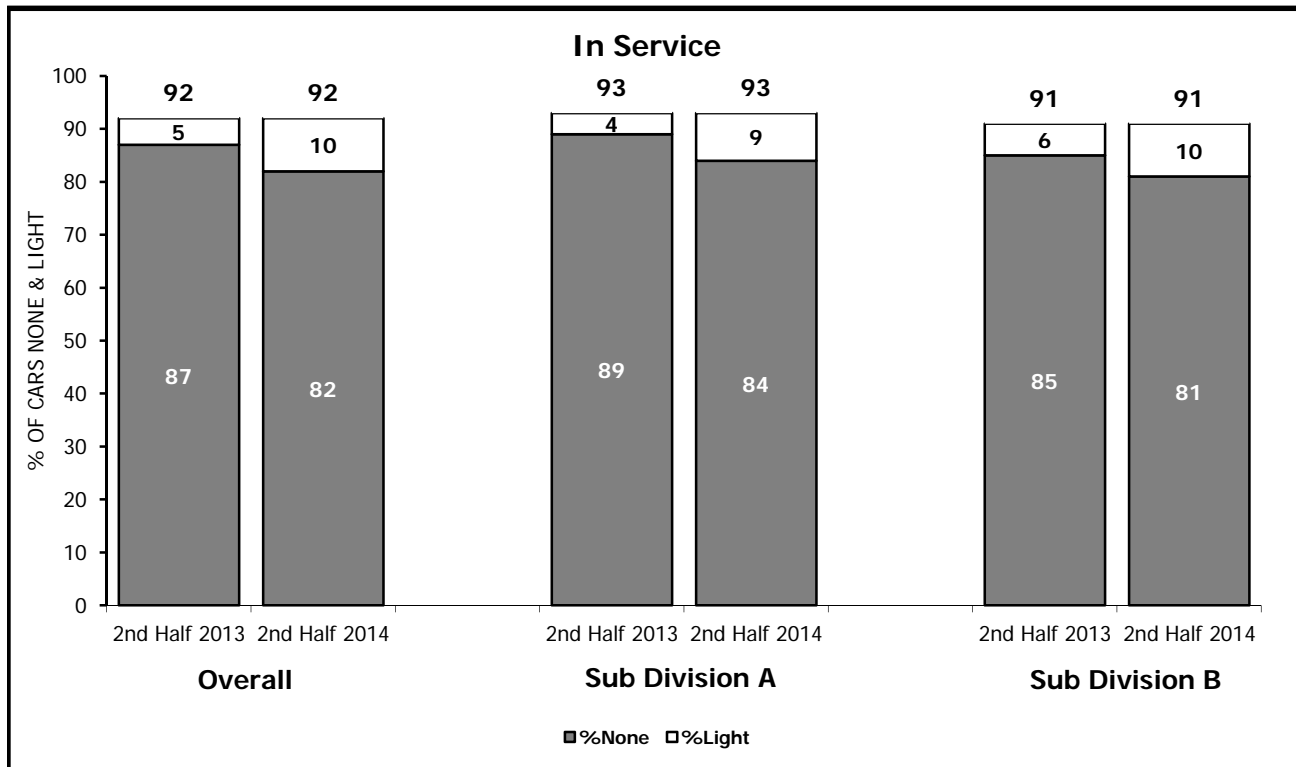
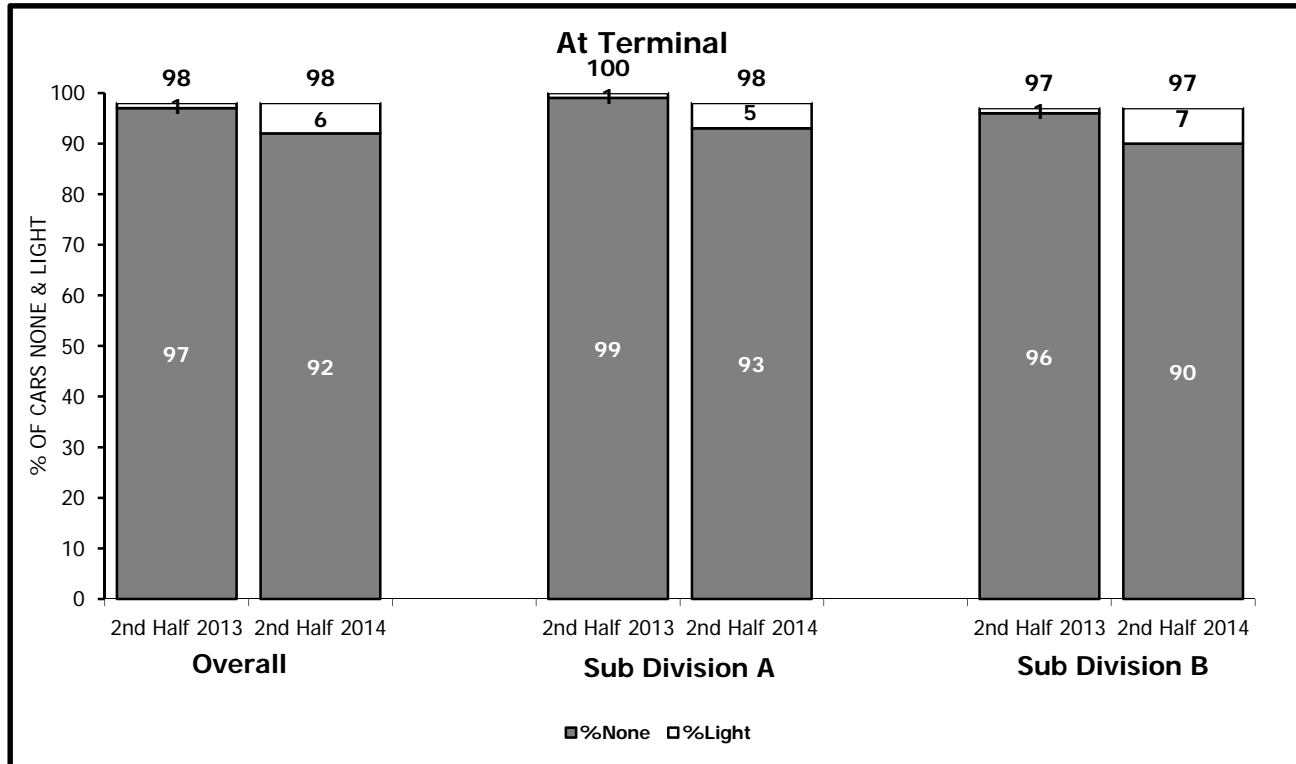
	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2014	92%	6%	0%	2%	82%	10%	0%	8%
1st Half 2014	88%	8%	2%	2%	76%	14%	2%	8%
2nd Half 2013	97%	1%	1%	1%	87%	5%	2%	6%
1st Half 2013	95%	3%	1%	1%	87%	7%	0%	6%

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

2nd Half 2014 vs. 2nd Half 2013: Both the "At Terminal" and "In Service" results remained statistically unchanged

Passenger Environment Survey

Subway Car Cleanliness Conditions by Group



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

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

Passenger Environment Survey

Subway Car Litter Conditions by Line % None and Light

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>2nd Half 2013</u>	<u>2nd Half 2014</u>	<u>2nd Half 2013</u>	<u>2nd Half 2014</u>
①	100%	99%	94%	93%
②	100%	98%	92%	92%
③	100%	98%	95%	94%
④	99%	99%	91%	92%
⑤	99%	97%	95%	92%
⑥	99%	99%	89%	94%
⑦	99%	100%	95%	98%
Ⓢ 42nd St.	-	-	94%	95%
Sub Division A	100%	99%	93%	93%
Ⓐ	99%	98%	94%	93%
Ⓑ	98%	98%	93%	91%
Ⓒ	100%	100%	95%	93%
Ⓓ	98%	96%	85%	93%
Ⓔ	99%	99%	93%	93%
Ⓕ	95%	98%	90%	90%
Ⓢ Fkln	-	-	89%	95%
Ⓖ	94%	95%	93%	94%
Ⓙ Ⓩ	96%	100%	96%	95%
Ⓛ	98%	94%	94%	90%
Ⓜ	95%	95%	92%	90%
Ⓝ	99%	98%	86%	89%
Ⓚ	96%	99%	87%	92%
Ⓡ	96%	97%	92%	89%
Sub Division B	97%	98%	92%	92%
Systemwide	98%	98%	92%	92%

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

* at terminal - with cleaners present

Line	at terminal*		in service	
	2nd Half 2013	2nd Half 2014	2nd Half 2013	2nd Half 2014
1	100%	99%	94%	92%
2	100%	98%	92%	92%
3	100%	98%	95%	94%
4	99%	99%	91%	92%
5	99%	97%	95%	91%
6	99%	98%	89%	93%
7	99%	100%	95%	98%
S 42nd St.	-	-	94%	95%
Sub Division A	100%	98%	93%	93%
A	99%	98%	94%	94%
B	98%	98%	93%	92%
C	100%	100%	95%	93%
D	98%	96%	85%	93%
E	99%	99%	93%	93%
F	95%	99%	90%	90%
S Fkln	-	-	89%	95%
G	94%	95%	93%	94%
J Z	96%	99%	96%	95%
L	98%	91%	94%	87%
M	95%	92%	92%	89%
N	99%	97%	86%	88%
Q	96%	99%	87%	90%
R	96%	98%	92%	89%
Sub Division B	97%	97%	92%	91%
Systemwide	98%	98%	92%	92%

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

* at terminal - with cleaners present

Passenger Environment Survey

Stations Results

The Stations PES consists of 16 indicators. Of the 16 indicators, 11 remained statistically unchanged while one (1) showed an increase and four (4) declined when comparing the 2nd half 2014 to the 2nd half 2013. The table below depicts the results for the 2nd half of 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2013				2014			
			1st Half		2nd Half		1st Half		2nd Half	
Cleanliness and Appearance			Early AM	Daytime	Early AM	Daytime	Early AM	Daytime	Early AM	Daytime
Litter Conditions in Stations	<i>Includes Trackbed component</i>	% None	6	6	3	3	2	3	1	5
Presence of Litter		% Light	74	69	78	73	69	64	71	61
See Chart 3		% Moderate	19	23	18	23	26	30	26	30
		% Heavy	1	2	1	1	3	3	2	4
	<i>Measured without Trackbed component</i>	% None	49	34	52	35	35	31	38	33
		% Light	42	52	38	50	48	50	47	46
See Chart 4		% Moderate	9	12	9	14	15	17	13	18
		% Heavy	0	2	1	1	2	2	2	3
Floor and Seat Cleanliness Conditions in Stations		% None	52	55	61	60	48	50	47	53
Degree of Dirtiness		% Light	37	35	29	29	36	33	37	30
See Chart 5		% Moderate	11	9	10	10	14	15	14	14
		% Heavy	0	1	0	1	2	2	2	3
Graffiti Conditions in Stations		% None	91		93		83		81	
Presence of Graffiti		% Light	9		7		16		18	
		% Moderate	0		0		1		1	
		% Heavy	0		0		0		0	

Customer Information

% Stations with Legible/Correct System Maps	52	53	52	58
% Stations with Correct Passenger Information Center (PIC)	98	96	96	97
% Station Control Areas with a Correct Subway Map Available	75	84	88	84

Functioning Equipment

% Stations with Functional Annunciator (where applicable)	99	100	98	98
% Escalators/Elevators in Operation	97	99	98	99
% Station Control Areas with Working Booth Microphone	99	100	100	100
% Trash Receptacles Usable in Stations	100	100	100	100
% Working Turnstiles in Stations	99	100	99	99
% Working MetroCard Vending Machines	98	98	99	99

Operations

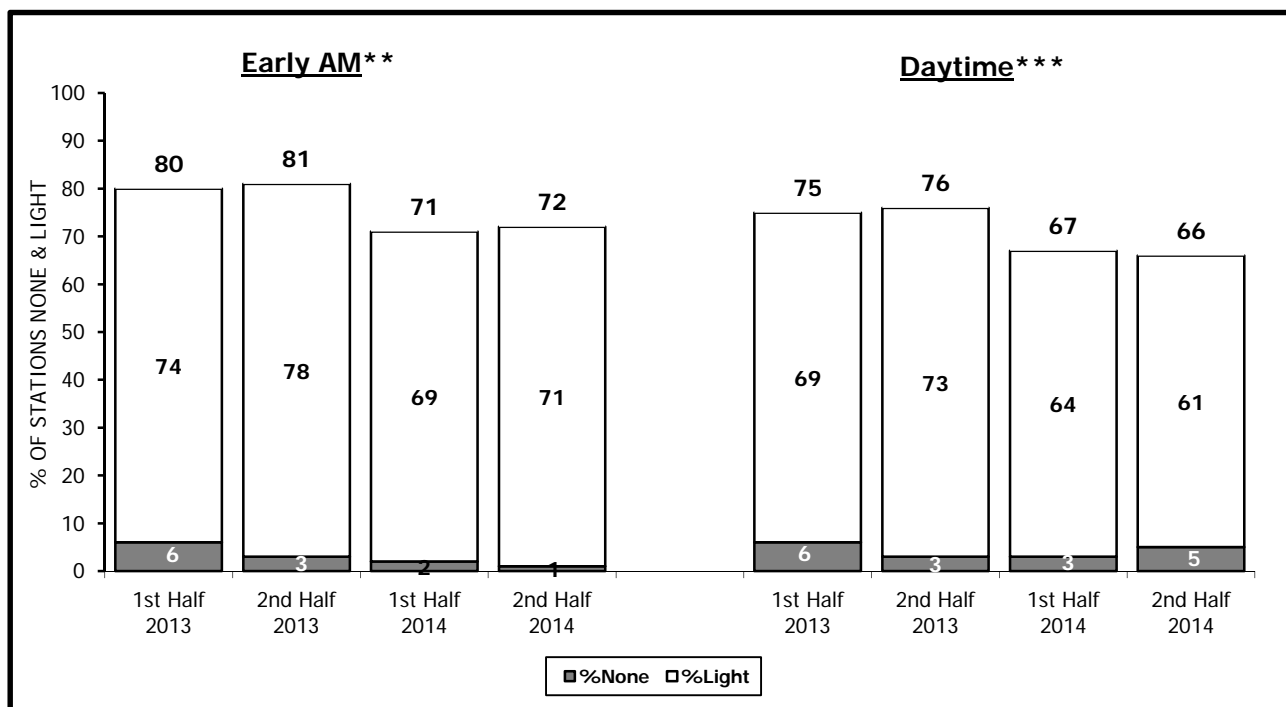
% Station Agents in Proper Uniform	100	100	100	100
% Station Agents Properly Displaying Badges	97	98	97	97

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

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

Passenger Environment Survey

Litter Conditions in Stations* (includes Trackbed)



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

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

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

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2014 Annual Goals: (% none & light) Early AM: N/A Daytime: N/A

Semi-Annual Results

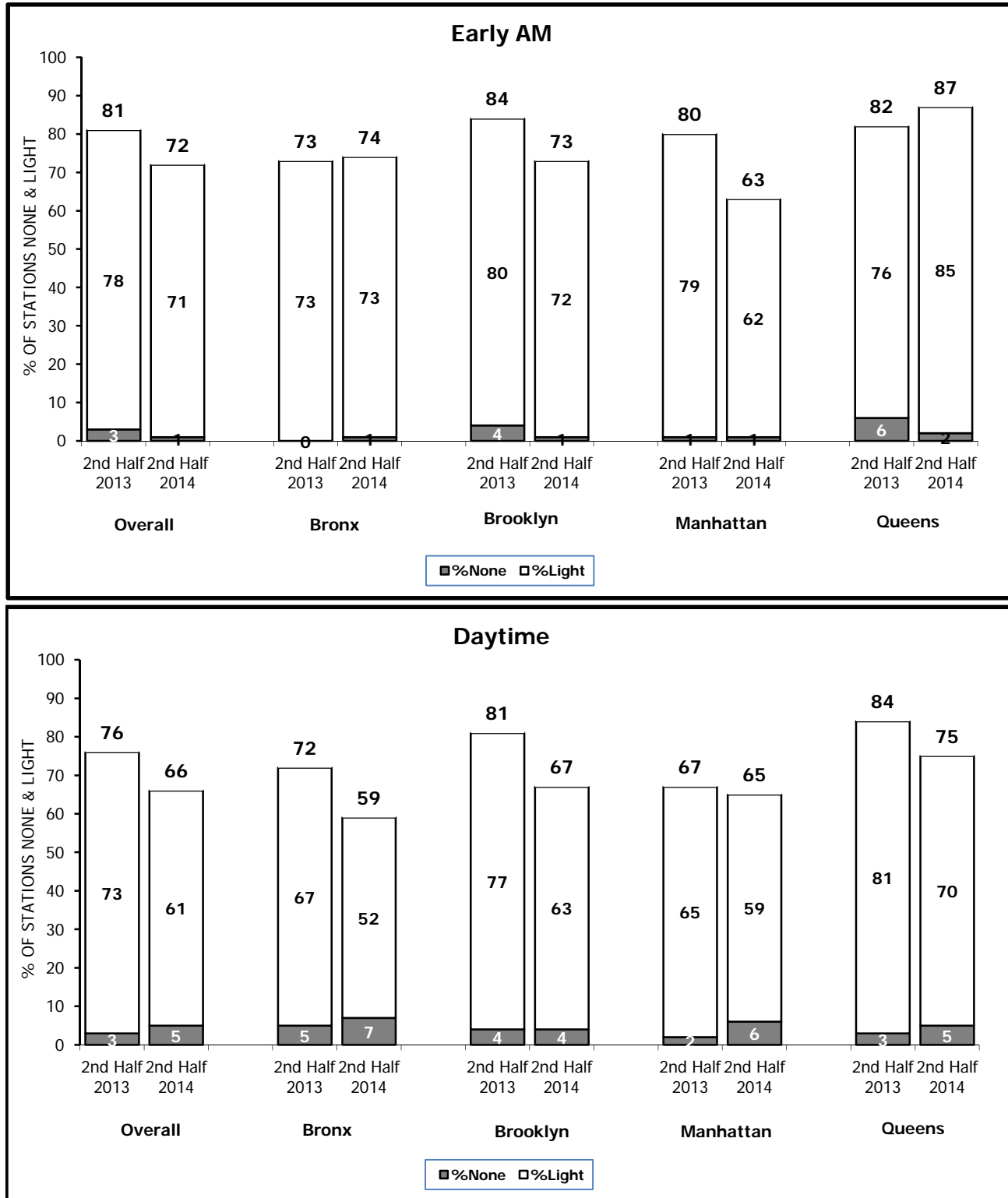
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2014	1%	71%	26%	2%	5%	61%	30%	4%
1st Half 2014	2%	69%	26%	3%	3%	64%	30%	3%
2nd Half 2013	3%	78%	18%	1%	3%	73%	23%	1%
1st Half 2013	6%	74%	19%	1%	6%	69%	23%	2%

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

2nd Half 2014 vs. 2nd Half 2013: both the "Early AM" results (-9%) and the "Daytime" results (-10%) showed a statistically significant decrease.

Passenger Environment Survey

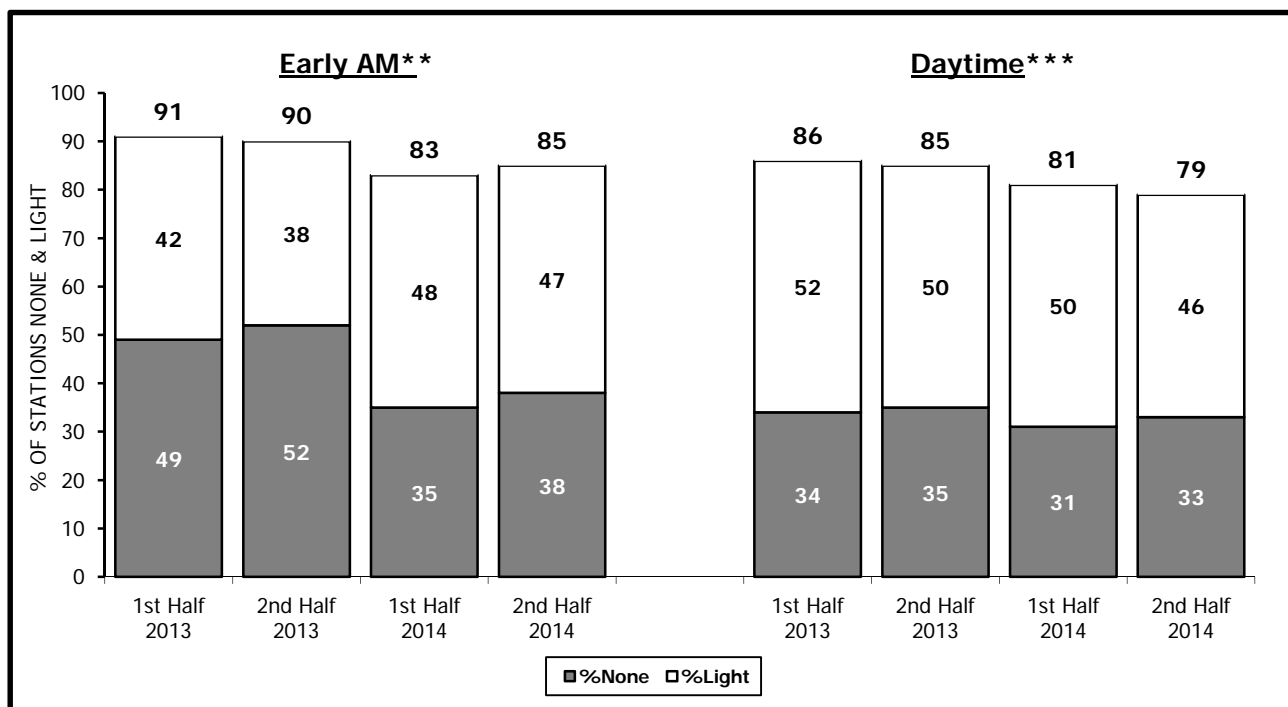
Litter Conditions by Borough* (includes Trackbed)



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

Passenger Environment Survey

Litter Conditions in Stations* (without Trackbed)



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

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

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

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2014 Annual Goals: (% none & light) Early AM: 87.0% Daytime: 81.0%

Semi-Annual Results

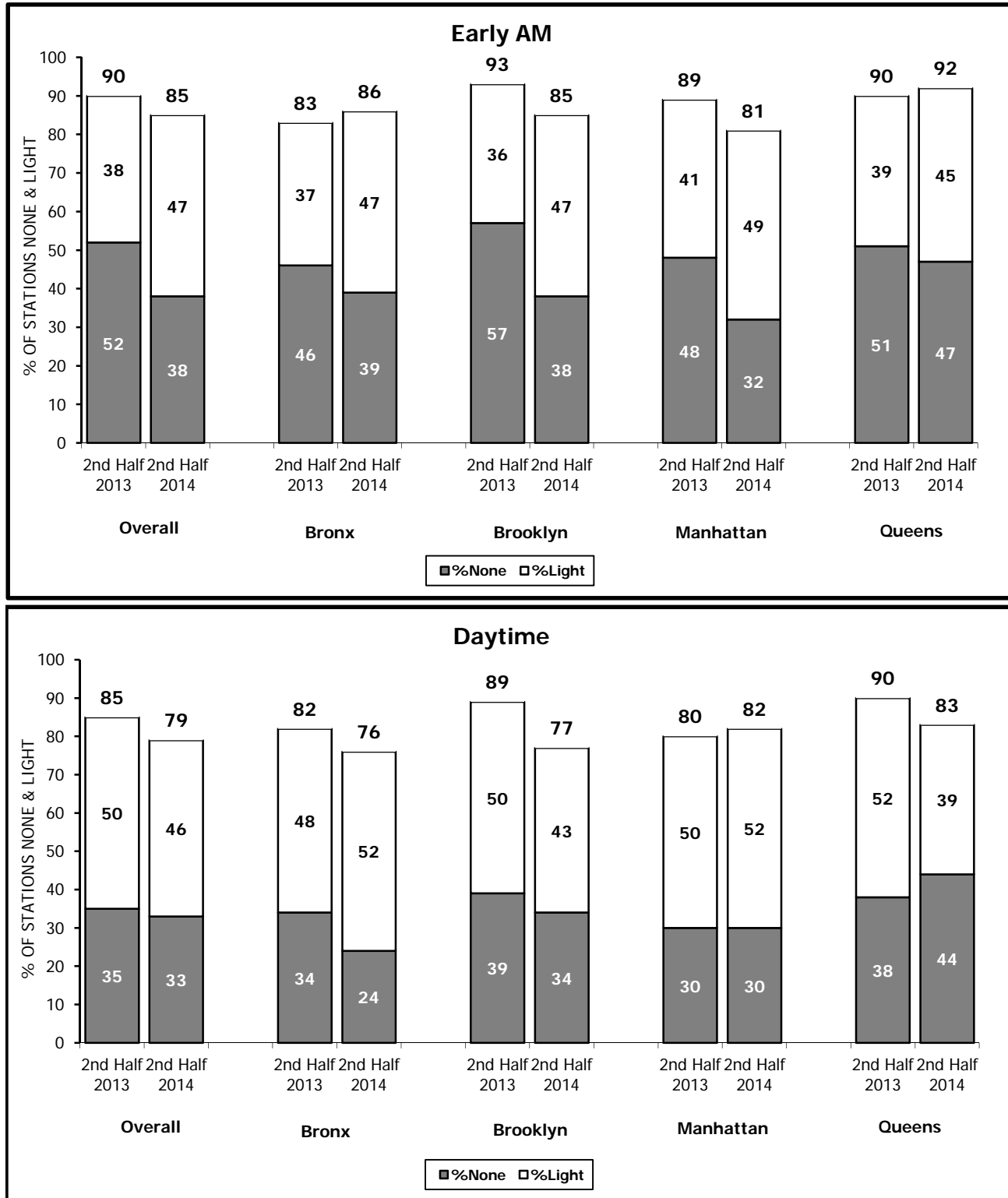
	Early AM				Daytime			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2014	38%	47%	13%	2%	33%	46%	18%	3%
1st Half 2014	35%	48%	15%	2%	31%	50%	17%	2%
2nd Half 2013	52%	38%	9%	1%	35%	50%	14%	1%
1st Half 2013	49%	42%	9%	0%	34%	52%	12%	2%

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

2nd Half 2014 vs. 2nd Half 2013: both the "Early AM" results (-5%) and the "Daytime" results (-6%) showed a statistically significant decrease.

Passenger Environment Survey

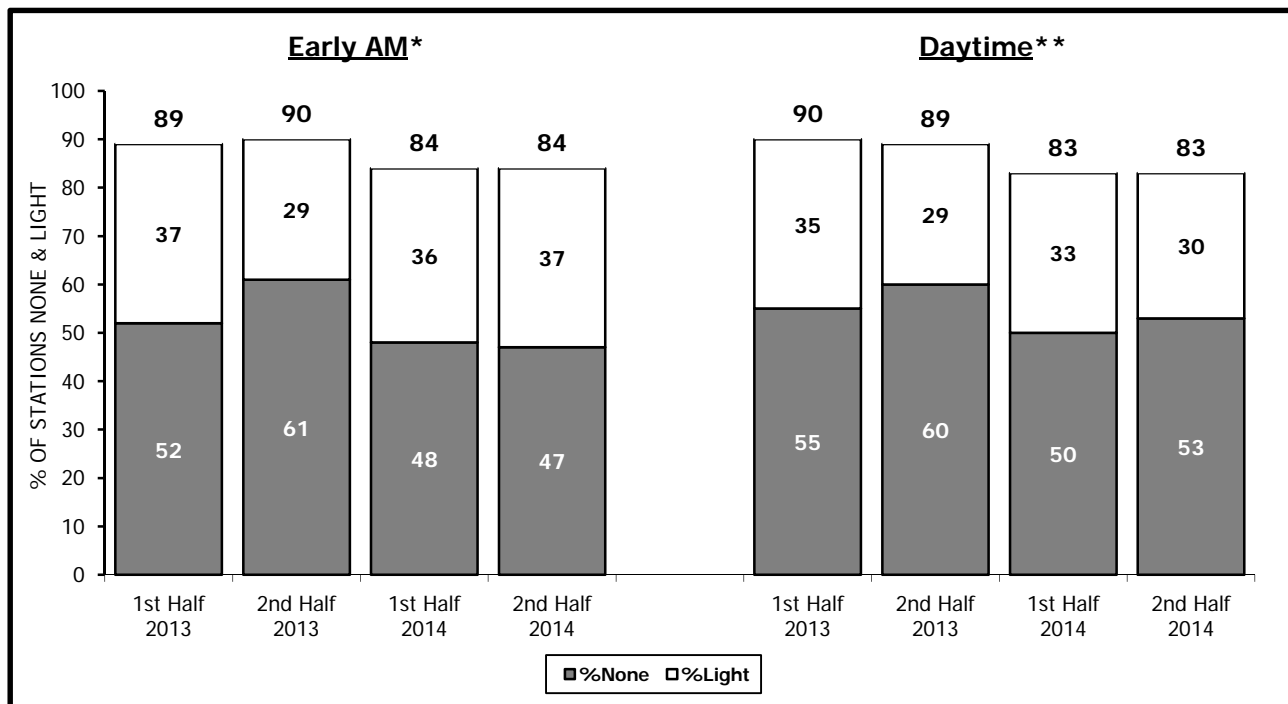
Litter Conditions by Borough* (without Trackbed)



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

Passenger Environment Survey

Cleanliness Conditions in Stations



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

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

Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

2014 Annual Goals: (% none & light) Early AM: 90.0% Daytime: 87.0%

Semi-Annual Results

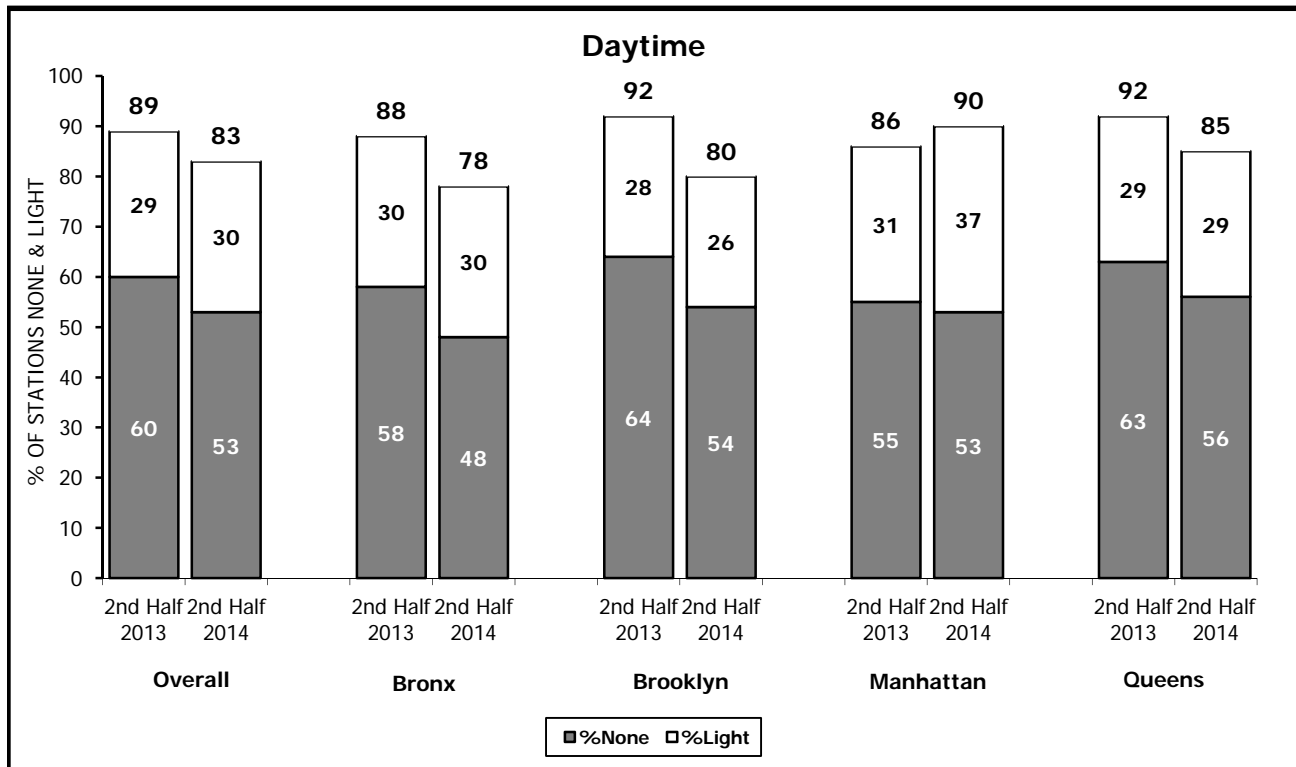
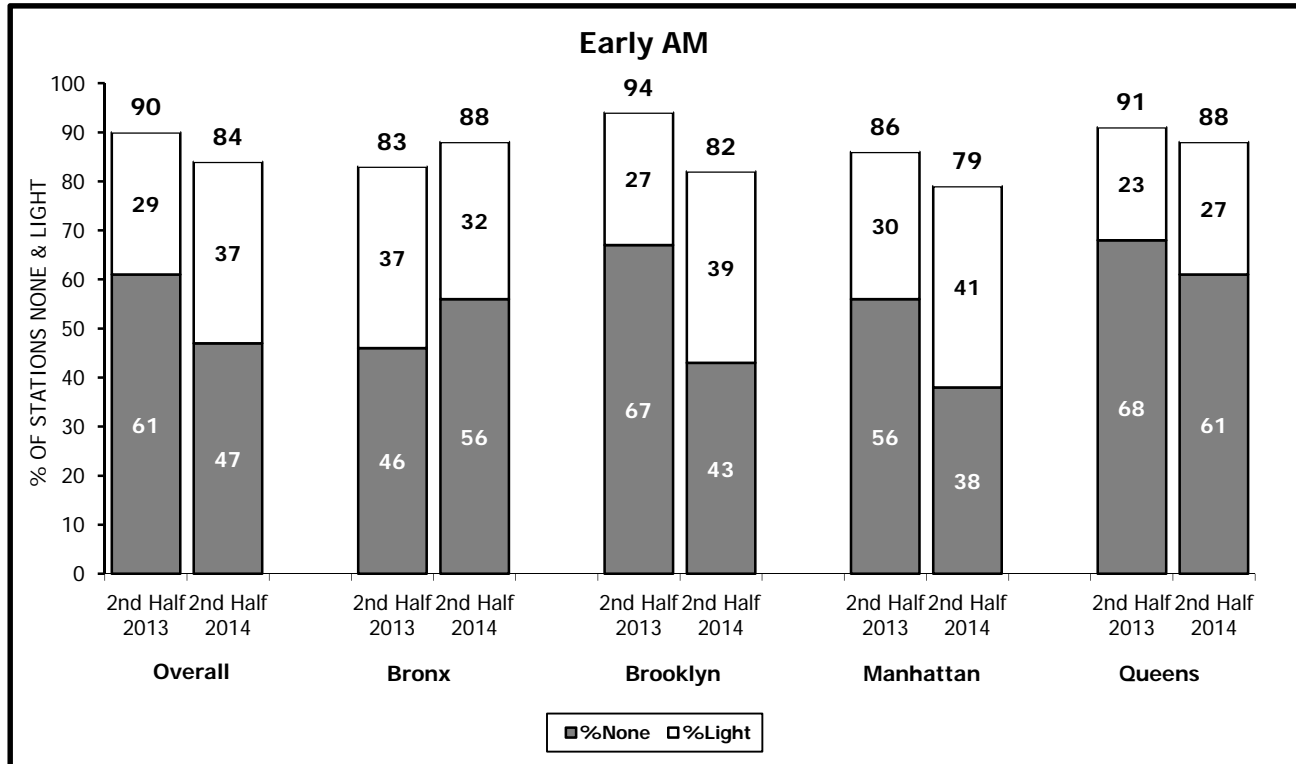
	Early AM				Daytime			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2014	47%	37%	14%	2%	53%	30%	14%	3%
1st Half 2014	48%	36%	14%	2%	50%	33%	15%	2%
2nd Half 2013	61%	29%	10%	0%	60%	29%	10%	1%
1st Half 2013	52%	37%	11%	0%	55%	35%	9%	1%

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

2nd Half 2014 vs. 2nd Half 2013: both the "Early AM" results (-6%) and the "Daytime" results (-6%) showed a statistically significant decrease.

Passenger Environment Survey

Cleanliness Conditions by Borough



Passenger Environment Survey

Staten Island Railway (SIR) Car Results

The Staten Island Railway car PES consists of 16 indicators. 15 remained statistically unchanged while one (1) showed a decrease when comparing the 2nd half 2014 to the 2nd half 2013. The table below depicts the results for the 2nd half of 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2013				2014			
		1st Half		2nd Half		1st Half		2nd Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Cleanliness and Appearance									
Litter Conditions in Cars	% None	95	83	98	83	88	68	98	90
Presence of Litter	% Light	4	14	2	15	7	19	2	7
See Chart 6	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	1	3	0	2	5	13	0	3
Cleanliness of Car Floors and Seats	% None	95	95	91	90	81	79	99	96
Degree of Dirtiness	% Light	4	2	9	8	14	8	0	1
See Chart 7	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	1	3	0	2	5	13	1	3
% Cars with No Interior Graffiti		96		100		92		100	
% Cars with No Exterior Graffiti		100		100		100		100	
% Cars with No Graffitied Windows		99		100		97		100	
% Cars with No Scratchitied Windows		95		87		86		86	
% Cars with No Clouded Windows		100		100		100		100	
% Cars with No Broken or Cracked Windows		100		100		99		100	

Customer Information				
% Cars with All System Maps Correct/Legible		100	100	89
% Cars with Public Address Announcements		82	77	78

Functioning Equipment				
% Cars with No Broken Door Panels		98	100	100
Lighting Conditions in Cars ¹		100	100	100
Climate Control Conditions in Cars ²		97	93	95

Operations				
% Conductors in Proper Uniform		97	100	100

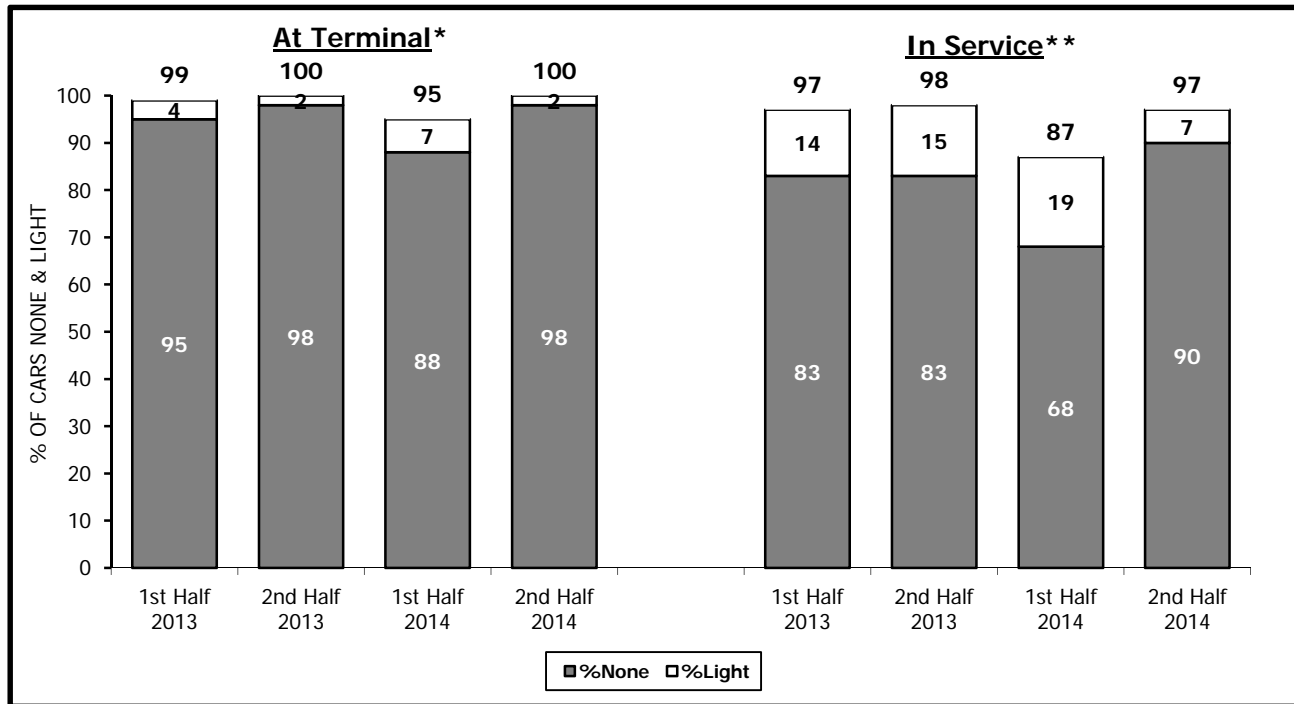
¹ % cars with at least 90% of lights on.

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

At Terminal - Surveyed at St. George terminal with cleaners present.

In Service - Surveyed while in service.

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



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

Semi-Annual Results

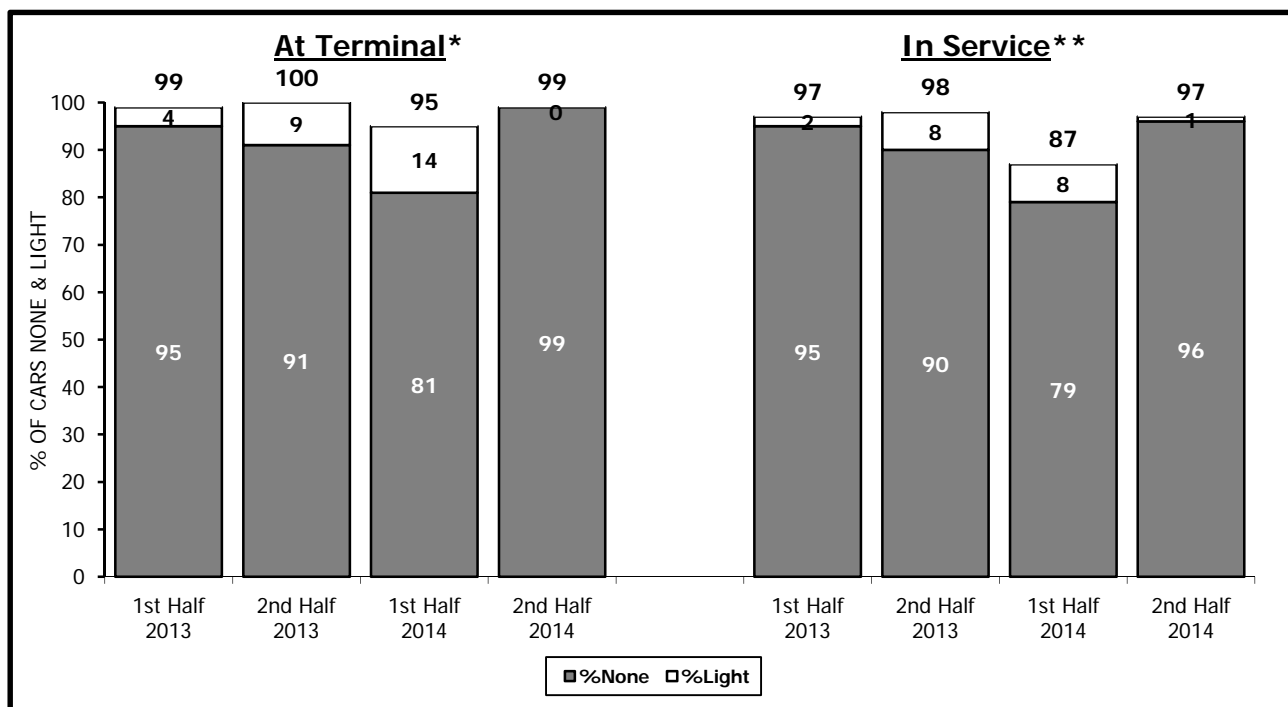
	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2014	98%	2%	0%	0%	90%	7%	0%	3%
1st Half 2014	88%	7%	0%	5%	68%	19%	0%	13%
2nd Half 2013	98%	2%	0%	0%	83%	15%	0%	2%
1st Half 2013	95%	4%	0%	1%	83%	14%	0%	3%

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

2nd Half 2014 vs. 2nd Half 2013: Both the "At Terminal" results (no change) and "In Service" results (-1%) remained statistically unchanged.

Passenger Environment Survey

Cleanliness Conditions on Staten Island Railway (SIR) Cars



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2014	99%	0%	0%	1%	96%	1%	0%	3%
1st Half 2014	81%	14%	0%	5%	79%	8%	0%	13%
2nd Half 2013	91%	9%	0%	0%	90%	8%	0%	2%
1st Half 2013	95%	4%	0%	1%	95%	2%	0%	3%

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

2nd Half 2014 vs. 2nd Half 2013: Both the "At Terminal" results (-1%) and "In Service" results (-1%) remained statistically unchanged.

Passenger Environment Survey

Staten Island Railway (SIR) Stations Results

The Staten Island Railway stations PES consists of five (5) indicators. All remained statistically unchanged when comparing the 2nd half 2014 to the 2nd half 2013. The table below depicts the results for the 2nd half of 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

Cleanliness and Appearance			2013		2014	
			1st Half	2nd Half	1st Half	2nd Half
Litter Conditions in Stations		% None	30	5	25	9
<i>Presence of Litter</i> <i>See Chart 8</i>	<i>Includes Trackbed component</i>	% Light	45	67	45	65
		% Moderate	25	28	22	26
		% Heavy	0	0	8	0
		% None	58	59	41	53
	<i>Measured without Trackbed component</i>	% Light	33	33	41	41
		% Moderate	9	8	11	6
		% Heavy	0	0	7	0
		% None	61	65	48	63
Floor and Seat Cleanliness Conditions in Stations		% Light	30	27	35	33
<i>Degree of Dirtiness</i> <i>See Chart 9</i>		% Moderate	9	8	9	4
		% Heavy	0	0	8	0
		% None	85	81	79	94
Graffiti Conditions in Stations		% Light	10	19	14	5
<i>Presence of Graffiti</i>		% Moderate	5	0	7	1
		% Heavy	0	0	0	0

Customer Information

% Stations with Correct Customer Information Center (CIC)	98	95	98	90
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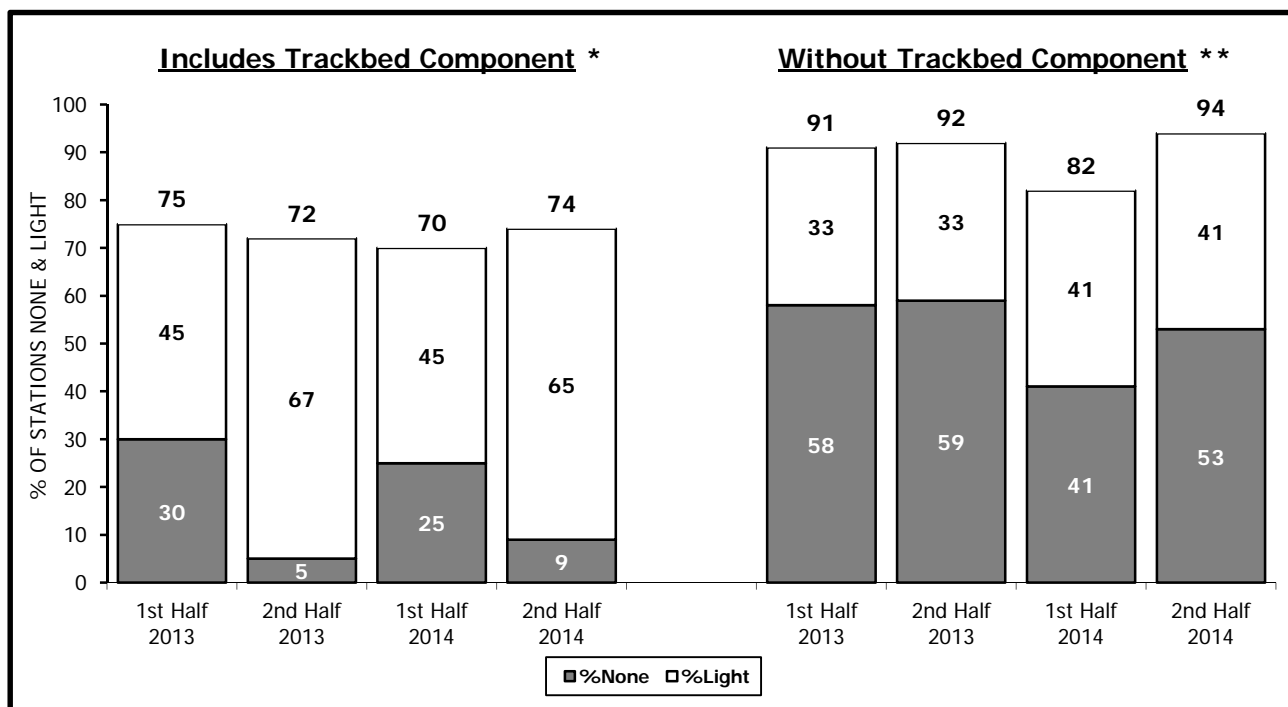
Functioning Equipment

% Trash Receptacles Usable in Stations	100	100	99	99
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All surveys done after heavy passenger utilization (post AM Peak).

Passenger Environment Survey

Litter Conditions in Staten Island Railway (SIR) Stations



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

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

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

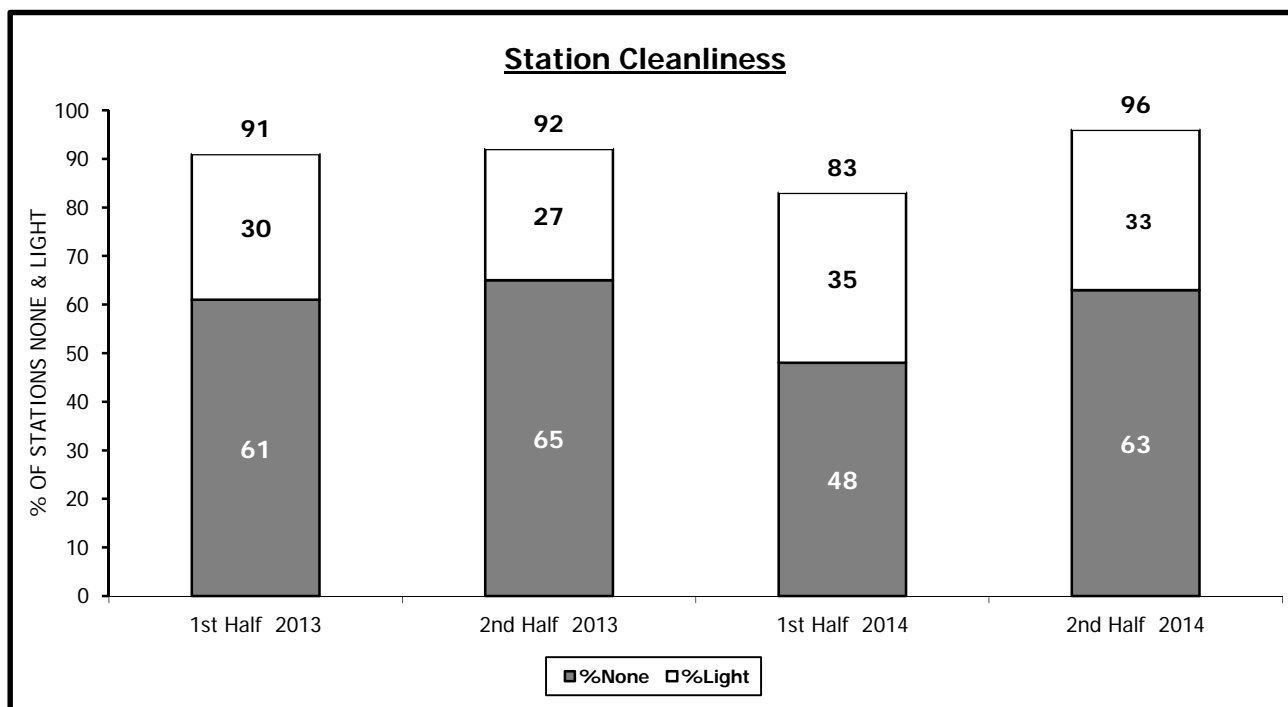
Semi-Annual Results

	Includes Trackbed Component				Without Trackbed Component			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2014	9%	65%	26%	0%	53%	41%	6%	0%
1st Half 2014	25%	45%	22%	8%	41%	41%	11%	7%
2nd Half 2013	5%	67%	28%	0%	59%	33%	8%	0%
1st Half 2013	30%	45%	25%	0%	58%	33%	9%	0%

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

2nd Half 2014 vs. 2nd Half 2013: Both Litter results, with and without Trackbed component remained statistically unchanged.

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



Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	Cleanliness			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2014	63%	33%	4%	0%
2nd Half 2013	48%	35%	9%	8%
1st Half 2013	65%	27%	8%	0%
2nd Half 2012	61%	30%	9%	0%

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

2nd Half 2014 vs. 2nd Half 2013: the Cleanliness results remained statistically unchanged.

Report



Bus Company

STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

MTA Bus weekday Passenger Environment Survey (PES) results are reported on a semi-annual basis. This section includes a summary of all indicators (Local bus and Express bus) on a systemwide basis for the most recent half-year, July - December 2014, and the previous three half-year periods.

Passenger Environment Survey

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

Of the 26 local bus indicators, five (5) improved, four (4) declined and seventeen (17) remained unchanged when comparing Second Half 2014 and Second Half 2013. Of the 12 express bus indicators, one (1) improved and eleven (11) indicators remained the same. For PES indicators that rate bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating with changes of 3% or greater deemed significant.

The results for all PES indicators for Second Half 2014 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Out of the 38 indicators, 28 indicators remained statistically the same, 6 indicators improved and 4 indicators declined when comparing the Second Half 2013 to the Second Half 2014.

Improved

Local Buses	2nd Half 2013	2nd Half 2014	Net Change
Buses with No Scratchtied Windows	82%	99%	+17%
Bus Announcements that are Understandable/Correct	50%	59%	+9%
Buses Displaying a Correct/Legible Bus Map	3%	80%	+77%
Climate Control Conditions in Buses	93%	96%	+3%
Buses with Operating Windows	97%	100%	+3%

Express Buses

Exterior Dirt Conditions on Buses (Before Entering Service)	96%	100%	+4%
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Declined

Local Buses

Litter Conditions in Buses (Before Entering Service)	93%	89%	-4%
Litter Conditions in Buses (In Service)	94%	91%	-3%
Buses with Priority Seating Stickers	100%	95%	-5%
Buses with No Interior Graffiti	94%	91%	-3%

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. Five (5) improved, four (4) declined and seventeen (17) remained statistically unchanged when comparing the 2nd Half 2014 to the 2nd Half 2013. The table below shows the results for the 2nd Half of 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2013				2014			
		1st Half		2nd Half		1st Half		2nd Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	86	67	82	71	80	48	74	64
Presence of Litter	% Light	11	26	11	23	15	43	15	27
See Chart 1	% Moderate	1	1	2	1	2	1	3	2
	% Heavy	2	6	5	5	3	8	8	7
Exterior Dirt Condition of Buses	% None	93	96	93	97	83	84	96	97
Degree of Dirtiness	% Light	7	3	6	3	16	15	4	3
	% Moderate	0	1	1	0	1	1	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	85	88	77	90	82	85	75	90
Degree of Dirtiness	% Light	11	5	11	4	12	5	13	3
See Chart 2	% Moderate	2	2	6	2	3	2	4	2
	% Heavy	2	5	6	4	3	8	8	5
% Buses with No Damaged Panels		100		100		100		99	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchtied Windows		87		82		99		99	
% Buses with No Clouded Windows		100		100		100		100	
% Buses with No Interior Graffiti		94		94		91		91	
% Buses with No Exterior Graffiti		100		100		100		100	

Customer Information

% Buses with Readable/Correct Front Sign	100	100	100	100
% Buses with Correct Electronic Side Sign	100	100	100	100
% Buses with Correct Rear Sign	100	100	99	100
% Bus Announcements that are Understandable/Correct	34	50	56	59
% Buses with Priority Seating Stickers	99	100	98	95
% Buses Displaying a Correct/Legible Bus Map	45	3	77	80

Functioning Equipment

Climate Control Conditions in Buses ¹	97	93	97	96
% Buses with Operative Kneeling Feature	98	98	98	99
% Buses with Operative Wheelchair Lift	95	96	95	98
% Buses with Operating Windows	100	97	100	100
% Buses with Operative Rear Door	100	99	100	100

Operations

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

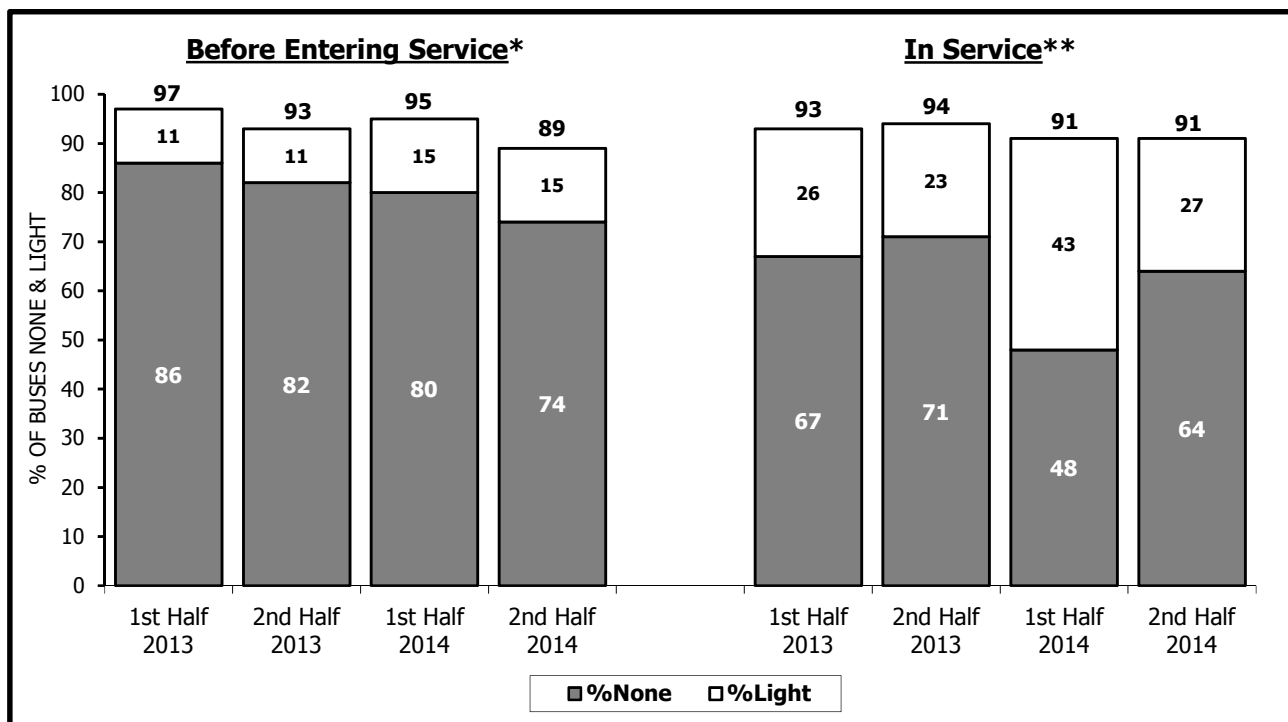
¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

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

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

Semi-Annual Results

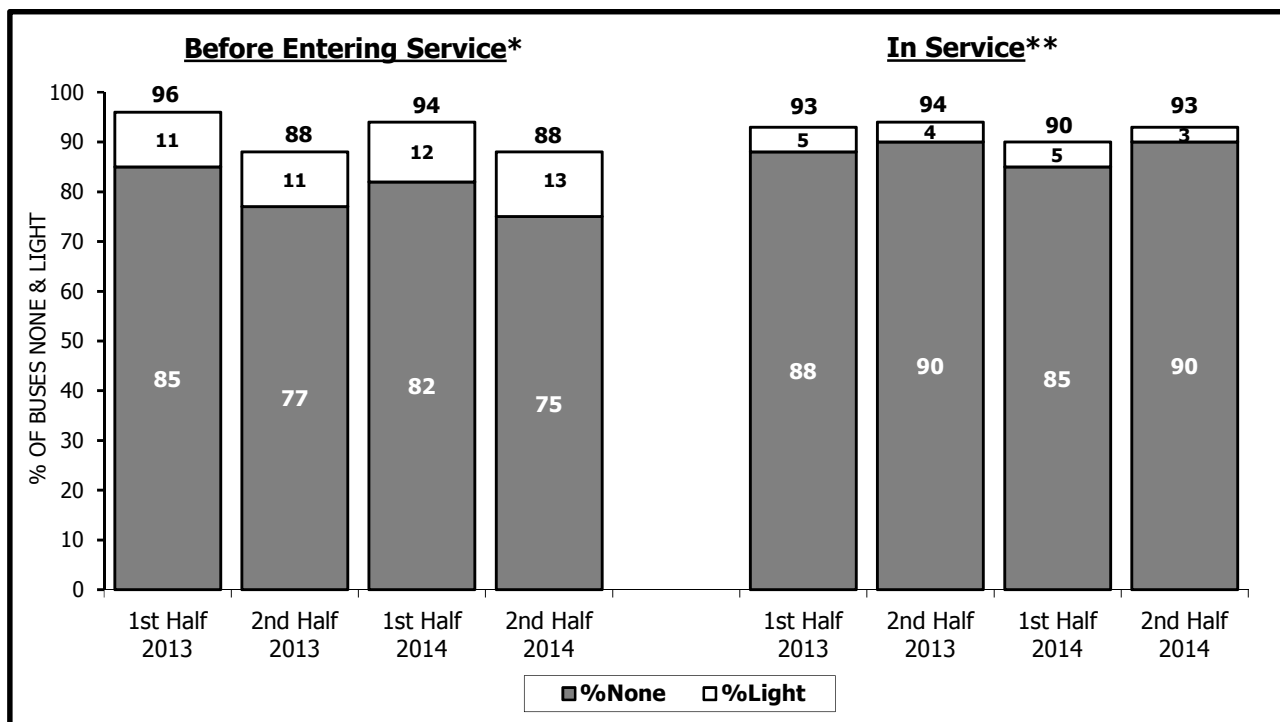
	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2014	74%	15%	3%	8%	64%	27%	2%	7%
1st Half 2014	80%	15%	2%	3%	48%	43%	1%	8%
2nd Half 2013	82%	11%	2%	5%	71%	23%	1%	5%
1st Half 2013	86%	11%	1%	2%	67%	26%	1%	6%

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

2nd Half 2014 vs. 2nd Half 2013: the "Before Entering Service" results showed a statistically significant decline of (-4%) and the "In Service" results showed a statistically significant decline of (-3%).

Passenger Environment Survey

Cleanliness Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2014	75%	13%	4%	8%	90%	3%	2%	5%
1st Half 2014	82%	12%	3%	3%	85%	5%	2%	8%
2nd Half 2013	77%	11%	6%	6%	90%	4%	2%	4%
1st Half 2013	85%	11%	2%	2%	88%	5%	2%	5%

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

2nd Half 2014 vs. 2nd Half 2013: both the "Before Entering Service" results and the "In Service" results remained statistically unchanged.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which eleven (11) remained statistically unchanged while one (1) showed a statistically significant improvement when comparing the 2nd Half 2014 to the 2nd Half 2013. The table below depicts the results for the 2nd Half of 2014 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2013				2014			
		1st Half		2nd Half		1st Half		2nd Half	
		Before		Before		Before		Before	
		Service	In Service	Service	In Service	Service	In Service	Service	In Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	87	84	83	92	85	85	85	92
Presence of Litter	% Light	12	14	13	6	12	11	11	6
See Chart 3	% Moderate	0	0	1	1	1	1	1	1
	% Heavy	1	2	3	1	2	3	3	1
Exterior Dirt Condition of Buses	% None	88	100	82	98	79	91	97	97
Degree of Dirtiness	% Light	10	0	14	2	16	8	3	3
See Chart 4	% Moderate	2	0	4	0	5	1	0	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	90	98	85	97	85	94	87	97
Degree of Dirtiness	% Light	8	0	9	2	10	2	7	2
See Chart 4	% Moderate	1	0	3	1	2	1	3	1
	% Heavy	1	2	3	0	3	3	3	0
% Buses with No Damaged Panels		100		99		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		100		100		99		99	
% Buses with No Exterior Graffiti		100		100		100		100	

Functioning Equipment

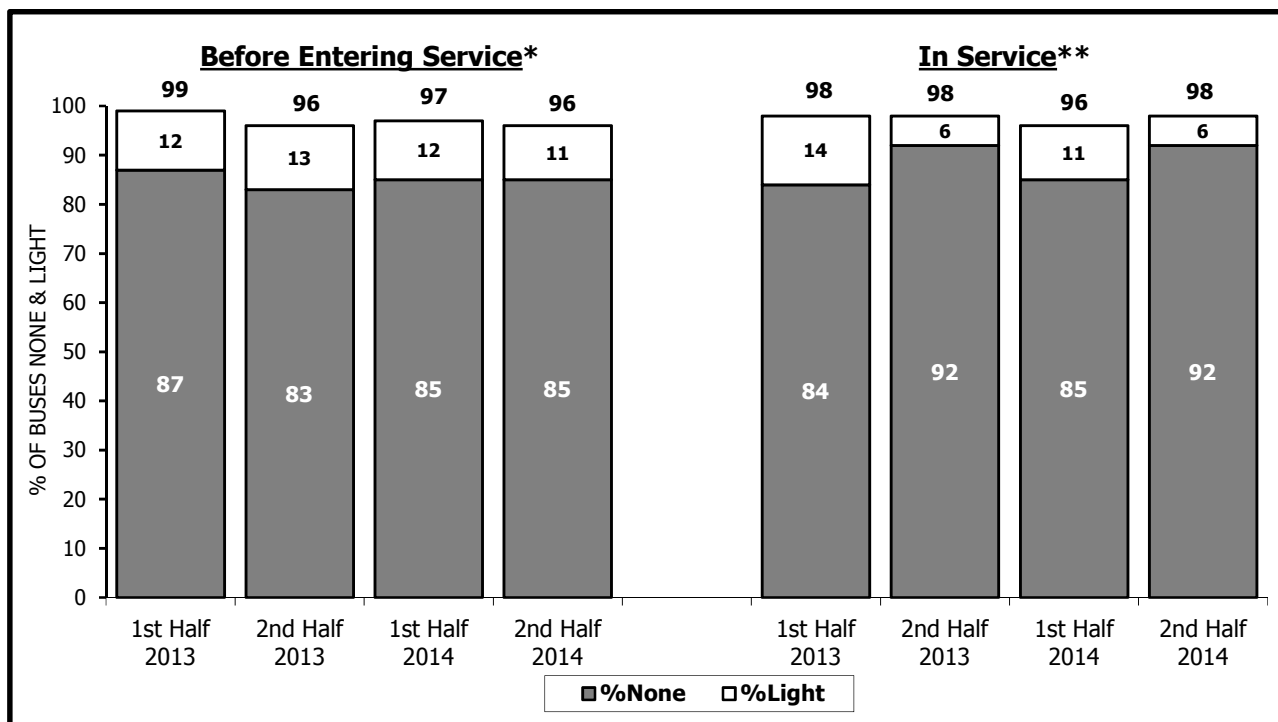
% of Operative Reading Lights on Buses	93	84	84	86
% of Operative Reclining Seats on Buses	95	86	82	88

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

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

Semi-Annual Results

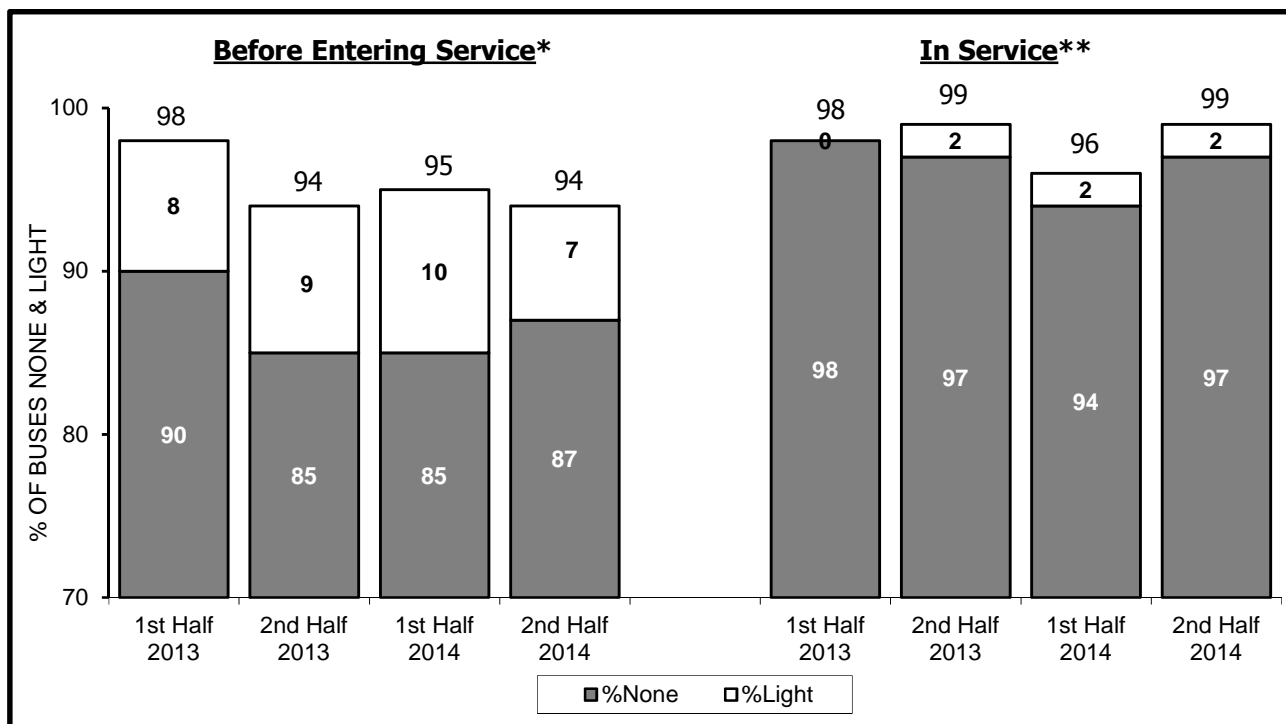
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
2nd Half 2014	85%	11%	1%	3%	92%	6%	1%	1%
1st Half 2014	85%	12%	1%	2%	85%	11%	1%	3%
2nd Half 2013	83%	13%	1%	3%	92%	6%	1%	1%
1st Half 2013	87%	12%	0%	1%	84%	14%	0%	2%

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

2nd Half 2014 vs. 2nd Half 2013: both the "Before Entering Service" results and the "In Service" results remained statistically unchanged.

Passenger Environment Survey

Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
2nd Half 2014	87%	7%	3%	3%	97%	2%	1%	0%
1st Half 2014	85%	10%	2%	3%	94%	2%	1%	3%
2nd Half 2013	85%	9%	3%	3%	97%	2%	1%	0%
1st Half 2013	90%	8%	1%	1%	98%	0%	0%	2%

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

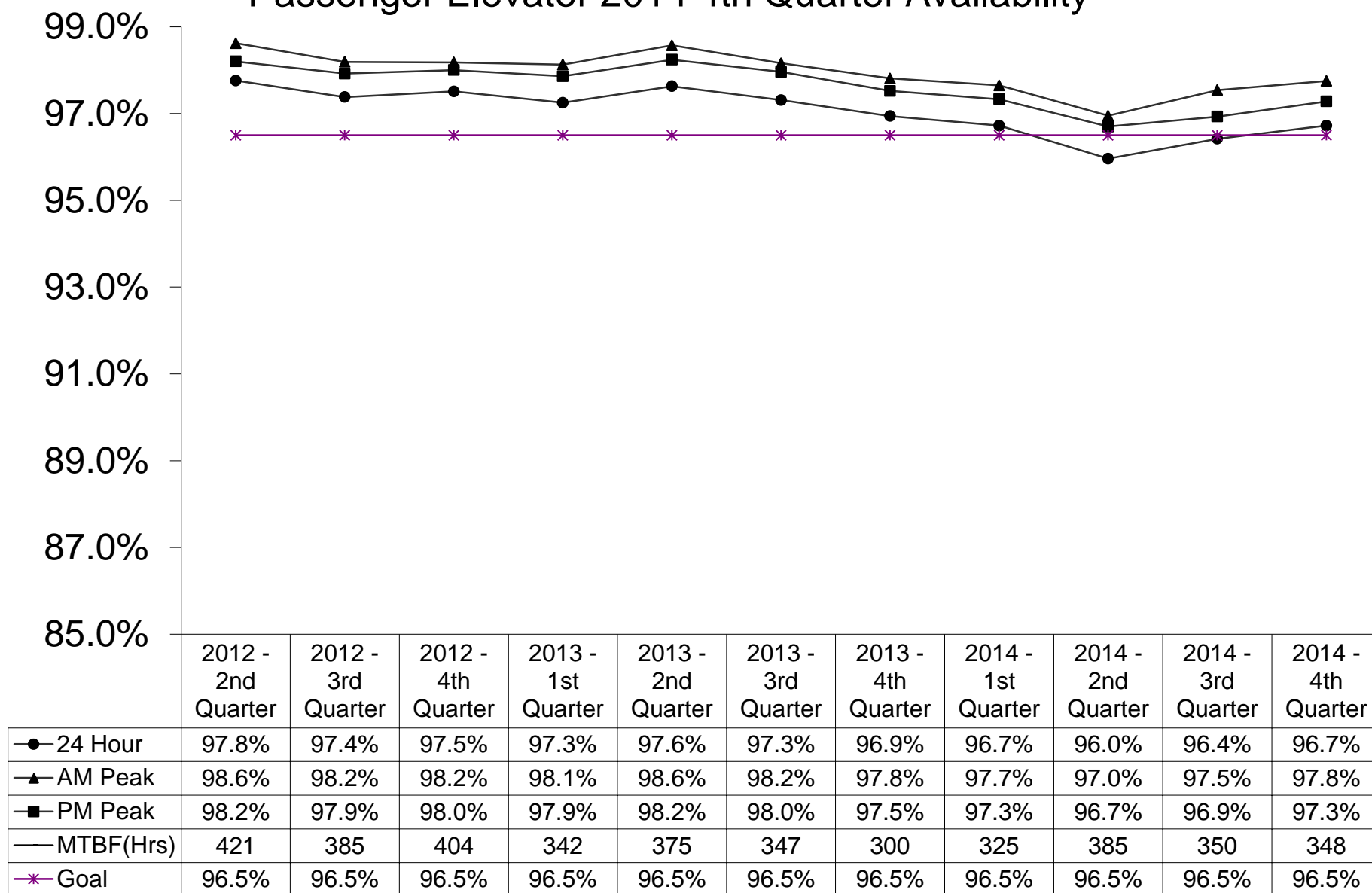
2nd Half 2014 vs. 2nd Half 2013: both the "Before Entering Service" results and the "In Service" results remained statistically unchanged.

ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

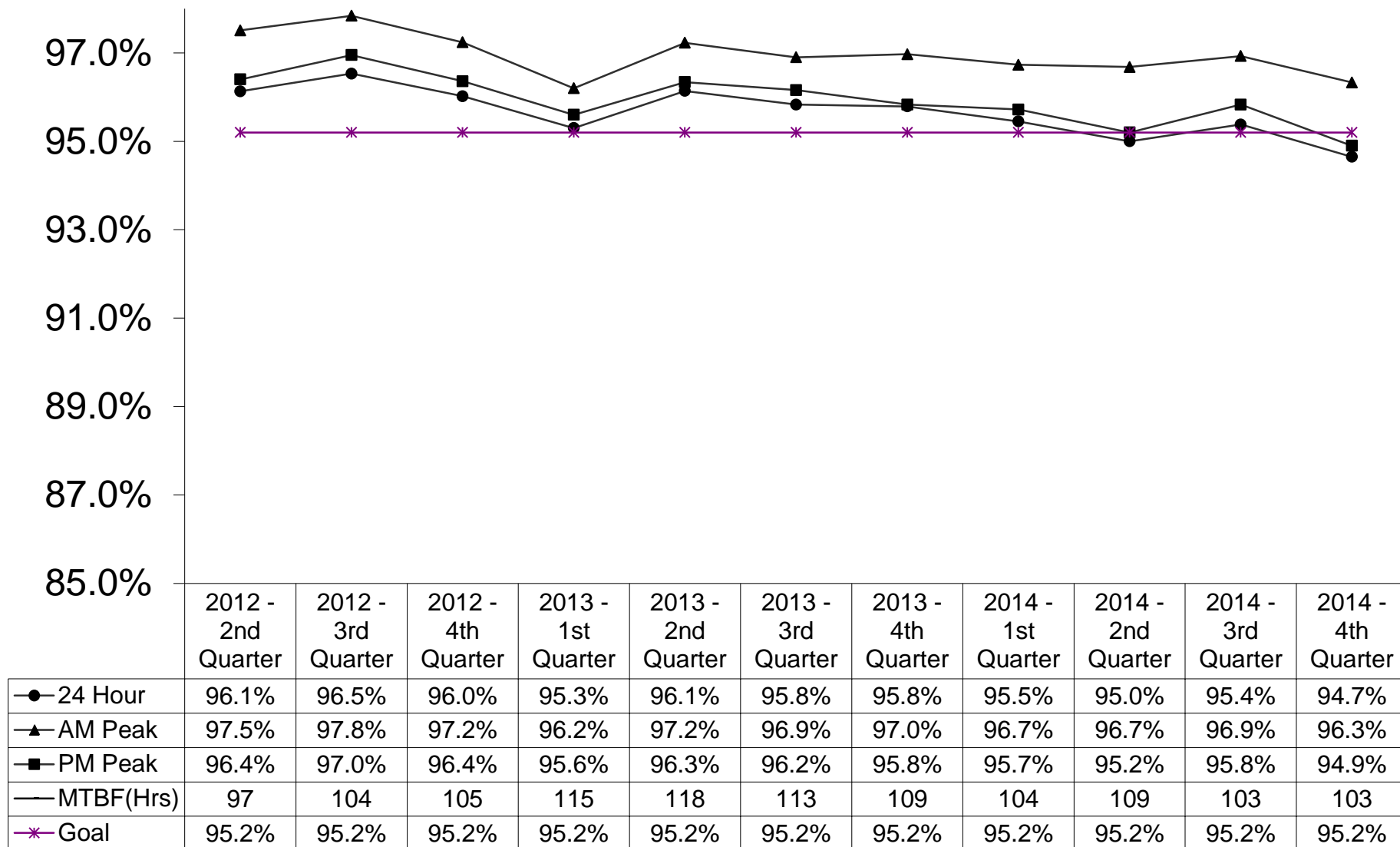
Fourth Quarter - 2014

Passenger Elevator 2014 4th Quarter Availability



Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Escalator 2014 4th Quarter Availability



Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Elevator and Escalator Quarterly Performance Summary Fourth Quarter - 2014

Elevator Performance

Borough	No. Units	Avg Age	2014 4th Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	32	8.3	97.4%	97.8%	97.8%	339	223	116	19
Brooklyn	54	9.5	96.4%	97.4%	96.9%	601	365	236	16
Manhattan	104	11.5	96.8%	97.9%	97.5%	1305	799	506	56
Queens	34	13.1	96.4%	97.9%	96.8%	536	352	184	14
System	224	10.6	96.7%	97.8%	97.3%	2781	1739	1042	105

Escalator Performance

Borough	No. Units	Avg Age	2014 4th Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	15.8	95.9%	96.6%	95.5%	335	259	76	0
Brooklyn	33	13.6	91.4%	94.0%	90.5%	1510	1230	280	0
Manhattan	88	13.7	95.2%	96.7%	95.8%	3869	2125	1744	0
Queens	42	12.7	95.7%	97.3%	96.4%	978	677	301	0
System	175	14.0	94.7%	96.3%	94.9%	6692	4291	2401	0

Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator
Quarterly Performance By Borough
Fourth Quarter - 2014

Borough:			Bronx								
		Age	Station	2014 4th Quarter Availability			2013 4th Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	EL132	12	161 St-Yankee Stadium ④	79.1%	77.4%	79.6%	99.1%	39	33	6	1
2	EL134	12	161 St-Yankee Stadium ③ ④	92.6%	93.0%	90.4%	98.8%	26	21	5	1
3	EL133	12	161 St-Yankee Stadium ④	92.6%	93.2%	94.4%	99.1%	11	7	4	1
4	EL192	7	233rd St ② ⑤	95.9%	94.5%	97.6%	93.4%	11	8	3	1
5	EL135	12	161 St-Yankee Stadium ③ ④	96.9%	96.3%	97.7%	99.4%	19	12	7	1
6	EL121	25	Pelham Bay Park ⑥	97.3%	98.0%	97.2%	98.6%	20	12	8	3
7	EL159	2	180th Street ② ⑤	97.4%	97.3%	98.4%	99.8%	6	2	4	0
8	EL122	25	Pelham Bay Park ⑥	98.0%	98.7%	97.2%	97.0%	19	11	8	0
9	EL186	9	Fordham Rd ④	98.1%	99.9%	98.8%	97.8%	15	11	4	2
10	EL137	7	Pelham Pkwy ② ⑤	98.3%	98.5%	98.4%	98.2%	6	5	1	0
11	EL188	9	Fordham Rd ④	98.4%	99.6%	98.5%	98.5%	4	2	2	0
12	EL195	0	Hunts Point Av ⑥	98.5%	100.0%	97.1%	0.0%	8	7	1	1
13	EL130	17	3rd Ave-149 St ② ⑤	98.5%	99.1%	100.0%	99.0%	8	5	3	1
14	EL182	7	Gun Hill Rd ② ⑤	98.6%	99.2%	99.6%	99.2%	13	10	3	1
15	EL129	17	3rd Ave-149 St ② ⑤	98.6%	99.8%	98.4%	92.9%	13	9	4	2
16	EL128	9	Simpson St ② ⑤	98.6%	99.5%	100.0%	78.8%	10	4	6	0
17	EL183	7	Gun Hill Rd ② ⑤	98.7%	99.6%	98.9%	97.3%	12	7	5	2
18	EL127	9	Simpson St ② ⑤	98.7%	98.7%	99.8%	94.6%	12	6	6	0
19	EL194	7	233rd St ② ⑤	98.8%	98.2%	100.0%	98.8%	7	3	4	0
20	EL131	12	161 St-Yankee Stadium ④ ③ ④	98.8%	100.0%	99.2%	76.7%	7	3	4	1
21	EL138	7	Pelham Pkwy ② ⑤	98.9%	99.4%	99.3%	96.9%	10	7	3	1
22	EL191	0	Kingsbridge Rd ③ ④	99.0%	100.0%	100.0%	0.0%	2	0	2	0
23	EL193	7	233rd St ② ⑤	99.1%	100.0%	100.0%	99.4%	5	2	3	0
24	EL187	9	Fordham Rd ④	99.3%	99.6%	100.0%	98.0%	8	3	5	0
25	EL160	2	180th Street ② ⑤	99.3%	99.8%	100.0%	98.8%	5	2	3	0
26	EL184	8	231st St ①	99.3%	99.8%	99.3%	99.0%	6	3	3	0
27	EL196	0	Hunts Point Av ⑥	99.5%	99.5%	98.8%	0.0%	7	6	1	0
28	EL185	8	231st St ①	99.5%	100.0%	99.8%	99.2%	3	1	2	0
29	EL190	0	Kingsbridge Rd ③ ④	99.6%	97.5%	100.0%	0.0%	8	7	1	0
30	EL189	0	Kingsbridge Rd ③ ④	99.7%	100.0%	100.0%	0.0%	10	7	3	0
31	EL136	7	Pelham Pkwy ② ⑤	99.7%	100.0%	99.5%	99.3%	7	6	1	0
32	EL197	0	Hunts Point Av ⑥	99.7%	100.0%	99.2%	0.0%	2	1	1	0
	32	8.3	Elevator Subtotal:	97.4%	97.8%	97.8%	96.4%	339	223	116	19
1	ES106	10	West Farms Sq-E Tremont Av ② ⑤	88.1%	89.4%	86.8%	95.4%	51	48	3	0
2	ES108	22	Intervale Av ② ⑤	91.4%	94.6%	89.8%	97.2%	25	18	7	0
3	ES113	13	161 St-Yankee Stadium ④	95.3%	95.7%	96.1%	94.3%	34	27	7	0
4	ES122	18	Pelham Pkwy ② ⑤	96.0%	95.2%	96.8%	98.3%	23	14	9	0
5	ES120	25	Pelham Bay Park ⑥	96.7%	96.7%	95.8%	98.3%	15	13	2	0
6	ES104	9	Gun Hill Rd ② ⑤	96.7%	97.6%	93.8%	89.8%	43	39	4	0
7	ES105	9	Gun Hill Rd ② ⑤	96.8%	97.4%	95.0%	92.1%	36	30	6	0
8	ES114	15	161 St-Yankee Stadium ④	97.4%	98.0%	97.1%	95.4%	25	21	4	0
9	ES111	13	Parkchester ⑥	97.7%	97.0%	100.0%	96.2%	22	14	8	0
10	ES112	13	Norwood-205 St ④	97.8%	98.4%	100.0%	70.0%	30	13	17	0
11	ES121	25	Pelham Bay Park ⑥	98.4%	99.4%	95.9%	97.9%	16	13	3	0
12	ES123	18	Pelham Pkwy ② ⑤	98.8%	99.9%	98.5%	95.9%	15	9	6	0
	12	15.8	Escalator Subtotal:	95.9%	96.6%	95.5%	93.4%	335	259	76	0
	*Note the number of entrapments are included in the non scheduled outages count.										

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	Borough:		Manhattan								
		Age	Station	2014 4th Quarter Availability			2013 4th Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	EL120	29	190 St A	70.7%	73.8%	66.8%	82.3%	37	31	6	1
2	EL119	29	181 St A	71.7%	73.6%	71.3%	98.9%	29	25	4	0
3	EL105	12	191 St 1	83.1%	84.8%	83.5%	97.7%	9	3	6	0
4	EL279	5	59th St-Columbus Circle A B C D 1	85.0%	86.2%	87.0%	97.9%	26	20	6	2
5	EL113	16	168 St 1	85.2%	85.4%	85.5%	97.6%	19	13	6	5
6	EL230	11	Times Sq-42 St N Q R	89.5%	90.9%	90.2%	98.0%	10	5	5	0
7	EL245	9	Lexington Av-53 St E M	91.3%	94.5%	90.3%	96.4%	20	14	6	0
8	EL210	21	34 St-Herald Sq B D F M	91.7%	95.0%	90.7%	95.9%	30	22	8	10
9	EL125	11	125 St 4 5 6	92.3%	93.8%	94.0%	98.3%	22	14	8	1
10	EL329	2	Bleecker St D F B M 6	93.3%	95.2%	94.4%	98.2%	9	2	7	0
11	EL226	12	34 St-Penn Station C E	93.6%	95.0%	93.5%	99.4%	10	8	2	0
12	EL181	6	135 St 2 3	93.9%	94.6%	94.5%	96.4%	13	8	5	0
13	EL106	12	191 St 1	94.4%	96.2%	96.0%	98.3%	23	11	12	1
14	EL324	13	Canal St 6	94.7%	96.7%	94.9%	97.8%	14	8	6	2
15	EL211	21	34 St-Herald Sq N Q R	95.4%	96.7%	96.7%	99.2%	8	4	4	0
16	EL109	15	181 St 1	95.5%	96.5%	97.5%	97.2%	21	17	4	3
17	EL277	5	59th St-Columbus Circle A B C D 1	95.6%	98.2%	96.5%	97.4%	18	12	6	6
18	EL402	25	Lexington Av-63 St F	95.7%	98.2%	96.1%	92.6%	18	13	5	0
19	EL222	12	14 St A C E	95.8%	96.7%	97.2%	98.9%	11	4	7	0
20	EL723	1	Fulton St 2 3	96.1%	97.6%	97.8%	99.5%	10	5	5	0
21	EL146	4	96th St 231	96.2%	97.8%	96.3%	99.0%	10	6	4	0
22	EL719	1	Fulton St A C J Z 2 3 4 5	96.4%	98.7%	98.2%	99.1%	20	11	9	2
23	EL103	11	191 St 1	96.7%	96.8%	97.8%	97.9%	21	17	4	0
24	EL315	22	Brooklyn Bridge 4 5 6	96.7%	99.8%	96.4%	98.7%	15	9	6	0
25	EL144	9	125 St A B C D	96.8%	97.3%	97.6%	99.3%	14	9	5	0
26	EL218	14	14 St-Union Sq L	96.8%	99.7%	97.7%	98.2%	16	10	6	0
27	EL732	7	Fulton St 2 3	96.9%	100.0%	96.1%	97.9%	17	14	3	1
28	EL114	17	168 St 1	97.1%	97.6%	99.0%	95.5%	14	7	7	1
29	EL202	13	51 St 6	97.1%	96.7%	97.8%	97.0%	10	6	4	1
30	EL244	13	Grand Central-42 St 7	97.1%	98.3%	98.0%	75.6%	15	7	8	0
31	EL142	9	125 St A B C D	97.3%	98.0%	95.0%	98.7%	24	22	2	2
32	EL330	2	Bleecker St D F B M 6	97.4%	99.1%	99.0%	97.8%	13	3	10	0
33	EL111	17	168 St 1	97.6%	99.9%	99.5%	69.5%	16	8	8	0
34	EL229	11	Times Sq-42 St N Q R	97.6%	98.2%	98.6%	99.0%	11	6	5	0
35	EL331	2	Bleecker St D F B M 6	97.7%	98.3%	98.2%	99.3%	11	6	5	0
36	EL721	1	Fulton St A C J Z 2 3 4 5	97.7%	98.5%	98.3%	98.3%	17	10	7	3
37	EL117	12	181 St A	97.7%	98.6%	98.6%	98.6%	12	8	4	1
38	EL710	7	Bowling Green 4 5	97.7%	99.1%	97.2%	94.2%	21	16	5	2
39	EL233	8	Times Sq-42 St 1 2 3	97.7%	100.0%	98.9%	98.5%	13	7	6	0
40	EL107	15	181 St 1	97.8%	99.4%	99.8%	97.0%	19	13	6	0
41	EL316	22	Brooklyn Bridge 4 5 6	97.8%	98.9%	98.4%	99.1%	10	5	5	0
42	EL223	12	14 St A C E	97.9%	97.9%	99.1%	98.3%	11	8	3	0
43	EL112	17	168 St 1	98.0%	99.9%	99.0%	97.5%	15	6	9	0
44	EL232	8	Times Sq-42 St 1 2 3 7	98.0%	99.8%	99.7%	96.3%	12	5	7	0

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	Borough:		Manhattan				2013 4th Qtr.												
	Unit ID	Age (Yrs)										Station	2014 4th Quarter Availability			Outages			Entrap ments
													24 Hr	AM	PM	24 Hr	Total	Non Scheduled	
					Peak	Peak													
45	EL209	21	34 St-Herald Sq B D F M	98.0%	98.5%	98.9%	97.7%	12	7	5	1								
46	EL213	20	34 St-Herald Sq B D F M N Q R	98.1%	100.0%	98.6%	97.9%	11	5	6	0								
47	EL104	11	191 St 1	98.1%	98.4%	100.0%	98.2%	10	5	5	0								
48	EL335	9	West 4 St A B C D E F M	98.1%	99.5%	99.4%	97.4%	14	8	6	0								
49	EL281	5	57 St-7 Av N Q R	98.1%	99.7%	98.9%	98.0%	19	14	5	0								
50	EL108	15	181 St 1	98.2%	98.9%	100.0%	90.3%	14	10	4	0								
51	EL145	4	96th St 231	98.2%	100.0%	96.9%	83.4%	16	13	3	0								
52	EL110	15	181 St 1	98.2%	98.9%	99.2%	98.5%	12	8	4	0								
53	EL234	5	47-50 Sts-Rockefeller Center B D F M	98.3%	98.8%	99.2%	98.7%	11	7	4	1								
54	EL711	7	Bowling Green 4 5	98.3%	99.3%	97.9%	98.8%	12	9	3	0								
55	EL118	10	181 St A	98.3%	98.6%	98.7%	98.2%	15	9	6	0								
56	EL204	24	Grand Central-42 St 4 5 6 7 S	98.4%	100.0%	98.8%	98.1%	15	12	3	0								
57	EL332	2	Bleecker St D F B M 6	98.4%	100.0%	99.4%	99.0%	7	4	3	2								
58	EL314	22	Brooklyn Bridge 4 5 6	98.5%	98.7%	98.8%	95.2%	12	5	7	0								
59	EL337	5	Chambers St 1 2 3	98.5%	95.3%	99.4%	99.4%	15	14	1	0								
60	EL126	25	125 St 4 5 6	98.5%	98.9%	99.3%	98.5%	10	5	5	1								
61	EL123	25	175 St A	98.6%	99.6%	99.0%	97.9%	10	6	4	0								
62	EL212	21	34 St-Herald Sq N Q R	98.6%	98.8%	98.9%	99.4%	8	3	5	0								
63	EL206	24	Grand Central-42 St 4 5 6	98.6%	99.5%	100.0%	95.7%	9	3	6	0								
64	EL280	4	59th St-Columbus Circle A B C D 1	98.6%	99.8%	99.2%	94.9%	15	8	7	0								
65	EL141	7	168 St A C	98.6%	100.0%	100.0%	98.6%	10	3	7	0								
66	EL239	11	72 St 1 2 3	98.6%	99.1%	99.5%	98.8%	14	11	3	2								
67	EL334	9	West 4 St A B C D E F M	98.6%	99.7%	98.9%	99.1%	14	7	7	1								
68	EL221	12	14 St/8 Av A C E L	98.7%	99.1%	99.6%	99.2%	14	10	4	0								
69	EL328	2	Bleecker St D F B M 6	98.7%	100.0%	100.0%	94.2%	9	5	4	0								
70	EL333	9	West 4 St A B C D E F M	98.7%	99.7%	99.4%	98.9%	13	8	5	0								
71	EL278	5	59th St-Columbus Circle A B C D 1	98.7%	99.2%	100.0%	98.0%	10	3	7	0								
72	EL205	24	Grand Central-42 St 4 5 6	98.7%	99.9%	98.6%	99.0%	11	7	4	0								
73	EL240	11	72 St 1 2 3	98.7%	97.9%	100.0%	97.6%	9	5	4	1								
74	EL140	7	168 St A C	98.8%	99.4%	100.0%	99.1%	9	6	3	0								
75	EL325	13	Canal St 6	98.8%	99.1%	99.5%	98.5%	12	8	4	0								
76	EL148	15	Inwood-207 St A	98.8%	99.5%	100.0%	98.8%	16	11	5	0								
77	EL235	5	47-50 Sts-Rockefeller Center B D F M	98.8%	99.9%	99.1%	99.8%	17	14	3	0								
78	EL720	0	Fulton St A C J Z 2 3 4 5	98.8%	99.9%	99.0%	0.0%	7	5	2	0								
79	EL217	14	14 St-Union Sq L N Q R	98.8%	100.0%	100.0%	97.0%	9	3	6	0								
80	EL180	6	135 St 2 3	98.9%	99.1%	100.0%	98.3%	7	3	4	1								
81	EL238	15	66 St-Lincoln Center 1	98.9%	100.0%	98.9%	98.3%	4	1	3	0								
82	EL149	15	Inwood-207 St A	98.9%	99.7%	100.0%	98.4%	9	4	5	0								
83	EL178	1	Dyckman St 1	98.9%	100.0%	99.9%	90.5%	7	3	4	0								
84	EL139	7	168 St 1 A C	99.0%	99.5%	100.0%	96.4%	9	5	4	0								
85	EL722	1	Fulton St J Z	99.0%	99.9%	99.2%	98.7%	8	3	5	0								
86	EL124	25	175 St A	99.0%	100.0%	100.0%	95.3%	10	6	4	0								
87	EL336	5	Chambers St 1 2 3	99.0%	99.3%	100.0%	99.1%	10	5	5	0								
88	EL116	9	190 St A	99.1%	100.0%	100.0%	98.4%	9	5	4	0								
89	EL115	13	190 St A	99.2%	99.8%	99.7%	98.3%	8	5	3	0								
90	EL225	12	34 St-Penn Station C E	99.2%	100.0%	99.8%	89.4%	5	3	2	1								
91	EL224	12	8 Av L	99.2%	100.0%	100.0%	98.4%	6	2	4	0								
92	EL219	14	14 St-Union Sq N Q R	99.2%	99.8%	100.0%	99.2%	5	1	4	0								
93	EL214	11	34 St-Penn Station 1	99.2%	100.0%	99.5%	97.4%	8	3	5	0								
94	EL227	12	34 St-Penn Station A	99.2%	100.0%	100.0%	98.9%	4	0	4	0								
95	EL237	15	66 St-Lincoln Center 1	99.3%	100.0%	100.0%	98.5%	4	0	4	0								
96	EL236	5	47-50 Sts-Rockefeller Center B D F M	99.3%	100.0%	99.8%	99.1%	5	2	3	0								
97	EL215	15	34 St-Penn Station 2 3	99.3%	100.0%	100.0%	98.8%	4	0	4	0								
98	EL216	11	34 St-Penn Station 1	99.3%	100.0%	100.0%	99.2%	5	0	5	0								
99	EL201	13	51 St 6	99.4%	100.0%	98.9%	99.6%	6	3	3	0								

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Fourth Quarter - 2014											
	Borough:		Manhattan								
				2014 4th Quarter Availability			2013 4th Qtr. Availability	Outages			Entrap ments
	Unit ID	Age (Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
100	EL220	14	14 St-Union Sq NQR	99.4%	99.9%	100.0%	98.5%	3	1	2	0
101	EL143	9	125 St ABCD	99.5%	100.0%	100.0%	97.2%	5	2	3	0
102	EL228	12	34 St-Penn Station CE	99.6%	100.0%	100.0%	99.5%	3	1	2	0
103	EL338	5	Chambers St 123	99.6%	100.0%	99.7%	99.6%	4	3	1	0
104	EL716	0	Fulton St ACJZ22345	99.7%	99.3%	99.8%	0.0%	22	19	3	1
	104	11.5	Elevator Subtotal:	96.8%	97.9%	97.5%	97.0%	1305	799	506	56

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Borough:		Manhattan									
	Unit ID	Age (Yrs)	Station	2014 4th Quarter Availability			2013 4th Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
1	ES404	25	Lexington Av-63 St F	49.9%	50.5%	50.5%	99.0%	11	8	3	0
2	ES364	0	Fulton St 4 5	81.3%	82.4%	79.4%	0.0%	25	22	3	0
3	ES351	14	Whitehall St R	82.3%	86.0%	81.3%	93.6%	31	25	6	0
4	ES117	18	181 St A	83.6%	84.1%	83.9%	95.2%	70	51	19	0
5	ES408	25	Lexington Av-63 St F	86.8%	88.1%	86.8%	97.6%	27	20	7	0
6	ES242	16	5 Av-53 St E M	87.4%	85.6%	87.0%	96.1%	78	30	48	0
7	ES217	5	Times Sq-42 St 7	87.8%	91.8%	87.0%	88.1%	68	62	6	0
8	ES409	25	Lexington Av-63 St F	88.5%	98.0%	77.7%	98.7%	122	110	12	0
9	ES119	17	181 St A	89.2%	90.0%	89.2%	97.8%	24	13	11	0
10	ES244	18	Lexington Av-53 St E M	91.0%	92.5%	89.6%	97.4%	132	30	102	0
11	ES103	18	125 St 1	91.4%	87.8%	90.6%	94.5%	73	65	8	0
12	ES402	25	Lexington Av-63 St F	91.9%	92.0%	94.3%	94.8%	49	41	8	0
13	ES369	5	South Ferry 1	92.2%	92.8%	93.3%	97.3%	46	41	5	0
14	ES101	13	125 St 1	92.6%	95.5%	90.0%	96.1%	52	47	5	0
15	ES204	15	Grand Central-42 St 7	93.2%	94.8%	94.7%	76.0%	123	13	110	0
16	ES338	10	Bowling Green 4 5	93.4%	89.9%	96.0%	93.1%	53	43	10	0
17	ES214	16	59 St 4 5 6	93.9%	94.6%	94.8%	98.1%	32	19	13	0
18	ES340	9	Bowling Green 4 5	94.1%	96.2%	93.9%	97.0%	22	14	8	0
19	ES211	16	59 St 4 5 6	94.2%	96.9%	97.4%	98.3%	80	70	10	0
20	ES233	6	34 St-Herald Sq B D F M	94.3%	95.5%	94.8%	70.7%	102	90	12	0
21	ES208	14	Grand Central-42 St 7	94.4%	98.6%	95.1%	96.9%	171	34	137	0
22	ES328	15	Delancey St F	94.5%	97.8%	95.6%	96.5%	50	42	8	0
23	ES241	16	5 Av-53 St E M	94.7%	98.3%	98.3%	98.2%	75	14	61	0
24	ES368	1	Fulton St A C J Z 2 3 4 5	94.7%	96.3%	96.0%	92.7%	28	20	8	0
25	ES218	8	Times Sq-42 St 7	95.0%	95.5%	97.4%	95.8%	42	31	11	0
26	ES311	13	Whitehall St R	95.2%	97.6%	91.8%	97.1%	41	37	4	0
27	ES256	25	Grand Central-42 St 4 5 6 7 S	95.5%	97.6%	97.0%	97.4%	28	16	12	0
28	ES207	11	Grand Central-42 St 7	95.6%	99.2%	98.4%	96.1%	166	40	126	0
29	ES209	12	Grand Central-42 St 7	95.7%	99.0%	98.0%	99.2%	50	32	18	0
30	ES248	11	Lexington Av-59 St N Q R	95.7%	95.8%	96.3%	98.4%	36	30	6	0
31	ES329	0	East Broadway F	95.9%	97.8%	98.0%	0.0%	19	6	13	0
32	ES401	25	Lexington Av-63 St F	96.0%	96.8%	98.3%	97.8%	29	18	11	0
33	ES118	17	181 St A	96.1%	97.9%	97.7%	96.0%	42	17	25	0
34	ES206	13	Grand Central-42 St 7	96.2%	98.2%	98.5%	98.7%	137	18	119	0
35	ES403	25	Lexington Av-63 St F	96.2%	97.9%	97.0%	96.9%	31	20	11	0
36	ES341	10	Bowling Green 4 5	96.3%	98.9%	93.3%	96.6%	35	28	7	0
37	ES255	25	Grand Central-42 St 4 5 6 7 S	96.4%	99.3%	97.0%	89.5%	175	48	127	0
38	ES231	8	34 St-Herald Sq B D F M	96.4%	99.3%	96.7%	97.3%	58	41	17	0
39	ES367	1	Fulton St A C J Z 2 3 4 5	96.5%	99.4%	96.4%	95.7%	27	15	12	0
40	ES246	17	Lexington Av-53 St E M	96.5%	99.7%	96.9%	87.3%	127	25	102	0
41	ES102	13	125 St 1	96.6%	97.8%	93.0%	96.4%	52	47	5	0
42	ES325	15	West 4 St A B C D E F M	96.6%	97.6%	97.1%	77.1%	31	27	4	0
43	ES234	6	34 St-Herald Sq B D F M	96.7%	97.8%	97.6%	98.6%	25	14	11	0
44	ES210	12	Grand Central-42 St 7	96.7%	99.6%	98.6%	99.3%	32	19	13	0
45	ES269	11	Lexington Av-53 St E M	96.8%	97.5%	96.3%	96.0%	61	50	11	0
46	ES336	11	Bowling Green 4 5	96.9%	99.9%	95.3%	98.9%	27	21	6	0

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Borough:			Manhattan														
		Age	Station	2014 4th Quarter Availability			2013 4th Qtr. Availability	Outages			Entrap ments						
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non	Scheduled							
					Peak	Peak			Scheduled								
47	ES232	8	34 St-Herald Sq B D F M	97.0%	99.0%	96.0%	96.9%	61	53	8	0						
48	ES115	13	145 St B D	97.0%	96.8%	98.7%	92.4%	17	11	6	0						
49	ES301	15	Park Pl 2 3	97.0%	96.1%	98.3%	97.4%	28	21	7	0						
50	ES235	6	34 St-Herald Sq B D F M	97.1%	98.8%	98.2%	92.0%	40	24	16	0						
51	ES229	8	34 St-Herald Sq B D F M	97.1%	99.0%	99.1%	96.4%	39	24	15	0						
52	ES245	17	Lexington Av-53 St E M	97.1%	99.1%	99.2%	92.0%	36	24	12	0						
53	ES300	2	Bleecker St D F B M 6	97.4%	98.8%	98.2%	97.3%	18	12	6	0						
54	ES345	19	Bowling Green 4 5	97.5%	98.8%	99.5%	96.8%	21	16	5	0						
55	ES342	9	Bowling Green 4 5	97.5%	98.7%	97.2%	96.2%	19	10	9	0						
56	ES327	15	Delancey St F	97.6%	99.4%	98.9%	97.7%	23	17	6	0						
57	ES410	25	Lexington Av-63 St F	97.6%	99.9%	99.0%	97.3%	18	7	11	0						
58	ES213	15	59 St 4 5 6	97.7%	99.6%	98.7%	98.7%	29	18	11	0						
59	ES405	25	Lexington Av-63 St F	97.7%	100.0%	97.5%	90.5%	17	10	7	0						
60	ES243	18	Lexington Av-53 St E M	97.7%	99.9%	98.9%	98.9%	25	16	9	0						
61	ES205	13	Grand Central-42 St 7	97.8%	99.5%	99.3%	97.8%	24	12	12	0						
62	ES215	17	Lexington Av-59 St N Q R	97.8%	97.9%	98.9%	97.5%	41	32	9	0						
63	ES236	6	34 St-Herald Sq B D F M	97.8%	99.5%	100.0%	99.0%	19	10	9	0						
64	ES339	10	Bowling Green 4 5	97.9%	100.0%	98.7%	93.6%	14	6	8	0						
65	ES230	8	34 St-Herald Sq B D F M	98.0%	99.9%	99.3%	95.2%	28	16	12	0						
66	ES337	11	Bowling Green 4 5	98.0%	99.0%	100.0%	98.0%	18	12	6	0						
67	ES370	5	South Ferry 1	98.0%	99.9%	97.3%	94.8%	20	13	7	0						
68	ES238	15	7 Av B D E	98.1%	100.0%	100.0%	92.4%	32	10	22	0						
69	ES312	1	Whitehall St R	98.1%	99.5%	99.6%	94.3%	14	6	8	0						
70	ES212	15	59 St 4 5 6	98.2%	99.9%	99.8%	98.0%	20	10	10	0						
71	ES302	15	Park Pl 2 3	98.2%	99.9%	99.0%	76.6%	16	9	7	0						
72	ES240	15	5 Av-53 St E M	98.2%	99.0%	99.1%	99.0%	104	9	95	0						
73	ES221	8	34 St-Herald Sq B D F M N Q R	98.2%	99.2%	97.9%	98.7%	51	41	10	0						
74	ES326	15	West 4 St A B C D E F M	98.2%	99.2%	100.0%	96.7%	13	9	4	0						
75	ES116	13	145 St B D	98.2%	99.4%	99.8%	96.5%	12	7	5	0						
76	ES203	15	Grand Central-42 St 7	98.2%	100.0%	99.5%	98.8%	14	7	7	0						
77	ES224	8	34 St-Herald Sq B D F M N Q R	98.4%	99.7%	99.4%	99.1%	25	17	8	0						
78	ES239	15	5 Av-53 St E M	98.4%	99.5%	99.4%	97.4%	20	11	9	0						
79	ES216	8	Times Sq-42 St 7	98.4%	99.7%	99.7%	98.2%	17	11	6	0						
80	ES334	0	Bowery J Z	98.4%	98.7%	98.6%	0.0%	14	7	7	0						
81	ES237	15	7 Av B D E	98.5%	100.0%	99.8%	98.3%	14	5	9	0						
82	ES343	11	Bowling Green 4 5	98.5%	100.0%	98.8%	96.9%	14	8	6	0						
83	ES249	11	Lexington Av-59 St N Q R	98.6%	99.7%	98.2%	98.7%	25	17	8	0						
84	ES223	8	34 St-Herald Sq B D F M N Q R	98.6%	98.9%	99.4%	99.5%	28	20	8	0						
85	ES222	8	34 St-Herald Sq B D F M N Q R	98.9%	98.8%	99.6%	99.0%	34	22	12	0						
86	ES406	25	Lexington Av-63 St F	98.9%	100.0%	100.0%	96.5%	9	3	6	0						
87	ES252	25	51 St 6	99.0%	99.9%	99.5%	99.0%	11	5	6	0						
88	ES407	25	Lexington Av-63 St F	99.2%	100.0%	100.0%	98.3%	12	3	9	0						
	88	13.7	Escalator Subtotal:	95.2%	96.7%	95.8%	95.6%	3869	2125	1744	0						
	*Note the number of entrapments are included in the non scheduled outage count.																

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Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2014 4th Quarter Availability			2013 4th Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		Total	Non	Scheduled	
					Peak	Peak			Scheduled		
1	EL311	14	Clark St 2 3	42.4%	44.8%	43.0%	98.4%	20	15	5	1
2	EL339	15	Franklin Av C S	79.5%	81.7%	79.8%	97.3%	23	13	10	1
3	EL345	0	Utica Ave A C	93.5%	93.5%	94.6%	0.0%	10	5	5	1
4	EL320	16	Church Av 2 5	94.7%	95.9%	95.4%	91.7%	21	14	7	0
5	EL396	6	Myrtle-Wyckoff Avs L M	95.9%	98.6%	96.1%	98.4%	13	10	3	0
6	EL383	11	Prospect Park B Q S	96.0%	100.0%	95.3%	99.2%	15	10	5	0
7	EL392	10	Marcy Av J M Z	96.3%	98.4%	98.6%	97.0%	13	9	4	2
8	EL382	11	Prospect Park B Q S	96.4%	98.9%	96.3%	99.1%	13	8	5	0
9	EL342	8	Euclid Av A C	96.5%	96.6%	95.4%	96.2%	14	9	5	0
10	EL321	16	Church Av 2 5	96.5%	97.3%	96.7%	95.0%	10	4	6	0
11	EL370	9	DeKalb Av B Q R	96.6%	98.6%	98.4%	98.2%	17	11	6	0
12	EL393	11	Flushing Av J M	96.8%	98.0%	96.1%	98.4%	22	19	3	1
13	EL306	10	Atlantic Av 2 3	96.9%	98.2%	95.3%	95.7%	15	10	5	0
14	EL319	17	Brooklyn College-Flatbush Av 2 5	96.9%	98.9%	99.2%	85.4%	14	8	6	1
15	EL318	20	Borough Hall 2 3 4 5	97.0%	97.8%	96.0%	98.6%	12	9	3	0
16	EL395	11	Flushing Av J M	97.1%	100.0%	96.2%	99.0%	17	12	5	1
17	EL760	3	Kings Highway B Q	97.2%	95.5%	97.8%	99.2%	8	6	2	0
18	EL304	10	Atlantic Av 2 3	97.3%	98.3%	97.8%	99.1%	10	5	5	0
19	EL310	14	Clark St 2 3	97.4%	98.9%	97.4%	95.6%	13	8	5	0
20	EL317	20	Borough Hall 2 3 4 5	97.5%	96.3%	99.6%	95.8%	30	27	3	0
21	EL344	0	Utica Ave A C	97.5%	96.7%	98.3%	0.0%	12	7	5	1
22	EL397	6	Myrtle-Wyckoff Avs L	97.7%	97.8%	98.9%	99.3%	8	2	6	0
23	EL706	4	Jay St A C F R	97.8%	98.4%	97.7%	98.4%	7	5	2	1
24	EL303	10	Pacific St-Atlantic Av D N R	97.8%	99.7%	98.2%	96.8%	7	3	4	1
25	EL394	11	Flushing Av J M	97.9%	97.9%	98.9%	94.5%	10	6	4	0
26	EL301	10	Pacific St-Atlantic Av D N R	97.9%	99.1%	98.9%	99.0%	8	4	4	0
27	EL305	10	Atlantic Av 4 5	97.9%	98.3%	98.5%	97.3%	9	5	4	0
28	EL323	10	Crown Hts-Utica Av 3 4	97.9%	97.8%	99.3%	98.7%	15	10	5	0
29	EL378	2	Bay Parkway D	98.0%	97.9%	98.4%	99.5%	5	2	3	0
30	EL322	10	Crown Hts-Utica Av 3 4	98.0%	99.8%	99.1%	98.7%	9	3	6	0
31	EL391	10	Marcy Av J M Z	98.1%	98.6%	98.7%	96.1%	13	9	4	0
32	EL346	0	Utica Ave A C	98.1%	99.6%	97.9%	0.0%	11	6	5	0
33	EL702	9	Coney Island-Stillwell Av D F N Q	98.2%	99.7%	98.9%	99.6%	11	6	5	0
34	EL376	2	Bay Parkway D	98.2%	99.7%	97.0%	98.8%	14	11	3	1
35	EL341	8	Euclid Av A C	98.5%	98.8%	99.3%	98.5%	10	6	4	0
36	EL707	4	Jay St A C F R	98.5%	99.3%	98.0%	98.4%	12	9	3	0
37	EL761	3	Kings Highway B Q	98.5%	100.0%	99.9%	99.5%	7	3	4	0
38	EL343	8	Euclid Av A C	98.6%	100.0%	99.1%	75.6%	9	5	4	0
39	EL398	6	Myrtle-Wyckoff Avs M	98.7%	99.0%	99.8%	99.0%	12	8	4	0
40	EL312	14	Clark St 2 3	98.7%	100.0%	99.9%	93.7%	10	2	8	0
41	EL340	15	Franklin Av C S	98.8%	98.9%	99.6%	98.8%	7	3	4	1
42	EL302	10	Pacific St-Atlantic Av D N R	98.8%	100.0%	98.8%	91.9%	8	4	4	1
43	EL372	9	DeKalb Av B Q R	98.8%	100.0%	99.0%	98.4%	6	2	4	0
44	EL701	9	Coney Island-Stillwell Av D F N Q	98.9%	100.0%	100.0%	98.3%	12	8	4	0
45	EL309	13	Court St R	99.0%	100.0%	99.6%	97.4%	7	2	5	0
46	EL708	4	Jay St A C F R	99.0%	99.1%	99.3%	98.5%	10	7	3	1
47	EL371	9	DeKalb Av B Q R	99.0%	100.0%	100.0%	98.6%	6	2	4	0

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Borough:		Brooklyn									
	Unit ID	Age (Yrs)	Station	2014 4th Quarter Availability			2013 4th Qtr. Availability	Outages			Entrap ments
				24 Hr	AM	PM		24 Hr	Total	Non	
					Peak	Peak				Scheduled	
48	EL308	13	Court St R	99.0%	100.0%	99.7%	98.6%	6	2	4	1
49	EL373	6	Church Av F G	99.1%	100.0%	99.3%	95.7%	8	5	3	0
50	EL374	6	Church Av F G	99.2%	99.3%	100.0%	98.8%	6	3	3	0
51	EL307	10	Atlantic Av B Q	99.2%	99.3%	100.0%	98.4%	5	1	4	0
52	EL709	4	Jay St A C F R	99.3%	99.3%	99.6%	99.6%	5	2	3	0
53	EL377	2	Bay Parkway D	99.4%	100.0%	100.0%	99.3%	3	0	3	0
54	EL375	6	Church Av F G	99.4%	100.0%	100.0%	90.0%	3	0	3	0
	54	9.5	Elevator Subtotal:	96.4%	97.4%	96.9%	96.9%	601	365	236	16

**Elevator and Escalator
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Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2014 4th Quarter Availability			2013 4th Qtr. Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	ES309	14	DeKalb Av BQR	65.9%	65.0%	65.7%	95.7%	23	20	3	0
2	ES348	15	Smith 9th St FG	70.6%	72.8%	70.6%	95.9%	41	31	10	0
3	ES335	11	West 8 St-NY Aquarium FQ	82.4%	88.0%	74.8%	93.2%	72	60	12	0
4	ES307	14	Lawrence St R	83.0%	92.4%	75.7%	89.2%	166	147	19	0
5	ES346	12	Brighton Beach BQ	83.5%	82.7%	82.1%	92.7%	155	142	13	0
6	ES352	15	Franklin Av S	85.5%	90.0%	86.3%	96.2%	57	47	10	0
7	ES347	18	Broadway Junction ACJLZ	87.2%	88.5%	88.8%	84.7%	18	9	9	0
8	ES333	11	Myrtle-Wyckoff Aves LM	89.9%	95.9%	82.0%	94.4%	71	66	5	0
9	ES330	18	Broadway Junction ACJLZ	90.6%	93.2%	90.2%	97.2%	76	66	10	0
10	ES305	11	Court St R	90.7%	93.7%	91.0%	98.0%	54	45	9	0
11	ES323	16	High St AC	92.0%	92.7%	86.8%	96.1%	63	58	5	0
12	ES316	14	Smith 9th St FG	92.5%	95.7%	90.6%	97.9%	36	28	8	0
13	ES349	15	Smith 9th St FG	93.8%	98.5%	89.7%	98.3%	45	38	7	0
14	ES332	11	Myrtle-Wyckoff Aves LM	94.1%	96.6%	93.5%	83.4%	37	30	7	0
15	ES303	11	Borough Hall 2345	94.2%	95.3%	94.0%	98.4%	41	30	11	1
16	ES306	11	Court St R	94.3%	98.6%	93.1%	98.9%	33	25	8	0
17	ES315	14	Smith 9th St FG	94.4%	97.5%	95.0%	98.4%	44	33	11	0
18	ES318	15	Jay St ACF	94.6%	99.5%	91.4%	97.0%	44	38	6	0
19	ES356	4	Jay St ACFR	94.6%	97.8%	97.3%	96.1%	33	19	14	0
20	ES314	14	Smith 9th St FG	94.8%	98.9%	95.3%	98.4%	29	17	12	0
21	ES308	14	DeKalb Av BQR	94.9%	95.6%	96.5%	98.3%	35	30	5	0
22	ES304	12	President St 25	94.9%	96.0%	94.0%	82.2%	51	41	10	0
23	ES320	16	Jay St ACF	95.8%	97.1%	96.3%	97.3%	38	32	6	0
24	ES319	16	Jay St ACF	95.9%	95.3%	94.2%	93.2%	51	47	4	0
25	ES313	14	Smith 9th St FG	96.5%	98.3%	95.6%	95.8%	30	19	11	0
26	ES331	19	Broadway Junction ACJLZ	96.7%	98.0%	97.0%	96.9%	28	22	6	0
27	ES310	12	Atlantic Av BQ	96.9%	98.9%	97.7%	94.6%	18	14	4	0
28	ES357	4	Jay St ACFR	97.2%	99.7%	98.7%	98.7%	30	12	18	0
29	ES324	15	High St AC	97.3%	99.7%	97.0%	97.1%	17	12	5	0
30	ES317	15	Jay St ACF	97.6%	99.5%	97.0%	97.6%	31	26	5	0
31	ES350	17	High St AC	98.2%	100.0%	99.5%	98.3%	12	4	8	0
32	ES321	16	High St AC	98.5%	100.0%	98.5%	96.5%	16	11	5	0
33	ES322	16	High St AC	98.8%	100.0%	99.7%	96.8%	15	11	4	0
	33	13.6	Escalator Subtotal:	91.4%	94.0%	90.5%	95.2%	1510	1230	280	1
*Note the number of entrapments are included in the non scheduled outage count.											

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	Borough:		Queens								
		Age	Station	2014 4th Quarter Availability			2013 4th Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
				Peak	Peak	Peak					
1	EL406	25	21 St-Queensbridge F	85.4%	83.4%	87.4%	99.1%	24	19	5	0
2	EL427	7	Junction Blvd 7	89.9%	95.6%	86.8%	98.3%	41	39	2	2
3	EL405	25	21 St-Queensbridge F	90.8%	96.3%	91.5%	97.9%	28	23	5	0
4	EL437	0	Forest Hills E F M R	93.2%	94.5%	92.6%	0.0%	14	7	7	0
5	EL403	25	Roosevelt Island F	93.6%	96.5%	91.7%	98.8%	21	15	6	0
6	EL498	2	Mott Avenue A	94.3%	96.0%	91.0%	98.5%	17	15	2	2
7	EL413	26	Jamaica Center E J Z	94.6%	97.1%	97.7%	98.1%	29	17	12	2
8	EL411	26	Sutphin Blvd-Archer Av-JFK E J Z	94.8%	97.7%	95.1%	97.8%	22	16	6	2
9	EL438	0	Forest Hills E F M R	95.9%	97.7%	97.4%	0.0%	13	6	7	0
10	EL431	9	Jamaica-179 St F	96.2%	97.2%	95.6%	94.3%	15	10	5	0
11	EL420	9	74 St-Broadway 7	96.4%	99.6%	96.4%	97.6%	29	25	4	2
12	EL428	8	Queens Plaza E M R	96.4%	98.4%	96.7%	98.1%	16	13	3	0
13	EL412	26	Jamaica Center E J Z	96.4%	96.8%	96.2%	93.0%	36	30	6	0
14	EL423	9	74 St-Broadway 7	96.4%	96.7%	96.4%	98.0%	21	19	2	1
15	EL414	14	Flushing-Main St 7	96.6%	98.0%	97.8%	99.0%	17	7	10	1
16	EL421	9	Jackson Hts-Roosevelt Av E F M R	97.4%	98.4%	100.0%	80.7%	31	13	18	0
17	EL407	25	21 St-Queensbridge F	97.6%	100.0%	97.8%	99.3%	9	5	4	0
18	EL422	9	Jackson Hts-Roosevelt Av E F M R	97.6%	97.3%	98.9%	99.4%	8	5	3	0
19	EL436	6	Kew Gardens-Union Tpke E F	97.6%	98.9%	99.7%	98.0%	10	2	8	0
20	EL497	2	Mott Avenue A	97.7%	99.3%	95.7%	99.4%	19	17	2	0
21	EL439	0	Forest Hills E F M R	97.8%	99.4%	98.0%	0.0%	13	6	7	2
22	EL425	7	Junction Blvd 7	97.9%	97.8%	97.6%	95.8%	13	10	3	0
23	EL409	26	Jamaica-Van Wyck E	97.9%	100.0%	97.9%	97.3%	7	2	5	0
24	EL404	25	Roosevelt Island F	97.9%	97.8%	98.9%	98.9%	12	6	6	0
25	EL430	8	Queens Plaza E M R	98.0%	99.4%	98.9%	99.6%	5	1	4	0
26	EL426	7	Junction Blvd 7	98.0%	99.7%	99.1%	96.5%	12	5	7	0
27	EL408	26	Jamaica-Van Wyck E	98.0%	99.7%	99.2%	96.9%	9	4	5	0
28	EL435	6	Kew Gardens-Union Tpke E F	98.4%	100.0%	100.0%	97.3%	8	0	8	0
29	EL434	6	Kew Gardens-Union Tpke E F	98.6%	99.8%	100.0%	99.3%	10	6	4	0
30	EL446	3	CitiCorp/Court Square 7 E G	98.9%	100.0%	100.0%	97.1%	5	1	4	0
31	EL432	9	Jamaica-179 St F	99.0%	100.0%	100.0%	96.2%	5	1	4	0
32	EL433	9	Jamaica-179 St F	99.1%	100.0%	100.0%	98.0%	6	2	4	0
33	EL447	3	CitiCorp/Court Square 7 E G	99.4%	100.0%	100.0%	98.3%	5	2	3	0
34	EL429	8	Queens Plaza E M R	99.6%	100.0%	99.0%	99.3%	6	3	3	0
	34	13.1	Elevator Subtotal:	96.4%	97.9%	96.8%	97.3%	536	352	184	14

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Borough:			Queens								
				2014 4th Quarter Availability			2013 4th Qtr. Availability	Outages			Entrap ments
	Unit ID	Age (Yrs)	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	ES451	17	74 St-Broadway 7	61.0%	64.1%	60.6%	93.9%	17	13	4	0
2	ES436	26	Sutphin Blvd-Archer Av-JFK E J Z	83.9%	85.9%	85.1%	98.3%	21	12	9	0
3	ES456	15	Flushing-Main St 7	88.2%	88.1%	85.8%	97.1%	55	43	12	0
4	ES449	15	74 St-Broadway 7	92.1%	95.5%	92.0%	97.7%	62	55	7	0
5	ES450	15	74 St-Broadway 7	92.4%	93.7%	93.1%	92.9%	61	56	5	0
6	ES411	7	Roosevelt Island F	93.2%	94.7%	94.1%	97.5%	26	18	8	0
7	ES455	15	Flushing-Main St 7	94.7%	97.4%	95.9%	97.0%	36	23	13	0
8	ES439	7	Jamaica Center E J Z	94.9%	96.7%	96.7%	95.2%	37	26	11	0
9	ES437	26	Sutphin Blvd-Archer Av-JFK E J Z	95.2%	99.4%	96.2%	95.9%	49	42	7	0
10	ES425	25	21 St-Queensbridge F	95.2%	97.0%	93.8%	99.1%	27	21	6	0
11	ES444	6	Jamaica Center E J Z	96.3%	97.6%	97.3%	98.8%	20	14	6	0
12	ES438	6	Jamaica Center E J Z	96.4%	99.7%	93.3%	97.1%	30	23	7	0
13	ES414	7	Roosevelt Island F	96.5%	98.2%	95.4%	98.1%	29	22	7	0
14	ES446	5	Jamaica Center E J Z	96.6%	98.4%	98.5%	96.8%	31	18	13	0
15	ES448	15	Woodside-61 St 7	96.7%	97.6%	96.4%	91.9%	20	15	5	0
16	ES457	15	Flushing-Main St 7	96.7%	98.9%	97.1%	95.0%	18	10	8	0
17	ES422	25	21 St-Queensbridge F	96.8%	99.5%	99.6%	98.1%	32	23	9	0
18	ES441	7	Jamaica Center E J Z	97.4%	97.3%	98.5%	97.7%	15	6	9	0
19	ES447	7	Jamaica Center E J Z	97.6%	99.1%	96.6%	98.3%	30	24	6	0
20	ES412	6	Roosevelt Island F	97.6%	100.0%	98.9%	98.4%	24	15	9	0
21	ES427	26	Jamaica-Van Wyck E	97.6%	100.0%	99.9%	96.6%	15	9	6	0
22	ES431	6	Jamaica-Van Wyck E	97.7%	98.8%	99.5%	98.6%	21	15	6	0
23	ES421	25	21 St-Queensbridge F	97.8%	98.6%	99.3%	97.6%	22	13	9	0
24	ES440	5	Jamaica Center E J Z	97.8%	99.9%	98.3%	96.3%	22	12	10	0
25	ES435	26	Sutphin Blvd-Archer Av-JFK E J Z	97.8%	99.2%	98.4%	92.4%	24	19	5	0
26	ES413	18	Roosevelt Island F	97.9%	98.4%	99.7%	98.2%	13	8	5	0
27	ES415	6	Roosevelt Island F	98.1%	97.7%	99.7%	97.4%	14	6	8	0
28	ES443	6	Jamaica Center E J Z	98.1%	99.4%	99.1%	98.7%	22	17	5	0
29	ES442	7	Jamaica Center E J Z	98.1%	99.0%	99.4%	98.1%	13	8	5	0
30	ES445	5	Jamaica Center E J Z	98.1%	99.8%	99.5%	97.5%	17	8	9	0
31	ES428	6	Jamaica-Van Wyck E	98.2%	100.0%	100.0%	96.7%	13	7	6	0
32	ES423	25	21 St-Queensbridge F	98.3%	99.8%	98.9%	98.7%	21	11	10	0
33	ES429	6	Jamaica-Van Wyck E	98.3%	99.9%	99.7%	95.9%	10	5	5	0
34	ES424	25	21 St-Queensbridge F	98.3%	99.9%	98.4%	98.5%	18	9	9	0
35	ES430	6	Jamaica-Van Wyck E	98.3%	99.4%	99.9%	96.0%	11	5	6	0
36	ES416	18	Roosevelt Island F	98.4%	99.7%	99.7%	98.8%	14	9	5	0
37	ES426	25	21 St-Queensbridge F	98.5%	99.9%	97.2%	98.1%	17	10	7	0
38	ES420	6	Roosevelt Island F	98.7%	100.0%	99.1%	99.1%	12	7	5	0
39	ES434	26	Sutphin Blvd-Archer Av-JFK E J Z	98.7%	100.0%	100.0%	98.4%	7	2	5	0
40	ES418	7	Roosevelt Island F	98.9%	99.1%	99.7%	98.0%	12	6	6	0
41	ES417	6	Roosevelt Island F	98.9%	99.9%	98.9%	98.7%	7	3	4	0
42	ES419	7	Roosevelt Island F	98.9%	97.7%	99.2%	99.1%	13	9	4	0
	42	12.7	Escalator Subtotal:	95.7%	97.3%	96.4%	97.2%	978	677	301	0
*Note the number of entrapments are included in the non scheduled outage count.											

2014 4TH QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
EL132	161 St-Yankee Stadium ④	79.1%	This elevator was out from 12/17/14 thru 1/6/15 as a result of the car not leveling properly at all landings. The hydraulic fluid was replaced, the control valve was adjusted and air pressure was bled from the piston assembly. The elevator was tested and returned to service.
BROOKLYN			
EL311	Clark St ② ③	42.4%	This elevator was out of service from 3/25/14 thru 11/18/14 as a result of stress fractures (cracks) in the structure of the brake drum/drive sheave. The scope of the required repair is beyond the capability of our in house personnel; so a contractor was hired to perform the repair. The replacement brake drum/drive sheave was fabricated and installed, the armature bearings and hoist ropes were also replaced. After the work was completed the contractor performed a full load weight test and the machine was placed back into service.
EL339	Franklin Av ③ ⑤	79.5%	This elevator has been out of service from 8/7/2014 thru 10/17/14 as a result of a fire in the machine room. The elevators drive unit, controller and hydraulic piping system were replaced. The elevator was tested and returned to service.
MANHATTAN			
EL120	190 St ①	70.7%	This elevator was out of service on two separate occasions (11/9/14 thru 11/16/14 and 11/24/14 thru 12/3/14) as a result of the car not leveling properly at both landings and the door circuit malfunctioning. The antiquated leveling unit manufactured by Otis Elevator was overhauled and reprogrammed and door circuit control contacts were cleaned and properly adjusted. The elevator was tested and returned to service.
EL119	181 St ①	71.7%	This elevator was out of service on multiple occasions due to an intermittent failure of the leveling unit and the hall call circuit. Worn leveling unit electrical contacts and actuating cams were replaced and adjusted. Defective hall call circuit control relays were replaced and a grounded circuit was repaired. In addition the generator brushes were also replaced and properly seated. The elevator was tested and returned to service.

EL105	191 St ①	83.1%	This elevator was out of service from 11/20/14 thru 12/4/14 as a result of the hoist ropes being worn and requiring replacement. The repairs were delayed due to the contracted rope supplier relocating to a new facility. Once the new hoist ropes were received they were replaced. The elevator was tested and returned to service.
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2014 4TH QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BROOKLYN			
ES307	Lawrence St R	83.0%	This escalator was out of service on numerous occasions as a result of the activation of the upper landing emergency stop button. Customers utilizing this escalator find that it leads to an "exit only" area at the upper landing; if the customers intention was to transfer to the IND line trains their only recourse is to push the stop button and walk back down the escalator to the other end of the platform. Since this area is out of the view of the Station Agent; shutting down this escalator also provides a means for customers to avoid paying the fare by entering when other customers are exiting the control area. NYCT is in the process of installing a video camera monitoring system in the hopes of controlling this vandalism.
ES309	DeKalb Av B Q R	65.9%	This escalator was out of service from 9/26/14 thru 10/27/14 as a result of defective carriage assembly shaft bearings. The carriage assembly bearings, step chain and steps were replaced. The escalator was tested and returned to service.
ES335	West 8 St-NY Aquarium F Q	82.4%	This escalator was out of service from 11/16/14 thru 12/1/14 as a result of the main drive shaft being out of alignment causing the steps to jamb together at the upper landing. The main drive shaft was realigned and the upper landing guide tracks were adjusted. The escalator was tested and returned to service.
ES346	Brighton Beach B Q	83.5%	This escalator was out of service on numerous occasions as a result of the activation of the upper landing emergency stop button. This escalator provides service between the street and the station entrance on the mezzanine. Due to the only egress being on the other end of the mezzanine customers activate the emergency stop button so they can exit down the escalator to the bus stop located below. NYCT is in the process of installing a video camera monitoring system in the hopes of controlling this vandalism.
ES348	Smith 9th St F G	70.6%	This escalator was out of service from 12/2/14 thru 12/25/14 as a result of a defective drive motor. The drive motor was removed for overhaul to a motor repair shop. The rebuilt motor was installed; the escalator was tested and returned to service.
MANHATTAN			
ES117	181 St A	83.6%	This escalator was out of service from 11/22/14 thru 11/24/14 as a result of a step crash at the lower landing. The lower left side up-thrust track was repaired and two steps were replaced. In addition all of the lower landing comb segments were replaced. The escalator was tested and returned to service. This escalator was out of service again from 12/22/14 thru 12/28/14 as a result of a damaged lower landing comb plate. The lower landing comb plate was removed and sent to a machine shop for repair. The repaired landing plate was installed; the escalator was tested and returned to service.
ES351	Whitehall St R	82.3%	This escalator was out of service from 12/5/14 thru 12/18/14 as a result of a defective handrail drive transmission. The handrail drive transmission was replaced. The escalator was tested and returned to service.
ES364	Fulton St 4 5	81.3%	This escalator was out of service on two (11/28/14 - 12/4/14 & 12/30/14 - 1/2/15) separate occasions due to a defective step band speed sensor. The speed sensor was replaced by the escalator manufacturer (contractor) as a warranty repair.

2014 4TH QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
ES404	Lexington Av-63 St F	49.9%	This escalator was out of service as a result of a defective reduction gear case assembly. The gear case was removed and sent to a machine shop for overhaul. When the gear case was returned and installed it failed due to a defective shaft bearing. This failure required the unit to be removed again and sent back to the machine shop for additional repairs. The overhauled gear case was installed; the escalator was tested and returned to service.
QUEENS			
ES436	Sutphin Blvd-Archer Av-JFK E J Z	83.9%	This escalator was out of service from 10/25/14 thru 11/6/14 as a result of defective carriage assembly shaft bearings and a worn step chain. The carriage shaft bearings, step chain, steps and left side handrail were replaced. The escalator was tested and returned to service.
ES451	74 St-Broadway 7	61.0%	This escalator was out of service from 10/1/14 thru 11/2/14 as a result of a defective drive motor. The motor was removed and sent to a motor repair shop for overhaul. The repaired motor was installed and a defective brake unit (#2) was replaced. The escalator was tested and returned to service.

2014 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL121	Pelham Bay Park ⑥	3	The two entrapments that occurred on 12/3/14 & 12/5/14 were a result of an intermittent failure of the door re-opening device circuit. A loose wiring connection on the door re-opening device was secured. The elevator was tested and returned to service. The entrapment that occurred on 12/31/14 was a result of a defective in car inspection switch. The inspection switch was replaced; the elevator was tested and returned to service.
EL129	3rd Ave-149 St ②⑤	2	The entrapment that occurred on 12/7/14 was a result of the car gate switch not being properly secured. The car gate switch mounting hardware was replaced. The elevator was tested and returned to service. The entrapment that occurred on 12/8/14 was a result of the door restricted opening device not being adjusted properly. The restricted opening device was properly adjusted; the elevator was tested and returned to service.
EL130	3rd Ave-149 St ②⑤	1	The entrapment that occurred on 10/10/14 was a result of the activation of the top of car emergency escape hatch switch. The emergency escape hatch switch was adjusted; the elevator was tested and returned to service.
EL131	161 St-Yankee Stadium ④ B D	1	The entrapment that occurred on 12/9/14 was a result of the activation of the top of car emergency escape hatch switch. The emergency escape hatch was not properly secured; the hatch door latching mechanism was adjusted. The elevator was tested and returned to service.
EL132	161 St-Yankee Stadium ④	1	The entrapment that occurred on 11/6/14 was a result of the car not leveling properly. The filter screens within the hydraulic control valve body were cleaned. The elevator was tested and returned to service.
EL133	161 St-Yankee Stadium ④	1	The entrapment that occurred on 12/1/14 was a result of the piston assembly support bracket not being properly secured to the structure. The damaged support bracket was replaced and re-secured. In addition the hydraulic control valve was also replaced. The elevator was tested and returned to service.
EL134	161 St-Yankee Stadium B D	1	The entrapment that occurred on 12/7/14 was a result of the car doors not opening due to the car door saddle jamming against the doors. The car door saddle was re-secured to the car floor; the elevator was tested and returned to service.
EL135	161 St-Yankee Stadium B D	1	The entrapment that occurred on 10/20/14 was a result of the car not leveling properly, while traveling in the up direction. The hydraulic control valve body was adjusted; the elevator was tested and returned to service.
EL138	Pelham Pkwy ②⑤	1	MOW Control operator # 11 reported passengers were entrapped on 11/12/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.

2014 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL182	Gun Hill Rd 2 5	1	MOW Control operator # 52 reported passengers were entrapped on 10/30/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL183	Gun Hill Rd 2 5	2	The two entrapments that occurred on 12/3/14 & 12/7/14 were a result of debris in the lower landing door saddles that prevented the doors from opening. The debris was removed; and the elevator was tested and returned to service.
EL186	Fordham Rd 4	2	The entrapment that occurred on 10/10/14 was caused by a defective electrical control relay. The relay was replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/11/14 was caused by a plastic bag that was stuck in the upper landing hatch door saddle. The bag was removed; the elevator was tested and returned to service.
EL192	233rd St 2 5	1	The entrapment that occurred on 10/4/14 was a result of a defective programmable logic controller (PLC) which controls the operation of the elevator. The PLC was replaced and reprogrammed. In addition a defective slow down limit switch was also replaced. The elevator was tested and returned to service.
EL195	Hunts Point Av 6	1	The entrapment on 11/29/14 was caused by the upper landing release rollers being out of adjustment. The release rollers were adjusted, and the elevator was tested and returned to service.
BROOKLYN			
EL302	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 10/17/14 was a result of improper door operations caused by misalignment of the car door clutch and hatch door release rollers at the upper landing. The upper landing release rollers were adjusted and engaged with the car door clutch. The elevator was tested and returned to service.
EL303	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 12/6/14 was a result of the doors not opening due to the door operator limit switches not being properly adjusted. The open/close limit switches were adjusted; the elevator was tested and returned to service.
EL308	Court St R	1	The entrapment that occurred on 10/1/14 was a result of the activation of the top of car emergency escape hatch switch. The emergency escape hatch switch was adjusted; the elevator was tested and returned to service.
EL311	Clark St 2 3	1	The entrapment that occurred on 12/7/14 was a result of the car not leveling properly due to a malfunction of the speed monitoring device. The tachometer wheel was replaced and a ground in the brake circuit was repaired. The elevator was tested and returned to service.

2014 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL319	Brooklyn College-Flatbush Av 2 5	1	The entrapment that occurred on 10/15/14 was a result of the lower landing hatch door interlock contacts not making a proper connection because the contact base was broken. The interlock contact base was replaced; and the hoist way doors were adjusted. The elevator was tested and returned to service.
EL339	Frankin Av C S	1	The entrapment that occurred on 10/24/14 was a result of a blown fuse in the control circuit. The fuse was replaced; and the control circuit was checked. The elevator was tested and returned to service.
EL340	Frankin Av C S	1	The entrapment that occurred on 10/23/14 was a result of a defective hall call push button. The hall call push button was replaced; the elevator was tested and returned to service.
EL344	Utica Ave A C	1	The entrapment that occurred on 12/1/14 was a result of the door restrictor not being adjusted properly; which prevented the doors from opening. The door restrictor was adjusted; the elevator was tested and returned to service.
EL345	Utica Ave A C	1	The entrapment that occurred on 12/4/14 was a result of customers removing a safety barricade and entering the elevator cab while maintenance personnel were servicing the elevator. The customers were released; the maintainers completed their assigned work; tested the elevator and returned it to service.
EL376	Bay Parkway D	1	The entrapment on 12/31/14 was a result of the lower landing hatch doors not closing completely. The spirator (spring loaded retractable door closer) was adjusted and the hanger rollers and track were cleaned. The elevator was tested and returned to service.
EL392	Marcy Av J M Z	2	The entrapment that occurred on 10/5/14 was a result of the door restrictor not being adjusted properly; which prevented the doors from opening. The door restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 10/6/14 was a result of hatch door interlock contacts not making a proper connection because the contact base was broken. The interlock contact base, door hanger rollers and safety edge was replaced. The elevator was tested and returned to service.
EL393	Flushing Av J M	1	The entrapment that occurred on 11/28/14 was a result of a defective lower landing slow down limit switch. The defective switch was replaced; the elevator was tested and returned to service.
EL395	Flushing Av J M	1	The entrapment that occurred on 12/11/14 was a result of the car not leveling properly. The hydraulic control valve body was adjusted and the filter screens were cleaned. The elevator was tested and returned to service.
EL706	Jay St A C F R	1	The entrapment that occurred on 11/11/14 was a result of a broken lower landing electrical interlock. The interlock was replaced; the elevator was tested and returned to service.

2014 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL708	Jay St A C F R	1	The entrapment that occurred on 12/26/14 was a result of debris in the lower landing door saddles that prevented the doors from opening. The debris was removed; and the elevator was tested and returned to service.
MANHATTAN			
EL106	191 St 1	1	The entrapment that occurred on 11/13/14 was a result of a defective control relay in the "run" circuit. Two control relays were replaced; the elevator was tested and returned to service.
EL109	181 St 1	3	The entrapment that occurred on 11/26/14 was a result of a defective control relay in the "run" circuit. The control relay was replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/4/14 was a result of the upper landing hatch doors not opening due to worn release rollers. The upper landing release rollers were replaced; the elevator was tested and returned to service. The entrapment that occurred on 12/27/14 was a result of the car gate switch contacts not making a proper connection. The car gate switch was replaced; the elevator was tested and returned to service.
EL113	168 St 1	5	The entrapment that occurred on 10/19/14 was a result of an open circuit caused by a loose electrical connection. The loose connection in the top of car junction box was repaired; the elevator was tested and returned to service. The four additional entrapments that occurred were a result of intermittent brake system malfunctions. Replacement mechanical components for the braking mechanism were manufactured by a machine shop. The replacement brake components were installed; brake control relays were replaced and the brake control logic was reprogrammed. In addition the elevator hoist ropes were also replaced. The elevator was tested and returned to service.
EL114	168 St 1	1	The entrapment that occurred on 10/6/14 was a result of a brake circuit failure. A defective control relay and a blown fuse were replaced. The elevator was tested and returned to service.
EL117	181 St A	1	The entrapment that occurred on 11/27/14 was a result of a defective relay in the brake circuit. The relay and the tachometer wheel was replaced; the elevator was tested and returned to service.
EL120	190 St A	1	The entrapment that occurred on 12/13/14 was a result of the car not leveling properly at the upper landing. Electrical contacts in the leveling and door zone relays were cleaned and adjusted. The elevator was tested and returned to service.

2014 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL125	125 St 4 5 6	1	The entrapment that occurred on 10/16/14 was a result of the upper level hatch door being damaged. The upper level hatch door was removed and sent to a vendor for repair. The repaired door was installed and the upper level door saddle was re-secured to the floor. The elevator was tested and returned to service.
EL126	125 St 4 5 6	1	The entrapment that occurred on 10/16/14 was caused when first responders to the incident involving EL125 removed power from the wrong machine. Power was restored the customers were released. The elevator was tested and returned to service.
EL142	125 St A B C D	2	The entrapment that occurred on 11/26/14 was a result of debris in the upper landing door saddles that prevented the doors from opening. The debris was removed; and the elevator was tested and returned to service. The entrapment that occurred on 12/23/14 was a result of the upper landing hatch door track not being secured properly. The upper landing hatch door track was adjusted and re-secured to the wall. The elevator was tested and returned to service.
EL180	135 St 2 3	1	The entrapment that occurred on 12/20/14 was a result of the activation of the top of car stop switch. The top of car stop switch contacts were cleaned and adjusted; the elevator was tested and returned to service.
EL202	51 St 6	1	The entrapment that occurred on 10/5/14 was a result of the lower landing interlock not being properly secured. The lower landing interlock was adjusted and re-secured; the elevator was tested and returned to service.
EL209	34 St-Herald Sq B D F M	1	The entrapment that occurred on 11/7/14 was a result of a broken upper landing electrical interlock. The interlock was replaced; the elevator was tested and returned to service.
EL210	34 St-Herald Sq B D F M	10	The two entrapments that occurred on 10/10/14 & 10/11/14 were a result of the car not leveling properly. The hydraulic control valve was adjusted; a full load weight test was performed and the elevator was returned to service. The entrapment that occurred on 10/13/14 was a result of the door restrictor preventing the doors from opening. The door restrictor was adjusted; the elevator was tested and returned to service. The seven additional entrapments that occurred were the result of intermittent failures associated with car door operations. The car and hatch doors were overhauled; all guide tracks were cleaned and adjusted; hanger rollers, gate switches and interlocks were replaced. in addition all shaft-way limit switches were also replaced. The elevator was tested and returned to service.
EL225	34 St-Penn Station C E	1	The entrapment that occurred on 12/15/14 was a result of the car door not opening freely because the door was dragging on the saddle. The car door hanger rollers were adjusted; the elevator was tested and returned to service.

2014 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL234	47-50 Sts-Rockefeller Center B D F M	1	The entrapment that occurred on 11/12/14 was a result of the hatch doors not opening properly because the lower landing release rollers were not properly adjusted. The release rollers were adjusted; the elevator was tested and returned to service.
EL239	72 St 1 2 3	2	The entrapment that occurred on 10/27/14 was a result of the hatch doors not opening properly because the lower landing release rollers were not properly adjusted. The release rollers, and the door closing speed was adjusted. The elevator was tested and returned to service. MOW Control operator # 18 reported passengers were entrapped on 11/5/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL240	72 St 1 2 3	1	The entrapment that occurred on 10/26/14 was a result of a defective door open relay. The defective relay and the door stop roller were replaced, the release rollers were adjusted. The elevator was tested and returned to service.
EL277	59th St-Columbus Circle A B C D 1	6	The entrapment that occurred on 10/19/14 was a result of the activation of the governor switch. The governor switch was reset; the elevator was tested and returned to service. The two entrapments that occurred on 11/11/14 & 11/19/14 were caused by misalignment of the lower landing release rollers. The lower landing release rollers, and clutch were adjusted; the elevator was tested and returned to service. The second entrapment that occurred on 11/19/14 was a result of a broken release roller assembly at the lower landing. The release roller assembly was replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 11/22/14 was a result of the car not leveling properly. The valve body filter screens was cleaned and a defective control relay (SUD) in the leveling circuit was replaced. The elevator was tested and returned to service. The entrapment that occurred on 12/23/14 was a result of the car doors not opening because the clutch was not working correctly. The car door clutch was adjusted; the elevator was tested and returned to service.
EL279	59th St-Columbus Circle A B C D 1	2	The entrapment that occurred on 11/26/14 was a result of the car not leveling properly. The hydraulic control valve body was adjusted; a full load weight test was performed and the elevator was returned to service. The entrapment that occurred on 12/25/14 was a result of the activation of the "slack cable switch" which prevented the elevator from moving. The slack cable switch was reset; the governor sheave was inspected; the elevator was tested and returned to service.

2014 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL324	Canal St 6	2	The entrapment that occurred on 10/7/14 was a result of the upper landing hatch doors not opening because the release rollers were worn. The release roller assembly was replaced and the car door clutch was adjusted. The elevator was tested and returned to service. The entrapment that occurred on 11/28/14 was a result of the lower landing doors not opening due to a defective door operator control board. The lower landing door operator control board was replaced; the elevator was tested and returned to service.
EL332	Bleecker St D F B M 6	2	The entrapment that occurred on 11/19/14 was a result of the activation of the governor switch; which monitors the down direction speed. The governor switch was re-set; the safety edge was replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/28/14 was a result of the upper landing hatch door interlock contacts not making a proper connection because the contact base was broken. The interlock contact base was replaced; the elevator was tested and returned to service.
EL334	West 4 St A B C D E F M	1	MOW Control operator # 11 reported passengers were entrapped on 10/15/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL710	Bowling Green 4 5	2	Station Supervisor Rodriquez reported passengers were entrapped on 10/28/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 11/14/14 was a result of the car constantly re-leveling at the lower landing due to hydraulic oil leaking from the piston seal. The piston seal was replaced; the elevator was tested and returned to service.
EL716	Fulton St A C J Z 2 3 4 5	1	The entrapment that occurred on 11/10/14 was a result of a defective stop switch. The stop switch was replaced under the warranty by the elevator contractor. The elevator was tested and returned to service.
EL719	Fulton St A C J Z 2 3 4 5	2	The entrapment that occurred on 10/16/14 was a result of a broken door restrictor. FDNY also damaged the release rollers and the safety edge while releasing the entrapped customers. The door restrictor, release roller assembly and safety edge were replaced. The elevator was tested and returned to service. The entrapment that occurred on 12/16/14 was a result of debris in the door saddle that prevented the doors from closing completely. The door saddles were cleaned; the door stop roller was adjusted. The elevator was tested and returned to service.

2014 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL721	Fulton St A C J Z 2 3 4 5	3	The entrapment that occurred on 12/4/14 was a result of debris (paper) in the lower landing door saddle that prevented the door from opening. The debris was removed; and the elevator was tested and returned to service. MOW Control operator # 33 reported passengers were entrapped on 12/8/14 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 12/11/14 was a result of debris in the door saddles that prevented the doors from opening. The debris was removed; the interlock and gate switch contacts were cleaned. The elevator was tested and returned to service.
EL732	Fulton St 2 3	1	The entrapment that occurred on 12/31/14 was a result of a defective control circuit power supply. The power supply was replaced and the hydraulic control valve was adjusted for proper leveling while traveling in the down direction. The elevator was tested and returned to service.
QUEENS			
EL411	Sutphin Blvd-Archer Av-JFK E J Z	2	The entrapment that occurred on 10/14/14 was a result of debris (rubber) in the upper landing door saddle that prevented the door from opening. The debris was removed; and the elevator was tested and returned to service. The entrapment that occurred on 11/3/14 was a result of the doors not opening at the upper landing due to a loose electrical connection in the door operator control panel. The loose connection was repaired; the elevator was tested and returned to service.
EL413	Jamaica Center E J Z	2	The entrapment that occurred on 10/31/14 was a result of debris in the door saddle that prevented the door from opening. The debris was removed; and the elevator was tested and returned to service. The entrapment that occurred on 11/27/14 was a result of the upper landing hatch door interlock not making a proper electrical connection. The interlock contacts were adjusted; the elevator was tested and returned to service.
EL414	Flushing-Main St 7	1	The entrapment that occurred on 12/02/14 was a result of the car not leveling properly due to a broken valve stem in the hydraulic control valve port. The broken valve stem was replaced and adjusted; the elevator was tested and returned to service.
EL420	74 St-Broadway 7	2	The entrapment that occurred on 10/6/14 was a result of debris in the door saddle that prevented the door from opening. The debris was removed; and the elevator was tested and returned to service. The entrapment that occurred on 12/9/14 was a result of an open circuit caused by a defective glass panel switch (cab glass panels open for cleaning). The glass panel switch (#3) was replaced; the elevator was tested and returned to service.

2014 4TH QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL423	74 St-Broadway 7	1	The entrapment that occurred on 10/8/14 was a result of the car not leveling properly. The hydraulic control valve was adjusted; the elevator was tested and returned to service.
EL427	Junction Blvd 7	2	The entrapment that occurred on 12/6/14 was a result of a control relay in the inspection circuit that was not making a proper connection. The relay was secured in the base; the elevator was tested and returned to service. The entrapment that occurred on 12/19/14 was a result of debris in the door saddle that prevented the door from opening. The debris was removed; and the elevator was tested and returned to service.
EL439	Forest Hills E F M R	2	The entrapment that occurred on 10/1/14 was a result of the door restrictor not being adjusted properly which prevented the doors from opening. The door restrictor was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 10/16/14 was a result of debris in the door saddles that prevented the doors from opening. The debris was removed; the interlock and gate switch contacts were cleaned. The elevator was tested and returned to service.
EL498	Mott Avenue A	2	The entrapment that occurred on 10/26/14 was a result of a defective programmable logic controller (PLC) input module (#17). The PLC input module was replaced; the elevator was tested and returned to service. The entrapment that occurred on 11/13/14 was a result of a tripped main line circuit breaker. The circuit breaker was re set; the elevator was tested and returned to service.

2014 4TH QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES

E&E Equip #	Original Equip #	Station Name:	Line	# of Inspections (10-1-14 to 12-31-14)	# OF Days O-O-O
EL200X		34 St - Herald Square	6AV	276	1
EL203X	900490	Lexington Av - 53 St	QNS	276	1
EL207X		50 Street	8AV	276	1
EL208X		50 Street	8AV	276	0
EL231X	#25	Times Square - 42 St	7AV	276	3
EL268X	#26	49th Street (Uptown)	BWY	276	0
EL276X	IP42213	59 St - Columbus Circle	8AV	276	12
EL287X	TE46	42nd St - Bryant Park	6AV	276	2
EL288X	ELP6	42nd St - Port Authority Bus Terminal	8AV	276	6
EL289X	ELP7	42nd St - Port Authority Bus Terminal	8AV	276	0
EL290X	Lift	42nd St - Port Authority Bus Terminal	8AV	276	4
EL291X		42nd St - Port Authority Bus Terminal	8AV	276	1
EL300X		Atlantic Avenue - Barclays Center	EPK	276	113
EL415X		61 St - Woodside	FLU	276	273
EL416X		61 St - Woodside	FLU	276	3
EL417X		61 St - Woodside	FLU	276	0
EL418X		61 St - Woodside	FLU	276	0
EL419X		61 St - Woodside	FLU	276	0
EL445X	Station Rehab 1-13 to 4-2-12	Court Square	FLU	276	4
EL448X	PE11	Sutphin Blvd - Archer Av JFK	ARC	276	0
EL449X		Sutphin Blvd - Archer Av JFK	ARC	276	0
EL450X		Sutphin Blvd - Archer Av JFK	ARC	276	0

EL490X	EL1	Howard Beach - JFK Airport	RKY	276	0
EL491X	EL2	Howard Beach - JFK Airport	RKY	276	1
EL492X	EL3	Howard Beach - JFK Airport	RKY	276	0
EL493X	EL4	Howard Beach - JFK Airport	RKY	276	0
EL494X	EL5	Howard Beach - JFK Airport	RKY	276	0
EL495X	EL6	Howard Beach - JFK Airport	RKY	276	0
EL700X		ATLANTIC AVENUE - BARCLAYS CTR	EPK	276	25
EL717x	PE-53	FULTON Street	LEX	52	2
EL718X	PE-56	FULTON Street	LEX	52	0
EL726X	PE-01	CORTLANDT Street	BWY	52	6
EL727X	PE-02	Cortlandt Street	Bwy	52	0
EL728X		FULTON St.*	NAS	276	8
EL729X	PE-05	FULTON St.	NAS	52	5
EL737X		Atlantic Avenue - Barclays Center	EPK	276	3
ES250X		59 St - Columbus Circle	8AV	276	0
ES251X		59 St - Columbus Circle	8AV	276	0
ES253X	1908 Otis	Lexington Av - 53 St	QNS	276	1
ES254X	E20759	Lexington Av - 53 St	QNS	276	89
ES257X	IE20859	14 St - Union Square	LEX	276	62
ES258X	IE20860	14 St - Union Square	LEX	276	30
ES261X	IE20313	Times Square - 42 St	7AV	276	31
ES262X	IE20312	Times Square - 42 St	7AV	276	36
ES263X	IE20663	50 Street	8AV	276	4
ES264X	IE20664	50 Street	8AV	276	3
ES265X	ES002X	Court Square	XTN	276	26
ES266X	ES001X	Court Square	XTN	276	11

ES267X	IE20079	Times Square - 42 St	7AV	276	3
ES268X	IE20080	Times Square - 42 St	7AV	276	2
ES358X		ATLANTIC AVENUE - BARCLAYS CTR	EPK	276	64
ES359X		ATLANTIC AVENUE - BARCLAYS CTR	EPK	276	6
ES360X	E-61	FULTON St *	LEX	276	3
ES361X	E-62	FULTON Street (installed but not working)	LEX	52	52
ES362X	E-63	FULTON Street	LEX	52	7
ES363X	E-53	FULTON Street	LEX	52	2
ES365X	E-55	FULTON Street	LEX	52	0
ES366X	E-57	FULTON Street	LEX	52	2
ES376X	IE1342 Otis	Fulton St *	NAS	276	6
ES377X	IE1343 Otis	Fulton St *	NAS	276	0
ES378X	IE1552 Otis	Wall St	CLK	276	1
ES379X	IE1553 Otis	Wall St	CLK	276	1
ES380X	IE209111	Cortlandt Street	Bwy	276	0
ES383X	E-60	FULTON Street	LEX	52	0
ES432X	ES008X	Sutphin Blvd - Archer Av JFK	ARC	276	0
ES433X	ES009X	Sutphin Blvd - Archer Av JFK	ARC	276	0
ES457X		Court Square	XTN	276	0
ES461X	ES1	COURT SQUARE	FLU	276	63
ES462X	sta rehab 1-13 to 4-2-12	Court Square	FLU	276	51
ES496X	ES1	Howard Beach - JFK Airport	RKY	276	0
ES497X	ES2	Howard Beach - JFK Airport	RKY	276	0
ES498X	ES3	Howard Beach - JFK Airport	RKY	276	1
ES499X	ES4	Howard Beach - JFK Airport	RKY	276	0
ES600X		Lexington Av - 53 St	QNS	276	4

ES606X	IE20813	42nd St - Port Authority Bus Terminal	8AV	276	38
ES607X	ie20814	42nd St.. - Port Authority	8 av	276	0
ES608X	IE1208	Grand Central - 42nd St	LEX	276	153
ES609X	IE1209	Grand Central - 42nd St	LEX	276	156
ES610X	IE234	Grand Central - 42nd St	LEX	276	7
79		GRAND TOTALS		19340	1389



Department of Law – Transit Adjudication Bureau
177 Livingston Street – 4th Floor
Brooklyn, New York 11201

STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU FOURTH QUARTER 2014

Key indicators for the fourth quarter ending December 31, 2014 and for the year are reflected on the attached file. Statistical highlights are shown below:

- Summons issuance increased by 8.95 percent in the fourth quarter of 2014 compared to the same period in 2013. For the year, issuance increased by 22.68 percent to 149,387 from 121,770 summonses in 2013.
- TAB received a total of 100,150 payments in 2014, an increase of 14.89 percent from the 87,167 received in 2013. For the fourth quarter, payments increased 21.05 percent from 19,099 in 2013 to 23,119 in 2014.
- Total revenue for the year increased by 17.3 percent from \$8,216,047 in 2013 to \$9,637,506 in 2014. The average payments received increased slightly from \$94.52 to \$96.02 while the average yield per notice of violation declined from \$67.66 to \$64.37.
- TAB's expenses increased by 6.52 percent in 2014 compared to 2013. TAB's revenue exceeded expenses by \$668,569 in the fourth quarter of 2014 and by \$3,692,288 for the year.

www.mta.info/nyct/TransitAdjudicationBureau.html

**MTA NEW YORK CITY TRANSIT
TRANSIT ADJUDICATION BUREAU
KEY INDICATORS
FOURTH QUARTER 2014**

INDICATOR	4th QTR	4th QTR	ANNUAL TOTALS	
	2014	2013	Y-T-D 2014	Y-T-D 2013
ISSUANCE DATA				
Violations Issued	33,986	31,195	149,387	121,770
% With Telephone Data	61.50%	63.00%	62.14%	62.00%
% With Employer Data	32.74%	27.00%	30.58%	25.00%
PAYMENT DATA				
Number of Payments	23,119	19,099	100,150	87,167
Regular	22,876	18,665	90,549	77,102
State Tax Refund	243	434	9,601	10,065
Amount Paid	\$2,132,564	\$1,732,978	\$9,616,652	\$8,238,794
Regular	\$2,105,635	\$1,691,295	\$8,367,137	\$6,983,744
State Tax Refund	\$26,929	\$41,683	\$1,249,515	\$1,255,050
Average Payment	\$92.24	\$90.74	\$96.02	\$94.52
Yield per NOV	\$62.75	\$55.55	\$64.37	\$67.66
REVENUE/EXPENSE DATA				
Revenue	\$2,110,561	\$1,690,032	\$9,637,506	\$8,216,047
Expenses	\$1,441,992	\$1,318,449	\$5,945,218	\$5,581,639
ADJUDICATIONS				
Total Cases Adjudicated	7,284	6,306	31,670	26,335
Admin Dismissals	451	384	2,257	1,713
Hearings	6,833	5,922	29,413	24,622

NYC Transit and MTA Bus Company EEO and Diversity Report

Data as of December 31, 2014

OVERVIEW

MTA NYC Transit and MTA Bus Company have conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA NYC Transit and MTA Bus Company's December 31, 2014 workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2014-Q4 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

WORKFORCE UTILIZATION ANALYSIS
As of December 31, 2014

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	27%	16%	No	11%	36%	Yes	9%	11%	Yes	6%	14%	Yes	0%	0%	Yes	1%	0%	No	1%	3%	Yes
Professionals	36%	36%	Yes	11%	32%	Yes	8%	9%	Yes	8%	26%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes
Technicians	39%	50%	Yes	11%	49%	Yes	12%	12%	Yes	5%	13%	Yes	0%	0%	Yes	12%	0%	No	2%	3%	Yes
Protective Services	21%	23%	Yes	31%	61%	Yes	18%	16%	No	1%	7%	Yes	1%	0%	No	3%	0%	No	1%	1%	Yes
Paraprofessionals	52%	47%	No	20%	44%	Yes	16%	28%	Yes	2%	7%	Yes	0%	0%	Yes	6%	0%	No	2%	0%	No
Administrative Support	55%	42%	No	21%	56%	Yes	23%	14%	No	4%	15%	Yes	0%	0%	Yes	6%	0%	No	2%	2%	Yes
Skilled Craft	21%	5%	No	24%	38%	Yes	16%	12%	No	5%	13%	Yes	0%	0%	Yes	7%	0%	No	2%	2%	Yes
Service Maintenance	17%	18%	Yes	36%	57%	Yes	26%	21%	No	2%	5%	Yes	0%	0%	Yes	2%	0%	No	2%	2%	Yes

* Females are also included in the percentage totals for each of the minority groups.

** American Indian/Alaskan Native

*** Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety , security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

2014-Q4 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

NEW HIRES
January 1, 2014 to December 31, 2014

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	121	23	19%	22	18%	17	14%	12	10%	0	0%	0	0%	2	2%
Professionals	352	110	31%	89	25%	35	10%	94	27%	0	0%	0	0%	7	2%
Technicians	23	4	17%	7	30%	1	4%	7	30%	0	0%	0	0%	0	0%
Protective Services	38	11	29%	26	68%	5	13%	3	8%	0	0%	0	0%	0	0%
Paraprofessionals	4	2	50%	0	0%	1	25%	2	50%	0	0%	0	0%	0	0%
Administrative Support	493	238	48%	204	41%	63	13%	138	28%	0	0%	0	0.0%	2	0.4%
Skilled Craft	1,058	79	7%	324	31%	180	17%	166	16%	1	0.1%	0	0%	13	1%
Service Maintenance	1,932	350	18%	1,064	55%	439	23%	136	7%	2	0.1%	0	0%	17	1%
Total	4,021	817	20%	1,736	43%	741	18%	558	14%	3	0.1%	0	0.00%	41	1%

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2014-Q4 EEO & DIVERSITY REPORT**NEW YORK CITY TRANSIT****EEO AND TITLE VI COMPLAINTS**
January 1, 2014 to December 31, 2014

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	116	72	44	75	21	58	76	126	588	336	203
External Complaints	51	7	26	31	8	26	64	78	291	157	128
Internal Complaints	65	65	18	44	13	32	12	48	297	179	74

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	57	4	13	74	71	26

¹ This chart includes all pending matters as of the date of the report; some matters were filed prior to the reporting period.

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

³ In some instances, a single complaint may involve two or more EEO protected classifications.

2014-Q4 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 12/31/14
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	28	0	0	1	0	0	29
TOTAL	28	0	0	1	0	0	29

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 12/31/14
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	67	16	12	10	0	0	105
TOTAL	67	16	12	10	0	0	105

TITLE VI COMPLAINT RESOLUTION FROM 1/1/14 to 12/31/14

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	36	0	9	0	0	0	45
TOTAL	36	0	9	0	0	0	45

2014-Q4 EEO & DIVERSITY REPORT
MTA BUS COMPANY

WORKFORCE UTILIZATION ANALYSIS
As of December 31, 2014

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	21%	10%	No	13%	30%	Yes	9%	15%	Yes	6%	6%	Yes	0%	0%	Yes	0%	0%	Yes	1%	4%	Yes
Professionals	34%	49%	Yes	12%	23%	Yes	9%	10%	Yes	7%	19%	Yes	0%	0%	Yes	2%	0%	No	2%	5%	Yes
Technicians	20%	53%	Yes	8%	11%	Yes	8%	16%	Yes	14%	26%	Yes	0%	0%	Yes	4%	0%	No	1%	0%	No
Protective Services	16%	17%	Yes	34%	67%	Yes	18%	17%	No	3%	0%	No	0%	0%	Yes	2%	0%	No	2%	17%	Yes
Paraprofessionals	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Administrative Support	57%	42%	No	23%	28%	Yes	21%	13%	No	3%	6%	Yes	0%	0%	Yes	5%	0%	No	5%	8%	Yes
Skilled Craft	0%	1%	Yes	21%	30%	Yes	25%	14%	No	2%	10%	Yes	0%	0%	Yes	3%	2%	No	1%	4%	Yes
Service Maintenance	11%	12%	Yes	27%	51%	Yes	30%	21%	No	4%	6%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes

* Females are also included in the percentage totals for each of the minority groups.

** American Indian/Alaskan Native

*** Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

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Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety , security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

2014-Q4 EEO & DIVERSITY REPORT
MTA BUS COMPANY

NEW HIRES
January 1, 2014 to December 31, 2014

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	32	3	9%	9	28%	4	13%	3	9%	0	0%	0	0%	1	3%
Professionals	10	4	40%	2	20%	0	0%	0	0%	0	0%	0	0%	0	0%
Technicians	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Protective Services	10	6	60%	6	60%	3	30%	0	0%	0	0%	0	0%	1	10%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	7	4	57%	3	43%	2	29%	0	0%	0	0%	0	0%	1	14%
Skilled Craft	50	1	2%	18	36%	12	24%	10	20%	0	0%	0	0%	3	6%
Service Maintenance	349	50	14%	191	55%	86	25%	39	11%	1	0%	0	0%	3	1%
Total	458	68	15%	229	50%	107	23%	52	11%	1	0%	0	0%	9	2%

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2014-Q4 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO AND TITLE VI COMPLAINTS
January 1, 2014 to December 31, 2014

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases ⁴	Status (# Open) ⁵
EEO	8	0	3	2	1	3	9	4	30	17	10
External Complaints	6	0	2	1	1	3	8	4	25	14	9
Internal Complaints	2	0	1	1	0	0	1	0	5	3	1

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	4	0	0	4	4	0

¹ This chart includes all pending matters as of the date of the report; some matters were filed prior to the reporting period.

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

³ In some instances, a single complaint may involve two or more EEO protected classifications.

2014-Q4 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 12/31/14
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	3	1	1	1	2	0	8
TOTAL	3	1	1	1	2	0	8

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/14 to 12/31/14
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	2	1	1	0	0	0	4
TOTAL	2	1	1	0	0	0	4

TITLE VI COMPLAINT RESOLUTION FROM 1/1/14 to 12/31/14

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	5	1	0	0	0	0	6
TOTAL	5	1	0	0	0	0	6

2014-Q4 EEO and DIVERSITY REPORT
NEW YORK CITY TRANSIT and MTA BUS COMPANY

Challenges in Hiring Ethnic Minorities/Women

Competitive Examinations

Positions in NYC Transit and MTA Bus Company, for the most part, are filled through competitive examinations. While NYC Transit and MTA Bus Company continue to expand their outreach efforts, in the case of positions requiring a competitive examination, only those applicants who achieve a passing grade can be considered for the position in list number order, without regard to ethnicity or gender. For example, in the case of MTA Bus Company, of the total positions, 88% are non-discretionary and are filled from a list. Approximately 80% of all hires at NYC Transit are non-discretionary and are filled from a list.

Pool of Qualified Applicants

While the competitive examination itself must remain blind to ethnicity and gender, we will continue to make all efforts to increase the pool of qualified ethnic minorities and females who are applying for, taking, and passing NYC Transit and MTA Bus Company's competitive examinations.

Female Inclusivity

Expanding female inclusivity, which includes attracting and retaining more women in traditionally male-dominated titles, particularly in the Skilled Craft and Officials & Administrators categories (*especially in the supervisory ranks which are also list hires*), remains a significant challenge. Identifying the underlying causes that may impede the recruitment of women is a critical step toward redressing the balance and improving inclusivity.

Native Hawaiian and other Pacific Islanders (NHOP)

Underutilization in the NHOP racial group was identified for the first time in the utilization analysis as a result of the updated 2010 Census data. We will expand our recruitment and outreach efforts to include and target this group.

2014-Q4 EEO and DIVERSITY REPORT
NEW YORK CITY TRANSIT and MTA BUS COMPANY

Strategies for Improvement

Diversity and Inclusion Plan

NYC Transit and MTA Bus Company's vision is to have a respectful workplace that attracts and retains talented men and women, and where diversity is leveraged to create programs and services that meet the needs of the diverse communities they serve. NYC Transit and MTA Bus Company believe that the values of diversity and inclusion must be integrated into all that we do. A taskforce and a steering committee have been formed to develop and implement a comprehensive and robust Diversity and Inclusion Plan. Under this plan, diversity will encompass not only race, ethnicity, and gender but the full range of human differences that affect the way we think and do things. The committee will be provided with periodic updates as the Diversity and Inclusion Plan is implemented.

Ongoing Targeted Recruitment and Outreach Efforts

NYC Transit and MTA Bus Company strategically plan their recruitment and sourcing efforts to ensure that information about employment opportunities and upcoming examinations leading to employment are broadly advertised throughout the five boroughs of New York City. Our multi-faceted marketing approach includes, but is not limited to, attending job fairs and community outreach events; utilizing social media channels such as Facebook, Twitter, YouTube, etc.; placing advertisements of examinations and employment information in subway stations and on buses; distributing examination schedules via MetroCard sales vans; and transmitting email blasts about employment opportunities to veterans organizations, not-for-profit entities, and community-based groups.

Outreach to Women

As part of our continued partnership with the local technical schools across the city, NYC Transit's Division of Human Resources assisted interested high school seniors with their applications for the Electrical Helper examination. This partnership has the potential of assisting us with addressing under-representation of women in the skilled craft jobs.

In March, NYC Transit President Bianco had the pleasure of meeting and hosting a luncheon for 16 young women from City Polytechnic High School in Brooklyn who are participating in Transportation YOU. Transportation YOU is a joint initiative between the Women Transportation Seminar and the U.S. Department of Transportation that offers young girls an introduction to a wide variety of transportation careers through hands-on, interactive mentoring.

As part of their visit to NYC Transit, these 16 young women had the opportunity to tour our facilities and meet with some of our women leaders, including those recognized by NYC Transit as "Inspiring Women." For the past two years, NYC Transit and MTA Bus Company have recognized female employees who inspire others to go above and beyond through our "Inspiring Women" program. These women set an example for all agency employees through their achievements in such varied areas as military service, non-traditional work and overcoming health challenges. The "Inspiring Women" served as mentors in partnership with Transportation YOU and exposed these young women to information and activities that we hope will spark their interest in the field of transportation and ultimately in becoming a part of the NYC Transit and MTA Bus Company team.

In addition to this and other mentorship efforts, NYC Transit and MTA Bus Company recently honored our past and present women department heads within our observance of Women's History Month. As part of this recognition, a photo display of the women was placed in the lobbies of each of our main administrative buildings. In addition, a summary of each leader's contributions to NYC Transit and MTA Bus Company was featured on the front page of MTA Today, our internal employee news service.

In a similar effort to highlight the contribution of women, NYC Transit and MTA Bus Company recently created the video Women in Transit for our internal news service and employment page. This video provides an historic account of the contributions made by women, particularly women in our operating departments. These women have had a tremendous impact in the field of public transportation and we are proud to highlight these achievements.

As part of NYC Transit and MTA Bus Company's community outreach, senior leaders met with students attending Ralph R. McKee Career and Technical Education High School and Bronx Community College. This effort has the potential to address the current under-representation of women and minorities. NYC Transit and MTA Bus Company's maintenance and support services personnel also reached out to representatives of CUNY Bronx Community College's (BCC) Automotive Technology curriculum, offering assistance with a mentoring program. BCC has a large minority population and their Automotive Technology curriculum is the only one of its kind in the CUNY system.

In Q4-2014, NYC Transit and MTA Bus Company participated in the annual Salute to Women's Veterans Event, the Circle of Sister's annual conference for Women of Color to promote employment opportunities.

Outreach to Veterans

To further strengthen our recruitment of veterans, NYC Transit and MTA Bus Company recently signed a Memorandum of Agreement with "Army PaYS." The US Army developed the Army PaYS Program to link experienced soldiers with technical skills to civilian employers looking for veterans with matching skills. Through this program, current soldiers are matched with prospective employers prior to completion of their active duty. The soldier and prospective employer remain in contact until the soldier's separation from duty at which point the employer may recruit the new veteran. Our inclusion in Army PaYS provides NYC Transit and MTA Bus Company the opportunity to market its positions to a highly skilled workforce.

On March 21, 2014, NYC Transit and MTA Bus Company participated in a career guidance program called, "How to Read a Military Resume," that was facilitated by the Wounded Warrior Project. This program assisted recruiters with reading and interpreting a military resume. The workshop covered such topics as understanding common military acronyms and jargon, translating the concept of rank within the context of civilian titles and typical professions, and understanding responsibilities across the various service branches.

In Q4-2014, NYC Transit and MTA Bus Company participated in four events that were organized for Veterans seeking employment: Recruit Military, Be a Hero, Hire a Hero, the annual Veterans of Wall Street Conference, hosted by Goldman Sachs, and a resume writing and interviewing skills workshop for active military and veterans at Fort Totten, Queens, NY. In addition, NYC Transit and MTA Bus Company recruiting personnel joined MTA recruiters to host a table at the annual Veteran's Day Parade. The NYC Transit and MTA Bus Company recruiting team continues to work closely with the MTA All-Agency Director of Veteran Recruiting to plan the 2015 recruitment strategy.

Outreach to Hispanics

NYC Transit and MTA Bus Company's ongoing outreach to Hispanics includes the dissemination of information about employment opportunities at community events, career fairs through targeted email blasts, and through various social media. On March 6, 2014, NYC Transit and MTA Bus Company HR staff participated in the Mind, Body and Spirit Conference held at Yankee Stadium that was sponsored by 100 Hispanic Women. Although the focus was primarily on health and wellness, the event provided our HR professionals with an opportunity to network with attendees as well as share information about employment opportunities at NYC Transit and MTA Bus Company.

Ongoing Program Monitoring

NYC Transit's Office of EEO, in partnership with NYC Transit's Division of Human Resources, ensures that utilization targets for women and minorities in particular job categories, based on estimated availability and internal workforce numbers, are known before vacancies, discretionary hires and promotions are posted. The Office of EEO provides utilization targets to departments on a quarterly basis. As part of the Office of EEO's and Division of Human Resources' monitoring of the selection process, we ensure that women and minority group members are included as interviewers. The Office of EEO must approve all discretionary hires and promotions. For MTA Bus Company, the MTA Department of Diversity and Civil Rights approves discretionary hires, promotions, and provides utilization targets. In addition, MTA Bus Company conducts panel interviews which include a Human Resources representative and ensures panel members include women and minorities.

MTACC MONTHLY PROJECT STATUS REPORTS:

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

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - February 2015

data thru January 2015; \$\$ in million

	Budget	Expenditures
Construction	\$ 928.8	\$ 864.6
Design	106.1	104.3
Construction Management	144.1	116.6
Real Estate	220.9	207.1
Total	\$ 1,400.0	\$ 1,292.7

	Schedule
Project Design Start	August-2003
Project Design Completion	May-2010
Project Construction Start	December-2004
Fulton Center Opening	November-2014

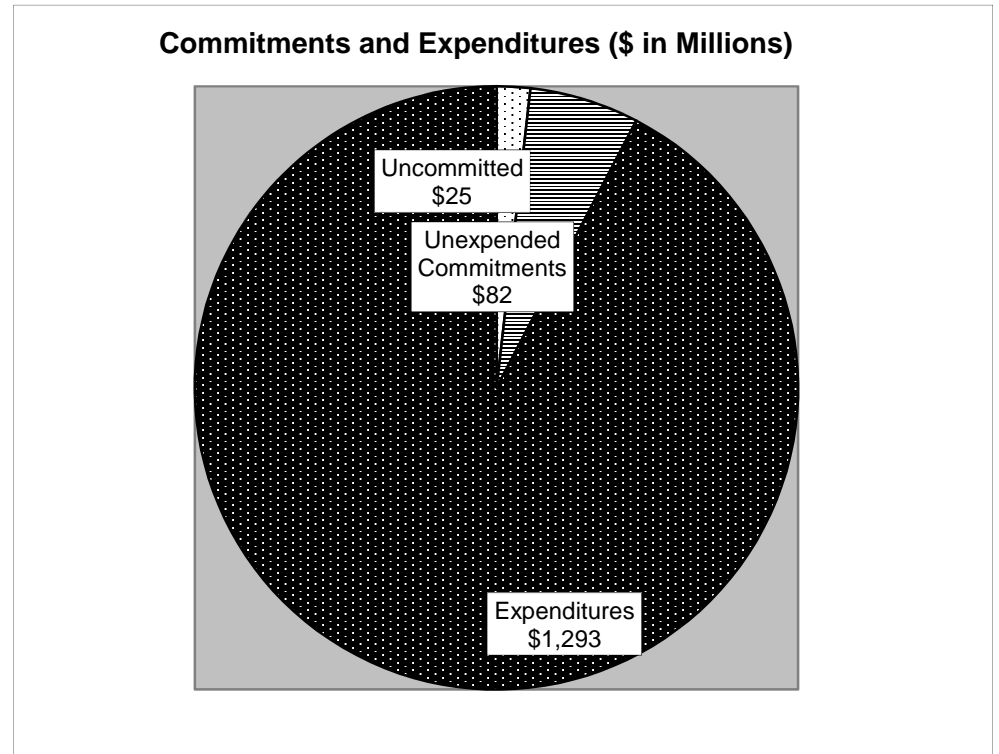
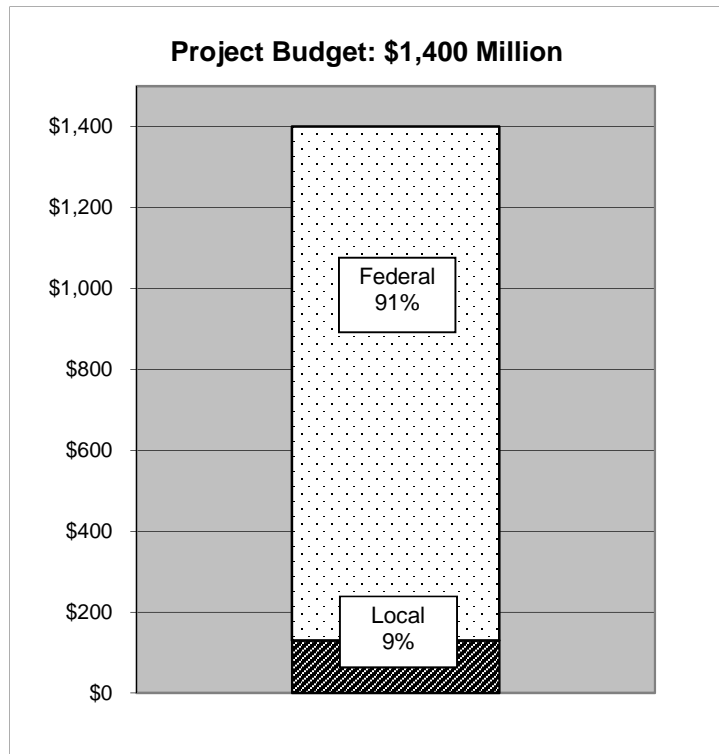
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone	Forecast Substantial Completion
4F: Transit Center Building Plaza - Schiavone, JV	\$212.8	\$207.0	\$5.8	\$193.9	Jan-2011	Aug-2010	Jun-2014	Nov-2014	Dec-2015
R to E Connector	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD	TBD

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

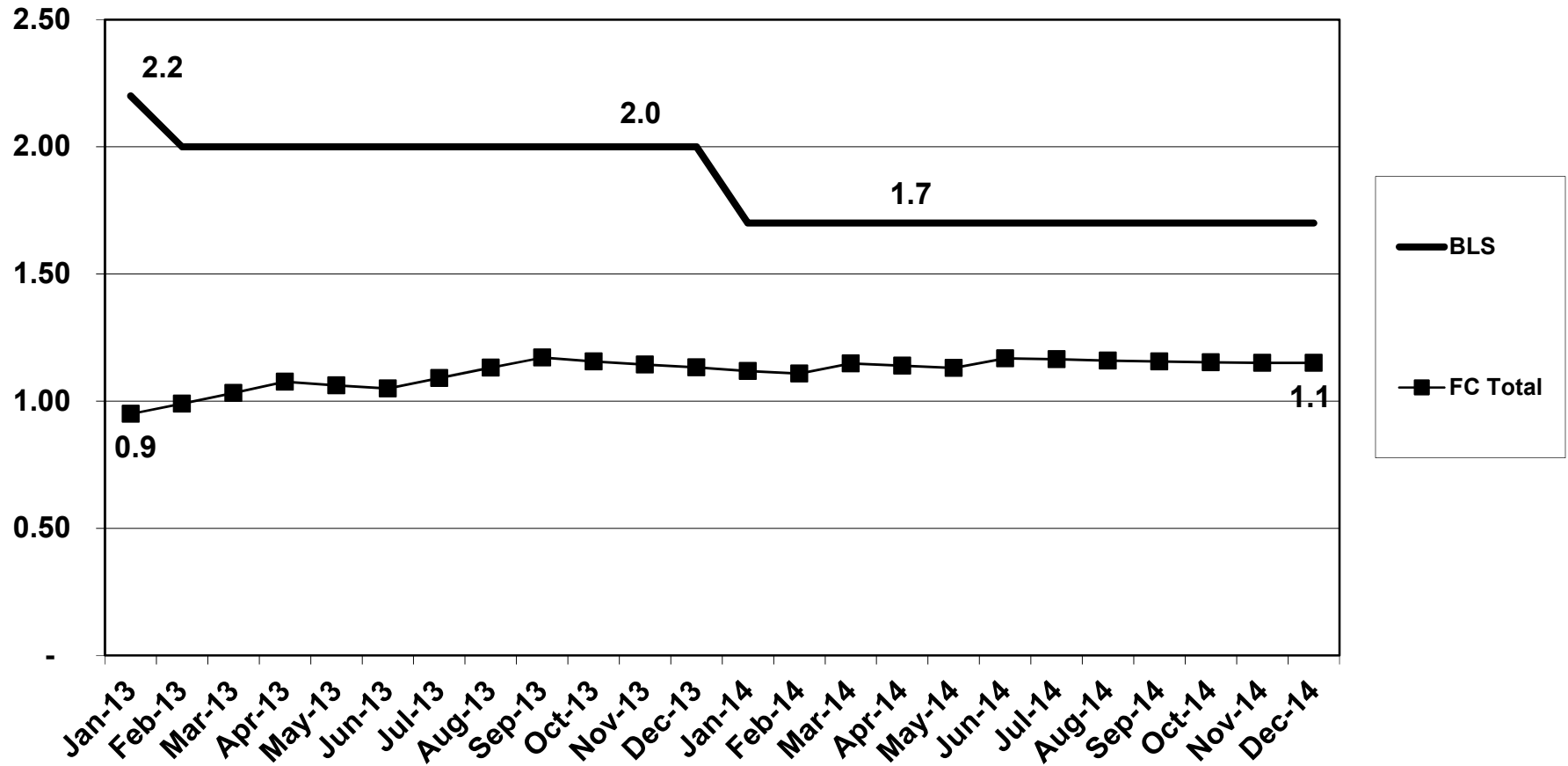
Fulton Center Status

Report to the Transit Committee - February 2015
data thru January 2015

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 977	\$ 130	\$ 847	\$ 847	\$ 951	\$ 25	\$ 869
ARRA (Federal Stimulus)	423	-	423	423	423	-	423
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,270	\$ 1,375	\$ 25	\$ 1,293



Lost Time Injury Rate Fulton Center Project, 2013-2014 vs. US BLS National Standard for Heavy & Civil Construction



Note:

Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)

7 Line Extension Active and Future Construction Contracts

Report to the Transit Committee - February 2015

data thru January 2015; \$s in million

	Budget	Expenditures
Final Design	\$ 118.0	116.6
Construction	1,904.9	1,804.1
Construction Management	44.5	38.0
Subway Project Reserve	33.4	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,958.7
HYDC-Funded Non-Subway Work [†]	266.0	235.0
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,193.7
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,246.8

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Systems Testing and Integration Start	October-2013
Revenue Service Date	Q2-2015

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	\$555.8	\$549.0	\$6.9	\$516.4	Aug-2011	Jun-2014	Q2-2015
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes ^{††} <i>John P. Picone Inc.</i>	\$92.3	\$85.0	\$7.3	\$33.6	Sep-2012	Apr-2016	Nov-2016

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

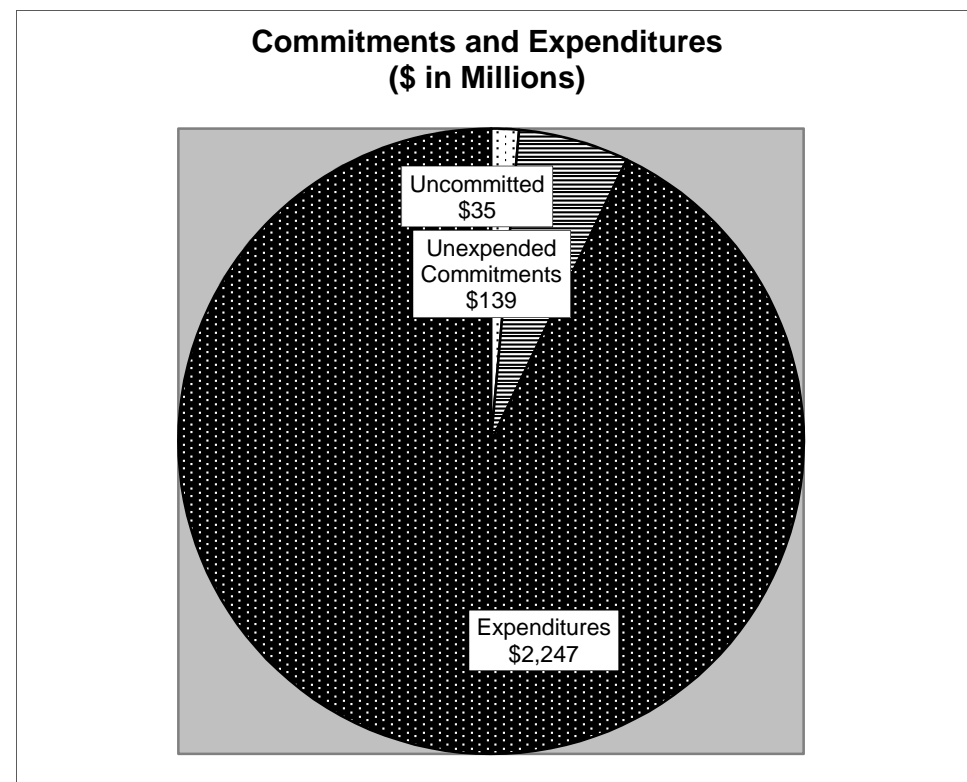
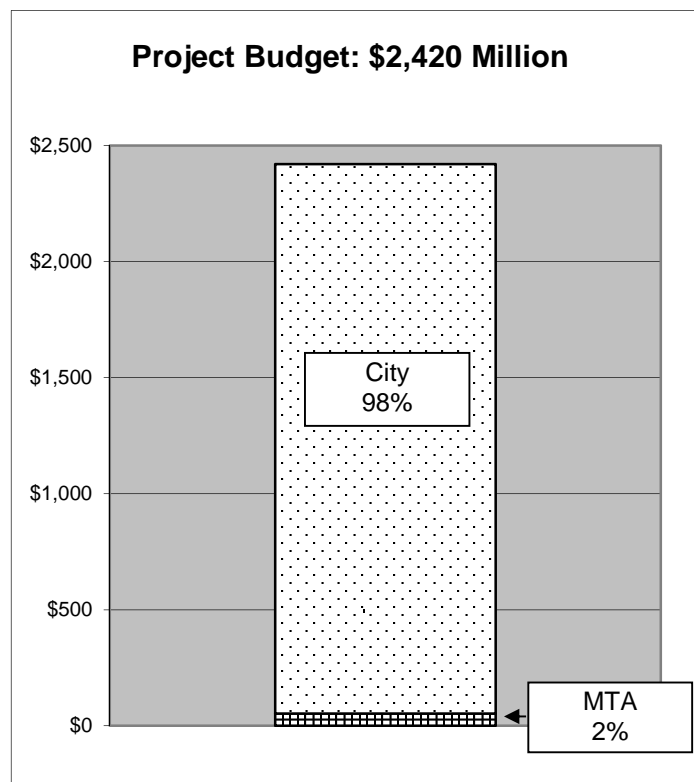
† Non-subway work includes design, construction management, and construction tasks.

†† 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.

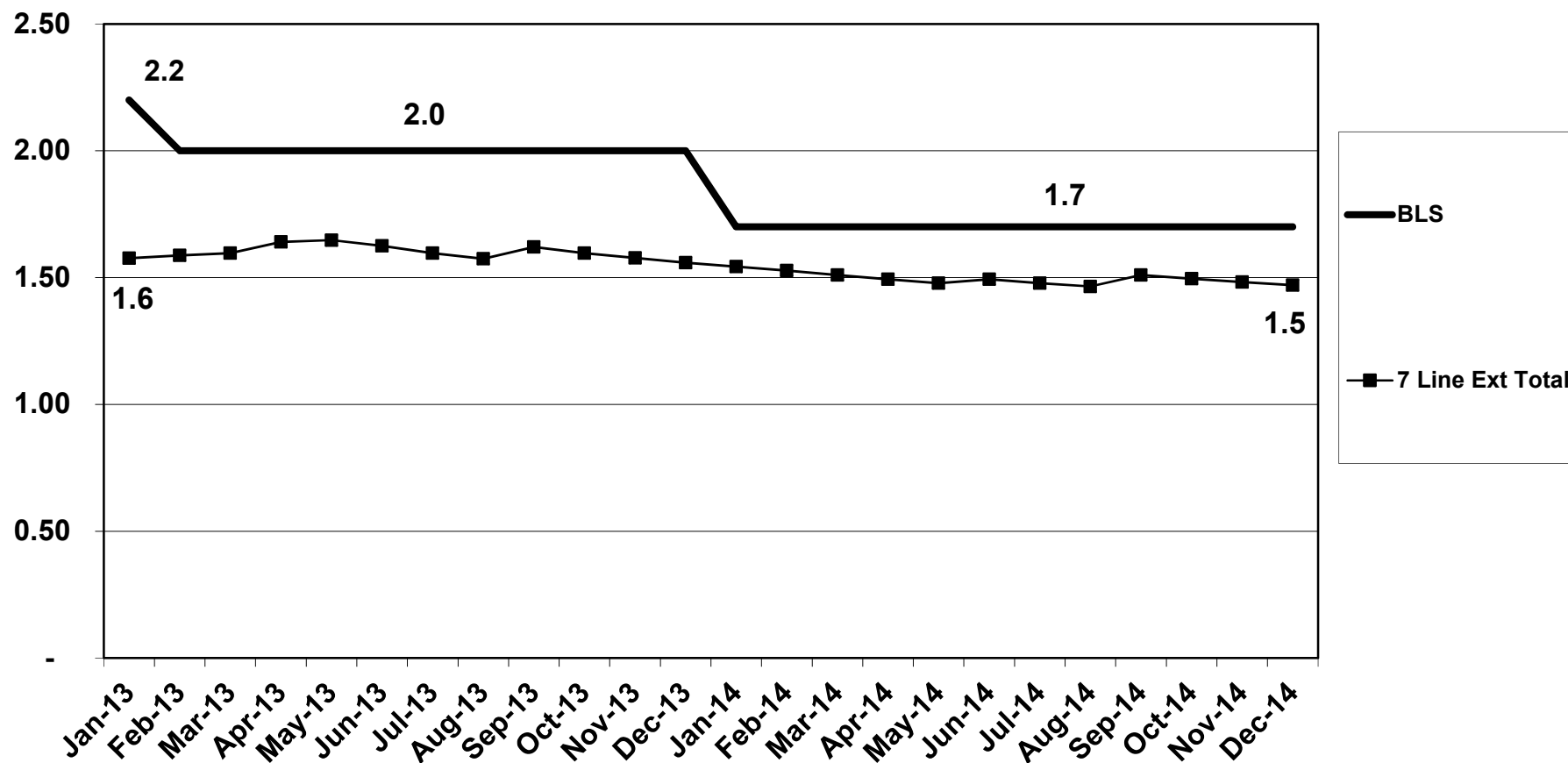
7 Line Extension Status **Report to the Transit Committee - February 2015** *data thru January 2015*

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,332	2,332	34	2,194
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,332	\$ 2,385	\$ 35	\$ 2,247

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



Lost Time Injury Rate 7 Line Extension Project, 2013-2014 vs. US BLS National Standard for Heavy & Civil Construction



Note:

Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)

Second Ave Subway (Ph I) Active & Future Construction Contracts

Report to the Transit Committee - February 2015

data thru January 2015; \$s in million

	Budget	Expenditures
Construction	\$ 3,440.1	\$ 2,349.2
Design	\$ 508.2	478.8
Construction Management	\$ 221.3	151.2
Real Estate	\$ 281.5	226.0
Total	\$ 4,451.0	\$ 3,205.2

	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 <i>Judlau Contracting</i>	\$190.9	\$189.6	\$1.3	\$156.2	Jul-2010	Jan-2011	May-2014	Sep-2015
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$268.0	\$14.8	\$115.1	Mar-2011	Jan-2012	Aug-2016	Sep-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$347.3	\$347.3	\$0.0	\$180.0	Mar-2011	Jun-2012	Dec-2015	Oct-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$289.3	\$281.0	\$8.3	\$95.6	Nov-2012	Feb-2013	Nov-2015	Sep-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$209.4	\$13.6	\$47.9	Oct-2013	Jun-2013	May-2016	Aug-2016

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

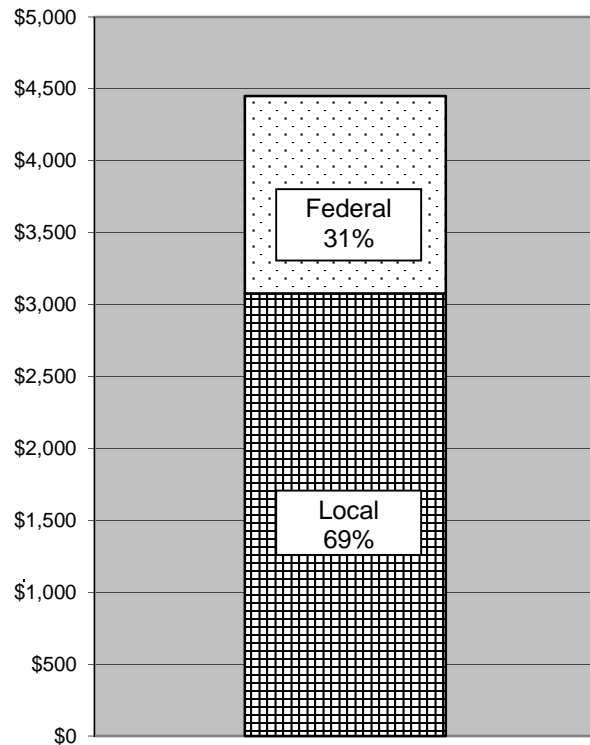
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - February 2015

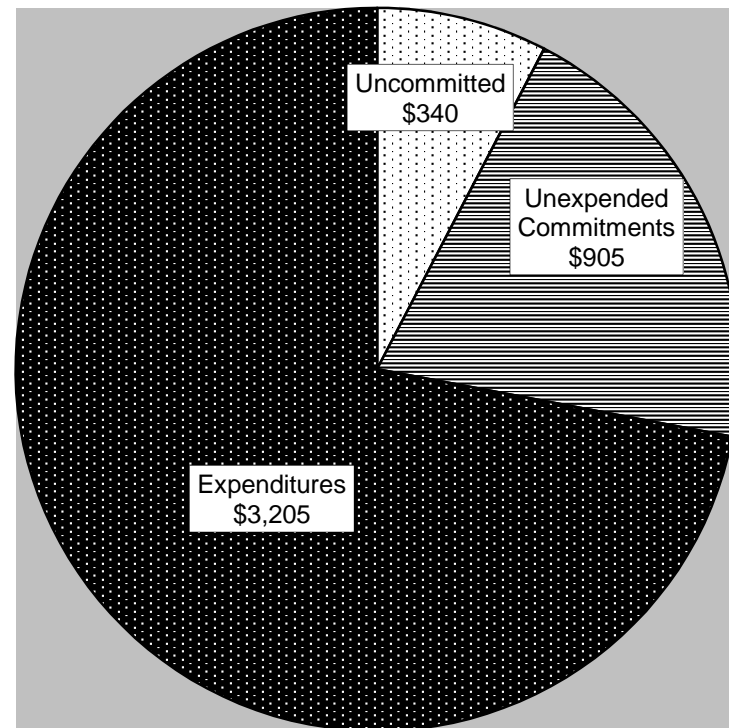
data thru January 2015

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,050	\$ 0	\$ 1,036
2005-2009	1,914	846	1,068	758	1,866	48	1,566
2010-2014	1,487	1,487	-	-	1,195	292	604
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,064	\$ 4,111	\$ 340	\$ 3,205

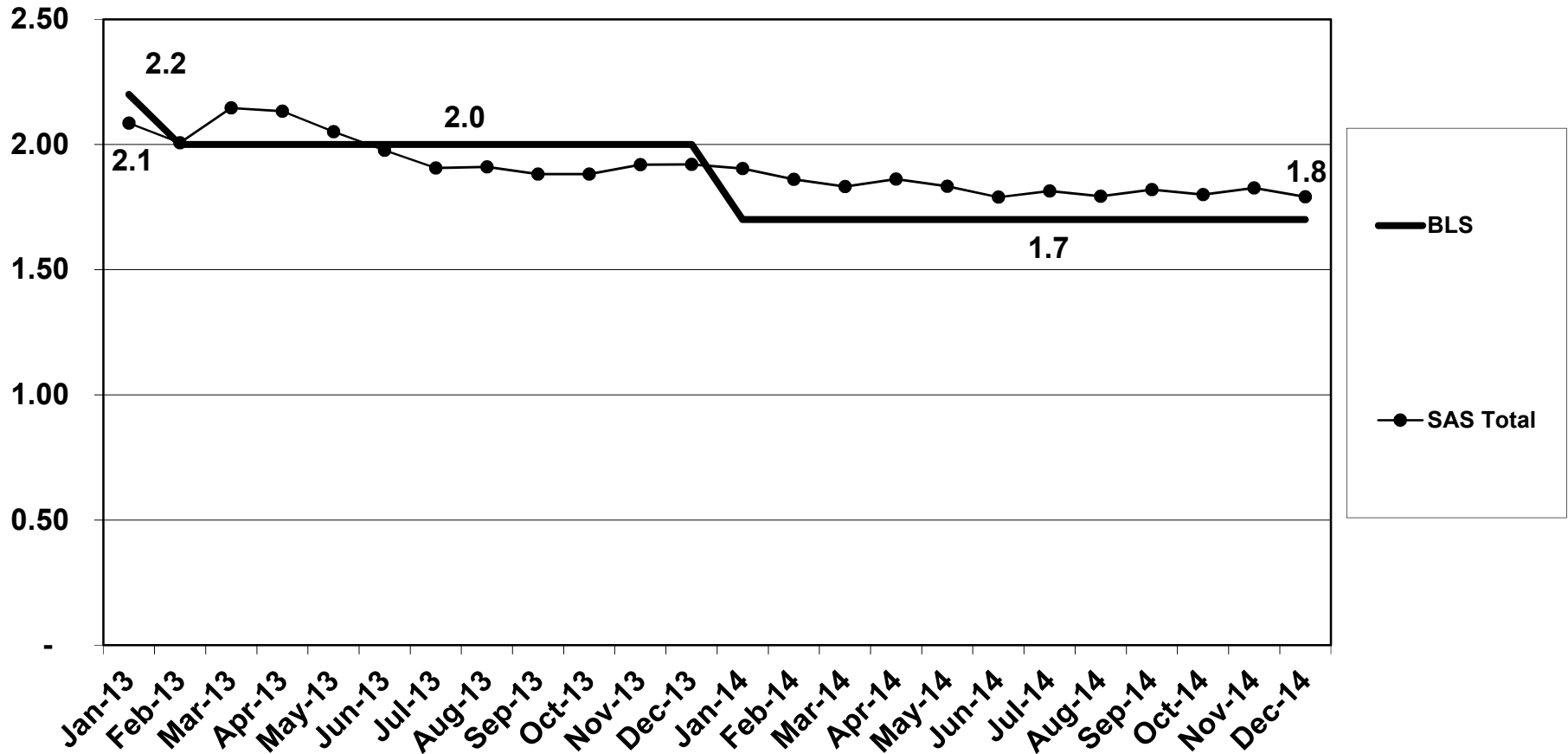
Project Budget: \$4,451 Million



Commitments and Expenditures (\$ in Millions)



Lost Time Injury Rate **Second Avenue Subway Project, 2013-2014** **vs. US BLS National Standard for Heavy & Civil Construction**



Note:

Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)