



Transit & Bus Committee Meeting

April 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, 4/27/2015

10:00 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – MARCH 23, 2015

March Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 9

4. OPERATIONS PERFORMANCE SUMMARY

a. February Operations Report

February Operations Report - Page 17

5. FINANCIAL REPORTS

a. February NYCT Financial & Ridership Report

NYCT Financial Report - Page 54

b. February SIR Financial & Ridership Report

SIR Financial Report - Page 75

c. February MTA Bus Financial & Ridership Report

MTA Bus Financial Report - Page 86

d. Capital Program Status Report

Capital Program Status Report - Page 99

6. PROCUREMENTS

April Procurement Staff Summary and Resolution - Page 108

a. Non-Competitive

NYCT Non-Competitive Actions - Page 112

b. Competitive

NYCT Competitive Actions - Page 114

c. Ratifications

MTACC Ratifications - Page 119

7. SERVICE CHANGES

a. Revise M35 Service on Randall's-Ward's Island

M35 Staff Summary - Page 122

b. Implement M86 Select Bus Service

M86 SBS Staff Summary - Page 127

c. Bus Schedule Changes Effective June 2015

Bus Schedule Staff Summary - Page 133

d. Subway Schedule Changes Effective Fall 2015

Subway Schedule Staff Summary - Page 139

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 143

b. Final Review of NYCT 2014 Operating Results

Final Review of NYCT 2014 Operating Results - Page 147

c. Final Review of SIR 2014 Operating Results

Final Review of SIR 2014 Operating Results - Page 171

d. Final Review of MTA Bus 2014 Operating Results

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9. MTACC Report

MTACC Report - Page 209

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
March 23, 2015

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

The following Members were present:
Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. Jonathan A. Ballan
Hon. Allen P. Cappelli
Hon. Ira Greenberg
Hon. Susan G. Metzger

The Following Members were Absent:
Hon. John H. Banks III, Vice-Chair
Hon. Jeffrey Kay
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Polly Trottenberg

Also present were:
Carmen Bianco, President, New York City Transit
Robert Bergen, Executive Vice President
Joe Leader, Senior Vice President, Subways
Vincent Coogan, Deputy 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
Anthony D'Amico, Vice President, MTA Capital Construction

I. Chair Ferrer opened the meeting.

II. Public Speakers

Bruce Hain, Citizens for Sensible Transportation, suggested that subway schedules, and not just schedule revisions, be posted prominently in every station by the main entrance and at a platform location.

Murray Bodin suggested that the Committee extend the 7 line to Secaucus, noting that this would alleviate bus and subway congestion.

Orrin Goetz suggested that NYCT adopt New Jersey Transit's My Tix ticketing system and also spoke in favor of the extension of the 7 line to Secaucus.

III. Minutes and Work Plan

Although no quorum was present, upon motion duly made and seconded, the Committee Minutes of the February 23, 2015 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company were unanimously approved by those Members present.

Member Albert indicated that the elevator installation reference in the Financial Report segment of the February meeting should have read "the 238th Street Station", and not "the 236th Street Station". Member Albert also noted that the term "AVMs" used by Orrin Goetz during the public speaker segment should be corrected to read "MVMs".

EVP Bergen presented the Committee's Work Plan, revised so as to align the presentation of the quarterly and year-end EEO and Diversity Reports with the scheduled meetings of the Diversity Committee of the Board. Upon motion duly made and seconded, the revision to the Work Plan was unanimously approved by the Members of the Committee in attendance.

IV. Agenda Items

A. Operations Report

President Bianco introduced Owen Monaghan as the new Vice President of Security, noting his recent retirement from the NYPD as a two-star Chief, and his years of service on the NYPD Transit Bureau.

SVP Leader reported to the Committee on the Department of Subways' operating performance, distinguishing between terminal delay and wait assessment reporting, and noting the effect of the severe winter weather on delay statistics overall.

President Bianco acknowledged the need to improve service in the face of increased ridership, and informed the Committee that within the next two months SVP Leader would be presenting a plan for mitigating service delays.

In response to Member Ballan's concerns, President Bianco assured the Committee that weather patterns are carefully monitored through a number of sources, and that strategies to mitigate the impact of weather on the transit system are tailored to the specific conditions anticipated.

In response to Member Greenberg's concern regarding the decline in wait assessment statistics relative to on-time performance on the 7 Line, President Bianco and SVP Leader agreed to evaluate the situation, noting that the figures are likely due to high ridership and overcrowding on the line.

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

In response to a question from Member Albert, President Irick advised the Committee that the use of the "Next Bus Please" notation on buses which are not in service is being re-evaluated.

In response to a question from Member Ballan, President Irick noted that precautionary measures are taken to mitigate the effect of extreme temperatures on mechanical equipment, stressing the importance of retiring over-age buses and securing capital program funding for their replacement.

VP Kennedy presented the Safety Report.

Deputy Chief Coogan presented the NYPD Transit Bureau statistics.

In response to a question from Member Albert, Deputy Chief Coogan confirmed that there were indeed exactly 118 grand larcenies in February of both 2014 and 2015.

B. Financial Reports

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

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 seven action items totaling \$98.3 million in expenditures.

VP Plochochi highlighted for the Committee two procurement Agenda items: (1) the ratification of a contract modification to New Flyer of America Incorporated in the amount of \$35,538,336 for the purchase of 72 low floor, 40-foot, standard diesel buses, and (2) a retroactive modification to the Parsons Brinckerhoff Inc. contract extending the construction management services on Phase I of the Second Avenue Subway Project through construction closeout in December 2017 in the amount of \$54,380,770.


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

Although no quorum was present, NYCT's non-competitive procurements requiring a majority vote (Schedule J in the Agenda), as well as its competitive procurements requiring a majority vote (Schedules F and H in the Agenda) were unanimously approved by those Members present and forwarded to the full Board for consideration, as was its proposed ratification of a completed procurement action requiring a two-thirds vote (Schedule D in the Agenda).

MTACC's proposed ratifications of completed procurement actions requiring a majority vote (Schedule K in the Agenda) were also unanimously approved by those Members present, 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

David Cannon, Chief Procurement Officer for MTACC, requested the Committee's approval to assume and modify a contract between the Port Authority of New York and New Jersey and the Downtown Design Partnership for a total not-to-exceed amount of \$3,788,671, noting that the contract is for expert professional architectural and engineering services for the permanent World Trade Center Path Terminal, and that approval is being sought only for the portion of the contract that is related to the reconstruction of the Cortlandt Street  Line Station.

In response to budgetary concerns raised by Member Metzger, SVP Eisland explained that the work being assumed only relates to the Cortlandt Street station, and that the design has already been vetted by NYCT. VP D'Amico added that the assignment allows MTACC to take over control of the construction phase services.

Although there was no quorum present, upon motion duly made and seconded, the action item was unanimously approved by those Members present, and forwarded to the full Board for consideration.

VI. Service Changes

Peter Cafiero presented two service changes to the Committee for its information: (1) a revision to the B26 and Q58 routes in Ridgewood, and (2) conversion of the Q103 service

improvements, which were implemented in June 2014 on an experimental basis in accordance with MTA service guidelines, into permanent changes.

VII. Special Reports and Presentations

President Bianco presented the MetroCard Report to the Committee for its information, as well as the NYCT and MTA Bus Year End 2014 Safety Report.

VIII. MTA CC Project Report

Vice President D'Amico reported on the status of the 7 Line Extension project, informing the Committee that the new 34th Street Station will likely not open until a few weeks after the second quarter of 2015, when complex testing and commissioning activities have been completed.

In response to a question from Member Greenberg, VP D'Amico informed the Committee that the station is CBTC ready, and that it will be connected once the 7 Line CBTC work has been completed.

In response to a question from Chair Ferrer, VP D'Amico advised that the original contract option for a second station on the 7 Line Extension has not been exercised.

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

Respectfully submitted,

A handwritten signature in dark 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

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, 1 st Qtr, 2015	EEO & Human Resources

June 2015

No Items

July 2015

No Items

August 2015

No Meetings Held

September 2015

Public comment/Committee review of budget	
2015 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2015 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2015 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

2016 Preliminary NYC Transit Budget	Management & Budget
2016 Preliminary SIR Budget	Management & Budget
2016 Preliminary MTA Bus Budget	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
NYCT & MTA Bus EEO & Diversity Report, 2 nd Qtr, 2015	EEO & Human Resources

October 2015

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

November 2015

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

December 2015

NYCT 2016 Adopted Budget/Financial Plan 2016-2019	Management & Budget
SIR 2016 Adopted Budget/Financial Plan 2016-2019	Management & Budget
MTA Bus 2016 Adopted Budget/Financial Plan 2016-2019	Management & Budget
NYCT & MTA Bus EEO & Diversity Report, 3 rd Qtr, 2015	EEO & Human Resources

January 2016

Approval of 2016 NYC Transit Committee Work Plan	Committee Chair & Members
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February 2016

Preliminary Review of NYC Transit 2015 Operating Results	Management & Budget
Preliminary Review of SIR 2015 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2015 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2016-2019	Management & Budget
SIR Adopted Budget/Financial Plan 2016-2019	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2016-2019	Management & Budget
Service Quality Indicators (including PES)	Operations Planning
ADA Compliance Report	Capital Program Management
Elevator & Escalator Service Report	Subways
Transit Adjudication Bureau Report	Law
NYCT & MTA Bus EEO & Diversity Report, 2015 Yr End Report	EEO & Human Resources

March 2016

No Items



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

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, 1st Qtr, 2015

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

No Agenda Items

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

EEO & Diversity Report, 2nd Qtr, 2015

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

OCTOBER 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.

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.

EEO & Diversity Report, 3rd Qtr, 2015

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)

JANUARY 2016

Approval of Committee Work Plan

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

FEBRUARY 2016

Preliminary Review of NYC Transit's 2015 Operating Results

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

Preliminary Review of SIR 2015 Operating Results

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

Preliminary Review of MTA Bus 2015 Operating Results

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

Adopted Budget/Financial Plan 2016-2019

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

SIR Adopted Budget/Financial Plan 2016-2019

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

MTA Bus Adopted Budget/Financial Plan 2016-2019

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

EEO & Diversity Report- 2015 Year-End Report

A detailed year-end 2015 report to the committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

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.

IV. SPECIFIC AGENDA ITEMS (con't)

ADA Compliance Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

MARCH 2016

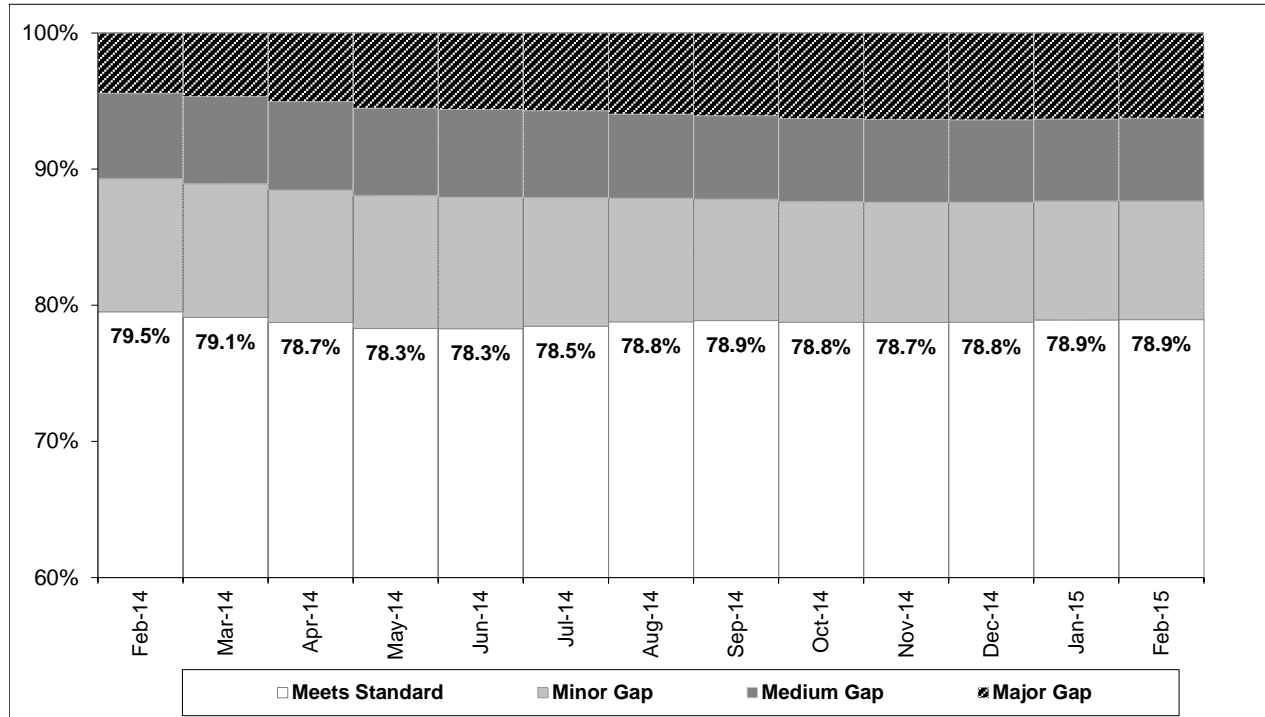
No Agenda Items

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: February 2015			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				78.9%	79.5%	-0.6%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	69.9%	68.4%	+1.5%	73.1%	74.7%	-1.6%
A Division Weekday Wait Assessment - (All Lines)				75.7%	77.3%	-1.6%
B Division Weekday Wait Assessment	78.0%	77.4%	+0.6%	80.7%	80.7%	0.0%
System Weekend Wait Assessment (Charts 3)				85.6%	85.0%	+0.6%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	81.0%	87.1%	-6.1%	82.3%	84.5%	-2.2%
A Division Weekend Wait Assessment - (All Lines)				84.5%	85.7%	-1.2%
B Division Weekend Wait Assessment	86.0%	83.1%	+2.9%	86.3%	84.6%	+1.7%
System Weekday Terminal On-Time Performance (Charts 4-5)	66.3%	68.7%	-2.4%	73.8%	80.0%	-6.2%
A Division Weekday Terminal On-Time Performance	62.0%	60.9%	+1.1%	69.3%	74.1%	-4.8%
B Division Weekday Terminal On-Time Performance	69.9%	75.0%	-5.1%	77.4%	84.7%	-7.3%
System Number of Terminal Delays (Charts 6)	49,743	46,911	+6.0%	43,330	33,302	+30.1%
System Weekend Terminal On-Time Performance (Charts 7-8)	74.5%	85.2%	-10.7%	79.9%	85.5%	-5.6%
A Division Weekend Terminal On-Time Performance	72.5%	82.7%	-10.2%	77.5%	81.9%	-4.4%
B Division Weekend Terminal On-Time Performance	75.8%	86.9%	-11.1%	81.6%	87.9%	-6.3%
System Number of Weekend Terminal Delays (Charts 9)	12,967	7,389	+75.5%	10,296	7,370	+39.7%
Mean Distance Between Failures (Charts 10-11)	118,482	125,518	-5.6%	142,422	143,616	-0.8%
A Division Mean Distance Between Failures	100,730	113,014	-10.9%	125,624	131,896	-4.8%
B Division Mean Distance Between Failures	135,914	136,659	-0.5%	157,861	153,855	+2.6%
System Weekday Service-KPI (Charts 12-13)	75.5%	75.9%	-0.4%	78.2%	80.4%	-2.2%
A Division Weekday Service-KPI	70.3%	69.4%	+0.9%	73.9%	76.5%	-2.6%
B Division Weekday Service-KPI	79.1%	80.2%	-1.1%	81.3%	83.1%	-1.8%
System Weekday PES-KPI (Charts 14-16)				91.1%	91.9%	-0.8%
Staten Island Railway						
24 Hour On-Time Performance	96.7%	93.5%	+3.2%	91.6%	94.3%	-2.7%
AM Rush On-Time Performance	95.3%	89.2%	+6.1%	92.7%	96.0%	-3.3%
PM Rush On-Time Performance	96.7%	92.5%	+4.2%	94.7%	97.1%	-2.4%
Percentage of Completed Trips	99.5%	99.6%	-0.1%	99.7%	99.7%	0.0%
Mean Distance Between Failures	25,926	183,504	-85.9%	57,751	68,911	-16.2%
Staten Island Railway PES-KPI (Charts 17)				90.8%	92.4%	-1.6%

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*					
12-Month Average					
	<u>Meets Standard</u>	<u>GAP</u>			Annual Results (Meets Standard)
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Mar '14 - Feb '15	78.9%	8.7%	6.1%	6.3%	2015 GOAL: 80.7%
Mar '13 - Feb '14	79.5%	9.8%	6.3%	4.4%	2014 ACTUAL: 78.8%

Chart 1

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

Mar '14 - Feb '15					Mar '13 - Feb '14				
Line	Meets	GAP			Meets	GAP			Standard
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	Difference
1	80.0%	8.5%	6.0%	5.4%	81.1%	8.2%	5.5%	5.3%	-1.1%
2	72.6%	10.0%	8.9%	8.4%	72.0%	10.5%	9.3%	8.1%	+0.6%
3	78.0%	9.5%	6.9%	5.6%	77.0%	10.1%	7.1%	5.8%	+1.0%
4	71.6%	9.6%	8.6%	10.1%	72.9%	9.8%	8.3%	9.0%	-1.3%
5	67.7%	10.0%	10.1%	12.2%	69.7%	10.2%	9.2%	10.9%	-2.0%
6	68.3%	9.0%	9.7%	12.9%	75.3%	8.1%	7.1%	9.4%	-7.0%
7	76.1%	9.8%	6.5%	7.6%	78.5%	10.1%	7.6%	3.8%	-2.4%
S 42nd	90.9%	3.8%	2.3%	3.0%	91.6%	4.2%	1.7%	2.5%	-0.7%
Subdivision A	75.7%	8.8%	7.4%	8.2%	77.3%	8.9%	7.0%	6.9%	-1.6%
A	69.6%	10.1%	8.2%	12.1%	71.8%	11.3%	9.2%	7.7%	-2.2%
B	80.1%	9.1%	5.7%	5.1%	79.0%	11.2%	6.7%	3.0%	+1.1%
C	81.5%	9.5%	4.9%	4.1%	80.7%	10.7%	5.7%	2.9%	+0.8%
D	81.5%	8.8%	5.6%	4.2%	79.5%	12.1%	6.4%	2.0%	+2.0%
E	75.0%	9.5%	7.4%	8.0%	74.9%	12.4%	8.0%	4.6%	+0.1%
F	71.3%	8.9%	7.6%	12.2%	74.5%	11.0%	8.9%	5.6%	-3.2%
S Fkln	95.7%	2.0%	1.1%	1.2%	97.0%	2.0%	0.7%	0.4%	-1.3%
G	81.8%	10.2%	4.9%	3.2%	80.3%	11.0%	6.4%	2.3%	+1.5%
S Rock	90.0%	5.7%	2.0%	2.3%	93.8%	4.8%	0.8%	0.5%	-3.8%
J Z	81.6%	9.6%	5.1%	3.6%	80.1%	10.7%	5.9%	3.3%	+1.5%
L	82.1%	9.4%	4.9%	3.7%	79.9%	11.9%	5.1%	3.1%	+2.2%
M	78.6%	10.0%	6.9%	4.5%	79.2%	11.7%	6.4%	2.7%	-0.6%
N	80.3%	9.1%	5.1%	5.5%	80.4%	9.7%	6.6%	3.3%	-0.1%
Q	80.2%	9.6%	5.6%	4.6%	78.4%	11.9%	7.1%	2.5%	+1.8%
R	80.9%	8.7%	5.7%	4.7%	81.3%	11.4%	4.9%	2.4%	-0.4%
Subdivision B	80.7%	8.7%	5.4%	5.3%	80.7%	10.2%	5.9%	3.1%	+0.0%
Systemwide	78.9%	8.7%	6.1%	6.3%	79.5%	9.8%	6.3%	4.4%	-0.6%

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

* Headway
Definitions

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

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

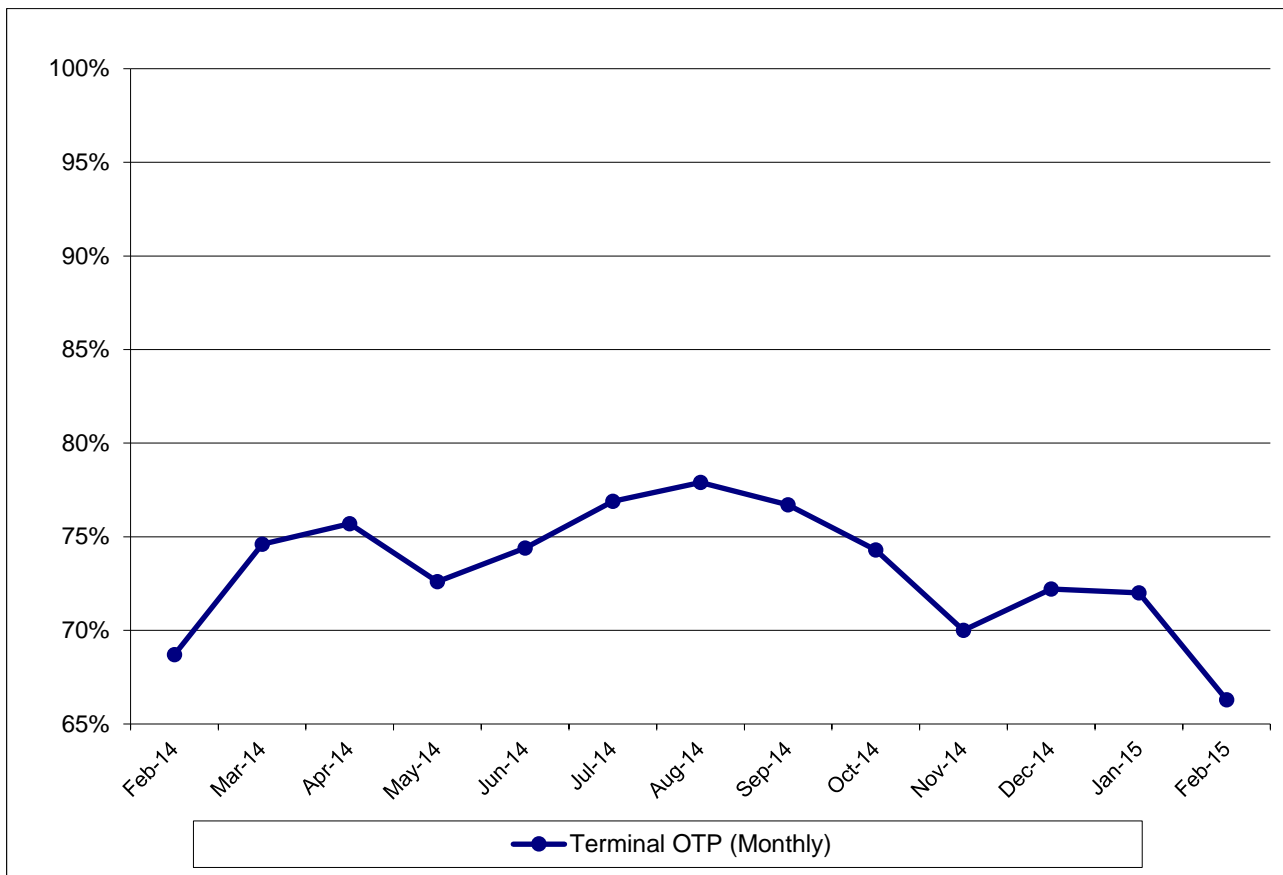
Major Gap: more than 100% scheduled headway or missed intervals

Subway Weekend Wait Assessment (6 am - midnight)

Mar '14 - Feb '15					Mar '13 - Feb '14				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	87.2%	6.7%	3.7%	2.4%	88.3%	6.5%	3.2%	2.0%	-1.1%
②	79.9%	10.1%	6.3%	3.7%	82.4%	10.0%	5.4%	2.2%	-2.5%
③	86.9%	7.1%	3.4%	2.6%	89.1%	6.9%	2.6%	1.4%	-2.2%
④	77.1%	9.7%	7.1%	6.1%	80.0%	9.6%	6.2%	4.2%	-2.9%
⑤	82.6%	7.8%	5.2%	4.5%	82.9%	8.0%	5.0%	4.1%	-0.3%
⑥	80.5%	8.8%	6.1%	4.6%	84.3%	7.9%	4.6%	3.2%	-3.8%
⑦	83.6%	9.5%	3.3%	3.6%	80.3%	10.7%	6.0%	3.0%	+3.3%
Ⓢ 42nd	98.5%	0.8%	0.3%	0.5%	98.2%	1.0%	0.4%	0.5%	+0.3%
Sub Division A	84.5%	7.6%	4.4%	3.5%	85.7%	7.6%	4.2%	2.6%	-1.2%
Ⓐ	77.0%	10.0%	5.9%	7.0%	79.0%	11.1%	7.1%	2.9%	-2.0%
Ⓒ	82.4%	8.8%	5.2%	3.7%	78.0%	9.3%	8.2%	4.5%	+4.4%
Ⓓ	83.6%	7.1%	4.4%	4.9%	81.5%	11.9%	5.4%	1.2%	+2.1%
Ⓔ	85.6%	7.8%	3.1%	3.5%	86.0%	10.2%	3.6%	0.2%	-0.4%
Ⓕ	84.5%	7.7%	2.8%	5.0%	79.3%	11.6%	6.8%	2.3%	+5.2%
Ⓢ Fkln	95.3%	3.1%	0.6%	0.9%	97.3%	2.7%	0.0%	0.0%	-2.0%
Ⓖ	92.4%	4.3%	1.7%	1.7%	86.6%	8.4%	3.0%	2.0%	+5.8%
ⒿⓏ	91.8%	5.6%	1.6%	1.0%	89.9%	7.0%	2.8%	0.3%	+1.9%
Ⓛ	87.0%	6.1%	3.3%	3.6%	84.1%	8.9%	4.4%	2.5%	+2.9%
Ⓝ	85.3%	7.6%	4.6%	2.4%	83.7%	9.4%	4.5%	2.3%	+1.6%
Ⓚ	88.4%	7.1%	3.5%	1.0%	85.8%	8.7%	4.2%	1.4%	+2.6%
Ⓡ	82.0%	8.9%	4.3%	4.8%	83.7%	12.5%	3.4%	0.5%	-1.7%
Sub Division B	86.3%	7.0%	3.4%	3.3%	84.6%	9.3%	4.4%	1.7%	+1.7%
Systemwide	85.6%	7.2%	3.8%	3.4%	85.0%	8.6%	4.3%	2.0%	+0.6%

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

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

Feb 2015: 66.3%
 Feb 2014: 68.7%
 12-Mon Avg: 73.8%
 (Mar '14-Feb '15)

Subdivision A

Monthly Results

Feb 2015: 62.0%
 Feb 2014: 60.9%
 12-Mon Avg: 69.3%
 (Mar '14-Feb '15)

Subdivision B

Monthly Results

Feb 2015: 69.9%
 Feb 2014: 75.0%
 12-Mon Avg: 77.4%
 (Mar '14-Feb '15)

Discussion of Results

In February 2015, Over Crowding (15,458 delays), ROW Delays (9,545 delays), and Inclement Weather (5,523 delays) were the highest categories of delays, representing 61.4% of the total 49,743 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Mar '14 - Feb '15</u>	<u>Mar '13 - Feb '14</u>	<u>% Difference</u>
1	78.7%	82.5%	-3.8%
2	47.6%	52.8%	-5.2%
3	67.1%	69.4%	-2.3%
4	46.9%	51.2%	-4.3%
5	44.4%	52.8%	-8.4%
6	53.3%	68.5%	-15.2%
7	87.3%	88.2%	-0.9%
S 42 St	98.0%	98.0%	0.0
Subdivision A	69.3%	74.1%	-4.8%
A	71.6%	80.4%	-8.8%
B	74.9%	80.6%	-5.7%
C	83.7%	89.9%	-6.2%
D	75.1%	81.1%	-6.0%
E	71.3%	79.9%	-8.6%
F	55.4%	68.6%	-13.2%
S Fkln	99.3%	99.0%	0.3%
G	76.3%	85.5%	-9.2%
S Rock	95.7%	96.1%	-0.4%
J Z	84.9%	92.8%	-7.9%
L	93.6%	93.8%	-0.2%
M	74.0%	83.8%	-9.8%
N	71.4%	79.5%	-8.1%
Q	75.4%	84.4%	-9.0%
R	79.6%	88.5%	-8.9%
Subdivision B	77.4%	84.7%	-7.3%
Systemwide	73.8%	80.0%	-6.2%

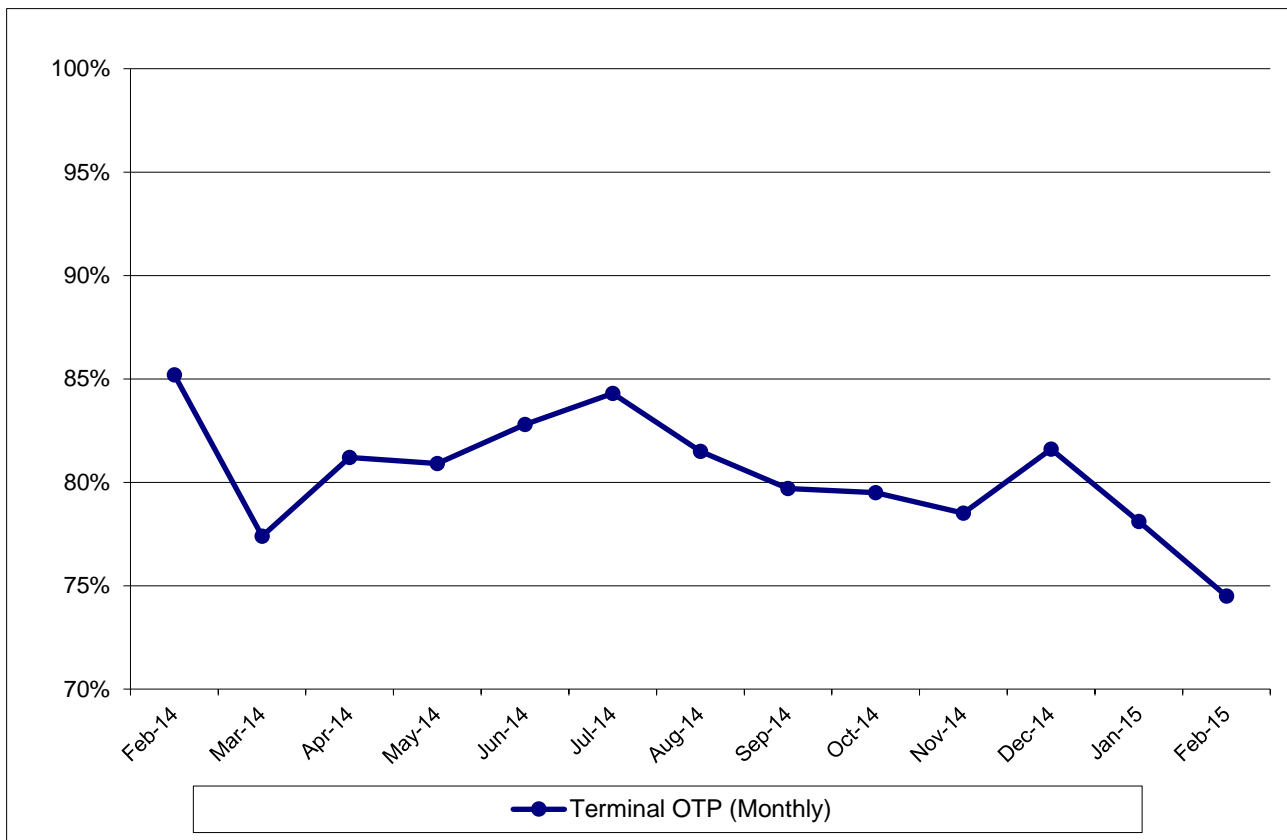
Chart 5

February 2015 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	15,458
ROW Delays	9,545
Inclement Weather	5,523
Track Gangs	4,398
Sick Customer	3,056
Car Equipment	2,908
Work Equipment/G. O.	1,893
Unruly Customer	1,709
Police	1,453
Operational Diversions	1,337
Employee	983
Fire	824
External	293
Infrastructure	260
Collision/Derailment	102
Total Delays	<u><u>49,743</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

Feb 2015: 74.5%
Feb 2014: 85.2%
12-Mon Avg: 79.9%
(Mar '14-Feb '15)

Subdivision A Monthly Results

Feb 2015: 72.5%
Feb 2014: 82.7%
12-Mon Avg: 77.5%
(Mar '14-Feb '15)

Subdivision B Monthly Results

Feb 2015: 75.8%
Feb 2014: 86.9%
12-Mon Avg: 81.6%
(Mar '14-Feb '15)

Discussion of Results

In February 2015, Over Crowding (2,694 delays), Track Gangs (2,332 delays), and Work Equipment/G.O. (1,967 delays) were the highest categories of delays, representing 53.9% of the total 12,967 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Mar '14 - Feb '15</u>	<u>Mar '13 - Feb '14</u>	<u>% Difference</u>
①	85.9%	88.5%	-2.6%
②	42.5%	62.3%	-19.8%
③	72.9%	83.0%	-10.1%
④	59.5%	69.4%	-9.9%
⑤	73.1%	77.8%	-4.7%
⑥	70.3%	72.1%	-1.8%
⑦	93.3%	91.7%	+1.6%
⑤ 42 St	99.6%	99.3%	+0.3%
Subdivision A	77.5%	81.9%	-4.4%
①	71.1%	81.8%	-10.7%
③	72.1%	79.3%	-7.2%
④	78.3%	86.2%	-7.9%
⑤	67.8%	85.5%	-17.7%
⑥	55.7%	68.0%	-12.3%
⑤ Fkln	99.3%	99.2%	0.1%
⑦	87.9%	94.5%	-6.6%
⑤ Rock	97.3%	97.8%	-0.5%
① ②	94.0%	96.7%	-2.7%
③	96.1%	95.7%	0.4%
④	97.9%	97.7%	0.2%
⑤	75.4%	80.4%	-5.0%
⑥	84.9%	91.5%	-6.6%
⑦	73.3%	83.8%	-10.5%
Subdivision B	81.6%	87.9%	-6.3%
Systemwide	79.9%	85.5%	-5.6%

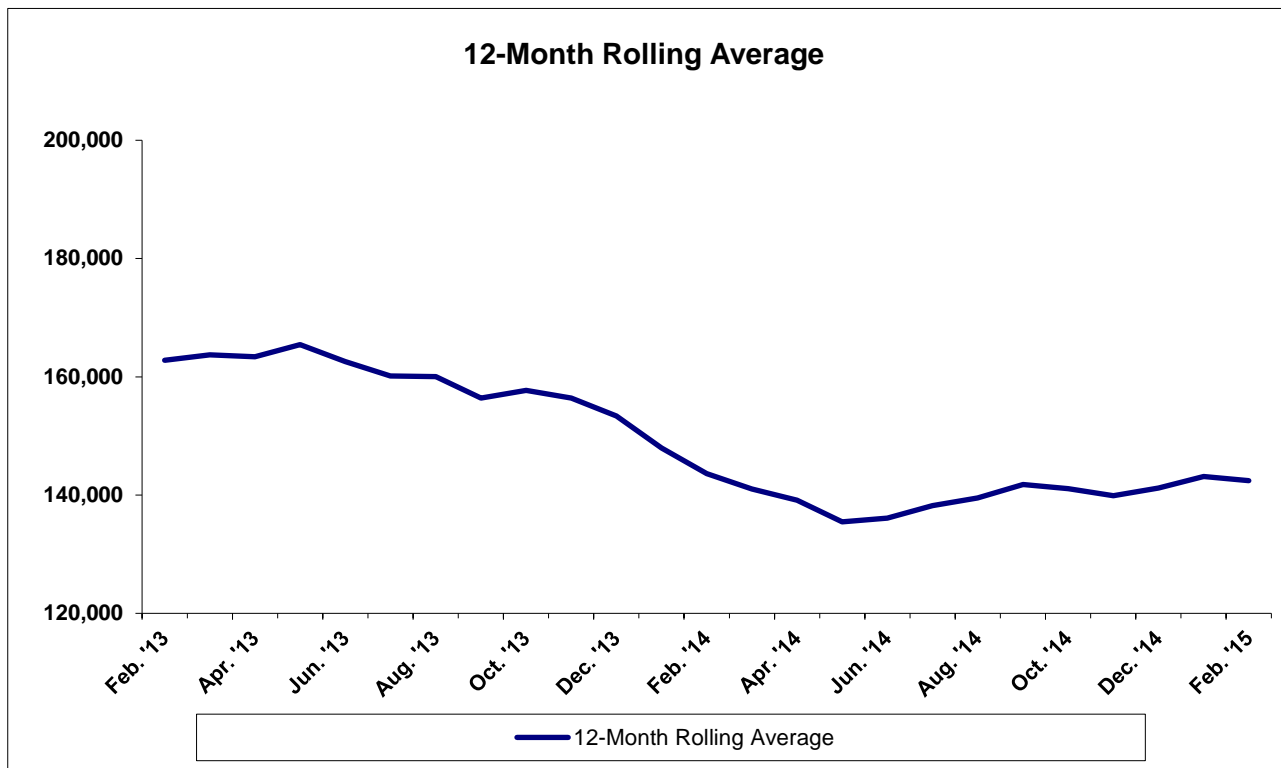
* Performance data unavailable pending ATS system software upgrade.

February 2015 Weekend Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	2,694
Track Gangs	2,332
Work Equipment/G. O.	1,967
ROW Delays	1,668
Inclement Weather	1,264
Unruly Customer	718
Sick Customer	476
Employee	414
Car Equipment	407
Police	407
Operational Diversions	386
Fire	86
External	84
Infrastructure	65
Total Delays	<u><u>12,967</u></u>

* 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

Feb 2015: 118,482

Feb 2014: 125,518

12-Month Average

Mar 14 - Feb 15: 142,422

Mar 13 - Feb 14: 143,616

Annual Result

2015 Goal: 150,000

2014 Actual: 141,202

Discussion of Results

MDBF in February 2015 decreased 5.6% from February 2014. Over the past year, the MDBF 12-month average decreased 0.8%.

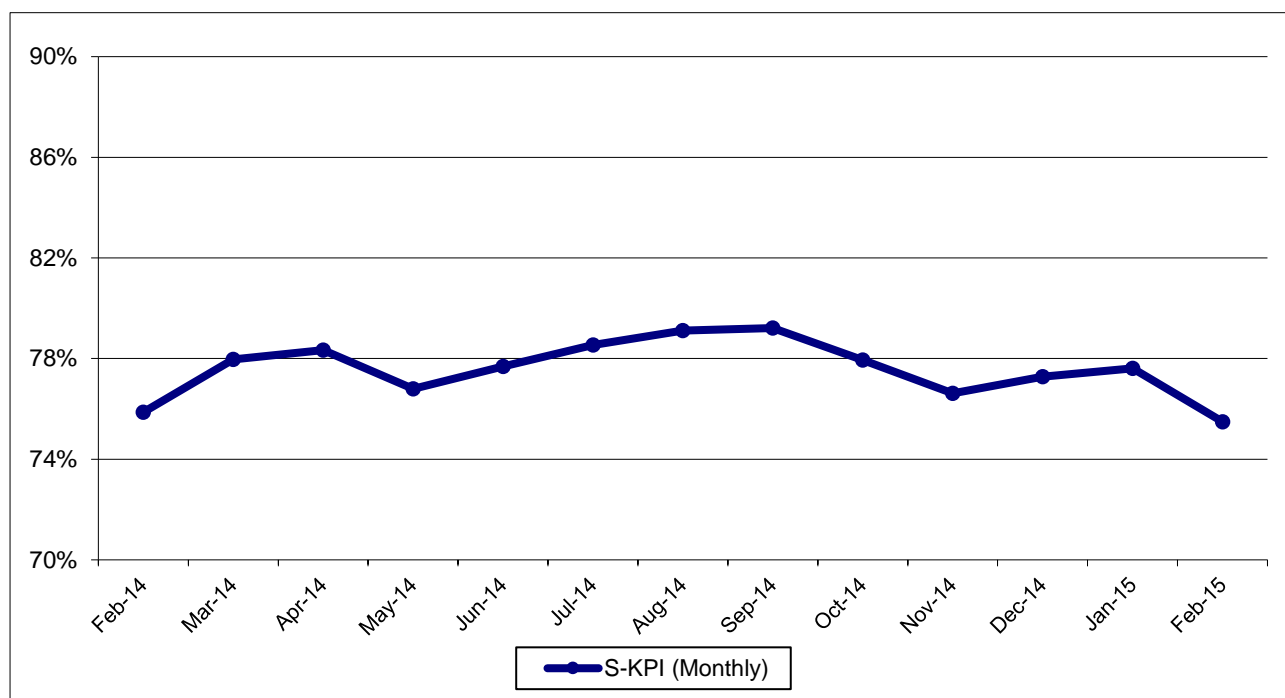
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	February '15	February '14	% Change
R32	222	62,541	48,919	27.85%
R42	50	50,228	35,190	42.73%
R46	752	88,877	92,985	-4.42%
R62	315	207,454	203,477	1.95%
R62A	824	117,791	142,947	-17.60%
R68	425	155,771	161,878	-3.77%
R68A	200	85,175	97,340	-12.50%
R142	1,030	151,905	133,238	14.01%
R142A	420	79,373	101,648	-21.91%
R143	212	93,211	71,797	29.83%
R160	1,662	375,314	419,513	-10.54%
R188	253	166,213	NA	NA
FLEET	6,365	142,422	143,616	-0.83%

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

Feb. 2015: 75.5%
 Feb. 2014: 75.9%
 12 Mon Avg: 78.2%
 (Mar '14 - Feb '15)

Subdivision A

Monthly Results

Feb. 2015: 70.3%
 Feb. 2014: 69.4%
 12 Mon Avg: 73.9%
 (Mar '14 - Feb '15)

Subdivision B

Monthly Results

Feb. 2015: 79.1%
 Feb. 2014: 80.2%
 12 Mon Avg: 81.3%
 (Mar '14 - Feb '15)

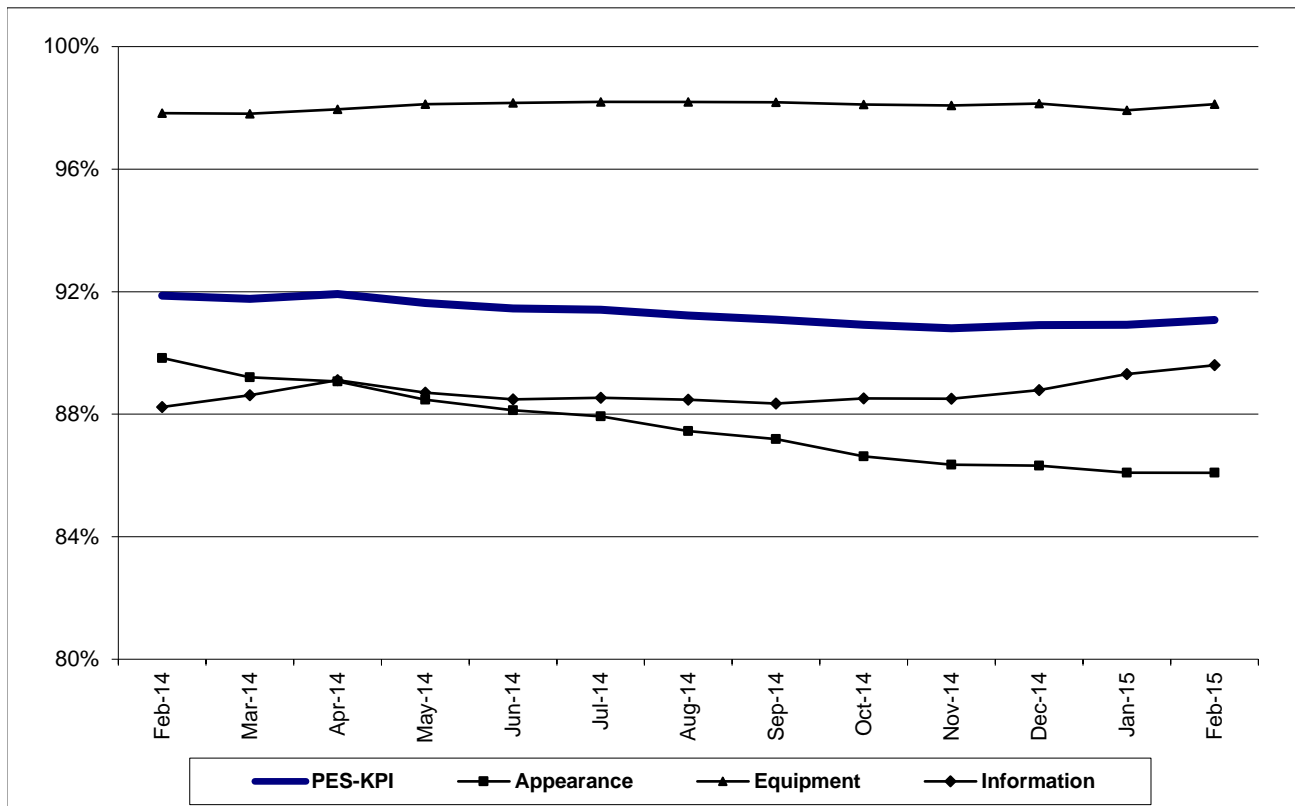
Chart 12

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Mar '14 - Feb '15</u>	<u>Mar '13 - Feb '14</u>	<u>% Difference</u>
①	78.9%	80.0%	-1.1%
②	66.1%	66.7%	-0.6%
③	76.9%	77.0%	-0.1%
④	64.4%	66.1%	-1.7%
⑤	63.5%	66.5%	-3.0%
⑥	61.9%	71.8%	-9.9%
⑦	81.8%	83.5%	-1.7%
⑤ 42nd	85.7%	85.4%	+0.3%
SubDivision A	73.9%	76.5%	-2.6%
①	68.6%	73.3%	-4.7%
②	76.1%	79.6%	-3.5%
③	78.4%	78.6%	-0.2%
④	81.4%	82.0%	-0.6%
⑤	76.4%	78.9%	-2.5%
⑥	69.4%	75.3%	-5.9%
⑤ Fkln	89.5%	92.4%	-2.9%
⑦	79.2%	77.9%	+1.3%
⑤ Rock	87.0%	90.5%	-3.5%
① ②	83.6%	83.9%	-0.3%
③	83.6%	80.6%	+3.0%
④	79.4%	82.6%	-3.2%
⑤	79.6%	82.1%	-2.5%
⑥	80.7%	82.4%	-1.7%
⑦	82.2%	83.7%	-1.5%
SubDivision B	81.3%	83.1%	-1.8%
Systemwide	78.2%	80.4%	-2.2%

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>
February 2015:	91.1%	86.1%	98.1%	89.6%
February 2014:	91.9%	89.8%	97.8%	88.2%
% Difference:	-0.8%	-3.7%	+0.3%	+1.4%

Chart 14

PES-KPI - Subway Car

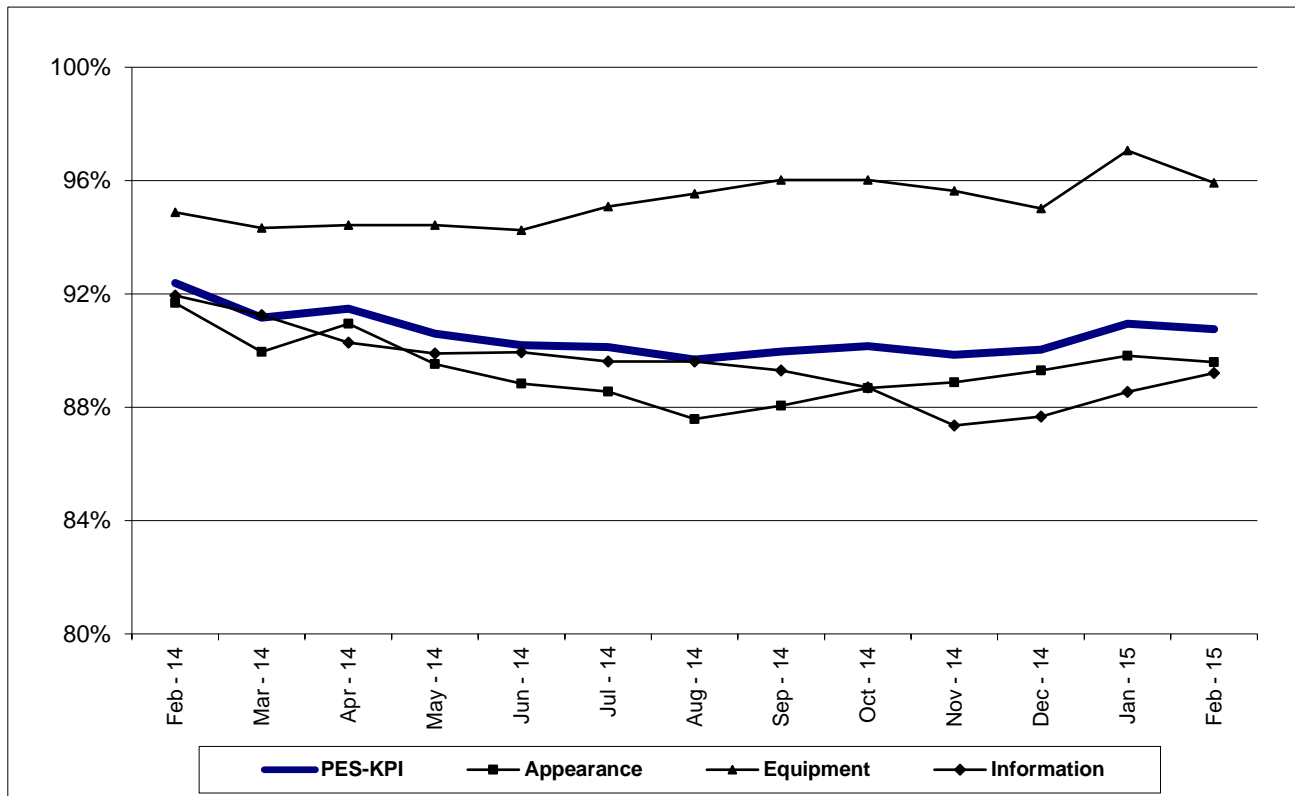
<u>Line</u>	February 2015				February 2014				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
1	94.0%	93.5%	96.1%	92.3%	92.9%	94.3%	93.7%	90.7%	+1.1%
2	95.0%	90.2%	97.4%	97.5%	95.8%	93.6%	96.5%	97.5%	-0.8%
3	95.8%	94.8%	99.1%	93.3%	95.3%	95.3%	97.5%	93.2%	+0.5%
4	95.7%	92.5%	97.5%	97.3%	96.2%	94.2%	97.1%	97.4%	-0.5%
5	95.5%	93.4%	97.6%	95.6%	97.2%	95.8%	97.7%	98.1%	-1.7%
6	95.1%	91.8%	96.6%	96.8%	96.0%	90.9%	97.7%	99.5%	-0.9%
7	95.9%	96.4%	99.3%	92.1%	96.0%	96.5%	97.1%	94.5%	-0.1%
S 42nd	95.7%	95.3%	99.2%	92.5%	96.9%	96.3%	98.7%	95.8%	-1.2%
SubDivision A	95.2%	93.1%	97.6%	94.8%	95.6%	94.4%	96.6%	95.7%	-0.4%
A	94.3%	93.4%	95.2%	94.4%	94.4%	95.2%	94.6%	93.2%	-0.1%
B	94.2%	93.0%	96.6%	92.9%	92.8%	91.3%	95.0%	92.1%	+1.4%
C	94.1%	93.0%	96.3%	93.0%	95.4%	96.3%	97.6%	92.3%	-1.3%
D	93.7%	92.9%	95.5%	92.7%	92.8%	89.9%	95.2%	93.3%	+0.9%
E	96.4%	94.4%	98.7%	96.1%	98.0%	95.5%	99.2%	99.3%	-1.6%
F	94.9%	92.0%	99.3%	93.6%	96.0%	93.5%	97.0%	97.7%	-1.1%
S Fkln	92.5%	93.5%	94.9%	89.2%	94.8%	93.9%	96.8%	93.8%	-2.3%
G	94.3%	93.8%	94.8%	94.3%	95.1%	95.6%	96.8%	92.7%	-0.8%
J/Z	96.7%	94.2%	97.6%	98.4%	95.2%	94.0%	93.5%	98.1%	+1.5%
L	95.2%	90.1%	98.9%	96.7%	97.3%	94.8%	98.3%	98.9%	-2.1%
M	95.5%	91.1%	97.2%	98.4%	96.9%	92.7%	98.6%	99.4%	-1.4%
N	95.5%	89.1%	99.6%	98.0%	95.9%	89.8%	99.2%	98.9%	-0.4%
Q	94.9%	90.3%	98.2%	96.4%	96.8%	91.1%	99.8%	99.5%	-1.9%
R	94.9%	91.6%	97.5%	95.9%	95.4%	93.0%	98.2%	95.0%	-0.5%
SubDivision B	94.9%	92.2%	97.4%	95.3%	95.6%	93.3%	97.2%	96.3%	-0.7%
Systemwide	95.0%	92.5%	97.5%	95.1%	95.6%	93.7%	97.0%	96.1%	-0.6%

Chart 15

PES-KPI - Station

<u>Borough</u>	February 2015				February 2014				% 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%	80.5%	97.9%	82.1%	86.5%	82.7%	98.6%	79.2%	-0.1%
Manhattan	86.4%	77.9%	99.0%	84.2%	87.7%	83.3%	98.5%	82.2%	-1.3%
Brooklyn	86.8%	80.4%	98.4%	83.0%	88.4%	89.1%	99.1%	77.5%	-1.6%
Queens	89.3%	83.4%	99.4%	86.2%	89.7%	88.6%	98.8%	82.2%	-0.4%
Systemwide	87.1%	80.2%	98.8%	83.9%	88.2%	86.3%	98.7%	80.2%	-1.1%

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>
February 2015:	90.8%	89.6%	95.9%	89.2%
February 2014:	92.4%	91.7%	94.9%	91.9%
% Difference:	-1.6%	-2.1%	+1.0%	-2.7%

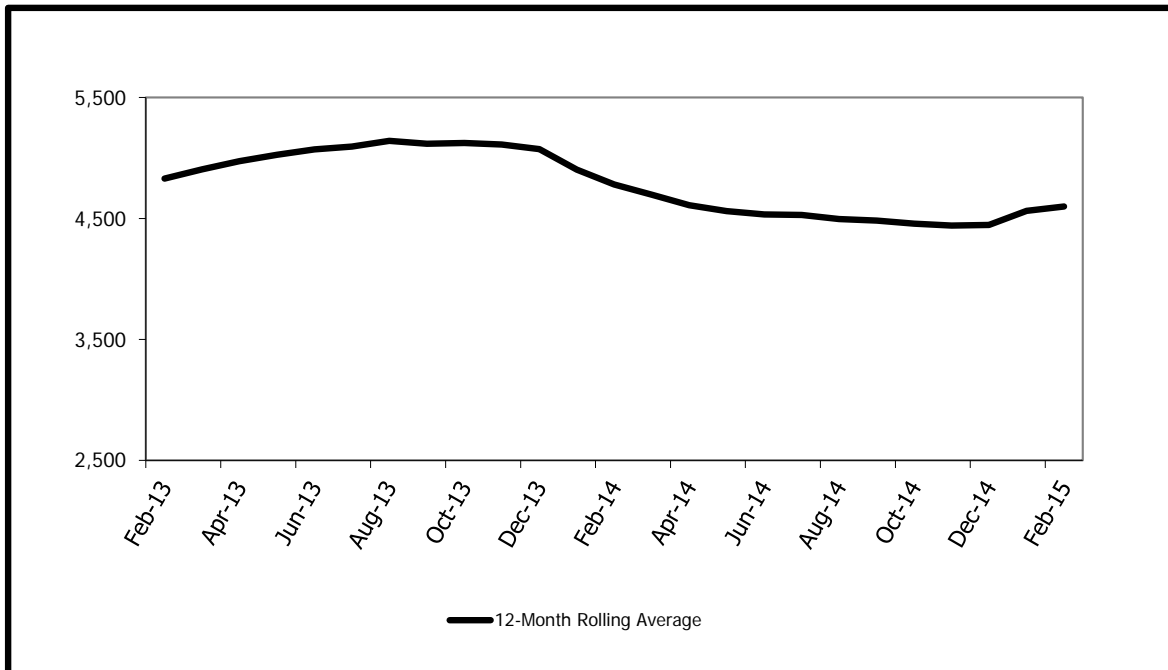
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: February 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	4,206	3,816	+10.2%	4,600	4,782	-3.8%
NYCT Bus	4,078	3,659	+11.5%	4,363	4,646	-6.1%
MTA Bus	4,694	4,423	+6.1%	5,567	5,276	+5.5%
System MDBSI (chart 2)	2,268	2,075	+9.3%	2,453	2,569	-4.5%
NYCT Bus	2,225	2,065	+7.7%	2,393	2,563	-6.6%
MTA Bus	2,426	2,106	+15.1%	2,668	2,590	+3.0%
System Trips Completed (chart 3)	98.23%	98.14%	+0.1%	98.81%	99.08%	-0.3%
NYCT Bus	98.48%	98.47%	+0.0%	98.95%	99.15%	-0.2%
MTA Bus	97.21%	96.80%	+0.4%	98.22%	98.76%	-0.5%
System AM Pull Out (chart 4)	98.70%	98.34%	+0.4%	99.40%	99.49%	-0.1%
NYCT Bus	98.96%	98.97%	-0.0%	99.55%	99.63%	-0.1%
MTA Bus	97.77%	96.13%	+1.6%	98.85%	99.04%	-0.2%
System PM Pull Out (chart 5)	99.56%	99.03%	+0.5%	99.60%	99.75%	-0.2%
NYCT Bus	99.82%	99.48%	+0.3%	99.83%	99.84%	-0.0%
MTA Bus	98.62%	97.43%	+1.2%	98.80%	99.44%	-0.6%
System Buses> = 12 years	27%	26%				
NYCT Bus	32%	29%				
MTA Bus	12%	15%				
System Fleet Age	8.99	8.05				
NYCT Bus	9.14	8.15				
MTA Bus	8.48	7.71				
Paratransit						
% of Trips Completed	93.81%	91.46%	+2.4%	94.43%	93.83%	+0.6%
Trips Requested	590,284	583,927	+1.1%	649,333	659,181	-1.5%
Trips Scheduled	492,693	489,868	+0.6%	566,223	584,443	-3.1%
Trips Completed	462,191	448,028	+3.2%	534,681	548,409	-2.5%
Early Cancellations as a Percentage of Trips Requested	15.93%	15.53%	+0.4%	12.00%	10.55%	+1.4%
Late Cancellations as a Percentage of Trips Scheduled	3.62%	5.69%	-2.1%	3.38%	4.00%	-0.6%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.64%	1.74%	-0.1%	1.46%	1.61%	-0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.93%	1.11%	-0.2%	0.73%	0.56%	+0.2%
Denials (Capacity) as a Percentage of Trips Requested	0.00%	0.00%	0.0%	0.00%	0.00%	0.0%
Customer Refusals as a Percentage of Trips Requested	0.61%	0.58%	+0.0%	0.80%	0.78%	+0.0%
New Applications Received	2,562	2,476	+3.5%	3,059	2,976	+2.8%

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

February 2015: 4,206
February 2014: 3,816

12-Month Average

March 14 - February 15: 4,600
March 13 - February 14: 4,782

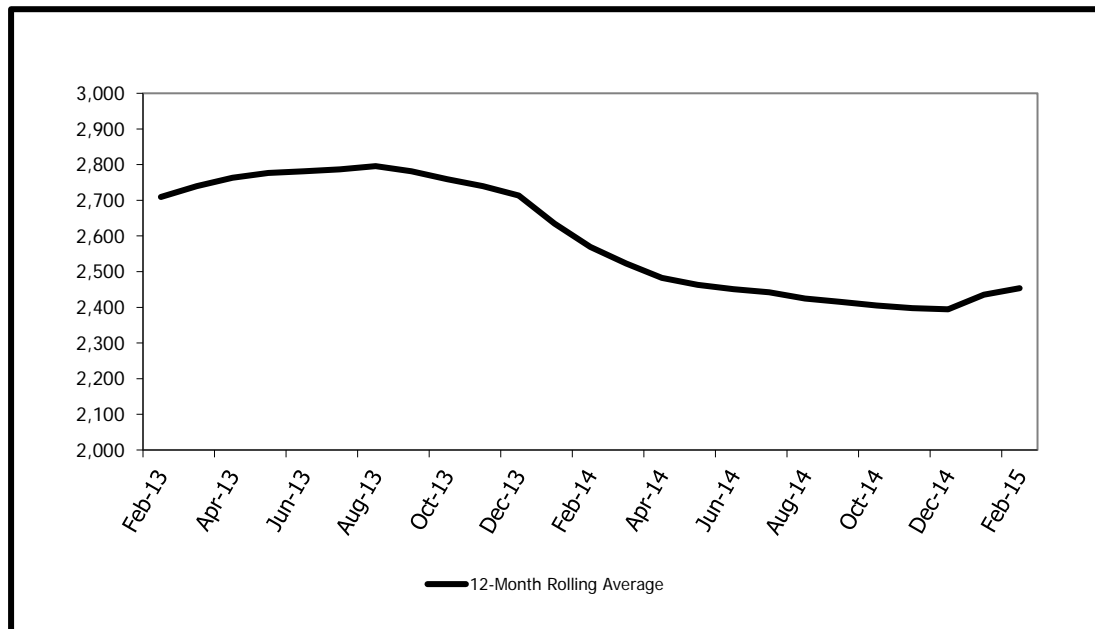
Annual Results

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

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

Chart 1

Bus Mean Distance Between Service Interruptions - System*



Definition

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

Monthly Results

February 2015: 2,268
February 2014: 2,075

12-Month Average

March 14 - February 15 2,453
March 13 - February 14 2,569

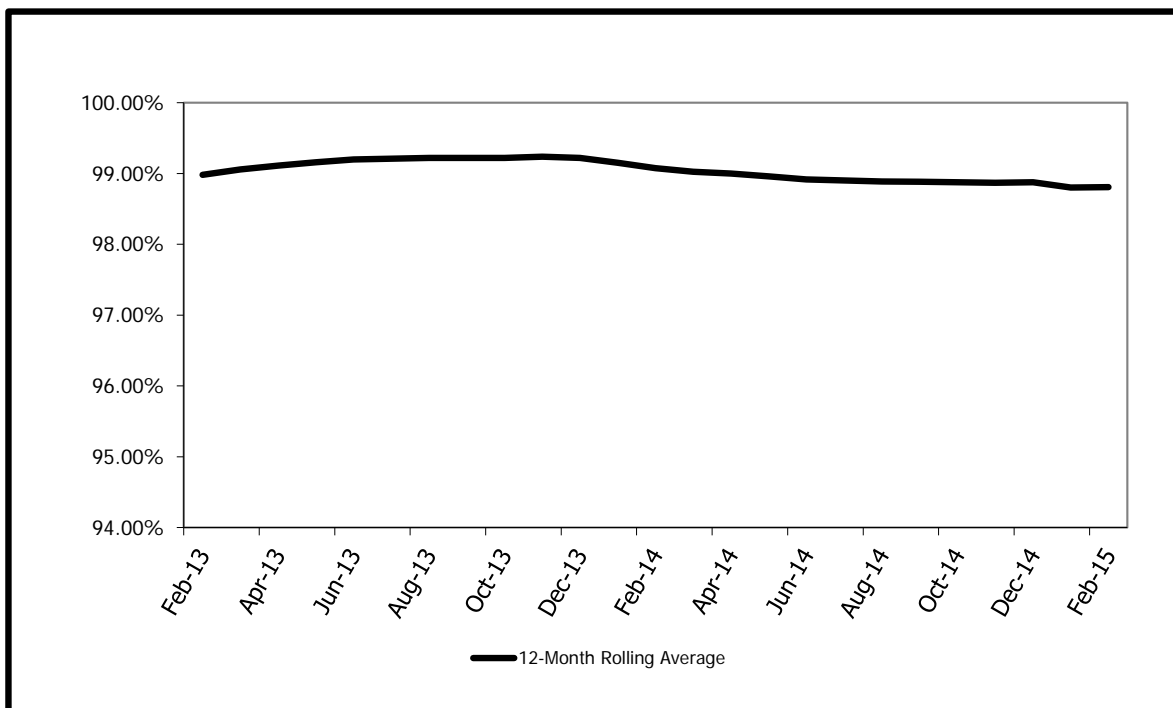
Annual Results

2015 YTD: 2,419
2014 Actual: 2,394

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

Chart 2

Bus Percentage of Completed Trips - System*



Definition

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

Monthly Results

February 2015: 98.23%
February 2014: 98.14%

12-Month Average

March 14 - February 15: 98.81%
March 13 - February 14: 99.08%

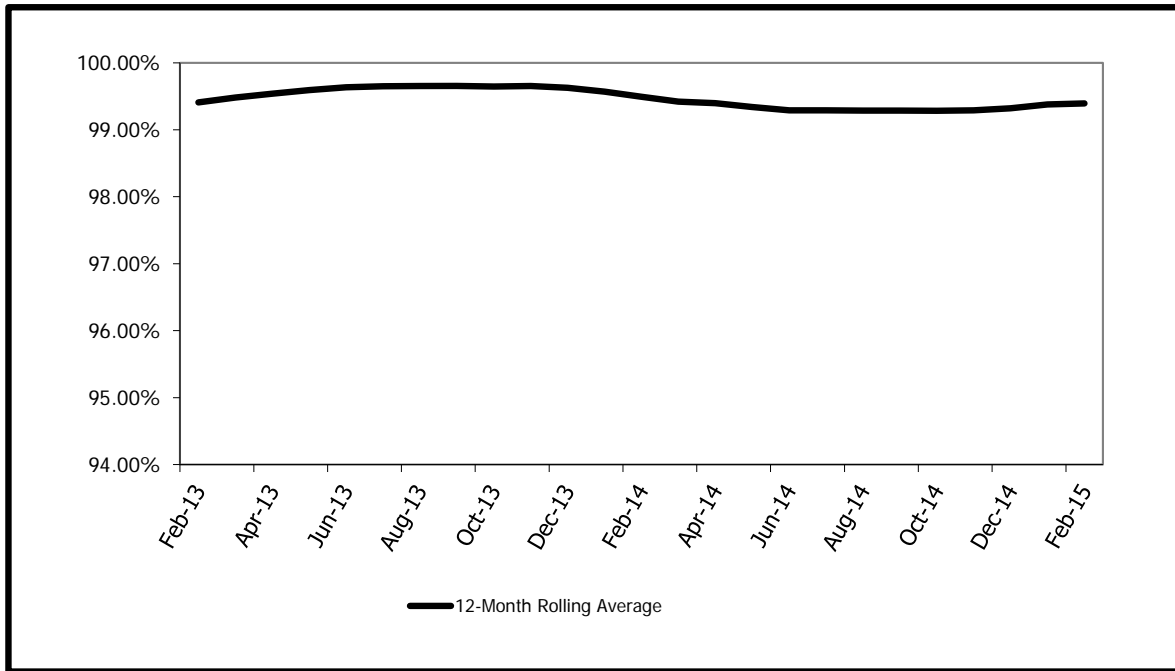
Annual Results

2015 YTD: 98.74%
2014 Actual: 98.88%

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

Chart 3

Bus AM Weekday Pull Out Performance - System*



Definition

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

Monthly Results

February 2015: 98.70%
February 2014: 98.34%

12-Month Average

March 14 - February 15: 99.40%
March 13 - February 14: 99.49%

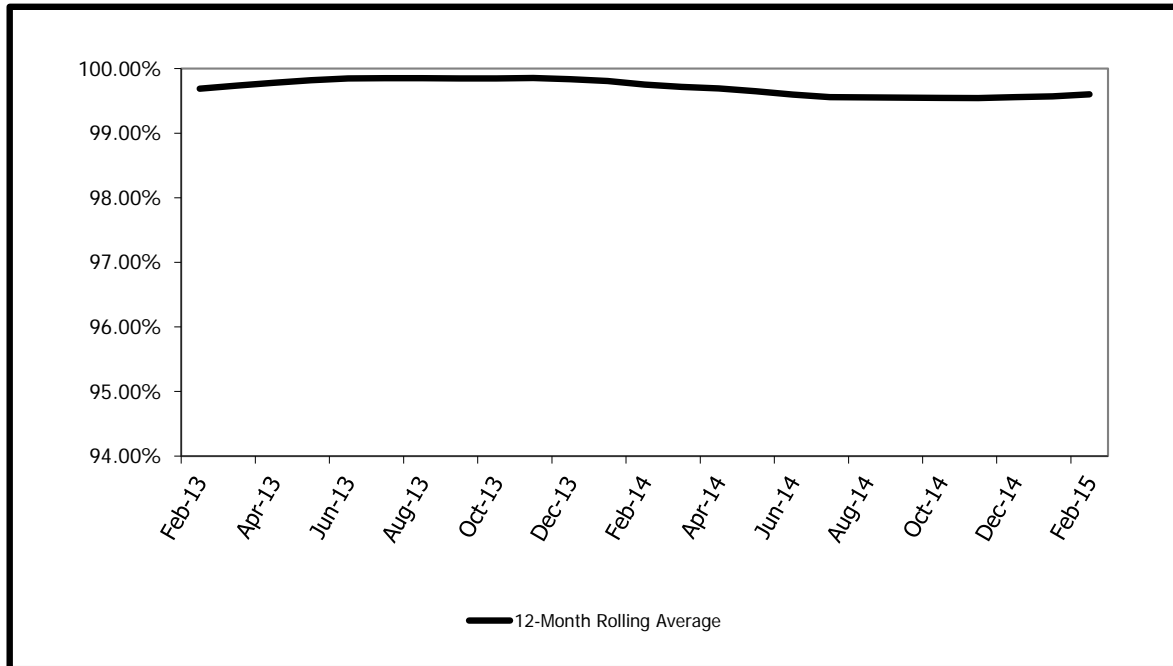
Annual Results

2015 YTD: 99.17%
2014 Actual: 99.32%

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

Chart 4

Bus PM Weekday Pull Out Performance - System*



Definition

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

Monthly Results

12-Month Average

Annual Results

February 2015:	99.56%	March 14 - February 15	99.60%	2015 YTD:	99.60%
February 2014:	99.03%	March 13 - February 14	99.75%	2014 Actual:	99.56%

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

Chart 5

Monthly Operations Report

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

Safety Report						
Performance Indicator	Current Month: February 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	3.27	3.88	-15.7%	2.58	2.60	-0.8%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	3.28	3.90	-15.8%	2.60	2.61	-0.4%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	1	0	N/A
Subway Derailments ^{2,4} (chart 4)	1	0	N/A	3	1	+200.0%
Subway Fires ² (charts 5-6)	118	128	-7.8%	963	963	0.0%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	3.18	2.97	+7.0%	2.69	2.97	-9.4%

Bus Collisions Per Million Miles (chart 7)						
Regional	54.37	60.56	-10.2%	48.60	50.34	-3.5%
NYCT Bus	56.70	61.13	-7.2%	49.64	51.59	-3.8%
MTA Bus	46.64	58.74	-20.6%	45.26	46.34	-2.3%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	5.11	8.36	-38.9%	6.43	7.03	-8.5%
NYCT Bus	5.64	7.51	-25.0%	6.82	7.64	-10.7%
MTA Bus	3.36	11.08	-69.7%	5.18	5.08	+2.0%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	0.95	0.68	+40.0%	1.09	1.02	+6.1%
NYCT Bus	0.95	0.73	+30.5%	1.13	1.06	+6.5%
MTA Bus	0.99	0.44	+122.9%	0.85	0.82	+4.1%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	0.97	0.68	+42.6%	1.14	1.10	+3.3%
NYCT Bus	0.97	0.73	+33.4%	1.18	1.14	+3.2%
MTA Bus	0.99	0.44	+122.9%	0.93	0.89	+4.5%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	5.56	5.89	-5.5%	5.85	5.49	+6.6%
MTA Bus	8.89	13.12	-32.3%	7.25	7.59	-4.5%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.70	3.75	-1.3%	3.46	3.51	-1.4%

Subways Crime Report						
Performance Indicator	Current Month: March 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	166	178	-6.7%	477	569	-16.2%
Robberies ^{3,4}	28	31	-9.7%	97	119	-18.5%

SIR Crime Report						
Performance Indicator	Current Month: March 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	0	0	0.0%	4	2	+100.0%
Robberies ^{3,4}	0	0	0.0%	4	1	+300.0%

¹ Current month data are for January 2015.

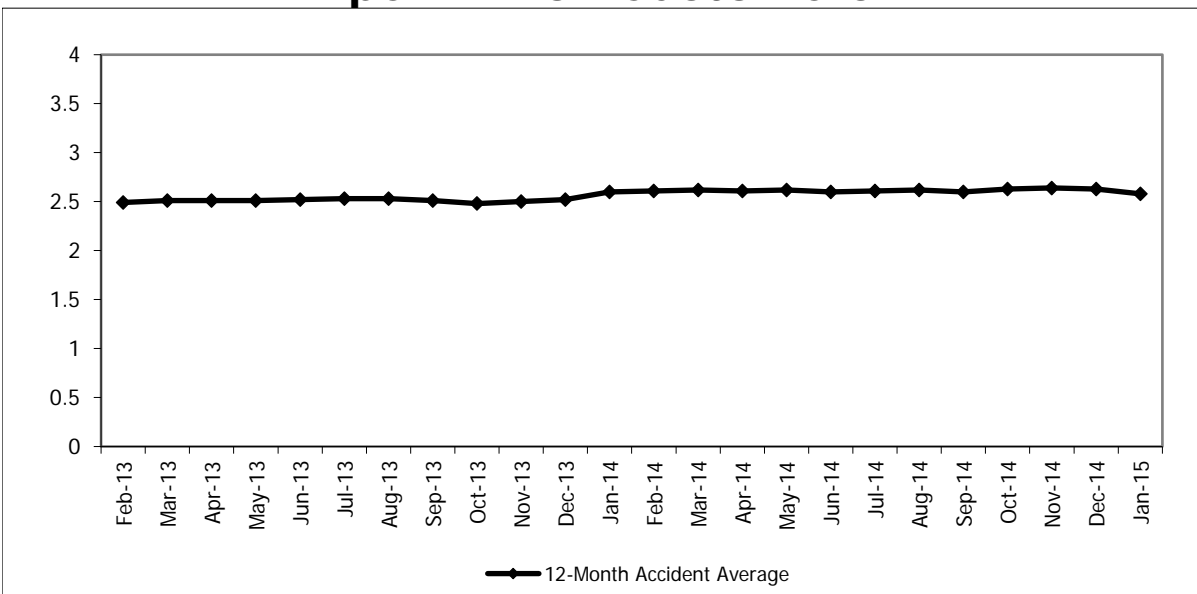
² 12-month figures shown are totals rather than averages.

⁵ Excludes Elevator Entrapments (except for claimed injuries).

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

⁴ Current month data are for March 2015.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

Jan 2015: 3.27

Jan 2014: 3.88

12-Month Average

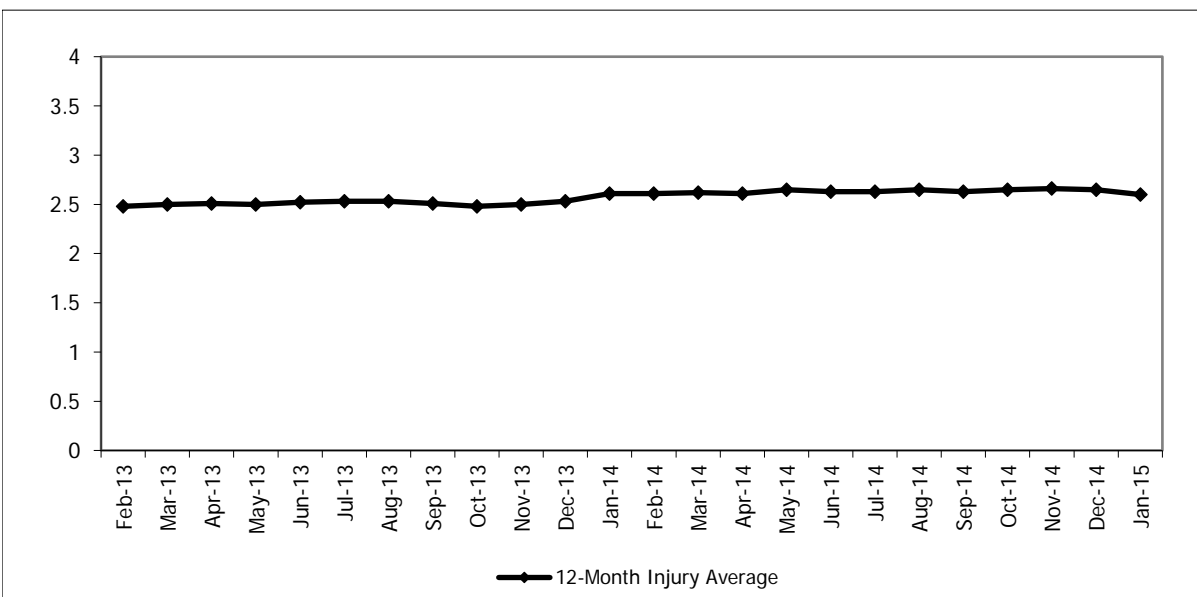
Feb 14 – Jan 15: 2.58

Feb 13 – Jan 14: 2.60

Annual Results

2015 YTD: 3.27

2014 Actual: 2.63



Monthly Results

Jan 2015: 3.28

Jan 2014: 3.90

12-Month Average

Feb 14 – Jan 15: 2.60

Feb 13 – Jan 14: 2.61

Annual Results

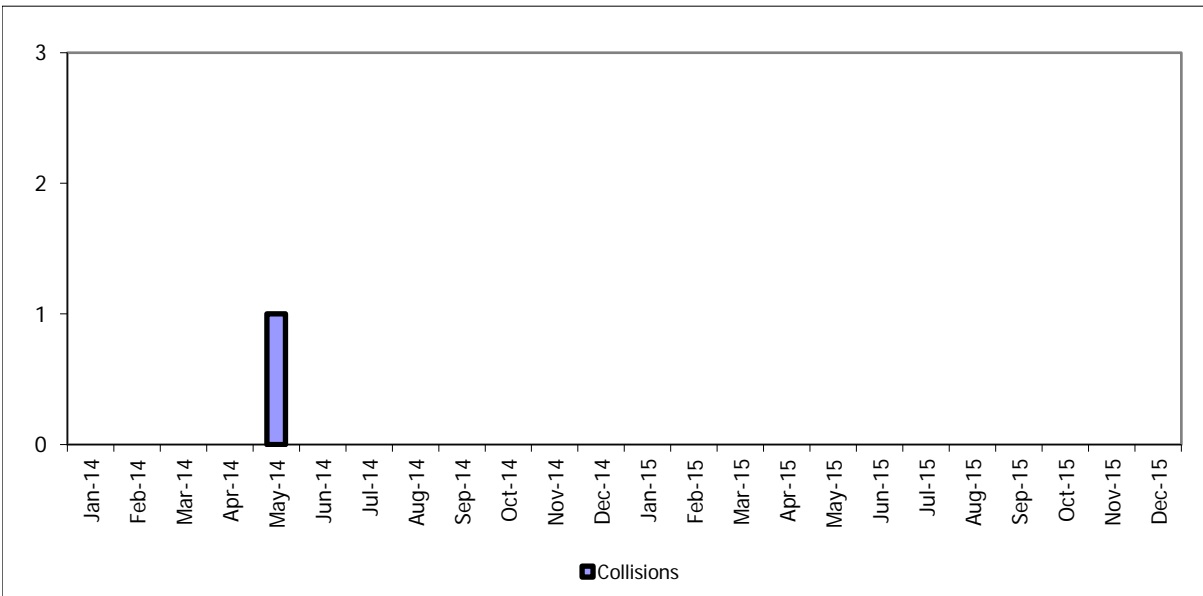
2015 YTD: 3.28

2014 Actual: 3.90

Definitions

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

Subway Collisions/Derailments



Monthly Results

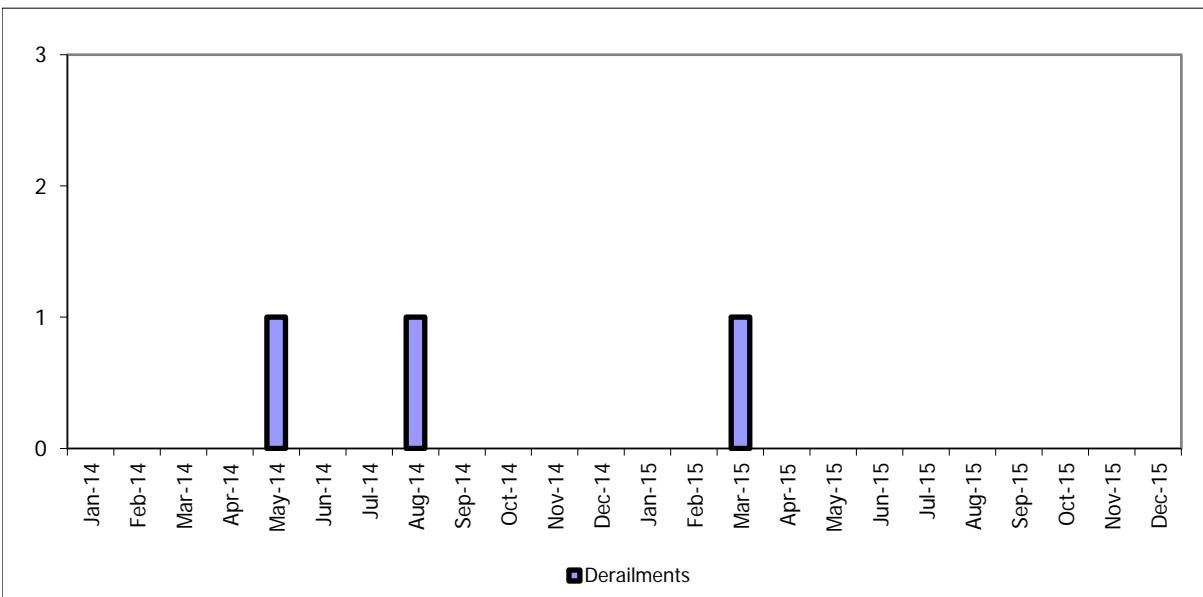
Mar 2015: 0
Mar 2014: 0

12-Month Average

Apr 14 – Mar 15: 1
Apr 13 – Mar 14: 0

Annual Results

2015 YTD: 0
2014 Actual: 1



Monthly Results

Mar 2015: 1
Mar 2014: 0

12-Month Average

Apr 14 – Mar 15: 3
Apr 13 – Mar 14: 1

Annual Results

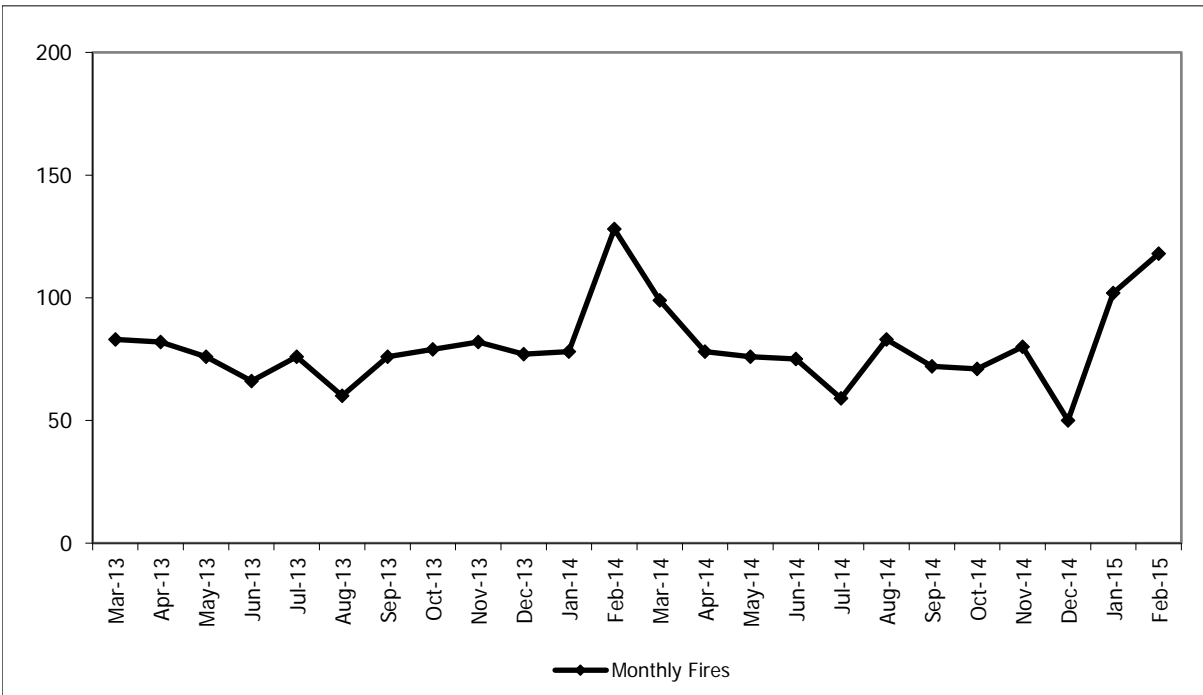
2015 YTD: 1
2014 Actual: 2

Definitions

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

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

Subway Fires



Monthly Results

Feb 2015: 118
Feb 2014: 128

12-Month Average

Mar 14 – Feb 15: 963
Mar 13 – Feb 14: 963

Annual Results

2015 YTD: 220
2014 Actual: 949

Chart 5

Subway Fires

Fire severity is classified as follows:

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

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

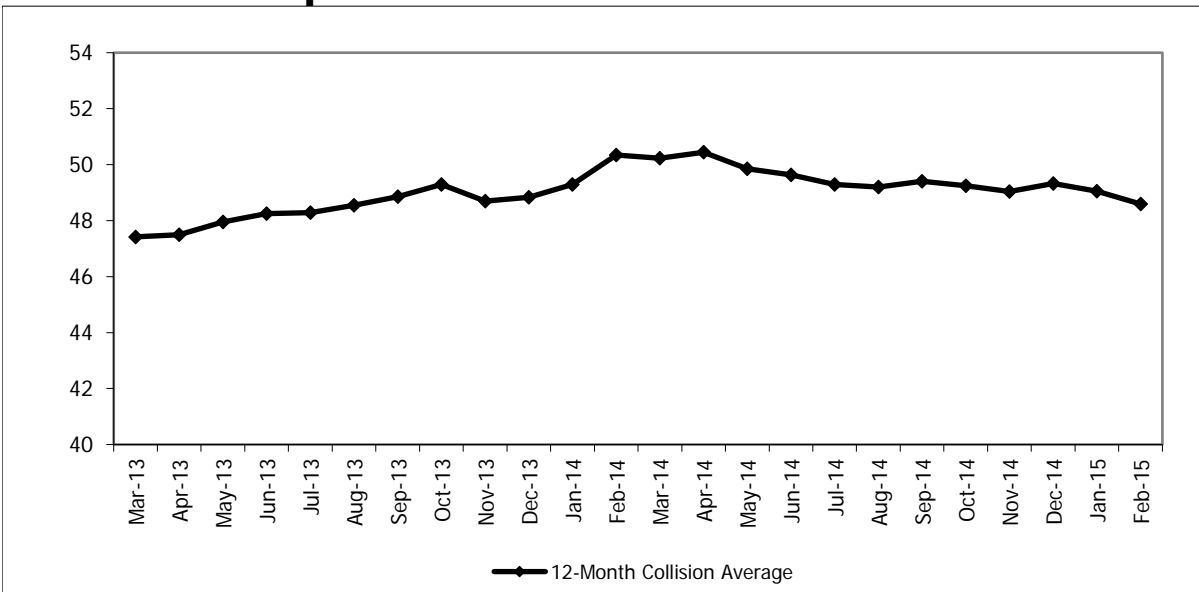
Low:	88.1%	Train:	24
Average:	11.0%	Right-of-way	76
Above Average:	0.8%	Station:	17
High:	0.0%	Other:	1
		Total:	118

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

Train:		Right-of-Way:		Station:	
Debris:	7	Debris:	48	Debris:	11
Brake Shoes:	4	Insulator:	7	Electrical:	4
Hot Wheels:	4	Fuse Box Tap:	5	Light Fixture:	1
Element:	4	Equipment:	5	Supplies:	1
High Voltage Wiring:	1	Tie:	4		

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

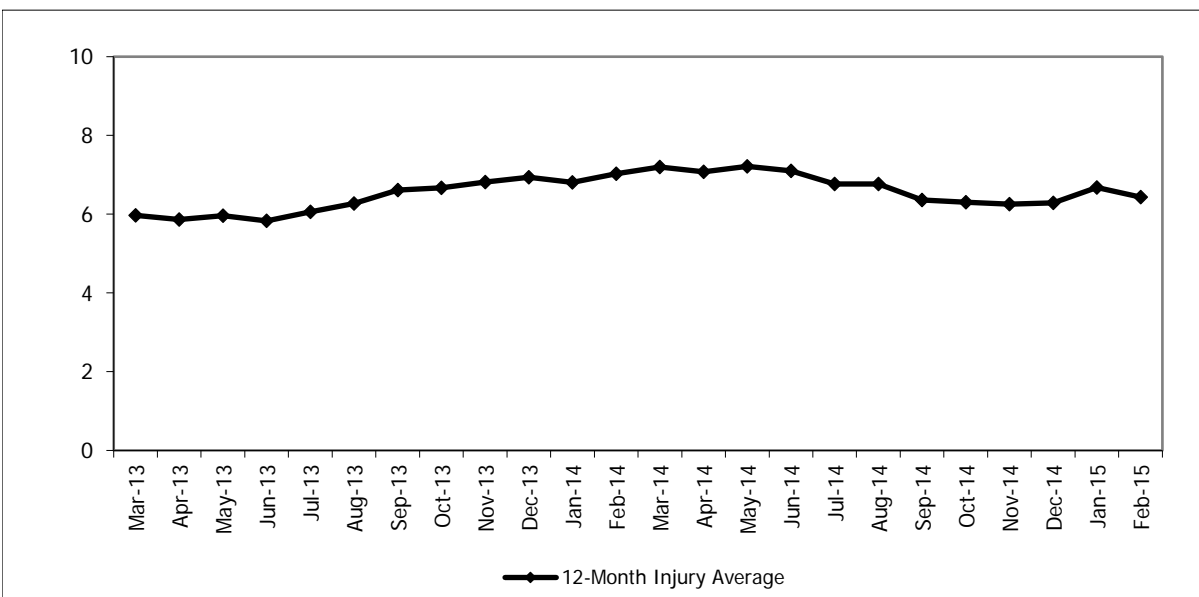
Feb 2015: 54.37
Feb 2014: 60.56

12-Month Average

Mar 14 – Feb 15: 48.60
Mar 13 – Feb 14: 50.34

Annual Results

2015 YTD: 50.01
2014 Actual: 49.33



Monthly Results

Feb 2015: 5.11
Feb 2014: 8.36

12-Month Average

Mar 14 – Feb 15: 6.43
Mar 13 – Feb 14: 7.03

Annual Results

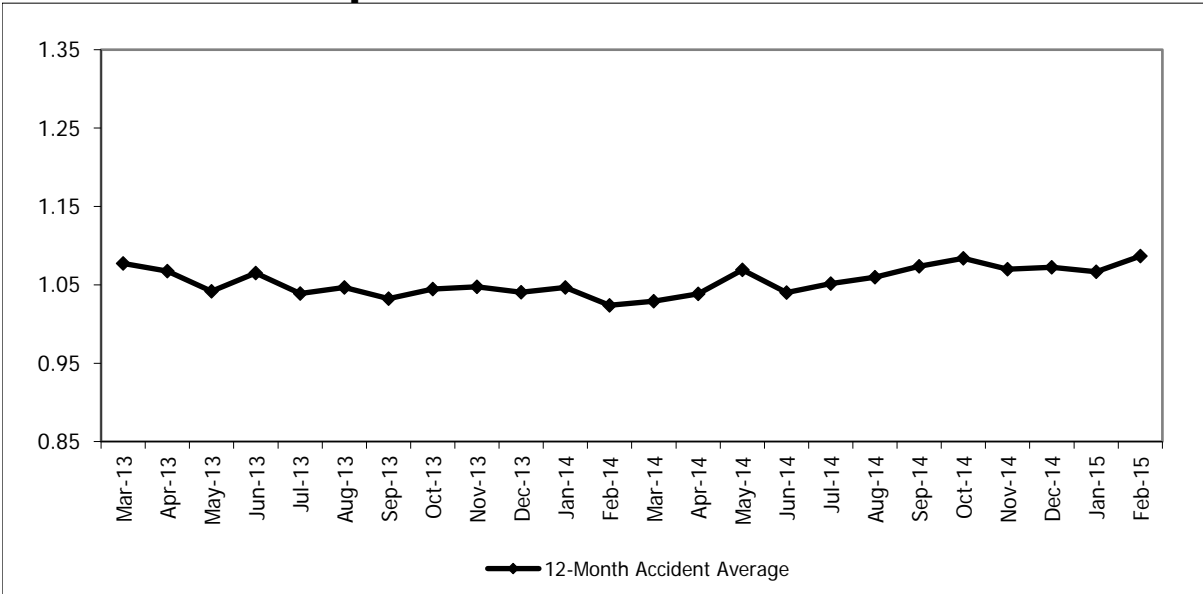
2015 YTD: 6.80
2014 Actual: 6.29

Definitions

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

Charts 7-8

Regional Bus Customer Accidents/Injuries per Million Customers



Monthly Results

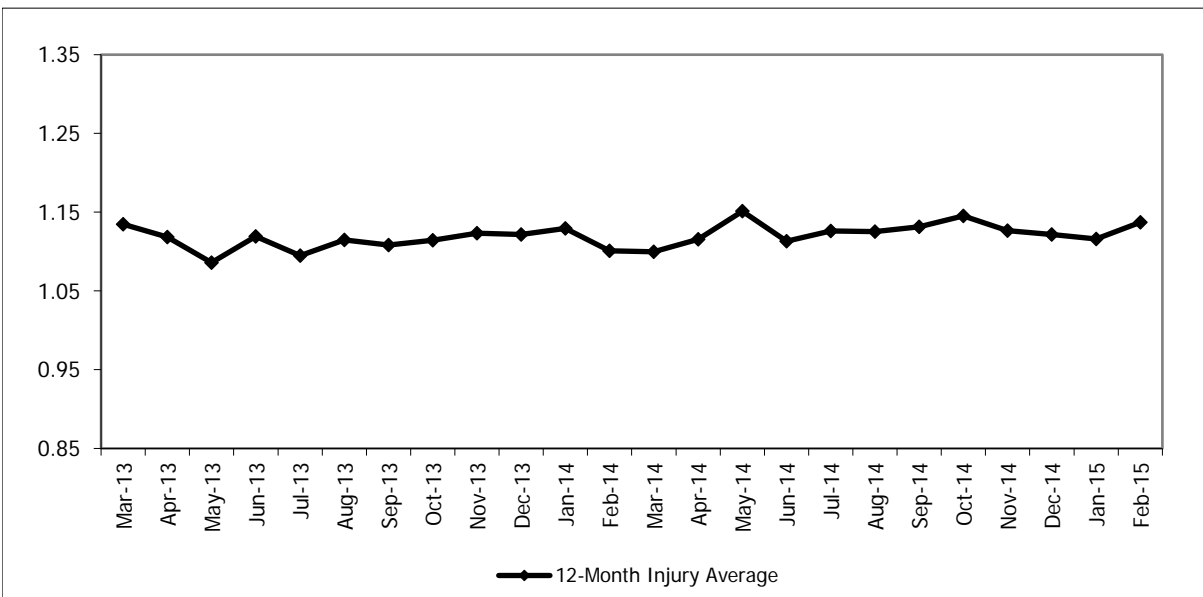
Feb 2015: 0.95
Feb 2014: 0.68

12-Month Average

Mar 14 – Feb 15: 1.09
Mar 13 – Feb 14: 1.02

Annual Results

2015 YTD: 0.95
2014 Actual: 1.07



Monthly Results

Feb 2015: 0.97
Feb 2014: 0.68

12-Month Average

Mar 14 – Feb 15: 1.14
Mar 13 – Feb 14: 1.10

Annual Results

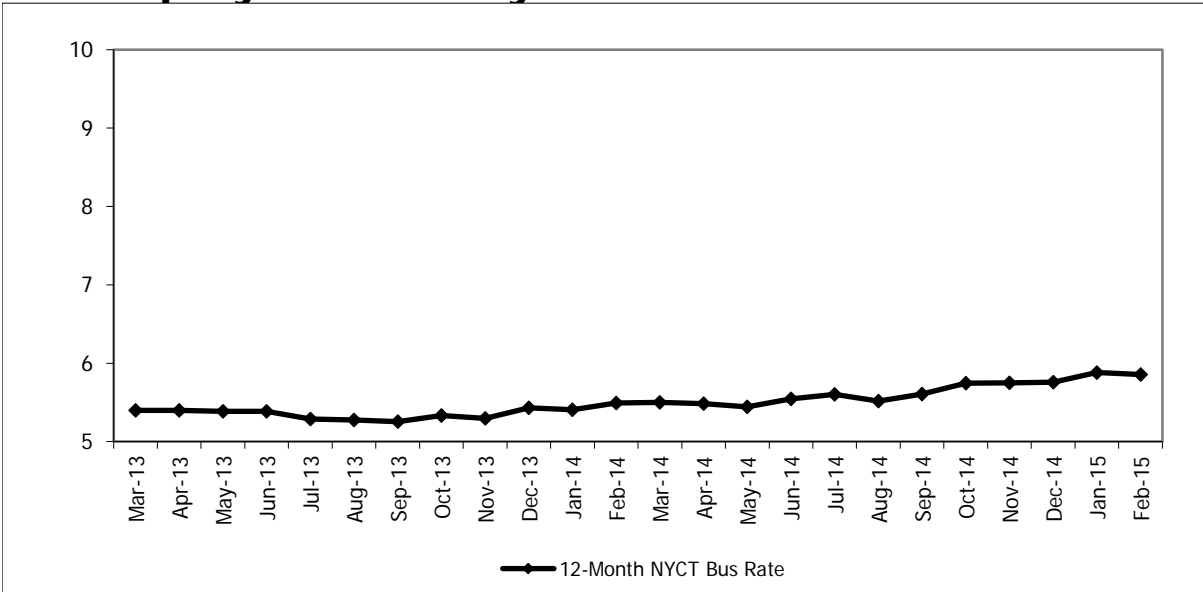
2015 YTD: 0.98
2014 Actual: 1.12

Definitions

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

NYCT Bus & MTA Bus

Employee On-Duty Lost-Time Accident Rate



Monthly Results

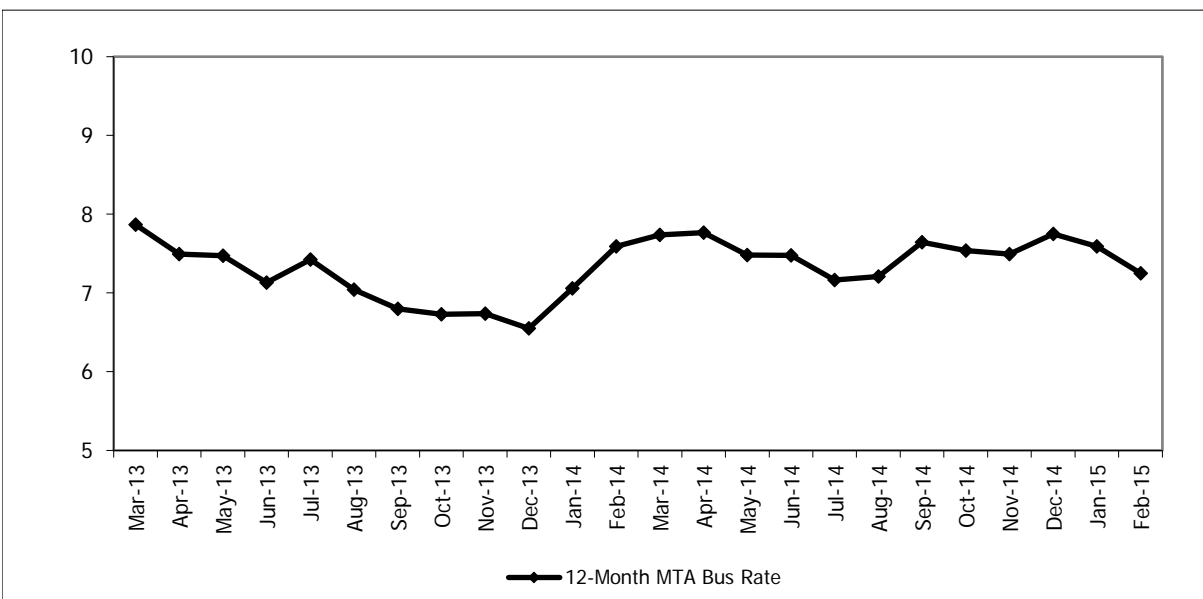
Feb 2015: 5.56
Feb 2014: 5.89

12-Month Average

Mar 14 – Feb 15: 5.85
Mar 13 – Feb 14: 5.49

Annual Results

2015 Goal: 5.49
2014 Actual: 5.76



Monthly Results

Feb 2015: 8.89
Feb 2014: 13.12

12-Month Average

Mar 14 – Feb 15: 7.25
Mar 13 – Feb 14: 7.59

Annual Results

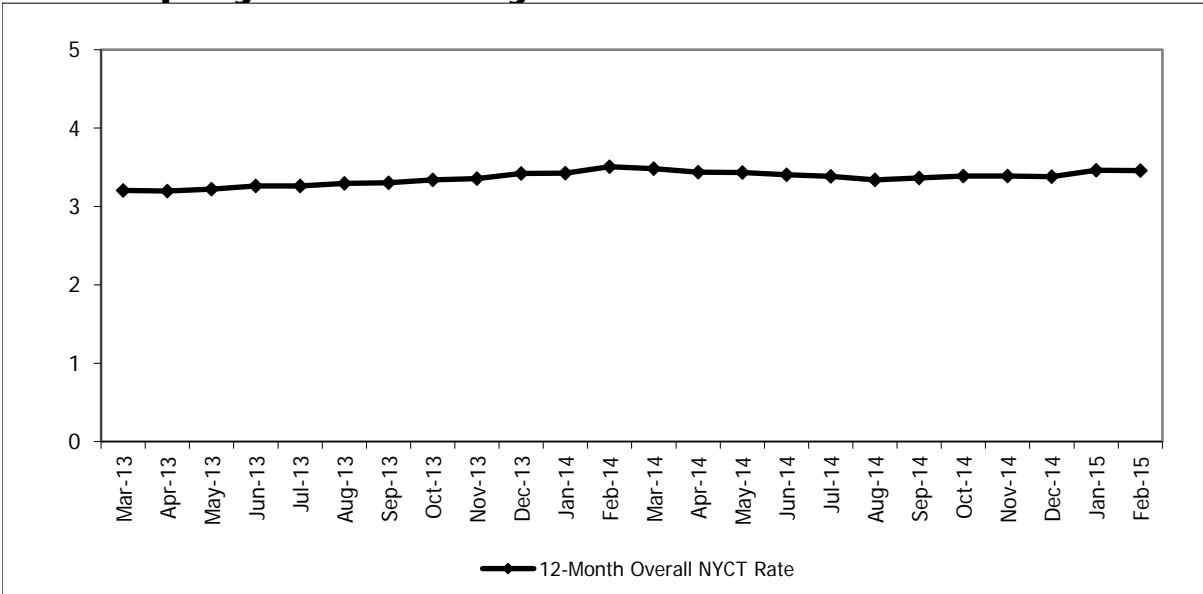
2015 Goal: 7.36
2014 Actual: 7.75

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.)

NYCT Overall & Subways

Employee On-Duty Lost-Time Accident Rate



Monthly Results

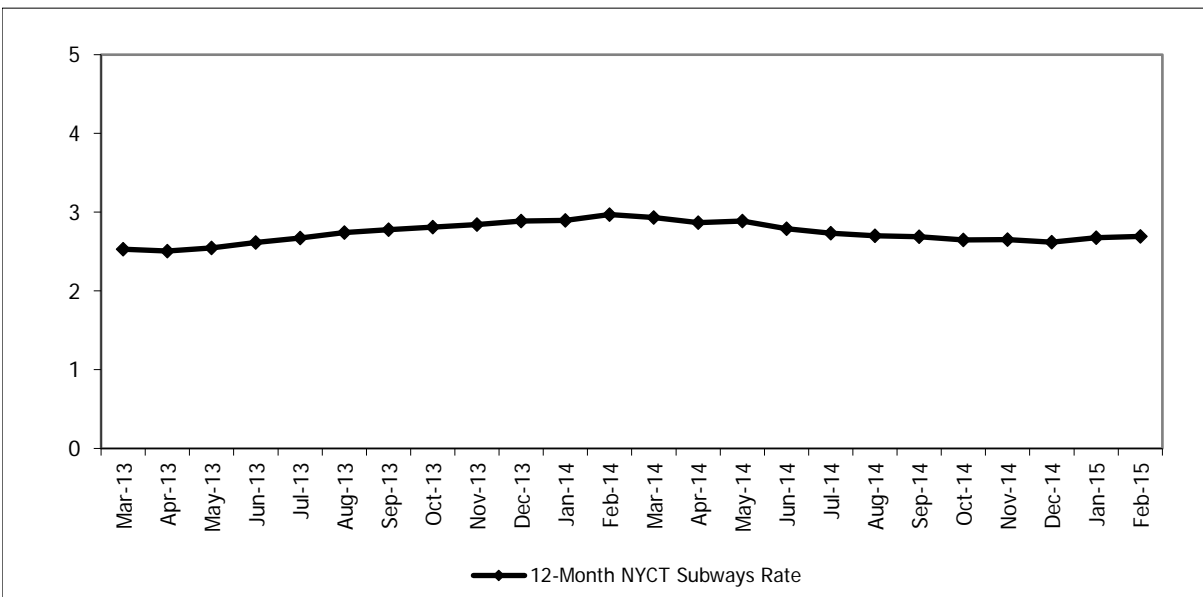
Feb 2015: 3.70
Feb 2014: 3.75

12-Month Average

Mar 14 – Feb 15: 3.46
Mar 13 – Feb 14: 3.51

Annual Results

2015 Goal: 3.20
2014 Actual: 3.38



Monthly Results

Feb 2015: 3.18
Feb 2014: 2.97

12-Month Average

Mar 14 – Feb 15: 2.69
Mar 13 – Feb 14: 2.97

Annual Results

2015 Goal: 2.47
2014 Actual: 2.68

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

MTA Report

CRIME STATISTICS MARCH

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	28	31	-3	-9.7%
GL	116	123	-7	-5.7%
FELASSAULT	19	22	-3	-13.6%
BURGLARY	3	2	1	50.0%
<u>TOTAL MAJOR FELONIES</u>	<u>166</u>	<u>178</u>	<u>-12</u>	<u>-6.7%</u>

During March, the daily Robbery average decreased from 1 to 0.9

During March, the daily Major Felony average decreased from 5.7 to 5.4

CRIME STATISTICS JANUARY THRU MARCH

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	3	-3	-100.0%
ROBBERY	97	119	-22	-18.5%
GL	327	393	-66	-16.8%
FELASSAULT	50	48	2	4.2%
BURGLARY	3	6	-3	-50.0%
<u>TOTAL MAJOR FELONIES</u>	<u>477</u>	<u>569</u>	<u>-92</u>	<u>-16.2%</u>

Year to date the daily Robbery average decreased from 1.3 to 1.1

Year to date the daily Major Felony average decreased from 6.3 to 5.3

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

MARCH ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	4028	4861	-833	-17.1%
TOS Arrests	2056	2560	-504	-19.7%
Summons	6387	7795	-1408	-18.1%

JANUARY THRU MARCH ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	11531	13755	-2224	-16.2%
TOS Arrests	6000	7420	-1420	-19.1%
Summons	18703	24826	-6123	-24.7%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-MARCH																		
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Murder	1	0	3	1	0	0	0	1	2	1	1	0	1	0	0	0	0	0	0
Rape	1	4	0	1	1	0	2	0	2	2	0	2	0	0	0	3	2	3	0
Robbery	553	503	412	336	321	308	289	258	327	233	188	189	188	184	176	236	155	119	97
Assault	120	130	105	99	71	71	60	63	79	45	48	52	46	51	56	38	46	48	50
Burglary	12	5	1	2	3	1	3	0	0	1	0	2	0	2	0	3	5	6	3
GL	762	637	533	548	519	500	393	430	485	282	292	312	295	264	318	403	384	393	327
TOTAL MAJOR FELONIES	1449	1279	1054	987	915	880	747	752	895	564	529	557	530	501	550	683	592	569	477
Major Fel Per Day	16.10	14.21	11.71	10.97	10.17	9.78	8.30	8.36	9.94	6.27	5.88	6.19	5.89	5.57	6.11	7.59	6.58	6.32	5.30



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

March 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	0	0	0%
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	0	0	0	0%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	1	3	300%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	0	1	-1	-100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	4	2	2	100%



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for February 2015 are presented in the table below and compared to the Adopted Budget (budget).

Category (\$ in millions)	February Results		February Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(13.9)	(4.3)	657.7	621.5	(36.2)	(5.5)
Nonreimb. Exp. before Dep./OPEB	3.2	0.6	1,093.4	1,089.1	4.3	0.4
Net Cash Deficit*	(9.2)	(3.8)	(498.1)	(534.6)	(36.4)	(7.3)

*Excludes Subsidies and Debt Service

February 2015 **farebox revenue** was \$307.1 million, \$13.9 million (4.3 percent) below budget. Subway revenue was \$8.6 million (3.5 percent) below budget, bus revenue was \$5.0 million (6.9 percent) below budget, and paratransit revenue was \$0.2 million (16.9 percent) below budget. Accrued fare media liability was equal to the budget. The February 2015 non-student **average fare** of \$1.796 decreased 2.2¢ from February 2014; the subway fare decreased 2.6¢, and the local and express bus fares both decreased 2.0¢.

Total **ridership** in February 2015 of 179.0 million was 4.1 percent (7.6 million trips) below budget. Average weekday ridership in February 2015 was 7.6 million, an increase of 1.8 percent from February 2014. Average weekday ridership for the twelve months ending February 2015 was 7.8 million, an increase of 1.7 percent from the twelve months ending February 2014.

Nonreimbursable expenses before depreciation and OPEB in February were below budget by \$3.2 million (0.6 percent) and, year-to-date, expenses underran budget by \$4.3 million (0.4 percent).

- For the month, labor expenses were unfavorable by \$7.9 million (2.0 percent), due primarily to higher overtime expenses, partly offset by health & welfare/OPEB current expense underruns. Non-labor expenses were below budget by \$11.1 million (8.0 percent), mostly attributable to favorable results in materials & supplies, fuel, maintenance contracts and paratransit service contract expenses, partly offset by the unfavorable timing of professional service contract expenses.
- For the year-to-date, labor expenses exceeded budget by \$9.9 million (1.2 percent), representing mostly higher overtime costs caused mainly by adverse weather, partly offset by health & welfare/OPEB current expense underruns. Non-labor expenses were less than budget by \$14.2 million (5.0 percent), mostly due to favorable results in fuel, materials & supplies and paratransit service contract expenses, partly offset by the unfavorable timing of professional service contract expenses.

The **net cash deficit** for February year-to-date was \$534.6 million, unfavorable to budget by \$36.4 million (7.3 percent), due largely to the unfavorable timing of NYC partial reimbursement of paratransit expenses.

FINANCIAL RESULTS

Farebox Revenue

February 2015 Farebox Revenue - (\$ in millions)

	February				February Year-to-Date			
	Budget	Preliminary Actual	Favorable/(Unfavorable)		Budget	Preliminary Actual	Favorable/(Unfavorable)	
			Amount	Percent			Amount	Percent
Subway	243.3	234.7	(8.6)	(3.5%)	498.7	474.5	(24.2)	(4.8%)
NYCT Bus	72.5	67.5	(5.0)	(6.9%)	148.8	137.1	(11.6)	(7.8%)
Paratransit	1.4	1.1	(0.2)	(16.9%)	2.8	2.3	(0.4)	(16.1%)
Subtotal	317.3	303.4	(13.9)	(4.4%)	650.3	614.0	(36.2)	(5.6%)
Fare Media Liability	3.7	3.7	0.0	0.0%	7.5	7.5	0.0	0.0%
Total - NYCT	321.0	307.1	(13.9)	(4.3%)	657.7	621.5	(36.2)	(5.5%)
MTA Bus Company	15.3	14.7	(0.6)	(4.0%)	31.3	29.8	(1.5)	(4.8%)
Total - Regional Bus	87.8	82.2	(5.6)	(6.4%)	180.0	166.9	(13.1)	(7.3%)

Note: Totals may not add due to rounding.

- February 2015 revenue was affected by adverse weather including nearly twelve inches of snow and frigid temperatures that made February 2015 the coldest February since 1934, and the third coldest February on record.
- The larger negative Paratransit variance may be due to snowfall combined with colder-than-normal temperatures resulting in snow and ice lingering throughout the month, severely impeding the mobility of paratransit customers.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2014	Prelim. 2015	Change		2014	Prelim. 2015	Change	
			Amount	Percent			Amount	Percent
Subway	1.897	1.871	(0.026)	(1.4%)	1.534	1.518	(0.016)	(1.0%)
Local Bus	1.526	1.506	(0.020)	(1.3%)	1.534	1.518	(0.016)	(1.0%)
Subway & Local Bus	1.802	1.780	(0.023)	(1.3%)	1.534	1.518	(0.016)	(1.0%)
Express Bus	4.980	4.961	(0.020)	(0.4%)	4.991	4.970	(0.021)	(0.4%)
Total	1.818	1.796	(0.022)	(1.2%)	1.807	1.792	(0.015)	(0.8%)

- February 2014 average fares were partly based on actual 1st Quarter 2014 pass average fares, which were higher than normal due to lower trips-per-pass resulting from heavy snowfall in January and February 2014.
- February 2015 average fares are partly based on preliminary 1st Quarter 2015 pass average fares, which may be revised upward at the end of the quarter, if actual trips-per-pass are lower than originally estimated due to the severe winter weather.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the preliminary February average fare of \$1.15 was 23¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Other operating revenue in February exceeded budget by \$1.1 million (3.2 percent), due mostly to higher paratransit Urban Tax revenue. Year-to-date, revenues were favorable by \$8.2 million (11.8 percent), largely due to the favorable timing of advertising revenue and higher paratransit Urban Tax revenue.

Nonreimbursable Expenses

In the month of February, nonreimbursable expenses before depreciation and OPEB were below budget by \$3.2 million (0.6 percent). Year-to-date, expenses were less than budget by \$4.3 million (0.4 percent). The major causes of these variances are reviewed below:

Labor expenses in the month were unfavorable by \$7.9 million (2.0 percent), due mostly to higher overtime expenses of \$12.7 million (40.0 percent), resulting mainly from adverse weather, including a Storm Juno impact occurring in late January but reflected in February, and vacancy/absentee coverage requirements. Favorable labor results included underruns in health & welfare/OPEB current expenses of \$5.4 million (5.9 percent), due to lower rates, and payroll expense savings of \$2.2 million (0.9 percent), mainly from vacancies, partly offset by higher earned employee separation payments. Year-to-date, labor expenses overran budget by \$9.9 million (1.2 percent), including an overtime overrun of \$17.0 million (25.7 percent), again caused by adverse weather and vacancy/absentee coverage requirements. Payroll expenses were higher by \$2.1 million (0.4 percent), due primarily to the unfavorable timing of expenses and higher earned employee separation payments, partly offset by vacancies. Health & welfare/OPEB current expenses underran by \$13.9 million (7.6 percent), due mostly to lower rates.

Non-labor expenses in the month were less than budget by \$11.1 million (8.0 percent). Materials & supplies expenses were below budget by \$7.2 million (30.2 percent), largely due to favorable inventory obsolescence adjustments, the favorable timing of maintenance material requirements and increased scrap sales. Fuel expenses were under budget by \$5.2 million (35.1 percent), due primarily to lower prices. Maintenance contract expenses were favorable by \$3.3 million (22.0 percent), due principally to the favorable timing of vehicle maintenance & repair, janitorial and facility maintenance & repair expenses, partly offset by the unfavorable timing of auto purchases and uniform expenses. Paratransit service contracts were less by \$0.8 million (2.5 percent), due mostly to lower trips. Partly offsetting the above favorable results was an overrun in professional service contract expenses of \$6.3 million (89.4 percent), due mainly to the unfavorable timing of Information Technology-related hardware and electronic data processing costs, and bond service costs. Year-to-date, non-labor expenses were under budget by \$14.2 million (5.0 percent), including the following:

- Fuel expenses were below budget by \$10.4 million (35.0 percent), due mostly to lower prices.
- Materials and supplies expenses were less by \$6.4 million (13.3 percent), largely due to favorable inventory obsolescence adjustments, the favorable timing of maintenance material requirements and increased scrap sales.

- Paratransit service contracts expenses were less than budget by \$2.5 million (4.0 percent), due mainly to lower trips, call center activity and vehicle rehabs.
- Maintenance contract expenses were below budget by \$1.7 million (5.9 percent), primarily from the favorable timing of facility maintenance & repair expenses, partly offset by the unfavorable timing of vehicle maintenance & repair expenses.
- Electric power expenses were under budget by \$1.1 million (2.2 percent), mostly due to the favorable timing of expenses and lower consumption, partly offset by higher prices.
- Professional service contract expenses overran budget by \$9.1 million (53.7 percent), primarily from the unfavorable timing of Information Technology-related hardware, data communications and electronic data processing costs, and office-related costs.

Depreciation expenses year-to-date were \$253.0 million, \$1.6 million (0.6 percent) above budget.

Net Cash Deficit

The net cash deficit for February year-to-date was \$534.6 million, unfavorable to budget by \$36.4 million (7.3 percent), due largely to the unfavorable timing of NYC partial reimbursement of paratransit expenses.

Incumbents

There were 46,370 full-time paid incumbents at the end of February, an increase of 156 from January, and a decrease of 371 from December 2014 (excluding 115 temporary December paid incumbents). This decrease of 371 was due mostly to 409 IT consolidation transfers to MTA.

RIDERSHIP RESULTS

February 2015 Ridership vs. Budget - (millions)

	February				February Year-to-Date			
	Budget	Preliminary	More/(Less)		Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	135.1	130.8	(4.4)	(3.2%)	276.3	264.5	(11.7)	(4.2%)
NYCT Bus	50.7	47.5	(3.1)	(6.1%)	104.4	97.2	(7.2)	(6.9%)
Subtotal	185.8	178.3	(7.5)	(4.0%)	380.7	361.7	(18.9)	(5.0%)
Paratransit	0.8	0.6	(0.1)	(16.5%)	1.5	1.3	(0.3)	(17.4%)
Total - NYCT	186.5	179.0	(7.6)	(4.1%)	382.2	363.0	(19.2)	(5.0%)
MTA Bus Company	9.4	9.1	(0.4)	(3.8%)	19.4	18.5	(0.9)	(4.6%)
<i>Total - Regional Bus</i>	<i>60.1</i>	<i>56.6</i>	<i>(3.5)</i>	<i>(5.8%)</i>	<i>123.8</i>	<i>115.7</i>	<i>(8.1)</i>	<i>(6.5%)</i>

Notes: Totals may not add due to rounding.

- The snowfall and colder-than-normal temperatures in February 2015 reduced ridership. However, the impact is hard to quantify since the temperatures in February were the coldest since 1934, there is insufficient ridership data available on the impact from temperatures as cold as those experienced in February 2015.
- Paratransit ridership was affected by the severe weather as well as by various initiatives that have reduced the growth rate below historic rates.

February Average Weekday and Weekend Ridership vs. Prior Year

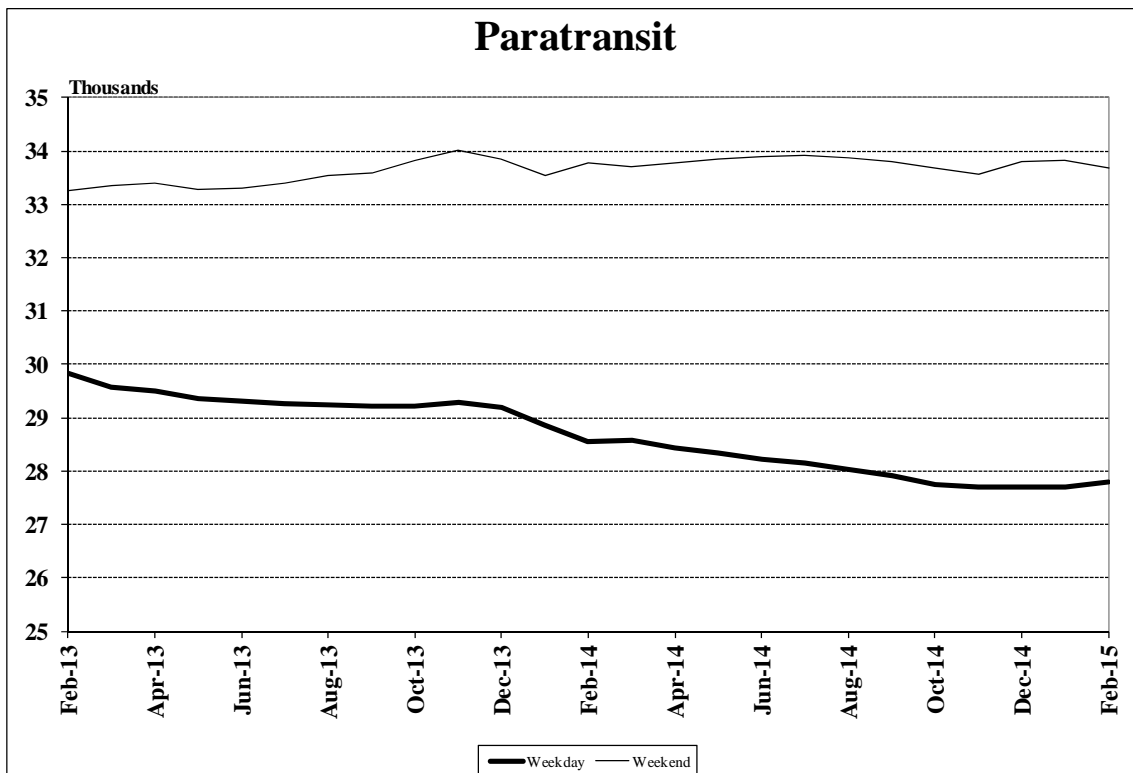
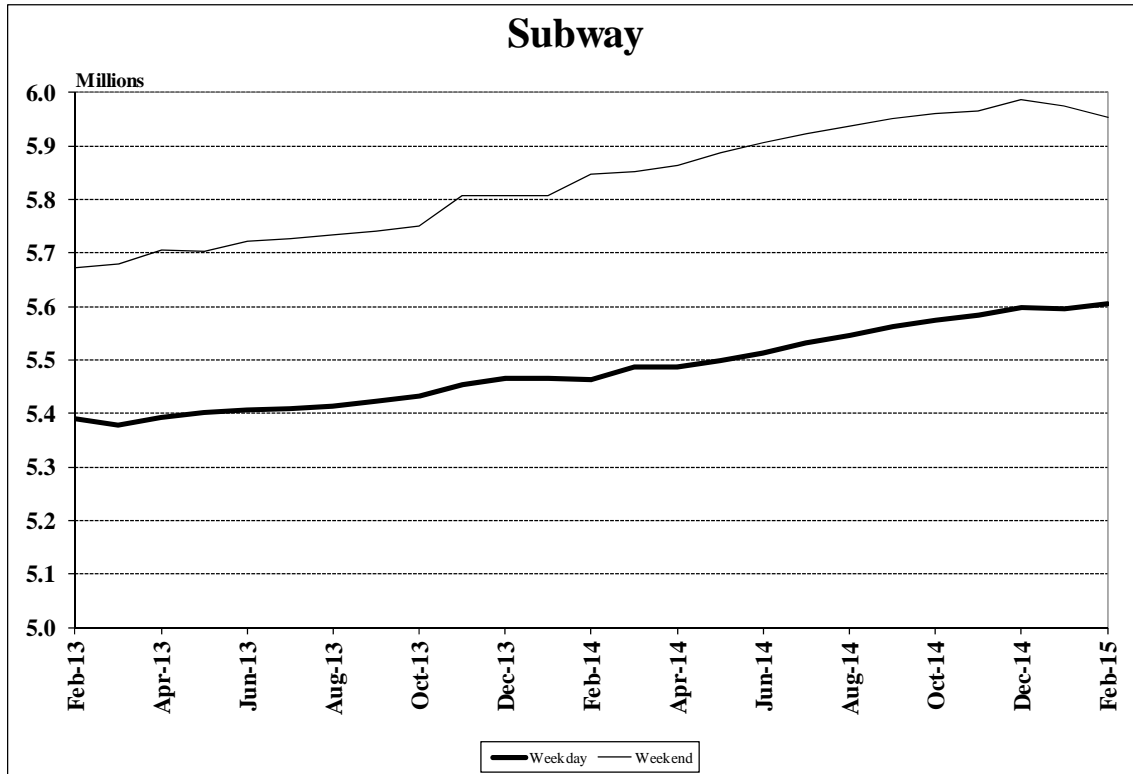
<u>Month</u>	Average Weekday (thousands)				Average Weekend (thousands)			
	2014	Preliminary	Change		2014	Preliminary	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	5,442	5,567	+124	+2.3%	5,744	5,472	-272	-4.7%
NYCT Local Bus	1,965	1,971	+6	+0.3%	2,201	2,046	-156	-7.1%
NYCT Express Bus	41	42	+1	+1.9%	12	11	-1	-9.6%
Paratransit	25	27	+1	+5.7%	31	29	-2	-5.5%
TOTAL - NYCT	7,473	7,606	+133	+1.8%	7,988	7,558	-430	-5.4%
MTABC Local Bus	351	360	+10	+2.7%	370	349	-21	-5.6%
MTABC Express Bus	31	31	+1	+2.0%	12	11	-1	-6.8%
Total - MTA Bus	381	392	+10	+2.7%	382	360	-21	-5.6%
<i>Total - Regional Bus</i>	<i>2,388</i>	<i>2,405</i>	<i>17</i>	<i>+0.7%</i>	<i>2,595</i>	<i>2,417</i>	<i>-178</i>	<i>-6.9%</i>
12-Month Rolling Average								
Subway	5,463	5,605	+142	+2.6%	5,847	5,954	+107	+1.8%
Local Bus	2,089	2,080	-8	-0.4%	2,307	2,300	-7	-0.3%
Express Bus	42	42	-0	-0.2%	12	12	+0	+1.7%
Paratransit	29	28	-1	-2.6%	34	34	-0	-0.3%
TOTAL - NYCT	7,623	7,755	+133	+1.7%	8,200	8,300	+100	+1.2%
MTABC Local Bus	369	377	+8	+2.2%	381	389	+9	+2.2%
MTABC Express Bus	32	32	-0	-1.1%	13	13	-0	-1.9%
Total - MTA Bus	401	409	+8	+1.9%	394	402	+8	+2.1%
<i>Total - Regional Bus</i>	<i>2,532</i>	<i>2,531</i>	<i>0</i>	<i>-0.0%</i>	<i>2,712</i>	<i>2,714</i>	<i>2</i>	<i>+0.1%</i>

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

- Despite the cold weather, February 2015 average weekday subway ridership was the highest of any February in over forty-five years.
- February 2015 average weekend ridership was lower than February 2014 due to more weekend snowfall and colder temperatures in 2015.

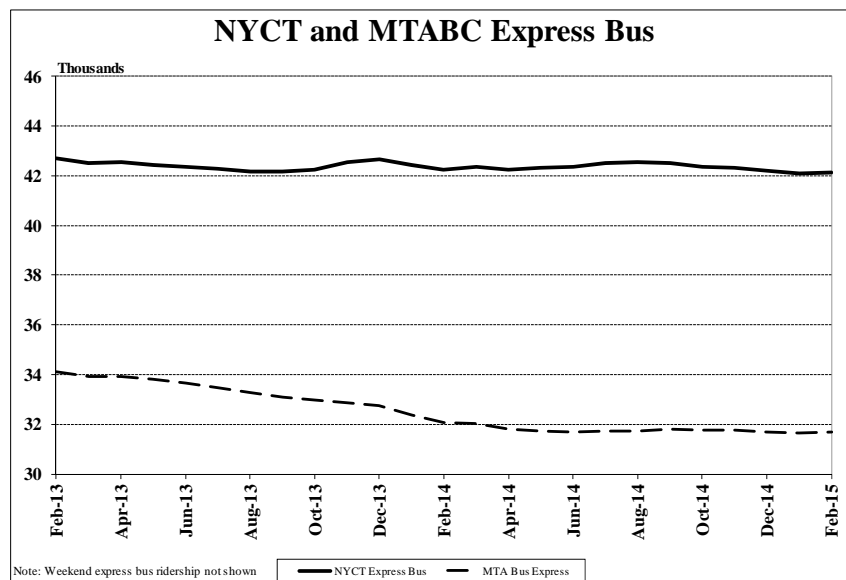
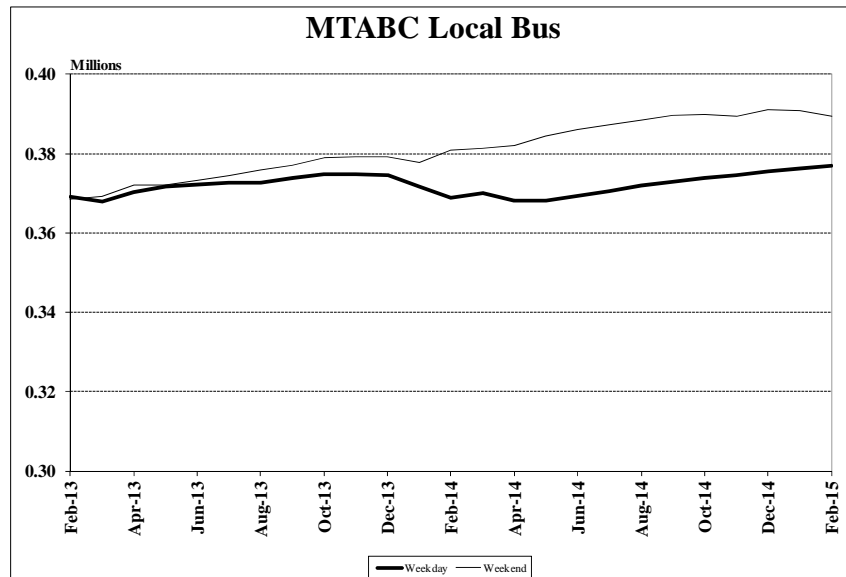
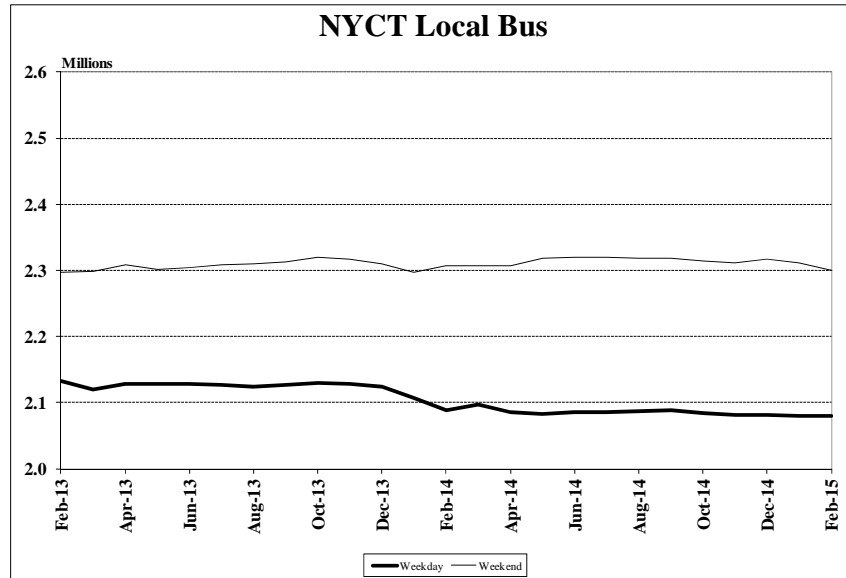
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From February 2014 to February 2015, weekday ridership increased on all services except Staten Island Railway (down 1.0 percent). February 2014 weekdays had more than 26 inches of snow compared to less than 7 inches in February 2015. While the colder-than-normal temperatures in February 2015 appear to have negatively affected ridership, the heavy snowfall in 2014 had a larger impact. In contrast to weekday ridership, February 2015 average weekend ridership decreased on all services due to more than 5 inches of snow and 4 days with temperatures at least 10 degrees colder than normal in February 2015, compared to less than 3 inches of snow and warmer than normal temperatures in February 2014.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Feb-14	Preliminary Feb-15	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,442	5,567	+2.3%	+2.6%
NYCT Local Bus	1,965	1,971	+0.3%	-0.4%
NYCT Express Bus	41	42	+1.9%	-0.2%
NYCT Paratransit	25	27	+5.7%	-2.6%
Staten Island Railway	15	15	-1.0%	+2.6%
MTA Local Bus	351	360	+2.7%	+2.2%
MTA Express Bus	31	31	+2.0%	-1.1%
Long Island Rail Road	283	285	+1.0%	+3.0%
Metro-North Railroad	261	262	+0.2%	+1.5%
Staten Island Ferry	56	57	+0.3%	+5.9%
PATH	233	245	+5.3%	+2.0%
<u>Average Weekend</u>				
NYCT Subway	5,744	5,472	-4.7%	+1.8%
NYCT Local Bus	2,201	2,046	-7.1%	-0.3%
NYCT Express Bus	12	11	-9.6%	+1.7%
NYCT Paratransit	31	29	-5.5%	-0.3%
Staten Island Railway	7	6	-11.4%	+10.7%
MTA Local Bus	370	349	-5.6%	+2.2%
MTA Express Bus	12	11	-6.8%	-1.9%
Long Island Rail Road	160	154	-3.5%	+4.4%
Metro-North Railroad	198	196	-1.0%	+2.4%
Staten Island Ferry	53	53	-0.6%	+6.1%
PATH	188	164	-12.8%	-8.6%

MTA Bridges and Tunnels (thousands)				
Average Weekday	693	753	+8.7%	+2.2%
Average Weekend	1,221	1,253	+2.6%	+2.3%

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

Economy

From February 2014 to February 2015, New York City employment increased 2.6 percent (105,600 jobs). Private sector employment increased 2.9 percent (102,500 jobs) and government employment increased 0.6 percent (3,100 jobs). All of the private employment sub-sectors increased except manufacturing (down 1,700 jobs or 2.2 percent). The sub-sector with the largest absolute increase was educational/health services (up 31,500 jobs or 3.7 percent), and the sub-sector with the largest percentage increase was professional & business services (up 4.0 percent or 26,100 jobs).

Employment data for 2014 was recently re-benchmarked by the New York State Department of Labor, resulting in a larger increase than originally reported. Total employment increased by 3.0 percent or 120,700 jobs; private sector employment increased by 3.5 percent or 120,200 jobs, and government employment increased 0.1 percent or 600 jobs.

As shown in the chart below, subway ridership outpaced employment increases between 2003 and 2008. The rate of decline during the 2009 recession was similar for both, but employment growth has outpaced ridership since 2011, due in part to the impact from Superstorm Sandy in late 2012 and early 2013, and the severe winter in 2014.

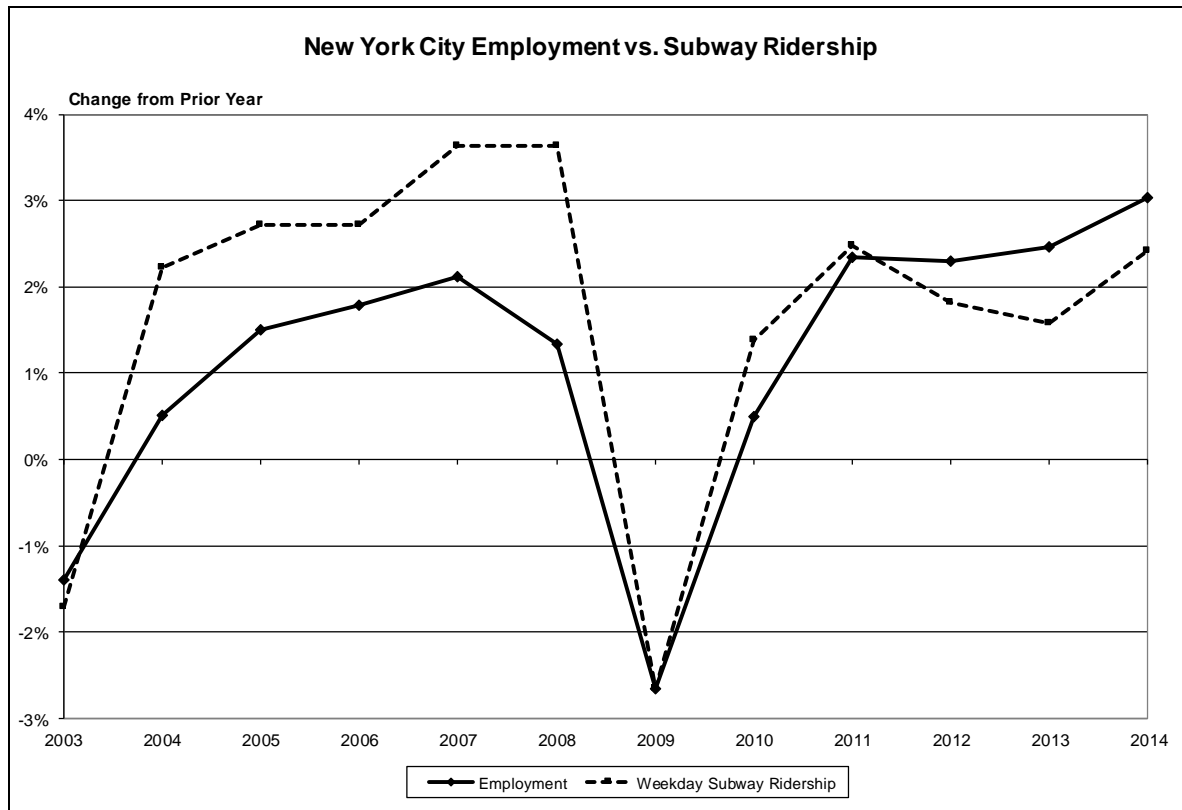


Table 1

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

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$243.345	\$234.743	(\$8.602)	(3.5)	\$0.000	\$0.000	\$0.000	-	\$243.345	\$234.743	(\$8.602)	(3.5)
Bus	72.549	67.518	(5.031)	(6.9)	0.000	0.000	0.000	-	72.549	67.518	(5.031)	(6.9)
Paratransit	1.358	1.128	(0.230)	(16.9)	0.000	0.000	0.000	-	1.358	1.128	(0.230)	(16.9)
Fare Media Liability	3.731	3.731	0.000	0.0	0.000	0.000	0.000	-	3.731	3.731	0.000	0.0
Total Farebox Revenue	320.983	307.120	(13.863)	(4.3)	0.000	0.000	0.000	-	320.983	307.120	(13.863)	(4.3)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	6.314	6.314	0.000	0.0	0.000	0.000	0.000	-	6.314	6.314	0.000	0.0
Paratransit Reimbursement	15.206	17.223	2.017	13.3	0.000	0.000	0.000	-	15.206	17.223	2.017	13.3
Other	12.717	11.788	(0.929)	(7.3)	0.000	0.000	0.000	-	12.717	11.788	(0.929)	(7.3)
Total Other Operating Revenue	34.237	35.325	1.088	3.2	0.000	0.000	0.000	-	34.237	35.325	1.088	3.2
Capital and Other Reimbursements	0.000	0.000	0.000	-	70.026	70.279	0.253	0.4	70.026	70.279	0.253	0.4
Total Revenue	\$355.220	\$342.445	(\$12.775)	(3.6)	\$70.026	\$70.279	\$0.253	0.4	\$425.246	\$412.724	(\$12.522)	(2.9)
Expenses												
Labor:												
Payroll	242.178	239.979	2.199	0.9	29.938	31.083	(1.145)	(3.8)	272.116	271.062	1.054	0.4
Overtime	31.785	44.510	(12.725)	(40.0)	5.209	6.072	(0.863)	(16.6)	36.994	50.582	(13.588)	(36.7)
Total Salaries & Wages	273.963	284.489	(10.526)	(3.8)	35.147	37.155	(2.008)	(5.7)	309.110	321.644	(12.534)	(4.1)
Health and Welfare	61.217	53.838	7.379	12.1	1.649	1.666	(0.017)	(1.0)	62.866	55.504	7.362	11.7
OPEB Current Payment	30.151	32.134	(1.983)	(6.6)	0.703	0.606	0.097	13.8	30.854	32.740	(1.886)	(6.1)
Pensions	17.983	17.695	0.288	1.6	0.355	0.527	(0.172)	(48.5)	18.338	18.222	0.116	0.6
Other Fringe Benefits	26.298	25.837	0.461	1.8	10.057	11.620	(1.563)	(15.5)	36.355	37.457	(1.102)	(3.0)
Total Fringe Benefits	135.649	129.504	6.145	4.5	12.764	14.419	(1.655)	(13.0)	148.413	143.923	4.490	3.0
Reimbursable Overhead	(14.535)	(11.020)	(3.515)	(24.2)	14.535	11.020	3.515	24.2	0.000	0.000	0.000	-
Total Labor Expenses	\$395.077	\$402.973	(\$7.896)	(2.0)	\$62.446	\$62.594	(\$0.148)	(0.2)	\$457.523	\$465.567	(\$8.044)	(1.8)
Non-Labor:												
Electric Power	25.840	25.657	0.183	0.7	0.021	0.030	(0.009)	(42.9)	25.861	25.687	0.174	0.7
Fuel	14.825	9.625	5.200	35.1	0.002	0.001	0.001	50.0	14.827	9.626	5.201	35.1
Insurance	5.880	6.095	(0.215)	(3.7)	0.000	0.000	0.000	-	5.880	6.095	(0.215)	(3.7)
Claims	8.919	8.920	(0.001)	(0.0)	0.000	0.000	0.000	-	8.919	8.920	(0.001)	(0.0)
Paratransit Service Contracts	30.545	29.770	0.775	2.5	0.000	0.000	0.000	-	30.545	29.770	0.775	2.5
Mtce. and Other Operating Contracts	15.137	11.805	3.332	22.0	2.303	2.771	(0.468)	(20.3)	17.440	14.576	2.864	16.4
Professional Service Contracts	7.030	13.316	(6.286)	(89.4)	0.462	1.067	(0.605)	(131.0)	7.492	14.383	(6.891)	(92.0)
Materials & Supplies	23.731	16.570	7.161	30.2	4.470	3.428	1.042	23.3	28.201	19.998	8.203	29.1
Other Business Expenses	6.653	5.736	0.917	13.8	0.322	0.388	(0.066)	(20.5)	6.975	6.124	0.851	12.2
Total Non-Labor Expenses	\$138.560	\$127.494	\$11.066	8.0	\$7.580	\$7.685	(\$0.105)	(1.4)	\$146.140	\$135.179	\$10.961	7.5
Other Expense Adjustments:												
Other	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	-
Total Expenses before Depreciation and OPEB												
	\$533.637	\$530.467	\$3.170	0.6	\$70.026	\$70.279	(\$0.253)	(0.4)	\$603.663	\$600.746	\$2.917	0.5
Depreciation	126.229	126.476	(0.247)	(0.2)	0.000	0.000	0.000	-	126.229	126.476	(0.247)	(0.2)
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$659.866	\$656.943	\$2.923	0.4	\$70.026	\$70.279	(\$0.253)	(0.4)	\$729.892	\$727.222	\$2.670	0.4
Net Surplus/(Deficit)	(\$304.646)	(\$314.498)	(\$9.852)	(3.2)	\$0.000	\$0.000	\$0.000	-	(\$304.646)	(\$314.498)	(\$9.852)	(3.2)

NOTE: Totals may not add due to rounding.

Table 2

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 2015 Year-to-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$498.696	\$474.536	(\$24.160)	(4.8)	\$0.000	\$0.000	\$0.000	-	\$498.696	\$474.536	(\$24.160)	(4.8)
Bus	148.783	137.148	(11.635)	(7.8)	0.000	0.000	0.000	-	148.783	137.148	(11.635)	(7.8)
Paratransit	2.778	2.332	(0.446)	(16.1)	0.000	0.000	0.000	-	2.778	2.332	(0.446)	(16.1)
Fare Media Liability	7.462	7.462	0.000	0.0	0.000	0.000	0.000	-	7.462	7.462	0.000	0.0
Total Farebox Revenue	657.719	621.478	(36.241)	(5.5)	0.000	0.000	0.000	-	657.719	621.478	(36.241)	(5.5)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	13.477	13.477	0.000	0.0	0.000	0.000	0.000	-	13.477	13.477	0.000	0.0
Paratransit Reimbursement	30.412	34.428	4.016	13.2	0.000	0.000	0.000	-	30.412	34.428	4.016	13.2
Other	25.434	29.628	4.194	16.5	0.000	0.000	0.000	-	25.434	29.628	4.194	16.5
Total Other Operating Revenue	69.323	77.533	8.210	11.8	0.000	0.000	0.000	-	69.323	77.533	8.210	11.8
Capital and Other Reimbursements	0.000	0.000	0.000	-	144.071	142.175	(1.896)	(1.3)	144.071	142.175	(1.896)	(1.3)
Total Revenue	\$727.042	\$699.011	(\$28.031)	(3.9)	\$144.071	\$142.175	(\$1.896)	(1.3)	\$871.113	\$841.186	(\$29.927)	(3.4)
Expenses												
Labor:												
Payroll	504.058	506.148	(2.090)	(0.4)	62.089	59.882	2.207	3.6	566.147	566.030	0.117	0.0
Overtime	66.176	83.165	(16.989)	(25.7)	10.812	13.616	(2.804)	(25.9)	76.988	96.781	(19.793)	(25.7)
Total Salaries & Wages	570.234	589.313	(19.079)	(3.3)	72.901	73.498	(0.597)	(0.8)	643.135	662.811	(19.676)	(3.1)
Health and Welfare	122.872	110.834	12.038	9.8	3.335	3.548	(0.213)	(6.4)	126.207	114.382	11.825	9.4
OPEB Current Payment	60.519	58.638	1.881	3.1	1.422	1.236	0.186	13.1	61.941	59.874	2.067	3.3
Pensions	35.966	35.392	0.574	1.6	0.710	1.055	(0.345)	(48.6)	36.676	36.447	0.229	0.6
Other Fringe Benefits	53.840	55.060	(1.220)	(2.3)	20.758	21.644	(0.886)	(4.3)	74.598	76.704	(2.106)	(2.8)
Total Fringe Benefits	273.197	259.924	13.273	4.9	26.225	27.483	(1.258)	(4.8)	299.422	287.407	12.015	4.0
Reimbursable Overhead	(30.259)	(26.200)	(4.059)	(13.4)	30.259	26.200	4.059	13.4	0.000	0.000	0.000	-
Total Labor Expenses	\$813.172	\$823.037	(\$9.865)	(1.2)	\$129.385	\$127.181	\$2.204	1.7	\$942.557	\$950.218	(\$7.661)	(0.8)
Non-Labor:												
Electric Power	52.295	51.170	1.125	2.2	0.042	0.058	(0.016)	(38.1)	52.337	51.228	1.109	2.1
Fuel	29.780	19.364	10.416	35.0	0.004	0.003	0.001	25.0	29.784	19.367	10.417	35.0
Insurance	11.760	12.191	(0.431)	(3.7)	0.000	0.000	0.000	-	11.760	12.191	(0.431)	(3.7)
Claims	17.838	17.839	(0.001)	(0.0)	0.000	0.000	0.000	-	17.838	17.839	(0.001)	(0.0)
Paratransit Service Contracts	62.598	60.123	2.475	4.0	0.000	0.000	0.000	-	62.598	60.123	2.475	4.0
Mtce. and Other Operating Contracts	27.978	26.326	1.652	5.9	4.428	4.034	0.394	8.9	32.406	30.360	2.046	6.3
Professional Service Contracts	16.925	26.020	(9.095)	(53.7)	0.898	1.986	(1.088)	(121.2)	17.823	28.006	(10.183)	(57.1)
Materials & Supplies	48.058	41.656	6.402	13.3	8.672	8.300	0.372	4.3	56.730	49.956	6.774	11.9
Other Business Expenses	12.971	11.364	1.607	12.4	0.642	0.613	0.029	4.5	13.613	11.977	1.636	12.0
Total Non-Labor Expenses	\$280.203	\$266.053	\$14.150	5.0	\$14.686	\$14.994	(\$0.308)	(2.1)	\$294.889	\$281.047	\$13.842	4.7
Other Expense Adjustments:												
Other	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	-
Total Expenses before Depreciation and OPEB	\$1,093.375	\$1,089.090	\$4.285	0.4	\$144.071	\$142.175	\$1.896	1.3	\$1,237.446	\$1,231.265	\$6.181	0.5
Depreciation	251.397	252.953	(1.556)	(0.6)	0.000	0.000	0.000	-	251.397	252.953	(1.556)	(0.6)
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$1,344.772	\$1,342.043	\$2.729	0.2	\$144.071	\$142.175	\$1.896	1.3	\$1,488.843	\$1,484.218	\$4.625	0.3
Net Surplus/(Deficit)	(\$617.730)	(\$643.032)	(\$25.302)	(4.1)	\$0.000	\$0.000	\$0.000	-	(\$617.730)	(\$643.032)	(\$25.302)	(4.1)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
February 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	(13.9)	(4.3)	Primarily due to the impact of adverse weather affecting ridership	(36.2)	(5.5)	Primarily due to the impact of adverse weather affecting ridership
Other Operating Revenue	NR	1.1	3.2	Mostly higher paratransit Urban Tax revenues	8.2	11.8	Mostly the favorable timing of advertising revenues and higher paratransit Urban Tax revenues
Payroll	NR	2.2	0.9	Due largely to vacancies, partly offset by higher earned employee separation payments	(2.1)	(0.4)	Due largely to the unfavorable timing of expenses and higher earned employee separation payments, partly offset by vacancies
Overtime	NR	(12.7)	(40.0)	Mainly due to adverse weather, including a Storm Juno impact occurring in late January but reflected in February, and vacancy/absentee coverage requirements	(17.0)	(25.7)	Mainly due to adverse weather and vacancy/absentee coverage requirements
Health & Welfare (including OPEB current payment)	NR	5.4	5.9	Largely a favorable rate experience	13.9	7.6	Largely a favorable rate experience
Other Fringe Benefits	NR				(1.2)	(2.3)	Due mainly to higher FICA expenses, partly offset by favorable direct overhead credits
Electric Power	NR				1.1	2.2	Mostly due to the favorable timing of expenses and lower consumption, partly offset by higher prices
Fuel	NR	5.2	35.1	Primarily lower prices	10.4	35.0	Primarily lower prices
Paratransit Service Contracts	NR	0.8	2.5	Mostly due to lower trips	2.5	4.0	Mostly due to lower trips, call center activity and vehicle rehabs
Maintenance and Other Operating Contracts	NR	3.3	22.0	Primarily the favorable timing of vehicle maintenance & repair, janitorial and facility maintenance & repair expenses, partly offset by the unfavorable timing of auto purchases and uniform expenses	1.7	5.9	Mostly the favorable timing of facility maintenance & repair expenses, partly offset by the unfavorable timing of vehicle maintenance & repair expenses

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
February 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	NR	(6.3)	(89.4)	Mostly the unfavorable timing of Information Technology-related hardware and electronic data processing costs, and bond service costs	(9.1)	(53.7)	Mostly the unfavorable timing of Information Technology-related hardware, data communications and electronic data processing costs, and office-related costs
Materials and Supplies	NR	7.2	30.2	Largely due to favorable inventory obsolescence adjustments, the favorable timing of maintenance material requirements and increased scrap sales	6.4	13.3	Largely due to favorable inventory obsolescence adjustments, the favorable timing of maintenance material requirements and increased scrap sales
Other Business Expenses	NR	0.9	13.8	Mainly the favorable timing of job closing adjustments	1.6	12.4	Mainly the favorable timing of job closing adjustments
Capital and Other Reimbursements	R				(1.9)	(1.3)	Reimbursement reduction consistent with lower expenses
Payroll	R	(1.1)	(3.8)	Mostly the unfavorable timing of non-capital and engineering costs, mostly offset by capital construction underruns, caused mostly by adverse weather	2.2	3.6	Mostly capital construction underruns, caused mostly by adverse weather, partly offset by the unfavorable timing of non-capital and engineering costs
Overtime	R	(0.9)	(16.6)	Mainly due to Subways Track Program work which is concentrated on weekends to take advantage of track availability	(2.8)	(25.9)	Mainly due to Subways Track Program work which is concentrated on weekends to take advantage of track availability
Other Fringe Benefits	R	(1.6)	(15.5)	Mostly higher direct overhead expenses	(0.9)	(4.3)	Mostly higher direct overhead expenses
Maintenance and Other Operating Contracts	R	(0.5)	(20.3)	Largely the unfavorable timing of building-related expenses	0.4	8.9	Largely the favorable timing of vehicle maintenance & repair expenses, partly offset by the unfavorable timing of building-related expenses
Professional Service Contracts	R	(0.6)	over (100.0)	Mostly the unfavorable timing of advertising and electronic data processing expenses	(1.1)	over (100.0)	Mostly the unfavorable timing of information technology hardware, advertising and electronic data processing expenses
Materials & Supplies	R	1.0	23.3	Principally the favorable timing of non-vehicle maintenance material requirements	0.4	4.3	Principally the favorable timing of non-vehicle maintenance material requirements

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$320.524	\$318.455	(\$2.069)	(0.6)	\$655.775	\$645.649	(\$10.126)	(1.5)
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Reimbursement	38.765	5.790	(32.975)	(85.1)	42.530	12.074	(30.456)	(71.6)
Other	3.419	2.769	(0.650)	(19.0)	6.838	5.452	(1.386)	(20.3)
Total Other Operating Revenue	42.184	8.559	(33.625)	(79.7)	49.368	17.526	(31.842)	(64.5)
Capital and Other Reimbursements	70.026	88.290	18.264	26.1	144.071	178.797	34.726	24.1
Total Receipts	\$432.734	\$415.304	(\$17.430)	(4.0)	\$849.214	\$841.972	(\$7.242)	(0.9)
Expenditures								
Labor:								
Payroll	287.060	288.997	(1.937)	(0.7)	548.739	557.656	(8.917)	(1.6)
Overtime	36.994	47.221	(10.227)	(27.6)	73.089	86.796	(13.707)	(18.8)
Total Salaries & Wages	324.054	336.218	(12.164)	(3.8)	621.828	644.452	(22.624)	(3.6)
Health and Welfare	62.866	54.241	8.625	13.7	132.773	140.018	(7.245)	(5.5)
OPEB Current Payment	30.854	32.134	(1.280)	(4.1)	61.941	58.638	3.303	5.3
Pensions	78.669	75.145	3.524	4.5	157.338	150.222	7.116	4.5
Other Fringe Benefits	34.212	35.164	(0.952)	(2.8)	66.396	77.349	(10.953)	(16.5)
Total Fringe Benefits	206.601	196.684	9.917	4.8	418.448	426.227	(7.779)	(1.9)
GASB Account	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	-
Total Labor Expenditures	\$530.655	\$532.902	(\$2.247)	(0.4)	\$1,040.276	\$1,070.679	(\$30.403)	(2.9)
Non-Labor:								
Electric Power	25.861	26.421	(0.560)	(2.2)	52.337	53.446	(1.109)	(2.1)
Fuel	14.827	8.553	6.274	42.3	29.784	21.178	8.606	28.9
Insurance	7.395	0.000	7.395	100.0	27.477	20.091	7.386	26.9
Claims	8.033	6.046	1.987	24.7	16.066	22.187	(6.121)	(38.1)
Paratransit Service Contracts	30.545	31.616	(1.071)	(3.5)	62.598	62.606	(0.008)	(0.0)
Mtce. and Other Operating Contracts	17.440	15.642	1.798	10.3	32.406	29.665	2.741	8.5
Professional Service Contracts	7.492	14.964	(7.472)	(99.7)	14.073	26.926	(12.853)	(91.3)
Materials & Supplies	29.201	27.820	1.381	4.7	58.730	57.973	0.757	1.3
Other Business Expenditures	6.975	6.259	0.716	10.3	13.613	11.802	1.811	13.3
Total Non-Labor Expenditures	\$147.769	\$137.321	\$10.448	7.1	\$307.084	\$305.874	\$1.210	0.4
Other Expenditure 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	-
Total Expenditures	\$678.424	\$670.223	\$8.201	1.2	\$1,347.360	\$1,376.553	(\$29.193)	(2.2)
Net Surplus/(Deficit)	(\$245.690)	(\$254.919)	(\$9.229)	(3.8)	(\$498.146)	(\$534.581)	(\$36.435)	(7.3)

NOTE: Totals may not add due to rounding.

Table 5

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL CASH BASIS
February 2015
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Receipts			-	(10.1)	(1.5)	Due primarily to the impact of adverse weather affecting ridership, partly offset by the favorable timing of receipts
Other Operating Receipts	(33.6)	(79.7)	Due mainly to the timing of receipt of NYC partial reimbursement of paratransit expenses	(31.8)	(64.5)	Due mainly to the timing of receipt of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	18.3	26.1	Mostly due to the favorable timing of reimbursements from 2014	34.7	24.1	Mostly due to the favorable timing of reimbursements from 2014
Salaries & Wages	(12.2)	(3.8)	Largely additional overtime costs, mainly due to adverse weather, including a Storm Juno impact occurring in late January but reflected in February, and vacancy/absentee coverage requirements	(22.6)	(3.6)	Largely additional overtime costs, mainly due to adverse weather and vacancy/absentee coverage requirements
Health & Welfare (including OPEB current payment)	7.3	7.8	Mainly a favorable rate experience	(3.9)	(2.0)	The unfavorable timing of payments, partly offset by a favorable rate experience
Other Fringe Benefits				(11.0)	(16.5)	Mostly the unfavorable timing of payments
Fuel	6.3	42.3	Largely due to lower prices	8.6	28.9	Largely due to lower prices
Claims	2.0	24.7	The favorable timing of payments	(6.1)	(38.1)	Higher payouts of public liability claims than anticipated
Maintenance Contracts	1.8	10.3	The favorable timing of expenses, partly offset by the unfavorable timing of payments	2.7	8.5	The favorable timing of expenses and payments
Professional Service Contracts	(7.5)	(99.7)	Mostly the unfavorable timing of Information Technology-related hardware and electronic data processing costs, and bond service costs	(12.9)	(91.3)	Mostly the unfavorable timing of Information Technology-related hardware, data communications and electronic data processing costs, and office-related costs
Materials & Supplies	1.4	4.7	The favorable timing of maintenance material expenses and higher scrap sales			

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	(\$0.459)	\$11.335	\$11.794	-	(\$1.944)	\$24.171	\$26.115	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(6.314)	(6.314)	0.000	0.0	(13.477)	(13.477)	0.000	0.0
Paratransit Reimbursement	23.559	(11.433)	(34.992)	(148.5)	12.118	(22.354)	(34.472)	(284.5)
Other	(9.298)	(9.019)	0.279	3.0	(18.596)	(24.176)	(5.580)	(30.0)
Total Other Operating Revenue	7.947	(26.766)	(34.713)	(436.8)	(19.955)	(60.007)	(40.052)	(200.7)
Capital and Other Reimbursements	0.000	18.011	18.011	-	0.000	36.622	36.622	-
Total Receipts	\$7.488	\$2.580	(\$4.908)	(65.5)	(\$21.899)	\$0.786	\$22.685	103.6
Expenditures								
Labor:								
Payroll	(14.944)	(17.935)	(2.991)	(20.0)	17.408	8.374	(9.034)	(51.9)
Overtime	0.000	3.361	3.361	-	3.899	9.985	6.086	156.1
Total Salaries & Wages	(14.944)	(14.574)	0.370	2.5	21.307	18.359	(2.948)	(13.8)
Health and Welfare	0.000	1.263	1.263	-	(6.566)	(25.636)	(19.070)	(290.4)
OPEB Current Payment	0.000	0.606	0.606	-	0.000	1.236	1.236	-
Pensions	(60.331)	(56.923)	3.408	5.6	(120.662)	(113.775)	6.887	5.7
Other Fringe Benefits	2.143	2.293	0.150	7.0	8.202	(0.645)	(8.847)	(107.9)
Total Fringe Benefits	(58.188)	(52.761)	5.427	9.3	(119.026)	(138.820)	(19.794)	(16.6)
GASB Account	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	-
Total Labor Expenditures	(\$73.132)	(\$67.335)	\$5.797	7.9	(\$97.719)	(\$120.461)	(\$22.742)	(23.3)
Non-Labor:								
Electric Power	0.000	(0.734)	(0.734)	-	0.000	(2.218)	(2.218)	-
Fuel	0.000	1.073	1.073	-	0.000	(1.811)	(1.811)	-
Insurance	(1.515)	6.095	7.610	502.3	(15.717)	(7.900)	7.817	49.7
Claims	0.886	2.874	1.988	224.4	1.772	(4.348)	(6.120)	(345.4)
Paratransit Service Contracts	0.000	(1.846)	(1.846)	-	0.000	(2.483)	(2.483)	-
Mtce. and Other Operating Contracts	0.000	(1.066)	(1.066)	-	0.000	0.695	0.695	-
Professional Service Contracts	0.000	(0.581)	(0.581)	-	3.750	1.080	(2.670)	(71.2)
Materials & Supplies	(1.000)	(7.822)	(6.822)	(682.2)	(2.000)	(8.017)	(6.017)	(300.9)
Other Business Expenses	0.000	(0.135)	(0.135)	-	0.000	0.175	0.175	-
Total Non-Labor Expenditures	(\$1.629)	(\$2.142)	(\$0.513)	(31.5)	(\$12.195)	(\$24.827)	(\$12.632)	(103.6)
Other Expenditure 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	-
Total Expenditures before Depreciation and OPEB	(\$74.761)	(\$69.477)	\$5.284	7.1	(\$109.914)	(\$145.288)	(\$35.374)	(32.2)
Depreciation	126.229	126.476	0.247	0.2	251.397	252.953	1.556	0.6
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$51.468	\$56.999	\$5.531	10.7	\$141.483	\$107.665	(\$33.818)	(23.9)
Total Cash Conversion Adjustments	\$58.956	\$59.579	\$0.623	1.1	\$119.584	\$108.451	(\$11.133)	(9.3)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
February 2015

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	62	66	(4)	
Law	277	267	10	
Office of the EVP	42	40	2	
Human Resources	227	233	(6)	
Office of Management and Budget	41	35	6	
Capital Planning & Budget	33	30	3	
Corporate Communications	262	260	2	
Non-Departmental	(117)	-	(117)	Vacancy Provision
Labor Relations	97	90	7	
Materiel	283	265	18	
Controller	137	132	5	
Total Administration	1,344	1,418	(74)	
Operations				
Subways Service Delivery	7,647	7,723	(76)	Mainly Excess Train Operators
Subways Operations Support/Admin	359	376	(17)	
Subways Stations	2,630	2,591	39	Mostly Station Agent Vacancies
Sub-total Subways	10,636	10,690	(54)	
Buses	10,723	10,640	83	Mostly Bus Operator/Dispatcher Vacancies
Paratransit	213	202	11	
Operations Planning	381	389	(8)	
Revenue Control	448	409	39	
Total Operations	22,401	22,330	71	
Maintenance				
Subways Operations Support/Admin	162	168	(6)	
Subways Engineering	342	349	(7)	
Subways Car Equipment	4,330	4,286	44	
Subways Infrastructure	1,475	1,422	53	Mostly Hourly Maintainer Vacancies
Subways Elevators & Escalators	442	414	28	
Subways Stations	3,631	3,539	92	Mostly Hourly Maintainer Vacancies
Subways Track	2,795	2,747	48	Mainly Hourly Track Worker Vacancies
Subways Power	623	573	50	Mostly Hourly Elec. Helper/Maintainer Vacancies
Subways Signals	1,489	1,434	55	Mostly Hourly Signal Helper/Maintainer Vacancies
Subways Electronic Maintenance	1,516	1,420	96	Mainly Hourly Maintainer Vacancies
Sub-total Subways	16,805	16,352	453	
Buses	3,776	3,769	7	
Revenue Control	137	137	0	
Supply Logistics	558	561	(3)	
System Safety	91	80	11	
Total Maintenance	21,367	20,899	468	
Engineering/Capital				
Capital Program Management	1,319	1,337	(18)	
Total Engineering/Capital	1,319	1,337	(18)	
Public Safety				
Security	642	615	27	
Total Public Safety	642	615	27	
Total Positions	47,073	46,599	474	
Non-Reimbursable	42,321	41,274	1,047	
Reimbursable	4,752	5,325	(573)	
Total Full-Time	46,933	46,370	563	
Total Full-Time Equivalents	140	229	(89)	

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
February 2015

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	548	457	91	
Professional, Technical, Clerical	849	935	(86)	
Operational Hourlies	(53)	26	(79)	
Total Administration	1,344	1,418	(74)	
Operations				
Managers/Supervisors	2,547	2,544	3	
Professional, Technical, Clerical	482	480	2	
Operational Hourlies	19,372	19,306	66	
Total Operations	22,401	22,330	71	
Maintenance				
Managers/Supervisors	3,918	3,813	105	
Professional, Technical, Clerical	1,015	996	19	
Operational Hourlies	16,434	16,090	344	
Total Maintenance	21,367	20,899	468	
Engineering/Capital				
Managers/Supervisors	339	332	7	
Professional, Technical, Clerical	978	1,003	(25)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,319	1,337	(18)	
Public Safety				
Managers/Supervisors	254	234	20	
Professional, Technical, Clerical	40	34	6	
Operational Hourlies	348	347	1	
Total Public Safety	642	615	27	
Total Positions				
Managers/Supervisors	7,606	7,380	226	
Professional, Technical, Clerical	3,364	3,448	(84)	
Operational Hourlies	36,103	35,771	332	
Total Positions	47,073	46,599	474	

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

	February						February Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	316,221	\$9.674	291,865	\$9.329	24,356	\$0.345 3.6%	660,628	\$20.099	612,096	\$19.471	48,533	\$0.628 3.1%
<u>Unscheduled Service</u>	239,550	\$7.146	239,511	\$7.829	39	(\$0.683) (9.6%)	482,982	\$14.358	625,543	\$16.779	(142,561)	(\$2.420) (16.9%)
<u>Programmatic/Routine Maintenance</u>	341,122	\$9.459	143,571	\$4.693	197,551	\$4.766 50.4%	738,593	\$20.622	742,020	\$19.481	(3,427)	\$1.141 5.5%
<u>Unscheduled Maintenance</u>	0.000	\$0.000	0	\$0.000	0.000	\$0.000 .0%	0.000	\$0.000	0	\$0.000	0.000	\$0.000 .0%
<u>Vacancy/Absentee Coverage</u>	39,811	\$1.264	246,542	\$8.059	(206,731)	(\$6.795) (537.6%)	79,622	\$2.528	390,501	\$12.479	(310,879)	(\$9.951) (393.6%)
<u>Weather Emergencies</u>	89,189	\$3.346	510,601	\$16.691	(421,412)	(\$13.345) (398.8%)	178,377	\$6.693	556,740	\$18.200	(378,363)	(\$11.507) (171.9%)
<u>Safety/Security/Law Enforcement</u>	9,209	\$0.292	7,235	\$0.236	1,974	\$0.056 19.1%	18,349	\$0.583	16,617	\$0.534	1,731	\$0.048 8.3%
<u>Other</u>	6,965	\$0.603	(71,203)	(\$2.328)	78,168	\$2.931 483.3%	15,205	\$1.294	(130,896)	(\$3.779)	146,102	\$5.073 390.3%
Subtotal	1,042,067	\$31.785	1,368,122	\$44.510	(326,054)	(\$12.726) (40.0%)	2,173,757	\$66.177	2,812,622	\$83.165 \$0.000	(638,865)	(\$16.988) (25.7%)
REIMBURSABLE OVERTIME	181,295	\$5.209	200,280	\$6.072	(18,985)	(\$0.863) (16.6%)	376,537	\$10.812	475,294	\$13.616	29,108	(\$2.803) (25.9%)
TOTAL OVERTIME	1,223,362	\$36.994	1,568,402	\$50.583	(345,039)	(\$13.589) (36.7%)	2,550,294	\$76.989	3,287,916	\$96.780	(609,757)	(\$19.792) (25.7%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	February			February Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	24,356	\$0.3 (2.7%)		48,533	\$0.6 (3.7%)	
Unscheduled Service	39	(\$0.7) 5.4%		(142,561)	(\$2.4) 14.2%	Unfavorable variance due to subway service delays and overcrowding.
Programmatic/Routine Maintenance	197,551	\$4.8 (37.5%)	Favorable results due to staff diverted to implement cold weather plans and perform weather related functions.	(3,427)	\$1.1 (6.7%)	Favorable results due to staff diverted to implement cold weather plans and perform weather related functions.
Unscheduled Maintenance	0	\$0.0 .0%		0	\$0.0 .0%	
Vacancy/Absentee Coverage	(206,731)	(\$6.8) 53.4%	Mainly due to vacancy / absentee coverage for bus operators and maintainers, and track maintenance.	(310,879)	(\$10.0) 58.6%	Mainly due to vacancy / absentee coverage for bus operators and maintainers, and signal maintainers.
Weather Emergencies	(421,412)	(\$13.3) 104.9%	Unfavorable results due to significant cold weather and snowfall, includes winter storm Juno which occurred in January but reflected in February results.	(378,363)	(\$11.5) 67.7%	Unfavorable results for weather due to significant cold weather and snowfall, mainly in February.
Safety/Security/Law Enforcement	1,974	\$0.1 (0.4%)		1,731	\$0.0 (0.3%)	
Other	78,168	\$2.9 (23.0%)	Favorable results due to timing of expenses.	146,102	\$5.1 (29.9%)	Favorable results due to timing of expenses.
Subtotal	(326,054)	(\$12.7) 93.6%		(638,865)	(\$17.0) 85.8%	
	(18,985)	(\$0.9) 6.4%	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	29,108	(\$2.8) 14.2%	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.
REIMBURSABLE OVERTIME						
TOTAL OVERTIME	(345,039)	(\$13.6)		(609,757)	(\$19.8)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2015 Overtime Reporting
Overtime Legend

<u>Type</u>	<u>Definition</u>
<i>Scheduled Service</i>	Crew book/Regular Run/Shift hours (above 8 hours) required by train crews, bus/tower/block operators, transportation supervisors/dispatchers, fare sales and collection, Train & Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).
<i>Unscheduled Service</i>	Service coverage resulting from extraordinary events not related to weather, such as injuries, mechanical breakdowns, unusual traffic, tour length, late tour relief, and other requirements that arise that are non-absence related.
<i>Programmatic/Routine Maintenance</i>	<i>Program Maintenance</i> work for which overtime is planned (e.g. Railroad Tie Replacement, Sperry Rail Testing, Running Board Replacement Programs). This also includes <i>Routine Maintenance</i> work for which OT has been planned, as well as all other maintenance <u>not</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

February 2015

(All data are preliminary and subject to audit)

Operating revenue, which was \$0.6 million in February, was \$0.1 million (7.8 percent) below the Adopted Budget (budget), due mostly to lower farebox revenue, caused by adverse weather. Year-to-date, operating revenue underran budget by \$0.1 million (10.2 percent, due to lower farebox revenue, again caused by adverse weather, and the unfavorable timing of student fare reimbursements.

Total **ridership** in February 2015 was 308,364 riders, 7.1 percent (23,395 riders) below budget, due to adverse weather. Year-to-date, ridership was 645,100 riders, 9.9 percent (70,698 riders) below budget, also due to adverse weather. February 2015 average weekday ridership was 14,715, 1.0 percent (145 riders) lower than February 2014. Average weekday ridership for the twelve months ending February 2015 was 15,411 riders, 2.6 percent (394 riders) higher than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were lower than budget in February by \$0.3 million (8.3 percent). Labor was essentially on budget as higher overtime expenses of \$0.4 million (over 100.0 percent), caused by adverse weather and maintenance/vacancy coverage requirements, and increased other fringe benefits of \$0.1 million (46.8 percent), due to additional Workers' Compensation expenses, were offset by payroll underruns of \$0.5 million (30.3 percent), due to vacancies and the favorable timing of expenses. Non-labor expenses were favorable by \$0.3 million (31.9 percent), due mainly to the favorable timing of maintenance contracts, materials & supplies, and professional service contract expenses. Year-to-date, expenses were below budget by \$0.4 million (5.9 percent), of which labor expenses exceeded budget by \$0.2 million (3.4 percent), due to higher overtime expenses of \$0.5 million (over 100.0 percent), resulting mostly from adverse weather, partly offset by the favorable timing of health & welfare/OPEB current expenses of \$0.4 million (49.1 percent). Non-labor expenses were below budget by \$0.6 million (29.6 percent), due primarily to the favorable timing of expenses in maintenance contracts, materials & supplies and professional service contracts.

Depreciation expenses of \$1.4 million year-to-date were slightly above budget.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. No accrued expenses were recorded by Staten Island Railway through February as these expenses are now only recorded on a quarterly basis.

The **operating cash deficit** (excluding subsidies) was \$5.6 million through February, \$0.4 million (6.7 percent) favorable to budget.

Table 1

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 2015
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.447	0.413	(0.034)	(7.6)	-	-	-	-	0.447	0.413	(0.034)	(7.6)
Other Operating Revenue	0.192	0.176	(0.016)	(8.3)	-	-	-	-	0.192	0.176	(0.016)	(8.3)
Capital and Other Reimbursements	-	-	-	-	0.393	0.028	(0.365)	(92.9)	0.393	0.028	(0.365)	(92.9)
Total Revenue	\$ 0.639	\$ 0.589	\$ (0.050)	(7.8)	\$ 0.393	\$ 0.028	\$ (0.365)	(92.9)	\$ 1.032	\$ 0.617	\$ (0.415)	(40.2)
Expenses												
Labor:												
Payroll	1.503	1.047	0.456	30.3	0.167	\$ -	0.167	100.0	1.670	1.047	0.623	37.3
Overtime	0.230	0.635	(0.405)	(176.1)	0.025	0.004	0.021	84.0	0.255	0.639	(0.384)	(150.6)
Total Salaries & Wages	\$ 1.733	\$ 1.682	\$ 0.051	2.9	\$ 0.192	\$ 0.004	\$ 0.188	97.9	\$ 1.925	\$ 1.686	\$ 0.239	12.4
Health and Welfare	0.330	0.214	0.116	35.2	0.043	\$ -	0.043	100.0	0.373	0.214	0.159	42.6
OPEB Current Portion	0.110	0.091	0.019	17.3	-	(0.002)	0.002	-	0.110	0.089	0.021	19.1
Pensions	0.493	0.511	(0.018)	(3.7)	0.007	\$ -	0.007	100.0	0.500	0.511	(0.011)	(2.2)
Other Fringe Benefits	0.158	0.232	(0.074)	(46.8)	0.005	\$ -	0.005	100.0	0.163	0.232	(0.069)	(42.3)
Total Fringe Benefits	\$ 1.091	\$ 1.048	\$ 0.043	3.9	\$ 0.055	\$ (0.002)	\$ 0.057	103.6	\$ 1.146	\$ 1.046	\$ 0.100	8.7
Reimbursable Overhead	(0.146)	(0.027)	(0.119)	(81.5)	0.146	0.027	0.119	81.5	-	-	-	-
Total Labor Expenses	\$ 2.678	\$ 2.703	\$ (0.025)	(0.9)	\$ 0.393	\$ 0.029	\$ 0.364	92.6	\$ 3.071	\$ 2.732	\$ 0.339	11.0
Non-Labor:												
Electric Power	0.361	0.454	(0.093)	(25.8)	-	(0.001)	0.001	-	0.361	0.453	(0.092)	(25.5)
Fuel	0.045	0.048	(0.003)	(6.7)	-	-	-	-	0.045	0.048	(0.003)	(6.7)
Insurance	0.133	0.105	0.028	21.1	-	-	-	-	0.133	0.105	0.028	21.1
Claims	0.007	0.002	0.005	71.4	-	-	-	-	0.007	0.002	0.005	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.237	0.034	0.203	85.7	-	-	-	-	0.237	0.034	0.203	85.7
Professional Service Contracts	0.066	0.011	0.055	83.3	-	-	-	-	0.066	0.011	0.055	83.3
Materials & Supplies	0.200	0.057	0.143	71.5	-	-	-	-	0.200	0.057	0.143	71.5
Other Business Expenses	0.002	0.005	(0.003)	(150.0)	-	-	-	-	0.002	0.005	(0.003)	(150.0)
Total Non-Labor Expenses	\$ 1.051	\$ 0.716	\$ 0.335	31.9	\$ -	\$ (0.001)	\$ 0.001	-	\$ 1.051	\$ 0.715	\$ 0.336	32.0
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.729	\$ 3.419	\$ 0.310	8.3	\$ 0.393	\$ 0.028	\$ 0.365	92.9	\$ 4.122	\$ 3.447	\$ 0.675	16.4
Depreciation	0.692	0.720	(0.028)	(4.0)	-	-	-	-	0.692	0.720	(0.028)	(4.0)
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 4.421	\$ 4.139	\$ 0.282	6.4	\$ 0.393	\$ 0.028	\$ 0.365	92.9	\$ 4.814	\$ 4.167	\$ 0.647	13.4
Net Surplus/(Deficit)	\$ (3.782)	\$ (3.550)	\$ 0.232	6.1	\$ -	\$ -	\$ -	-	\$ (3.782)	\$ (3.550)	\$ 0.232	6.1

Table 2

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 2015 Year-to-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	0.923	0.839	(0.084)	(9.1)	-	-	-	-	0.923	0.839	(0.084)	(9.1)
Other Operating Revenue	0.464	0.407	(0.057)	(12.3)	-	-	-	-	0.464	0.407	(0.057)	(12.3)
Capital and Other Reimbursements	-	-	-	-	0.786	0.125	(0.661)	(84.1)	0.786	0.125	0.661	(84.1)
Total Revenue	\$ 1.387	\$ 1.246	\$ (0.141)	(10.2)	\$ 0.786	\$ 0.125	\$ (0.661)	(84.1)	\$ 2.173	\$ 1.371	\$ (0.802)	(36.9)
Expenses												
Labor:												
Payroll	3.006	2.732	0.274	9.1	0.334	0.038	0.296	88.6	3.340	2.770	0.570	17.1
Overtime	0.430	0.937	(0.507)	(117.9)	0.050	0.017	0.033	66.0	0.480	0.954	(0.474)	(98.8)
Total Salaries & Wages	\$ 3.436	\$ 3.669	\$ (0.233)	(6.8)	\$ 0.384	\$ 0.055	\$ 0.329	85.7	\$ 3.820	\$ 3.724	\$ 0.096	2.5
Health and Welfare	0.660	0.297	0.363	55.0	0.086	-	0.086	100.0	0.746	0.297	0.449	60.2
OPEB Current Portion	0.220	0.151	0.069	31.4	-	-	-	-	0.220	0.151	0.069	31.4
Pensions	0.986	1.000	(0.014)	(1.4)	0.014	-	0.014	100.0	1.000	1.000	-	0.0
Other Fringe Benefits	0.316	0.461	(0.145)	(45.9)	0.010	-	0.010	100.0	0.326	0.461	(0.135)	(41.4)
Total Fringe Benefits	\$ 2.182	\$ 1.909	\$ 0.273	12.5	\$ 0.110	\$ -	\$ 0.110	100.0	\$ 2.292	\$ 1.909	\$ 0.383	16.7
Reimbursable Overhead	(0.292)	(0.069)	(0.223)	(76.4)	0.292	0.069	0.223	76.4	-	-	-	-
Total Labor Expenses	\$ 5.326	\$ 5.509	\$ (0.183)	(3.4)	\$ 0.786	\$ 0.124	\$ 0.662	84.2	\$ 6.112	\$ 5.633	\$ 0.479	7.8
Non-Labor:												
Electric Power	0.722	0.858	(0.136)	(18.8)	-	-	-	-	0.722	0.858	(0.136)	(18.8)
Fuel	0.090	0.052	0.038	42.2	-	-	-	-	0.090	0.052	0.038	42.2
Insurance	0.266	0.211	0.055	20.7	-	-	-	-	0.266	0.211	0.055	20.7
Claims	0.014	0.004	0.010	71.4	-	-	-	-	0.014	0.004	0.010	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.474	0.130	0.344	72.6	-	-	-	-	0.474	0.130	0.344	72.6
Professional Service Contracts	0.132	0.006	0.126	95.5	-	-	-	-	0.132	0.006	0.126	95.5
Materials & Supplies	0.400	0.205	0.195	48.8	-	0.001	(0.001)	-	0.400	0.206	0.194	48.5
Other Business Expenses	0.004	0.014	(0.010)	(250.0)	-	-	-	-	0.004	0.014	(0.010)	(250.0)
Total Non-Labor Expenses	\$ 2.102	\$ 1.480	\$ 0.622	29.6	\$ -	\$ 0.001	\$ (0.001)	-	\$ 2.102	\$ 1.481	\$ 0.621	29.5
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 7.428	\$ 6.989	\$ 0.439	5.9	\$ 0.786	\$ 0.125	\$ 0.661	84.1	\$ 8.214	\$ 7.114	\$ 1.100	13.4
Depreciation	1.384	1.440	(0.056)	(4.0)	-	-	-	-	1.384	1.440	(0.056)	(4.0)
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 8.812	\$ 8.429	\$ 0.383	4.3	\$ 0.786	\$ 0.125	\$ 0.661	84.1	\$ 9.598	\$ 8.554	\$ 1.044	10.9
Net Surplus/(Deficit)	\$ (7.425)	\$ (7.183)	\$ 0.242	3.3	\$ -	\$ -	\$ -	-	\$ (7.425)	\$ (7.183)	\$ 0.242	3.3

Table 3

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
February 2015
(\$ in millions)

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	(0.034)	(7.6)	Due to adverse weather	(0.084)	(9.1)	Due to adverse weather
Other Operating Revenue	Non Reimb.	(0.016)	(8.3)	Mainly the unfavorable timing of student fare reimbursements	(0.057)	(12.3)	Mainly the unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.456	30.3	Mostly due to vacancies and the favorable timing of expenses	0.274	9.1	Mostly due to vacancies and the favorable timing of expenses
Overtime	Non Reimb.	(0.405)	over (100.0)	Largely the impact of adverse weather, and maintenance/vacancy coverage requirements	(0.507)	over (100.0)	Largely the impact of adverse weather, and maintenance/vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.135	30.7	Favorable timing of expenses	0.432	49.1	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.074)	(46.8)	Mainly increased Workers' Compensation expenses	(0.145)	(45.9)	Mainly increased Workers' Compensation expenses
Reimbursable Overhead	Non Reimb.	(0.119)	(81.5)	Unfavorable timing of Sandy reimbursable Capital Construction requirements	(0.223)	(76.4)	Unfavorable timing of Sandy reimbursable Capital Construction requirements
Electric Power	Non Reimb.	(0.093)	(25.8)	Unfavorable timing of expenses	(0.136)	(18.8)	Unfavorable timing of expenses
Fuel	Non Reimb.				0.038	42.2	Favorable timing of non-revenue vehicle fuel expenses
Insurance	Non Reimb.	0.028	21.1	The favorable timing of interagency payments	0.055	20.7	The favorable timing of interagency payments
Claims	Non Reimb.	0.005	71.4	The favorable timing of expenses	0.010	71.4	The favorable timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.203	85.7	The favorable timing of expenses	0.344	72.6	The favorable timing of expenses
Professional Service Contracts	Non Reimb.	0.055	83.3	The favorable timing of expenses	0.126	95.5	The favorable timing of expenses
Materials and Supplies	Non Reimb.	0.143	71.5	The favorable timing of expenses	0.195	48.8	The favorable timing of expenses
Capital and Other Reimbursements	Reimb.	(0.365)	(92.9)	Timing of Contractor requirements	(0.661)	(84.1)	Timing of Contractor requirements
Payroll	Reimb.	0.167	100.0	Timing of Contractor requirements	0.296	88.6	Timing of Contractor requirements
Overtime	Reimb.	0.021	84.0	Timing of Contractor requirements	0.033	66.0	Timing of Contractor requirements
Health and Welfare (including OPEB current payment)	Reimb.	0.045	100.0	Timing of Contractor requirements	0.086	100.0	Timing of Contractor requirements

Table 4

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
CASH RECEIPTS and EXPENDITURES
February 2015
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.447	0.423	(0.024)	(5.4)	0.923	0.904	(0.019)	(2.1)
Other Operating Revenue	0.192	0.007	(0.185)	(96.4)	0.464	0.753	0.289	62.3
Capital and Other Reimbursements	0.393	0.154	(0.239)	(60.8)	0.786	0.154	(0.632)	(80.4)
Total Receipts	\$ 1.032	\$ 0.584	\$ (0.448)	(43.4)	\$ 2.173	\$ 1.811	\$ (0.362)	(16.7)
<u>Expenditures</u>								
Labor:								
Payroll	1.670	1.854	(0.184)	(11.0)	3.340	3.614	(0.274)	(8.2)
Overtime	0.255	0.613	(0.358)	(140.4)	0.480	0.848	(0.368)	(76.7)
Health and Welfare	0.373	0.015	0.358	96.0	0.746	0.019	0.727	97.5
OPEB Current Portion	0.110	0.028	0.082	74.5	0.220	0.032	0.188	85.5
Pensions	0.500	-	0.500	100.0	1.000	-	1.000	100.0
Other Fringe Benefits	0.163	0.340	(0.177)	(108.6)	0.326	0.691	(0.365)	(112.0)
GASB Account	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 3.071	\$ 2.850	\$ 0.221	7.2	\$ 6.112	\$ 5.204	\$ 0.908	14.9
Non-Labor:								
Electric Power	0.361	0.404	(0.043)	(11.9)	0.722	0.704	0.018	2.5
Fuel	0.045	0.017	0.028	62.2	0.090	0.033	0.057	63.3
Insurance	0.133	-	0.133	100.0	0.266	0.056	0.210	78.9
Claims	0.007	0.760	(0.753)	(10,757.1)	0.014	0.860	(0.846)	(6,042.9)
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.237	0.132	0.105	44.3	0.474	0.193	0.281	59.3
Professional Service Contracts	0.066	0.102	(0.036)	(54.5)	0.132	0.200	(0.068)	(51.5)
Materials & Supplies	0.200	0.101	0.099	49.5	0.400	0.182	0.218	54.5
Other Business Expenditures	0.002	0.008	(0.006)	(300.0)	0.004	0.014	(0.010)	(250.0)
Total Non-Labor Expenditures	\$ 1.051	\$ 1.524	\$ (0.473)	(45.0)	\$ 2.102	\$ 2.242	\$ (0.140)	(6.7)
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 4.122	\$ 4.374	\$ (0.252)	(6.1)	\$ 8.214	\$ 7.446	\$ 0.768	9.3
Operating Cash Deficit	\$ (3.090)	\$ (3.790)	\$ (0.700)	(22.7)	\$ (6.041)	\$ (5.635)	\$ 0.406	6.7

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
February 2015
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Operating Revenue	(0.185)	(96.4%)	Mostly the unfavorable timing of student fare reimbursements	0.289	62.3%	Mostly the favorable timing of student fare reimbursements from 2014
Capital and Other Reimbursements	(0.239)	(60.8%)	Unfavorable timing of reimbursements	(0.632)	(80.4%)	Unfavorable timing of reimbursements
Payroll	(0.184)	(11.0%)	The unfavorable timing of payments	(0.274)	(8.2%)	The unfavorable timing of payments
Overtime	(0.358)	over (100.0)%	Largely the impacts of adverse weather and maintenance/vacancy coverage requirements	(0.368)	(76.7%)	Largely the impacts of adverse weather and maintenance/vacancy coverage requirements
Health and Welfare (including OPEB current payment)	0.440	91.1%	Favorable timing of expenses/payments	0.915	94.7%	Favorable timing of expenses/payments
Pensions	0.500	100.0%	Favorable timing of payments	1.000	100.0%	Favorable timing of payments
Other Fringe Benefits	(0.177)	over (100.0)%	Mostly unfavorable timing of payments	(0.365)	over (100.0)%	Mostly unfavorable timing of payments
Electric Power	(0.043)	(11.9%)	Mostly unfavorable timing of expenses			
Insurance	0.133	100.0%	The favorable timing of interagency payments	0.210	78.9%	The favorable timing of interagency payments
Claims	(0.753)	over (100.0)%	Accumulated public liability claims payouts not anticipated in the Budget	(0.846)	over (100.0)%	Accumulated public liability claims payouts not anticipated in the Budget
Maintenance Contracts	0.105	44.3%	The favorable timing of expenses, partly offset by the unfavorable timing of payments	0.281	59.3%	The favorable timing of expenses, partly offset by the unfavorable timing of payments
Materials and Supplies	0.099	49.5%	The favorable timing of expenses	0.218	54.5%	The favorable timing of expenses

Table 6

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
February 2015
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.000	0.010	0.010	-	0.000	0.065	0.065	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	(0.169)	(0.169)	-	0.000	0.346	0.346	-
Capital and Other Reimbursements	0.000	0.126	0.126	-	0.000	0.029	0.029	-
Total Receipts	\$0.000	(\$0.033)	(\$0.033)	-	\$0.000	\$0.440	\$0.440	-
<u>Expenditures</u>								
Labor:								
Payroll	0.000	(0.807)	(0.807)	-	0.000	(0.844)	(0.844)	-
Overtime	0.000	0.026	0.026	-	0.000	0.106	0.106	-
Health and Welfare	0.000	0.199	0.199	-	0.000	0.278	0.278	-
OPEB Current Portion	0.000	0.061	0.061	-	0.000	0.119	0.119	-
Pensions	0.000	0.511	0.511	-	0.000	1.000	1.000	-
Other Fringe Benefits	0.000	(0.108)	(0.108)	-	0.000	(0.230)	(0.230)	-
GASB Account	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	-
Total Labor Expenditures	\$0.000	(\$0.118)	(\$0.118)	-	\$0.000	\$0.429	\$0.429	-
Non-Labor:								
Electric Power	0.000	0.049	0.049	-	0.000	0.154	0.154	-
Fuel	0.000	0.031	0.031	-	0.000	0.019	0.019	-
Insurance	0.000	0.105	0.105	-	0.000	0.155	0.155	-
Claims	0.000	(0.758)	(0.758)	-	0.000	(0.856)	(0.856)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	(0.098)	(0.098)	-	0.000	(0.063)	(0.063)	-
Professional Service Contracts	0.000	(0.091)	(0.091)	-	0.000	(0.194)	(0.194)	-
Materials & Supplies	0.000	(0.044)	(0.044)	-	0.000	0.024	0.024	-
Other Business Expenditures	0.000	(0.003)	(0.003)	-	0.000	0.000	0.000	-
Total Non-Labor Expenditures	\$0.000	(\$0.809)	(\$0.809)	-	\$0.000	(\$0.761)	(\$0.761)	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses								
before Depreciation and OPEB	\$0.000	(\$0.927)	(\$0.927)	-	\$0.000	(\$0.332)	(\$0.332)	-
Depreciation Adjustment	0.692	0.720	0.028	4.0	1.384	1.440	0.056	4.0
Other Post Employment Benefits	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$0.692	(\$0.207)	(\$0.899)	(129.9)	\$1.384	\$1.108	(\$0.276)	(19.9)
Total Cash Conversion Adjustments	\$0.692	(\$0.240)	(\$0.932)	(134.7)	\$1.384	\$1.548	\$0.164	11.8

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
February 2015

<u>Function/Departments</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	11	2
General Office	6	7	(1)
Purchasing/Stores	6	5	1
Total Administration	25	23	2
Operations			
Transportation	103	105	(2)
Total Operations	103	105	(2)
Maintenance			
Mechanical	43	41	2
Electronics/Electrical	15	13	2
Power/Signals	26	23	3
Maintenance of Way	46	50	(4)
Infrastructure	25	26	(1)
Total Maintenance	155	153	2
Engineering/Capital			
Sandy Recovery	26	18	8
Total Engineering Capital	26	18	8
Total Positions	309	299	10
Non-Reimbursable	280	278	2
Reimbursable	29	21	8
Total Full-Time	309	299	10
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
February 2015

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	14	16	(2)	
Professional, Technical, Clerical	11	7	4	
Operational Hourlies	0	0	0	
Total Administration	25	23	2	
Operations				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	95	101	(6)	
Total Operations	103	105	(2)	
Maintenance				
Managers/Supervisors	8	13	(5)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	138	6	
Total Maintenance	155	153	2	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	13	7	
Total Engineering/Capital	26	18	8	
Total Positions				
Managers/Supervisors	31	34	(3)	
Professional, Technical, Clerical	19	13	6	
Operational Hourlies	259	252	7	
Total Positions	309	299	10	

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

Month of February				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.332	0.308	(0.023)	(7.1%)	Mostly due to colder than normal temperatures and almost 12 inches of snow
Year-to-Date				
0.716	0.645	(0.071)	(9.9%)	Mostly due to colder than normal temperatures and multiple snowstorms

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

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

	Month of February				Explanation
	2014	2015	Variance		
			Amount	Percent	
Average Weekday	0.015	0.015	(0.000)	(1.0%)	
Average Weekend	0.007	0.006	(0.001)	(11.4%)	Worse weekend weather in 2015 than in 2014
12-Month Rolling Average					
Average Weekday	0.015	0.015	0.000	2.6%	Higher ridership growth trend
Average Weekend	0.007	0.008	0.001	10.7%	Weekend service suspensions in 2013

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

FINANCIAL AND RIDERSHIP REPORT**February 2015**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$16.2 million in February, \$1.2 million (6.8 percent) below budget. Farebox revenue was \$0.6 million (4.0 percent) less than budget, due to lower ridership caused by adverse weather. Other operating revenue was \$0.6 million (27.4 percent) under budget, due to lower advertising receipts. Year-to-date, operating revenue underran budget by \$2.1 million (5.9 percent), caused largely by the same factors that impacted the results in the month.

Total MTA Bus **ridership** in February 2015 was 9.1 million, 3.8 percent (0.4 million riders) below budget. Year-to-Date, ridership was 18.5 million, 4.6 percent (0.9 million riders) below budget. February 2015 average weekday ridership was 391,635, an increase of 2.7 percent (10,174 riders) from February 2014. Average weekday ridership for the twelve months ending February 2015 was 408,716, an increase of 1.9 percent (7,793 riders) from the twelve months ending February 2014.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$50.0 million in February, \$1.1 million (2.3 percent) above budget. Labor expenses exceeded budget by \$2.3 million (6.4 percent), of which payroll expenses were higher by \$1.1 million (5.6 percent), due largely to demographic progression rate changes in represented groups and increased back pay, resulting from a court judgement, partly offset by vacancies. Overtime expenses overran by \$0.8 million (19.3 percent), due mainly to adverse weather, maintenance requirements in support of an aging fleet and increased running time. Pension expenses were over by \$0.4 million (11.2 percent), which resulted from prior period adjustments. Non-labor expenses were below budget by \$1.2 million (9.1 percent). Of these net underruns, \$1.8 million was due to the favorable timing of expenses, affecting several accounts. Fuel expenses were less than budget by \$0.7 million (26.7 percent), caused mainly by lower rates. Materials and supplies expenses were over budget by \$1.3 million (44.9 percent), due mostly to prior period expenses. Year-to-date, expenses were under budget by \$2.2 million (2.1 percent). Labor expenses were higher by \$3.3 million (4.4 percent), due primarily to higher payroll expenses of \$2.7 million (6.7 percent), and increased overtime expenses of \$1.2 million (13.7 percent). These variances were driven by the same causal factors that impacted the results in the month. Non-labor expenses were favorable by \$5.5 million (20.5 percent), of which \$4.8 million of underruns were caused by the favorable timing of expenses, affecting several accounts.

Depreciation expenses year-to-date exceeded budget by \$1.3 million (19.4 percent).

Other Post-Employment Benefit expenses of \$16.7 million were essentially on budget.

The **operating cash deficit** (excluding subsidies) was \$80.6 million year-to-date, \$16.4 million (25.5 percent) above budget, due primarily to higher labor costs, lower ridership affected by adverse weather, the timing of fare reimbursements, and higher public liability claims payouts than anticipated.

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 2015
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 15.284	\$ 14.673	\$ (0.611)	(4.0)	\$ -	\$ -	\$ -	-	\$ 15.284	\$ 14.673	\$ (0.611)	(4.0)
Other Operating Income	2.046	1.486	(0.560)	(27.4)	-	-	-	-	2.046	1.486	(0.560)	(27.4)
Capital and Other Reimbursements	-	-	-	-	0.439	0.244	(0.195)	(44.4)	0.439	0.244	(0.195)	(44.4)
Total Revenue	\$ 17.330	\$ 16.159	\$ (1.171)	(6.8)	\$ 0.439	\$ 0.244	\$ (0.195)	(44.4)	\$ 17.769	\$ 16.403	\$ (1.366)	(7.7)
- Labor:												
Payroll	\$ 19.074	\$ 20.145	\$ (1.071)	(5.6)	\$ 0.208	\$ 0.154	\$ 0.054	26.1	\$ 19.283	\$ 20.299	\$ (1.016)	(5.3)
Overtime	4.077	4.866	(0.789)	(19.3)	-	-	-	-	4.077	4.866	(0.789)	(19.3)
Health and Welfare	4.119	4.612	(0.493)	(12.0)	0.079	0.042	0.037	47.1	4.198	4.654	(0.456)	(10.9)
OPEB Current Payment	1.742	1.500	0.242	13.9	-	-	-	-	1.742	1.500	0.242	13.9
Pensions	3.496	3.889	(0.393)	(11.2)	0.036	0.020	0.016	44.4	3.532	3.909	(0.377)	(10.7)
Other Fringe Benefits	3.585	3.396	0.189	5.3	0.035	0.020	0.015	42.9	3.620	3.416	0.204	5.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 36.094	\$ 38.408	\$ (2.314)	(6.4)	\$ 0.359	\$ 0.236	\$ 0.123	34.2	\$ 36.453	\$ 38.644	\$ (2.191)	(6.0)
- Non-Labor:												
Electric Power	\$ 0.138	\$ 0.126	\$ 0.012	8.7	\$ -	\$ -	\$ -	-	\$ 0.138	\$ 0.126	\$ 0.012	8.7
Fuel	2.730	2.000	0.730	26.7	-	-	-	-	2.730	2.000	0.730	26.7
Insurance	0.422	0.288	0.134	31.8	-	-	-	-	0.422	0.288	0.134	31.8
Claims	2.143	1.500	0.643	30.0	-	-	-	-	2.143	1.500	0.643	30.0
Maintenance and Other Operating Contracts	2.205	1.866	0.339	15.4	0.017	-	0.017	100.0	2.222	1.866	0.356	16.0
Professional Service Contracts	2.099	1.434	0.665	31.7	-	-	-	-	2.099	1.434	0.665	31.7
Materials & Supplies	2.875	4.167	(1.292)	(44.9)	0.063	0.008	0.055	87.3	2.938	4.175	(1.237)	(42.1)
Other Business Expense	0.191	0.254	(0.063)	(33.0)	-	-	-	-	0.191	0.254	(0.063)	(33.0)
Total Non-Labor Expenses	\$ 12.803	\$ 11.635	\$ 1.168	9.1	\$ 0.080	\$ 0.008	\$ 0.072	90.0	\$ 12.883	\$ 11.643	\$ 1.240	9.6
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adj.	\$ 48.897	\$ 50.043	\$ (1.146)	(2.3)	\$ 0.439	\$ 0.244	\$ 0.195	44.4	\$ 49.336	\$ 50.287	\$ (0.951)	(1.9)
Depreciation	3.233	4.070	(0.837)	(25.9)	-	-	-	-	3.233	4.070	(0.837)	(25.9)
OPEB Obligation	8.346	8.350	(0.004)	(0.1)	-	-	-	-	8.346	8.350	(0.004)	(0.1)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 60.475	\$ 62.463	\$ (1.988)	(3.3)	\$ 0.439	\$ 0.244	\$ 0.195	44.4	\$ 60.914	\$ 62.707	\$ (1.793)	(2.9)
Net Surplus/(Deficit)	\$ (43.145)	\$ (46.304)	\$ (3.159)	(7.3)	\$ 0.000	\$ -	\$ (0.000)	(100.0)	\$ (43.145)	\$ (46.304)	\$ (3.159)	(7.3)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
February 2015 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 31.265	\$ 29.768	\$ (1.497)	(4.8)	\$ -	\$ -	\$ -	-	\$ 31.265	\$ 29.768	\$ (1.497)	(4.8)
Other Operating Income	4.315	3.710	(0.605)	(14.0)	-	-	-	-	4.315	3.710	(0.605)	(14.0)
Capital and Other Reimbursements	-	-	-	-	0.926	0.311	(0.615)	(66.4)	0.926	0.311	(0.615)	(66.4)
Total Revenue	\$ 35.580	\$ 33.478	\$ (2.102)	(5.9)	\$ 0.926	\$ 0.311	\$ (0.615)	(66.4)	\$ 36.506	\$ 33.789	\$ (2.717)	(7.4)
Expenses												
Labor:												
Payroll	\$ 40.222	\$ 42.923	\$ (2.701)	(6.7)	0.438	0.191	\$ 0.247	56.4	\$ 40.660	\$ 43.114	\$ (2.454)	(6.0)
Overtime	8.395	9.545	(1.150)	(13.7)	-	-	-	-	8.395	9.545	(1.150)	(13.7)
Health and Welfare	8.686	9.163	(0.477)	(5.5)	0.168	0.052	0.116	69.0	8.854	9.215	(0.361)	(4.1)
OPEB Current Payment	3.484	3.000	0.484	13.9	-	-	-	-	3.484	3.000	0.484	13.9
Pensions	7.372	7.587	(0.215)	(2.9)	0.076	0.025	0.051	67.1	7.448	7.612	(0.164)	(2.2)
Other Fringe Benefits	7.560	6.829	0.731	9.7	0.074	0.025	0.049	66.2	7.634	6.854	0.780	10.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 75.720	\$ 79.047	\$ (3.327)	(4.4)	\$ 0.756	\$ 0.293	\$ 0.463	61.3	\$ 76.476	\$ 79.340	\$ (2.864)	(3.7)
Non-Labor:												
Electric Power	\$ 0.291	\$ 0.249	\$ 0.042	14.4	\$ -	\$ -	\$ -	-	\$ 0.291	\$ 0.249	\$ 0.042	14.4
Fuel	5.757	3.903	1.854	32.2	-	-	-	-	5.757	3.903	1.854	32.2
Insurance	0.890	0.589	0.301	33.8	-	-	-	-	0.890	0.589	0.301	33.8
Claims	4.519	3.000	1.519	33.6	-	-	-	-	4.519	3.000	1.519	33.6
Maintenance and Other Operating Contracts	4.649	3.117	1.532	33.0	0.036	-	0.036	100.0	4.685	3.117	1.568	33.5
Professional Service Contracts	4.426	2.961	1.465	33.1	-	-	-	-	4.426	2.961	1.465	33.1
Materials & Supplies	6.063	7.123	(1.060)	(17.5)	0.133	0.018	0.115	86.5	6.196	7.141	(0.945)	(15.3)
Other Business Expense	0.403	0.529	(0.126)	(31.3)	-	-	-	-	0.403	0.529	(0.126)	(31.3)
Total Non-Labor Expenses	\$ 26.998	\$ 21.471	\$ 5.527	20.5	\$ 0.169	\$ 0.018	\$ 0.151	89.4	\$ 27.167	\$ 21.489	\$ 5.678	20.9
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 102.717	\$ 100.518	\$ 2.199	2.1	\$ 0.926	\$ 0.311	\$ 0.615	66.4	\$ 103.643	\$ 100.829	\$ 2.814	2.7
Depreciation	6.817	8.141	(1.324)	(19.4)	-	-	-	-	6.817	8.141	(1.324)	(19.4)
OPEB Obligation	16.692	16.700	(0.009)	(0.1)	-	-	-	-	16.692	16.700	(0.009)	(0.1)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 126.225	\$ 125.359	\$ 0.866	0.7	\$ 0.926	\$ 0.311	\$ 0.615	66.4	\$ 127.151	\$ 125.670	\$ 1.481	1.2
Net Surplus/(Deficit)	\$ (90.646)	\$ (91.881)	\$ (1.235)	(1.4)	\$ 0.000	\$ -	\$ (0.000)	(100.0)	\$ (90.645)	\$ (91.881)	\$ (1.236)	(1.4)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	February 2015			Year-To-Date		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	\$ (0.611)	(4.0)	Lower ridership due to adverse weather.	\$ (1.497)	(4.8)	Lower ridership due to the snow storm shutdown of Jan 26-27 and adverse weather.
Other Operating Revenue	NR	\$ (0.560)	(27.4)	Lower advertising receipts	\$ (0.605)	(14.0)	Lower advertising receipts
Capital and Other Reimbursements	R	\$ (0.195)	(44.4)	Delayed funding, timing of reimbursement receipts, and vacancies.	\$ (0.615)	(66.4)	Delayed funding, timing of reimbursement receipts, and vacancies.
Total Revenue Variance		\$ (1.366)	(7.7)		\$ (2.717)	(7.4)	
Payroll	NR	\$ (1.071)	(5.6)	Demographic progression rate changes in the represented groups not budgeted and a court judgment for back pay, partially offset by vacancies.	\$ (2.701)	(6.7)	Demographic progression rate changes in the represented groups not budgeted and a court judgment for back pay, partially offset by vacancies.
Overtime	NR	\$ (0.789)	(19.3)	Mainly due to the impact of inclement weather, the aging bus fleet's impact on bus maintenance and increased running time.	\$ (1.150)	(13.7)	Mainly due to the impact of inclement weather, the aging bus fleet's impact on bus maintenance and increased running time.
Health and Welfare (including OPEB)	NR	\$ (0.251)	(4.3)	Prior period expenses	\$ 0.007	0.1	(a)
Pension	NR	\$ (0.393)	(11.2)	Prior period expenses	\$ (0.215)	(2.9)	Prior period expenses
Other Fringe Benefits	NR	\$ 0.189	5.3	Favorable timing of workers' compensation payments and associated vacancies	\$ 0.731	9.7	Favorable timing of workers' compensation payments and associated vacancies
Electric Power	NR	\$ 0.012	8.7	(a)	\$ 0.042	14.4	(a)
Fuel	NR	\$ 0.730	26.7	Lower rates	\$ 1.854	32.2	Lower rates and reduced service as the result of Winter Storm Juno.
Insurance	NR	\$ 0.134	31.8	Timing of expenses	\$ 0.301	33.8	Timing of expenses
Claims	NR	\$ 0.643	30.0	Timing of expenses	\$ 1.519	33.6	Timing of expenses
Maintenance and Other Operating Contracts	NR	\$ 0.339	15.4	Timing of expenses and mischarge of security costs in Material and supplies.	\$ 1.532	33.0	Timing of expenses and mischarge of security costs in Material and supplies.
Professional Service Contracts	NR	\$ 0.665	31.7	Timing of expenses	\$ 1.465	33.1	Timing of expenses
Materials & Supplies	NR	\$ (1.292)	(44.9)	Prior period expenses and mischarges of security costs belonging in Maintenance and Other Operating Contracts	\$ (1.060)	(17.5)	Prior period expenses and mischarges of security costs belonging in Maintenance and Other Operating Contracts
Other Business Expense	NR	\$ (0.063)	(33.0)	(a)	\$ (0.126)	(31.3)	Higher automated fare collection fees
Depreciation	NR	\$ (0.837)	(25.9)	Non cash expense	\$ (1.324)	(19.4)	Non cash expense
Other Post Employment Benefits	NR	\$ (0.004)	(0.1)	(a)	\$ (0.009)	(0.1)	(a)
Environmental Remediation		\$ -	-		\$ -	-	
Payroll	R	\$ 0.054	26.1	Timing of charges and delayed funding	\$ 0.247	56.4	Timing of charges and delayed funding
Health and Welfare	R	\$ 0.037	47.1	Timing of charges	\$ 0.116	69.0	Timing of charges.
Pension	R	\$ 0.016	44.4		\$ 0.051	67.1	
Other Fringe Benefits	R	\$ 0.015	42.9		\$ 0.049	66.2	
Maintenance and Other Operating Contracts	R	\$ 0.017	*	Timing of charges	\$ 0.036	*	Timing of charges
Materials & Supplies	R	\$ 0.055	*	Timing of charges	\$ 0.115	*	Timing of charges
Total Expense Variance		\$ (1.793)	(2.9)		\$ 1.481	1.2	
Net Variance		\$ (3.159)	(7.3)		\$ (1.236)	(1.4)	

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET
CASH RECEIPTS AND EXPENDITURES
(\$ in millions)

	February 2015				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ 15.284	\$ 13.924	\$ (1.360)	(8.9)	\$ 31.265	\$ 28.325	\$ (2.940)	(9.4)
Other Operating Revenue	2.228	0.503	(1.725)	(77.4)	4.456	1.615	(2.841)	(63.8)
Capital and Other Reimbursements	0.883	0.598	(0.285)	(32.3)	1.766	0.689	(1.077)	(61.0)
Total Receipts	\$ 18.395	\$ 15.025	\$ (3.370)	(18.3)	\$ 37.486	\$ 30.629	\$ (6.857)	(18.3)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 19.170	\$ 22.749	\$ (3.579)	(18.7)	\$ 38.341	\$ 41.573	\$ (3.232)	(8.4)
Overtime	4.077	4.866	(0.789)	(19.4)	8.395	9.545	(1.150)	(13.7)
Health and Welfare	4.537	6.050	(1.513)	(33.3)	9.074	10.986	(1.912)	(21.1)
OPEB Current Payment	1.742	1.500	0.242	13.9	3.484	3.000	0.484	13.9
Pensions	3.831	3.889	(0.058)	(1.5)	7.662	7.587	0.075	1.0
Other Fringe Benefits	3.679	3.498	0.181	4.9	7.358	6.703	0.655	8.9
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 37.037	\$ 42.552	\$ (5.515)	(14.9)	\$ 74.315	\$ 79.394	\$ (5.079)	(6.8)
<i>Non-Labor:</i>								
Electric Power	\$ 0.150	\$ 0.127	\$ 0.023	15.3	\$ 0.300	\$ 0.250	\$ 0.050	16.7
Fuel	2.972	2.637	0.335	11.3	5.945	3.012	2.933	49.3
Insurance	0.460	-	0.460	100.0	0.920	0.491	0.429	46.6
Claims	2.000	3.261	(1.261)	(63.1)	4.000	6.596	(2.596)	(64.9)
Maintenance and Other Operating Contracts	2.419	0.948	1.471	60.8	4.839	4.153	0.686	14.2
Professional Service Contracts	2.285	5.605	(3.320)	*	4.570	6.810	(2.240)	(49.0)
Materials & Supplies	3.199	4.006	(0.807)	(25.2)	6.398	10.105	(3.707)	(57.9)
Other Business Expenses	0.208	0.202	0.006	2.9	0.416	0.432	(0.016)	(3.8)
Total Non-Labor Expenditures	\$ 13.694	\$ 16.786	\$ (3.092)	(22.6)	\$ 27.388	\$ 31.849	\$ (4.462)	(16.3)
Other Expenditure Adjustments :								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 50.731	\$ 59.338	\$ (8.607)	(17.0)	\$ 101.702	\$ 111.243	\$ (9.541)	(9.4)
Operating Cash Surplus/(Deficit)	\$ (32.336)	\$ (44.313)	\$ (11.977)	(37.0)	\$ (64.216)	\$ (80.614)	\$ (16.398)	(25.5)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

	February 2015				Year-To-Date			
	Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
Operating Receipts or Disbursements	\$	%			\$	%		
Farebox Revenue	\$	(1.360)	(8.9)	Lower ridership due to adverse weather.	\$	(2.940)	(9.4)	Lower ridership due to the snow storm shutdown of Jan 26-27 and adverse weather.
Other Operating Revenue		(1.725)	(77.4)	Timing of students/elderly reimbursements.		(2.841)	(63.8)	Timing of students/elderly reimbursements.
Capital and Other Reimbursements		(0.285)	(32.3)	Delayed funding, timing of reimbursement receipts, and vacancies.		(1.077)	(61.0)	Delayed funding, timing of reimbursement receipts, and vacancies.
Total Receipts	\$	(3.370)	(18.3)		\$	(6.857)	(18.3)	
Payroll	\$	(3.579)	(18.7)	RWA payment for TSO inactive, demographic progression rate changes in the represented groups not budgeted and court judgement for back pay, partially offset by vacancies.	\$	(3.232)	(8.4)	RWA payment for TSO inactive, demographic progression rate changes in the represented groups not budgeted and court judgement for back pay, partially offset by vacancies.
Overtime		(0.789)	(19.4)	Mainly due to the impact of inclement weather, the aging bus fleet's impact on bus maintenance and increased running time.		(1.150)	(13.7)	Mainly due to the impact of inclement weather, the aging bus fleet's impact on bus maintenance and increased running time.
Health and Welfare (including OPEB)		(1.271)	(20.2)	Payments for prior periods		(1.428)	(11.4)	Payments for prior periods
Pension		(0.058)	(1.5)	(a)		0.075	1.0	(a)
Other Fringe Benefits		0.181	4.9	Timing of payments		0.655	8.9	Timing of payments
GASB		-	-			-	-	
Electric Power		0.023	15.3	(a)		0.050	16.7	(a)
Fuel		0.335	11.3	Lower rates, delay in payments and reduced service		2.933	49.3	Lower rates, delay in payments and reduced service
Insurance		0.460	100.0	Timing of payments		0.429	46.6	Timing of payments
Claims		(1.261)	(63.1)	Greater than budgeted payments (accidents involving pedestrians of \$0.7 million from 2011 and \$1.5 million from 2013)		(2.596)	(64.9)	Greater than budgeted payments (accidents involving pedestrians of \$0.7 million from 2011 and \$1.5 million from 2013)
Maintenance and Other Operating Contracts		1.471	60.8	Favorable timing of payments and mischarges of security costs in Material and Supplies		0.686	14.2	Favorable timing of payments and mischarges of security costs in Material and Supplies
Professional Service Contracts		(3.320)	*	Payments for prior periods		(2.240)	(49.0)	Payments for prior periods
Materials & Supplies		(0.807)	(25.2)	Prior period expenses and mischarges of security costs belonging in Maintenance and Other Operating Contracts		(3.707)	(57.9)	Prior period expenses and mischarges of security costs belonging in Maintenance and Other Operating Contracts
Other Business Expenditure		0.006	2.9	(a)		(0.016)	(3.8)	(a)
Total Expenditures	\$	(8.607)	(17.0)		\$	(9.541)	(9.4)	
Net Cash Variance	\$	(11.977)	(37.0)		\$	(16.398)	(25.5)	

(a) - Variance less than 5%

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET
CASH CONVERSION (CASH FLOW ADJUSTMENTS)

(\$ in millions)

	February 2015					Year-To-Date				
	Adopted Budget	Actual	Favorable (Unfavorable)		Percent	Adopted Budget	Actual	Favorable (Unfavorable)		Percent
			Variance					Variance		
Receipts										
Farebox Revenue	\$ -	\$ (0.749)	\$ (0.749)	-		\$ 0.000	\$ (1.443)	\$ (1.443)	*	
Other Operating Revenue	0.182	(0.983)	(1.165)	*		0.141	(2.095)	(2.236)	*	
Capital and Other Reimbursements	0.444	0.354	(0.090)	(20.3)		0.840	0.378	(0.462)	(55.0)	
Total Receipts	\$ 0.626	\$ (1.378)	\$ (2.004)	*		\$ 0.981	\$ (3.160)	\$ (4.141)	*	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 0.113	\$ (2.450)	\$ (2.563)	*		\$ 2.319	\$ 1.541	\$ (0.778)	(33.6)	
Overtime	0.000	-	(0.000)	(100.0)		0.000	-	(0.000)	(100.0)	
Health and Welfare	(0.339)	(1.396)	(1.057)	*		(0.221)	(1.771)	(1.550)	*	
OPEB Current Payment	-	-	-	-		-	-	-	-	
Pensions	(0.299)	0.020	0.319	*		(0.214)	0.025	0.239	*	
Other Fringe Benefits	(0.059)	(0.082)	(0.023)	(38.7)		0.276	0.151	(0.125)	(45.2)	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
Total Labor Expenditures	\$ (0.584)	\$ (3.908)	\$ (3.324)	*		\$ 2.161	\$ (0.054)	\$ (2.215)	*	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ (0.012)	\$ (0.001)	\$ (0.013)	*		\$ (0.009)	\$ (0.001)	\$ (0.010)	*	
Fuel for Buses and Trains	(0.242)	(0.637)	(0.395)	*		(0.188)	0.891	1.079	*	
Insurance	(0.038)	0.288	0.326	*		(0.030)	0.098	0.128	*	
Claims	0.143	(1.761)	(1.904)	*		0.519	(3.596)	(4.115)	*	
Maintenance and Other Operating Contracts	(0.197)	0.918	1.115	*		(0.153)	(1.036)	(0.883)	*	
Professional Service Contracts	(0.186)	(4.171)	(3.985)	*		(0.144)	(3.849)	(3.705)	*	
Materials & Supplies	(0.261)	0.169	0.430	*		(0.202)	(2.964)	(2.762)	*	
Other Business Expenditures	(0.017)	0.052	0.069	*		(0.013)	0.097	0.110	*	
Total Non-Labor Expenditures	\$ (0.811)	\$ (5.143)	\$ (4.356)	*		\$ (0.220)	\$ (10.360)	\$ (10.158)	*	
Other Expenditure Adjustments:										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Gap Closing Expenditures:										
Additional Actions for Budget Balance: Expenditures	-	-	-	-		-	-	-	-	
Total Gap Closing Expenditures	-	-	-	-		-	-	-	-	
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ (0.769)	\$ (10.429)	\$ (9.684)	*		\$ 2.921	\$ (13.574)	\$ (16.513)	*	
Depreciation Adjustment	3.233	4.070	0.837	25.9		6.817	8.141	1.324	19.4	
Other Post Employment Benefits	8.346	8.350	0.004	0.1		16.692	16.700	0.009	0.1	
Environmental Remediation	-	-	-	-		-	-	-	-	
Total Cash Conversion Adjustments	\$ 10.809	\$ 1.991	\$ (8.842)	(81.8)		\$ 26.429	\$ 11.267	\$ (15.180)	(57.4)	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET
Utilization
(In millions)

	<u>February 2015</u>			<u>Year-to-date as of February 2015</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 15.284	\$ 14.673	\$ (0.611)	\$ 31.265	\$ 29.768	\$ (1.497)
Total Farebox Revenue	\$ 15.284	\$ 14.673	\$ (0.611)	\$ 31.265	\$ 29.768	\$ (1.497)
Other Revenue	\$ 2.046	\$ 1.486	\$ (0.560)	\$ 4.315	\$ 3.710	\$ (0.605)
Capital & Other	0.439	0.244	(0.195)	0.926	0.311	(0.615)
Total Revenue	\$ 17.769	\$ 16.403	\$ (1.366)	\$ 36.506	\$ 33.789	\$ (2.717)
<u>Ridership</u>						
Fixed Route	9.431	9.075	(0.356)	19.432	18.533	(0.899)
Total Ridership	9.431	9.075	(0.356)	19.432	18.533	(0.899)

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Function and Department
Full-Time Positions and Full-Time Equivalents
FEBRUARY 2015

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	9	10	(1)	
Office of Management and Budget	16	11	5	
Technology & Information Services	-	-	-	
Material	19	16	3	
Controller	15	19	(4)	
Office of the President	6	7	(1)	
System Safety Administration	5	1	4	
Law	21	25	(4)	
Corporate Communications	3	1	2	
Labor Relations	4	3	1	
Strategic Office	13	10	3	
Non-Departmental	27	-	27	
Total Administration	141	106	35	Vacancies to be filled
Operations				
Buses	2,226	2,200	27	
Office of the Executive VP	1	3	(2)	
Safety & Training	31	37	(6)	Students in Training
Road Operations	119	119	-	
Transportation Support	20	22	(2)	
Operations Planning	31	31	-	
Revenue Control	27	24	3	
Total Operations	2,455	2,436	20	
Maintenance				
Buses	754	746	8	
Maintenance Support/CMF	176	168	8	
Facilities	73	59	14	Vacancies Replaced by MOU
Supply Logistics	92	91	1	
Total Maintenance	1,095	1,064	31	
Capital Program Management	37	24	13	
Total Engineering/Capital	37	24	13	
Security	18	16	2	
Total Public Safety	18	16	2	
Total Positions	3,746	3,646	101	
Non-Reimbursable	3,708	3,613	96	
Reimbursable	38	33	5	
Total Full-Time	3,731	3,631	101	
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
FEBRUARY 2015

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	54	45	9	
Professional, Technical, Clerical	62	61	1	
Operational Hourlies	25	-	25	
Total Administration	141	106	35	Vacancies to be filled
Operations				
Managers/Supervisors	304	303	1	
Professional, Technical, Clerical	50	54	(4)	
Operational Hourlies	2,101	2,079	23	
Total Operations	2,455	2,436	20	Students in Training
Maintenance				
Managers/Supervisors	217	208	9	
Professional, Technical, Clerical	18	22	(4)	
Operational Hourlies	860	834	26	
Total Maintenance	1,095	1,064	31	Vacancies Replaced by MOU
Engineering/Capital				
Managers/Supervisors	21	13	8	
Professional, Technical, Clerical	16	11	5	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	24	13	
Public Safety				
Managers/Supervisors	14	10	4	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	-	2	(2)	
Total Public Safety	18	16	2	
Total Baseline Positions				
Managers/Supervisors	610	579	31	
Professional, Technical, Clerical	150	152	(2)	
Operational Hourlies	2,986	2,915	72	
Total Baseline Positions	3,746	3,646	101	

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

	February						February Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	47,655	\$2.0	44,657	\$2.0	2,999	\$0.0	100,542	\$4.2	94,966	\$3.9	5,576	\$0.3
					6.3%	0.3%					5.5%	6.1%
<u>Unscheduled Service</u>	9,963	\$0.4	7,803	\$0.3	2,160	0.1	20,729	\$0.9	14,319	\$0.6	6,410	0.3
					21.7%	19.7%					30.9%	35.6%
<u>Programmatic/Routine Maintenance</u>	18,612	\$0.8	26,383	\$1.2	(7,772)	(0.4)	38,502	\$1.7	54,466	\$2.4	(15,964)	(0.7)
					-41.8%	-42.6%					-41.5%	-43.9%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	14,430	\$0.6	12,815	\$0.6	1,615	0.0	26,551	\$1.2	21,852	\$0.9	4,699	0.2
					11.2%	2.2%					17.7%	20.3%
<u>Weather Emergencies</u>	4,617	\$0.2	15,570	\$0.7	(10,953)	(0.5)	9,555	\$0.4	33,769	\$1.6	(24,214)	(1.2)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	217	\$0.0	193	\$0.0	24	0.0	353	\$0.0	330	\$0.0	23	0.0
					11.1%	24.1%					6.6%	14.4%
<u>Other</u>	292	\$0.0	795	\$0.0	(503)	(0.0)	615	\$0.1	1,451	\$0.1	(836)	(0.0)
					*	*					*	*
Subtotal	95,786	\$4.1	108,216	\$4.9	(12,430)	(\$0.8)	196,847	\$8.4	221,154	\$9.5	(24,307)	(\$1.2)
					-13.0%	-19.4%					-12.3%	-13.7%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	95,786	\$4.1	108,216	\$4.9	(12,430)	(\$0.8)	196,847	\$8.4	221,154	\$9.5	(24,307)	(\$1.2)
					-13.0%	-19.4%					-12.3%	-13.7%

Totals may not add due to rounding.

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

* Exceeds 100%

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

	February			February Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
Scheduled Service	2,999	\$0.0		5,576	\$0.3	
	6.3%	0.3%		5.5%	6.1%	
Unscheduled Service	2,160	\$0.1		6,410	\$0.3	
	21.7%	19.7%		30.9%	35.6%	
Programmatic/Routine Maintenance	(7,772)	(\$0.4)		(15,964)	(\$0.7)	
	-41.8%	-42.6%	Aging bus fleet impact on bus maintenance.	-41.5%	-43.9%	Aging bus fleet impact on bus maintenance.
Unscheduled Maintenance	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	1,615	\$0.0		4,699	\$0.2	
	11.2%	2.2%		17.7%	20.3%	
Weather Emergencies	(10,953)	(\$0.5)	Winter Storm	(24,214)	(\$1.2)	Winter Storm
	*	*		*	*	
Safety/Security/Law Enforcement	24	\$0.0		23	\$0.0	
	11.1%	24.1%		6.6%	14.4%	
Other	(503)	(\$0.0)		(836)	(\$0.0)	
	*	*		*	*	
Subtotal	(12,430)	(\$0.8)		(24,307)	(\$1.2)	
	-13.0%	-19.4%		-12.3%	-13.7%	
REIMBURSABLE OVERTIME	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	(12,430)	(\$0.8)		(24,307)	(\$1.2)	

METROPOLITAN TRANSPORTATION AUTHORITY
2015 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

Through February 28, New York City Transit's performance against its 2015 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$10.6	\$17.0	160
Design Completions	25.2	5.3	21
Awards	420.4	418.2	100
Substantial Completions	122.0	50.9	42
Closeouts	160.0	81.9	51

During February, NYCT awarded projects totaling \$81.4 million including:

- installation of Help Point kiosks at stations throughout the transit system;
- yard fencing at the 38th Street and Linden rail yards in Brooklyn; and
- Sandy resiliency improvements to seal manholes and waterproof existing conduits and ducts from water which may enter the subway system following major storms.

During the same period, NYCT substantially completed projects totaling \$28.8 million including:

- mainline track replacement on the 4th Avenue and Eastern Parkway Lines in Brooklyn; and
- component work at Elmhurst Avenue Station on the Queens Boulevard Line in Queens and at the Grand Street Station on the Canarsie Line in Brooklyn.

Also during February, NYCT started ten design projects for \$13.2 million, completed four designs for \$3.8 million, and closed out five projects for \$46.9 million.

Capital Program Status
April 2015
(February 2015)

During February, NYCT awarded projects totaling \$81.4 million including projects for \$46.8 million to install Help Point kiosks at 80 stations throughout the transit system. The kiosks will be installed at stations on the Concourse and Jerome Lines in the Bronx, on the Lexington and 8th Avenue Lines in Manhattan and at various other locations. These projects are part of a plan to install Help Point kiosks system-wide. Help Point kiosks in stations provide customers with a reliable, easy to use communications link to NYCT customer service personnel for information or in the event of an emergency.

Also during February, NYCT awarded a project for \$16.1 million to install new security fencing at two yards in Brooklyn, 38th Street and Linden. New fencing will reduce each yard's susceptibility to intrusion and vandalism by replacing the weak, old, and deteriorated sections of fencing that are more easily compromised.

Additionally, NYCT awarded a Sandy resiliency project for \$2.6 million to protect vulnerable NYCT assets such as fan plants from flooding through manholes following future major storms. Work will waterproof manholes and the ducts, conduits and cables within them using various waterproofing technologies such as manhole inserts and sealants.

During February, NYCT substantially completed projects totaling \$28.8 million including \$11.6 million to replace mainline track on the 4th Avenue and Eastern Parkway Lines in Brooklyn. Track replacement typically includes the replacement of track materials such as contact rail, running rails, ties, ballast and associated equipment that have reached the end of their useful life.

Also during February, NYCT completed station component investments at two stations for \$3.1 million. Station ventilators and gratings were repaired and replaced at the Elmhurst Avenue Station on the Queens Boulevard Line in Queens and at the Grand Street Station on the Canarsie Line in Brooklyn. Ventilators assist with the circulation of air within subway stations and serve to collect rain water that enters the system through street gratings. Work included the repair of concrete and steel components and drainage improvements.

Also during February, NYCT started ten design projects for \$13.2 million, completed four designs for \$3.8 million, and closed out five projects for \$46.9 million.

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

Projects Closed During February 2015
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
2 Bus Washers at Casey Stengel Depot [SBMP]	\$1.3	\$1.0	09/2013	17
Fire Alarm: 130 Livingston & Power Center	13.1	17.9	02/2014	12
Street Stairs: 7 Avenue / 6 Avenue (S5-S8) [SBMP]	1.3	1.3	07/2014	7
Overcoating: Broadway Junction - Cypress Hills / Jamaica	19.8	20.0	11/2014	3
Purchase 147 Paratransit Vehicles	6.9	6.9	02/2015	0

The closeout of the Bus Washers at Casey Stengel Depot project was delayed by 17 months because of a delay in the completion of closeout documentation. The closeout of the Fire Alarm at 130 Livingston and Power Center project was delayed by 12 months as closeout could not be finalized until punch list items were completed. The closeout of the Street Stair at 7 Avenue project was delayed by seven months in order to complete punchlist items and due to a delay in the completion of closeout documentation.

CAPITAL PROJECT MILESTONE SUMMARY
2015
(THROUGH FEBRUARY 28, 2015)

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

February

Design Starts	\$0.2	1	\$13.2	10	6,940.1	1,000.0
Design Completions	16.4	15	3.8	4	23.3	26.7
Construction Awards	167.3	23	81.4	9	48.7	39.1
Substantial Completions	61.4	11	28.8	9	46.9	81.8
Closeouts	80.5	14	46.9	5	58.3	35.7

2015 Year-To-Date

Design Starts	\$10.6	8	\$17.0	14	160.2	175.0
Design Completions	25.2	22	5.3	6	20.9	27.3
Construction Awards	420.4	48	418.2	35	99.5	72.9
Substantial Completions	122.0	21	50.9	12	41.7	57.1
Closeouts	160.0	28	81.9	13	51.2	46.4

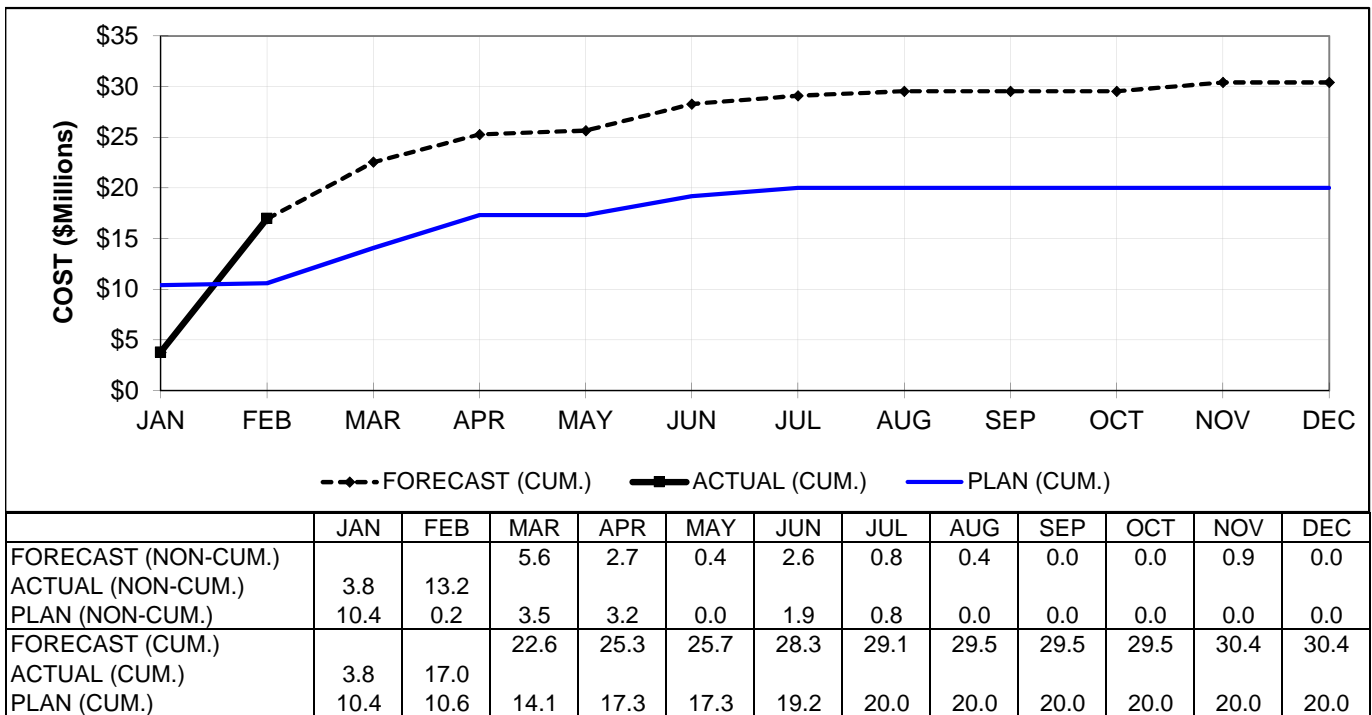
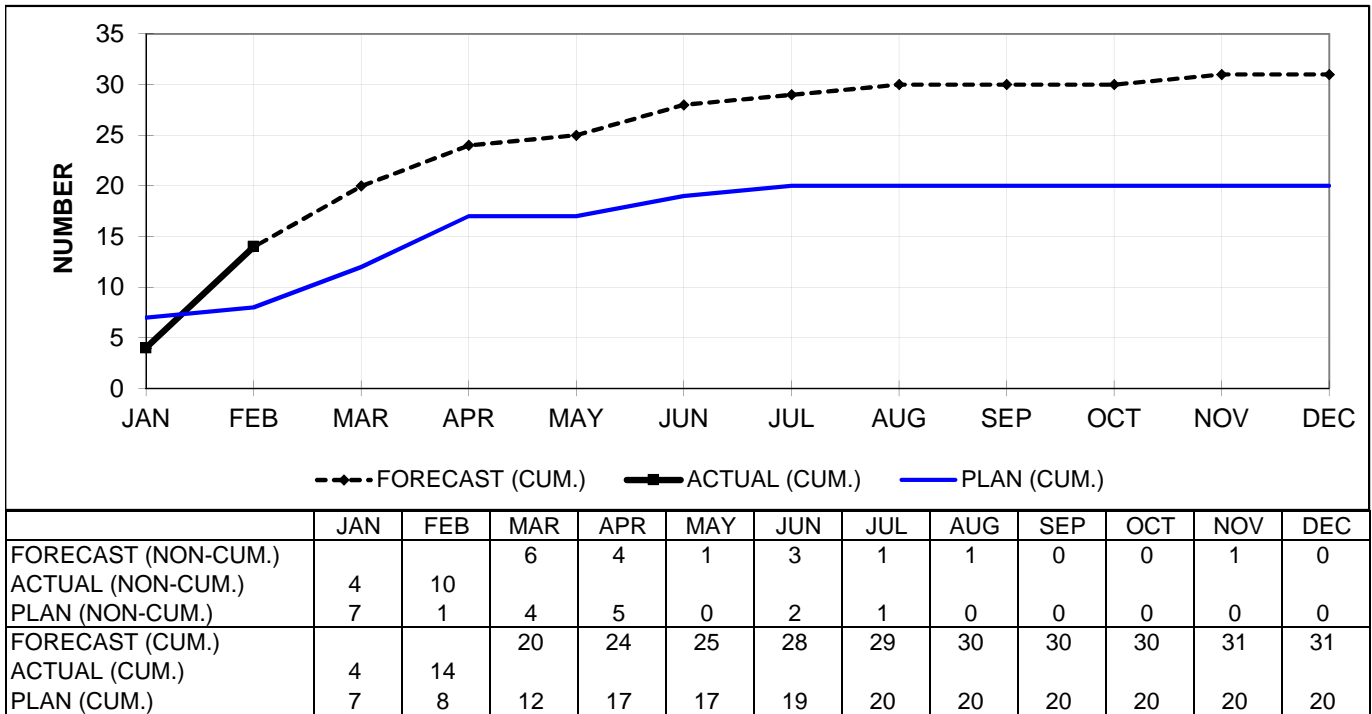
2015 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$20.0	20	\$30.4	31	152.1	155.0
Design Completions	188.2	96	197.4	102	104.9	106.3
Construction Awards	1,822.1	138	2,345.5	152	128.7	110.1
Substantial Completions	1,672.9	191	1,863.8	198	111.4	103.7
Closeouts	8,149.3	236	8,157.4	236	100.1	100.0

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

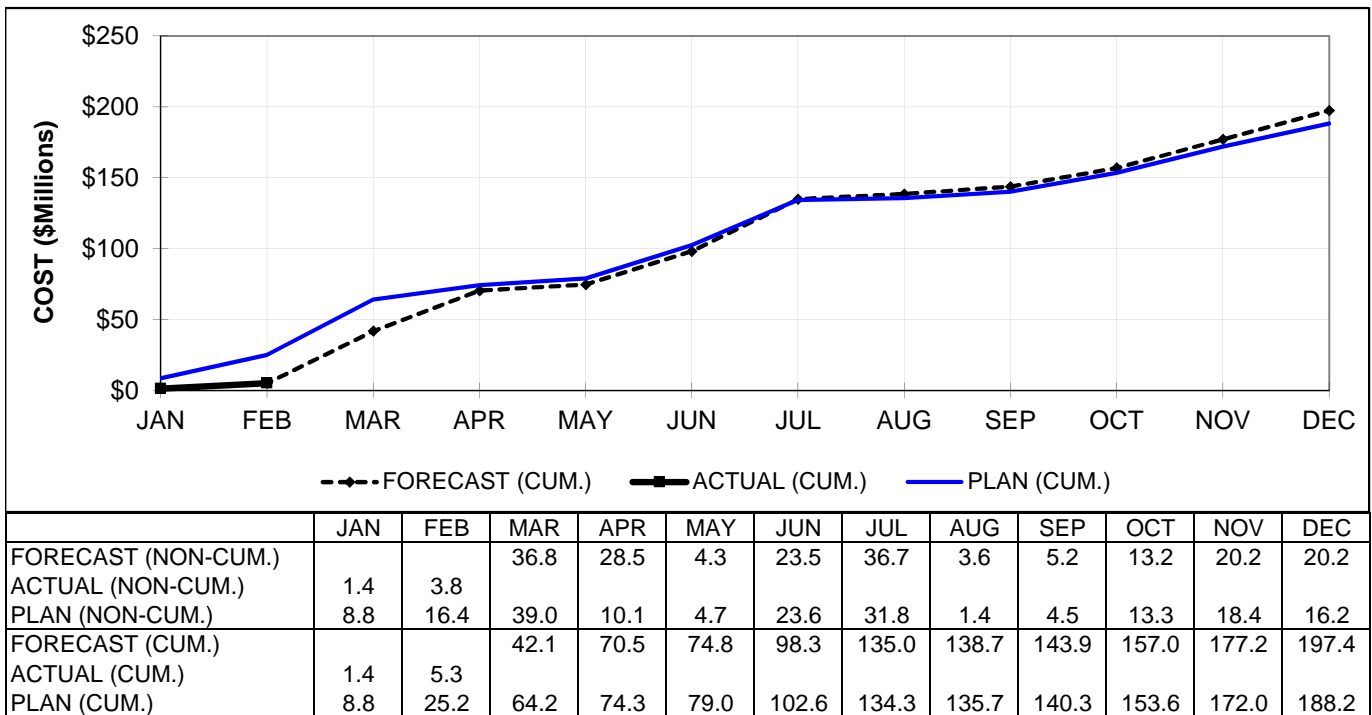
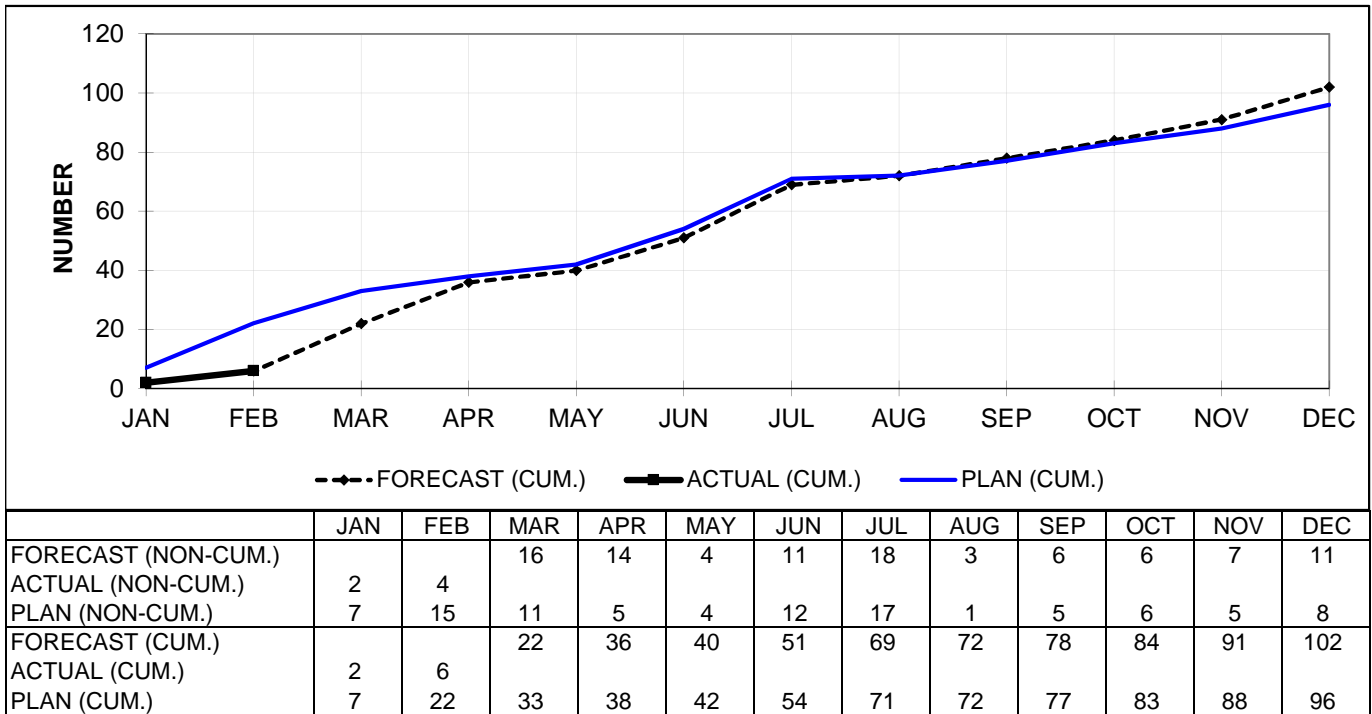
2015 Design Starts Charts

As of February 2015



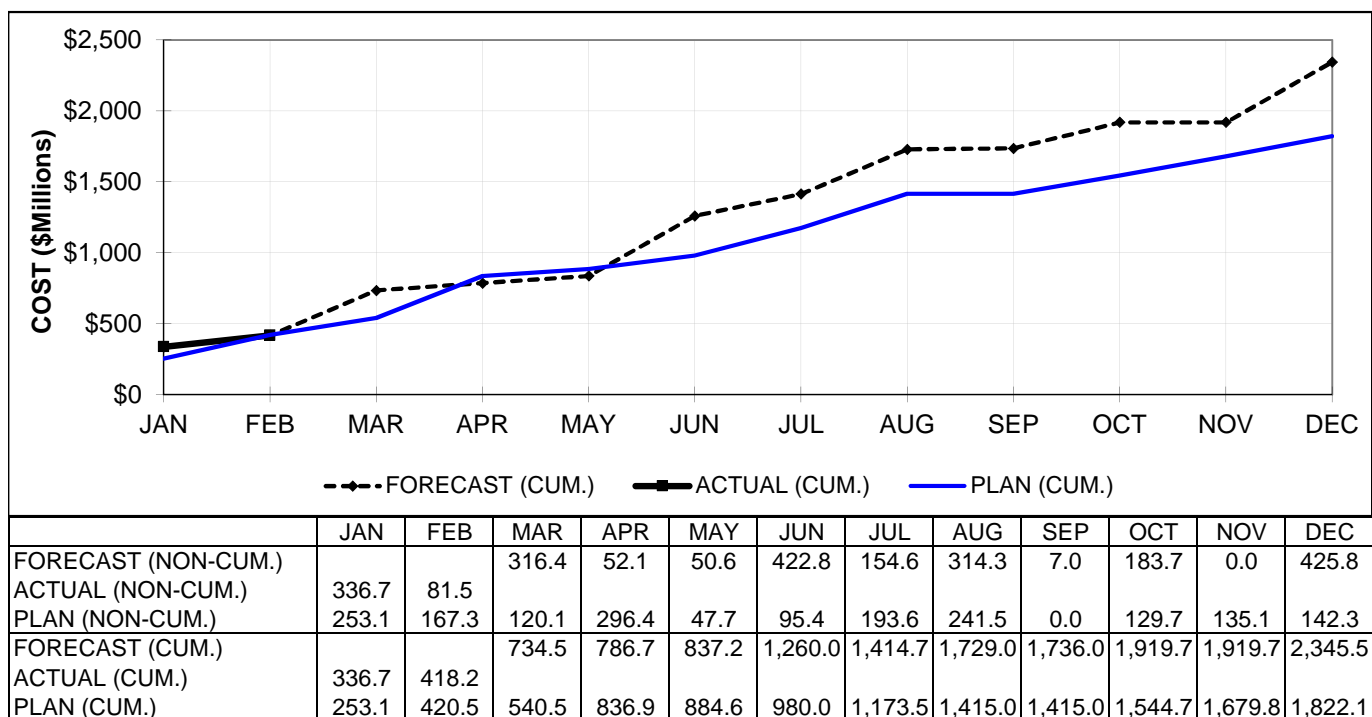
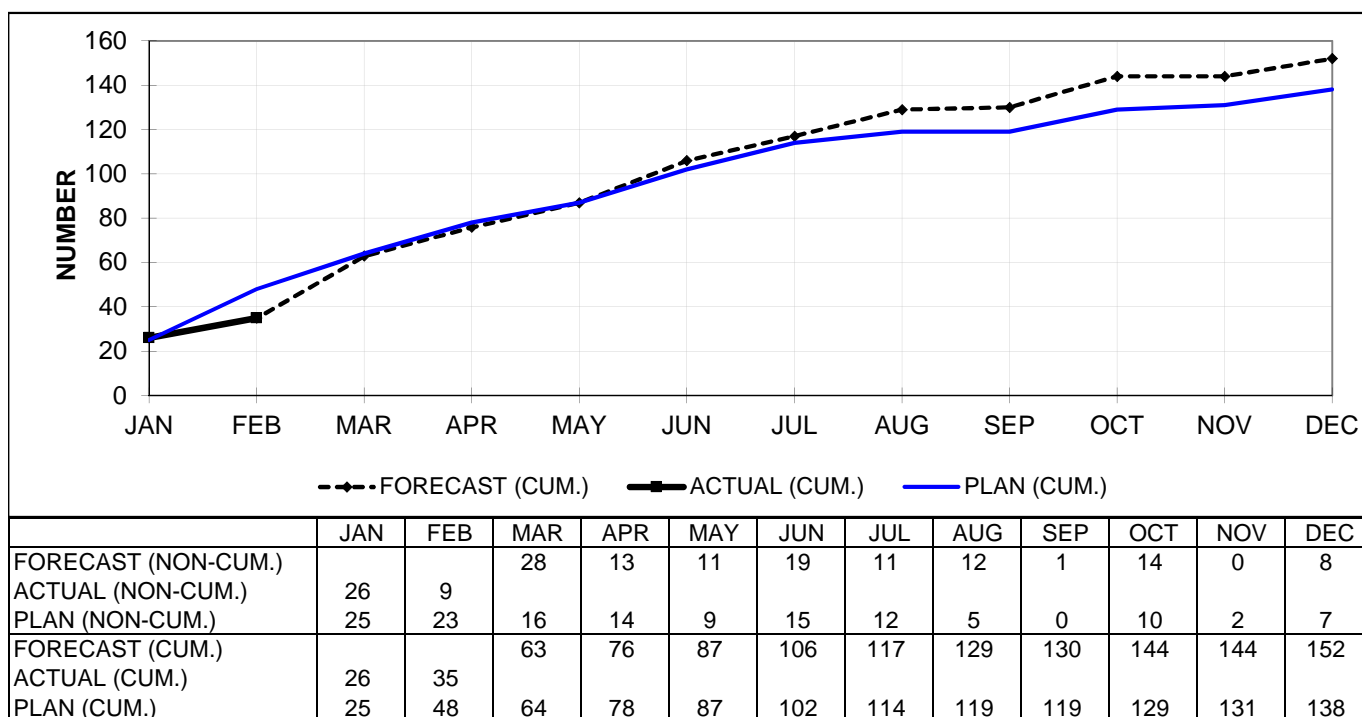
2015 Design Completions Charts

As of February 2015



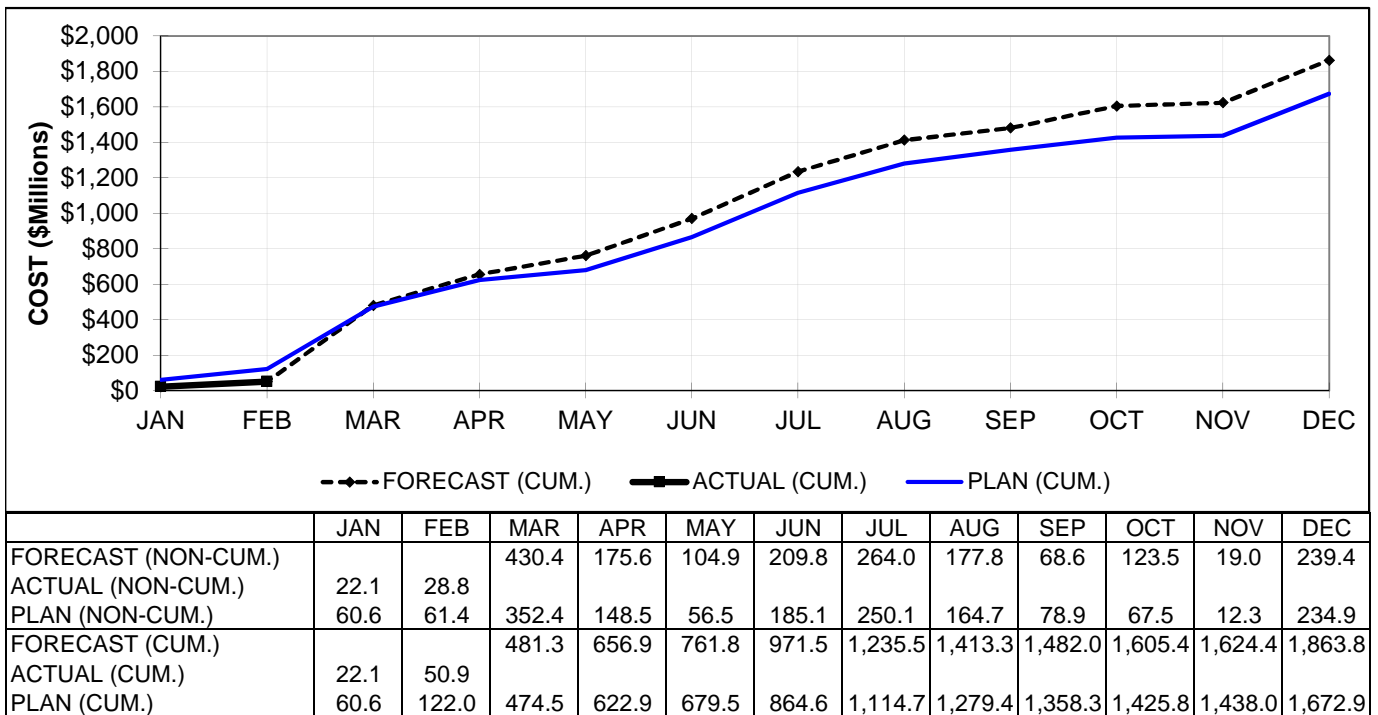
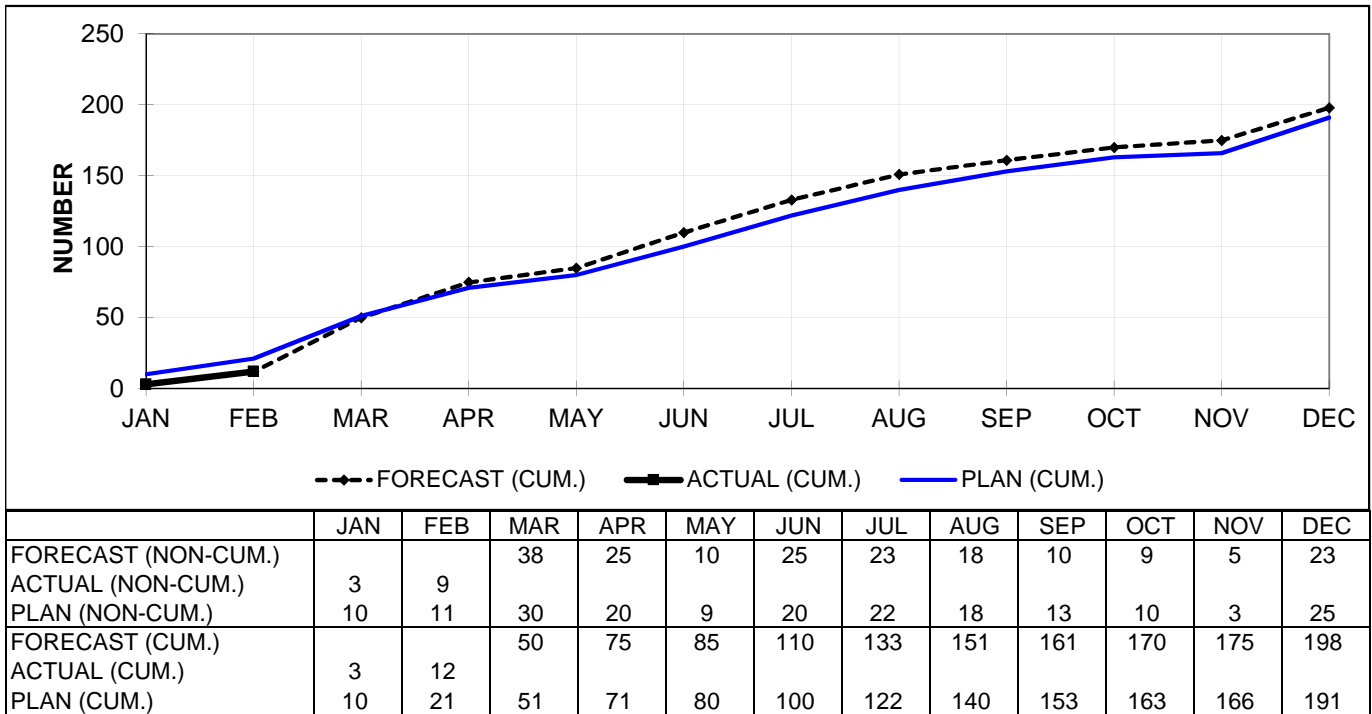
2015 Awards Charts

As of February 2015



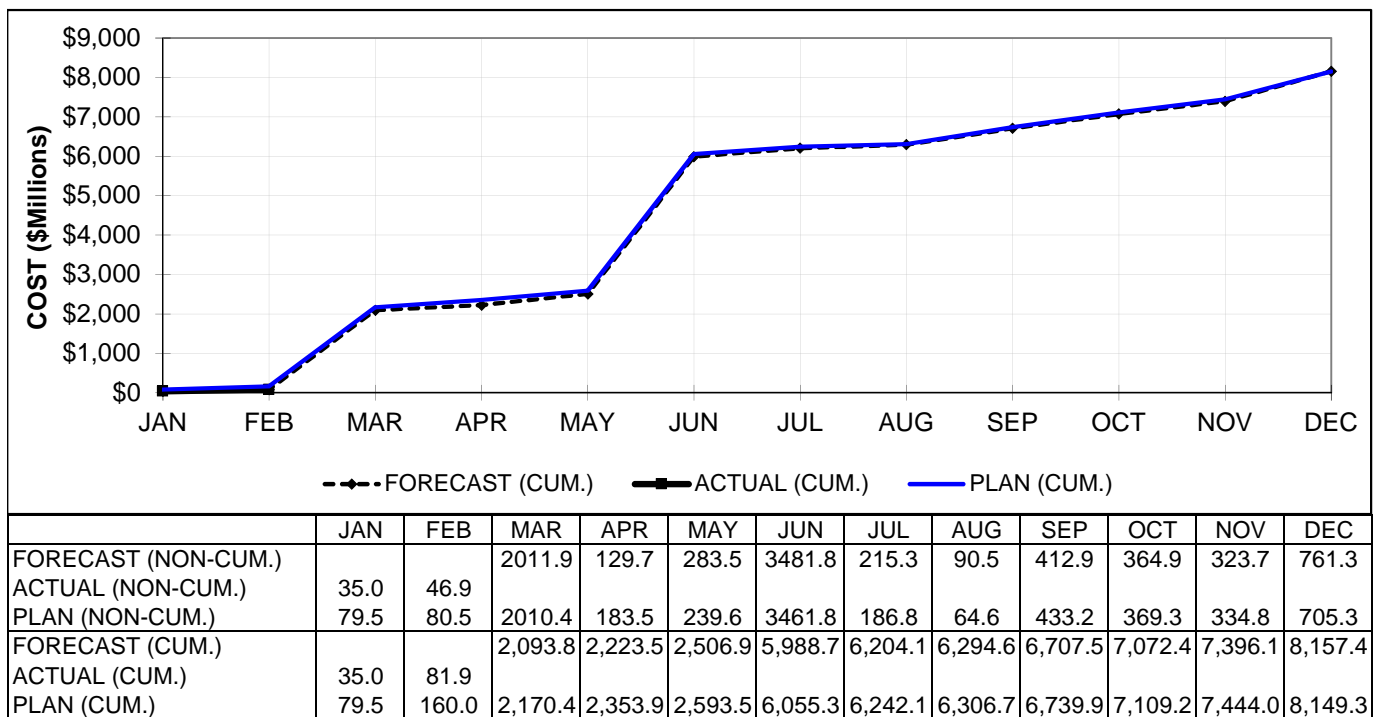
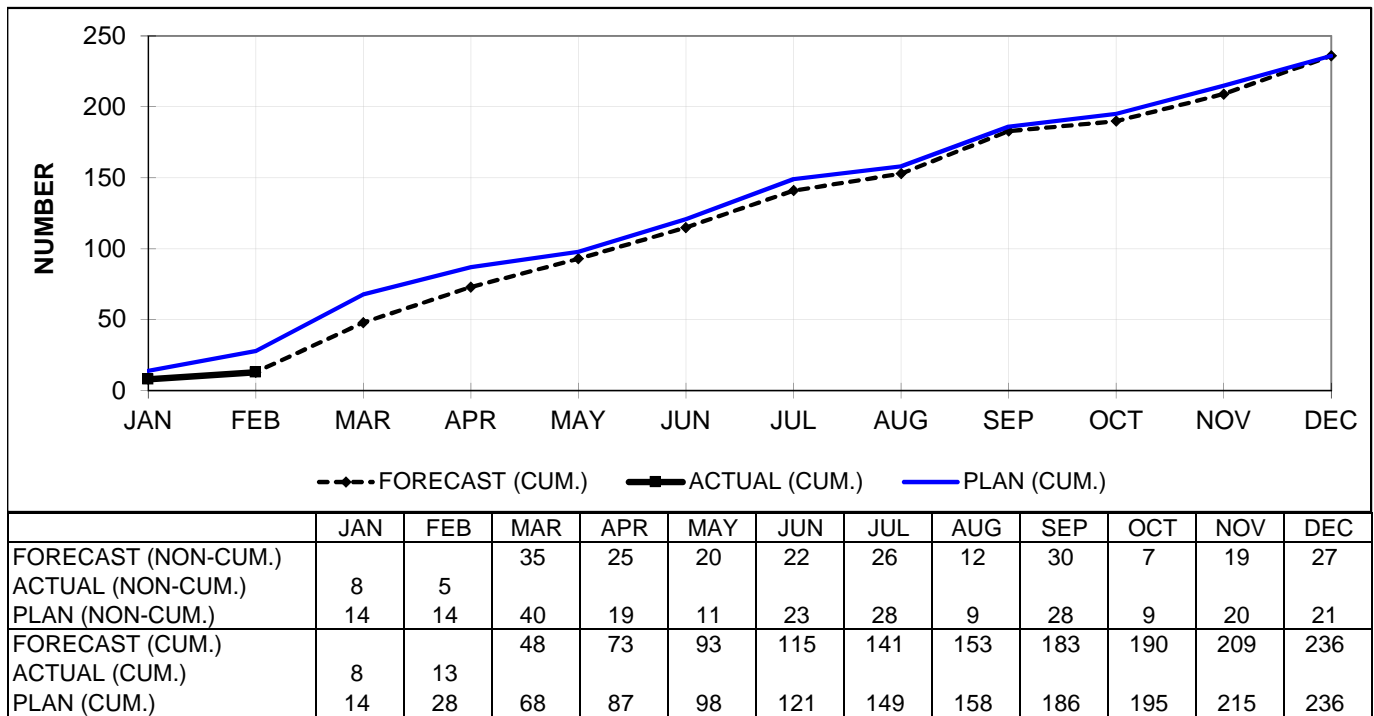
2015 Substantial Completions Charts

As of February 2015



2015 Closeouts Charts

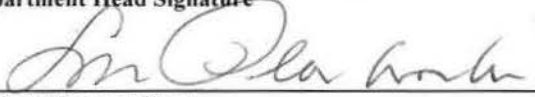
As of February 2015



Report

PROCUREMENTS

The Procurement Agenda this month includes 6 actions for a proposed expenditure of \$651.4M.

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	4/27/15			
2	Board	4/29/15			

April 17, 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:

<u>Procurements Requiring Two Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ 0.1 M
• PRI Technologies, Inc. \$ 0.1 M		
SUBTOTAL 1 \$ 0.1 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 C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$ 633.3 M
<u>Schedules Requiring Majority Vote:</u>		
Schedule G: Miscellaneous Service Contracts	1	\$ 0.6 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 8.5 M
SUBTOTAL	3	\$ 642.4 M

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

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

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

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

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

<u>Schedules Requiring Majority Vote:</u>		
Schedule K: Ratification of Completed Procurement Actions	2	\$ 8.9 M
SUBTOTAL	2	\$ 8.9 M
TOTAL	6	\$ 651.4 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.

APRIL 2015

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

- | | | |
|--|------------------|--------------------------------------|
| 1. PRI Technologies, Inc. d/b/a | \$101,000 | <u>Staff Summary Attached</u> |
| Power Resources International, Inc. | | |
| Contract# To Be Determined | | |
| Purchase of ten Help Point intercom prototypes to conduct a test and evaluation. | | |

Item Number: 1

Vendor Name (& Location) PRI Technologies, Inc. d/b/a Power Resources International, Inc. (West Babylon, NY)	Contract Number TBD	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Purchase of 10 Help Point Prototypes	Total Amount: \$101,000	
Contract Term (including Options, if any)	Funding Source <input type="checkbox"/> Operating <input checked="" 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 Capital Program Management, Frederick E. Smith	
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: Test and evaluate		

Discussion:

It is requested that the Board declare competitive bidding impractical or inappropriate pursuant to Public Authorities Law 1209, Subsection 9(d) and approve the purchase of 10 Help Point (HP) prototypes from Power Resources International, Inc. (PRI), a NY State certified Minority Business Enterprise, for testing and evaluation.

In an ongoing effort to improve NYC Transit customer communications, these illuminated user-friendly digital intercoms known as HPs are intended to enable customers to quickly reach NYC Transit personnel when assistance or information is required.

The Board previously approved a similar test and evaluation procurement in order to qualify NYC Transit's current manufacturer's approved HP. To date, HPs have been installed in 126 stations.

NYC Transit currently has only one manufacturer's product approved. This purchase to test and evaluate PRI's HP is intended to qualify another manufacturer's product so NYC Transit has a second source of supply. In order to advance the test and evaluation process as soon as possible, a letter of intent was issued to PRI indicating NYC Transit's plan to present this test and evaluation procurement request to the Board. Based on this letter of intent, PRI commenced the engineering process leading to manufacturing the HPs.

PRI will deliver one prototype for lab and field testing for 60 days and, if successful, nine additional HPs will be manufactured, inspected & tested upon delivery. The units will then be placed in the field for up to 6 months at the end of which a pass/fail determination will be made. Based upon the schedule and assuming PRI's successful completion of the testing it is anticipated that PRI could participate in a future competitive bid for HPs.

NYC Transit has conducted extensive outreach to identify additional vendors who could potentially supply HP prototypes. However to date, PRI is the only company that has demonstrated the commitment to developing a product for qualification and testing. PRI's \$10,100 unit price is 0.31% lower than the \$10,131 unit price paid on the last procurement for 580 HPs in December 2013. Based on a price analysis of previous procurements, PRI's price is considered fair and reasonable.

In accordance with Public Authorities Law 1209, paragraph 9, this contract will not be awarded earlier than 30 days from the date on which the Board declares competitive bidding to be impractical or inappropriate.

APRIL 2015

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

(Staff Summaries required for items requiring Board approval.)

1. **Sprague Operating Resources, LLC** **\$633,284,746 (Est.)** **Staff Summary Attached**
RFP# 66522
Five-year contract

Purchase and delivery of ultra low sulfur diesel bus fuel for NYC Transit and MTA Bus Company.

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

2. **Abilities, Inc.** **\$557,300 (Est.)** **Staff Summary Attached**
Two Bids/Low Bidder - Three-year contract
RFP# 94699

Travel training services to recruit, screen and train up to 181 Paratransit customers.


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.)

3. **AlliedBarton Security Services, LLC** **\$8,508,468 (Est.)** **Staff Summary Attached**
Contract# 06H9503.9

Modification to the contract to provide armed and unarmed security guard services, in order to provide additional uniformed armed and unarmed security guard services for NYC Transit and the Department of Security.

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name	Contract No.
Sprague Operating Resources LLC	RFP #66522
Description Furnish and Deliver Ultra Low Sulfur Diesel #2 Fuel with Additives for use in buses to NYC Transit and MTA Bus Company locations.	
Total Amount \$633,284,746 (Estimated)	
Contract Term (including Options, if any) July 1, 2015 – June 30, 2020	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE

It is recommended that the Board approve the award of a Contract to Sprague Operating Resources LLC (Sprague) for the purchase and delivery of Ultra Low Sulfur Diesel #2 fuel (ULSD) with additives for use in buses for NYC Transit Department of Buses (DOB) and MTA Bus Company (MTABC) for a five year term from July 1, 2015 to June 30, 2020, for the total estimated contract amount of \$633,284,746.

DISCUSSION

The September 2013 Board adopted a resolution declaring that competitive bidding was impractical and/or inappropriate and that it was in the public interest to use the competitive Request for Proposals (RFP) process, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, for the purchase and delivery of ULSD for use in buses for DOB and MTABC locations.

This contract is for the provision and delivery of approximately 48M gallons of ULSD delivered annually to 28 locations for the DOB and MTABC revenue bus fleets. The contractor is required to: remotely monitor depot fuel inventory to ensure that adequate replenishment deliveries are made on a timely basis; maintain a two week supply of fuel on hand (approximately 1.8M gallons) to ensure adequate availability; ensure that the fuel conforms to strict requirements of the bus engine manufacturers whose warranties mandate fuel specifications including cetane level and the use of detergency to maintain clean fuel injectors; provide and blend chemical additives with the fuel for conductivity, lubricity, cetane and cold weather operability at specific rates, which vary by the season (and temperature); and conduct rigorous sampling and testing of fuel to ensure consistency in meeting the technical specifications. Bus fuel represents one of the most critical commodities procured whose quality and availability cannot be compromised. NYC Transit/MTABC's specifications delineate the chemical characteristics of the fuel as well as cold weather operability parameters. Failure to meet these exacting specifications can impact operability of bus engines as well as depot on-site fuel tanks and filtration systems.

By utilizing the RFP process, NYC Transit was able to utilize evaluation criteria relating not only to price but to various factors relating to the ability of the proposers to meet contract requirements. The Evaluation Criteria were listed in relative order of importance as follows: Quality Control and Experience, Product Logistics, Proposal Price and Other Relevant Matters.

Procurement maintains an ongoing outreach process to petroleum refiners and distributors to ensure an awareness of the landscape of the industry to understand and encourage potential providers to compete on substantial fuel related requirements. Thirty-four petroleum refiners and distributors were contacted with regard to this procurement.

The RFP price schedule was divided into regions (1. Manhattan/Bronx/Yonkers, 2. Brooklyn/Queens, 3. Staten Island) to permit the ability to propose on a portion or all (Citywide) of the requirements. The RFP and outreach emphasized NYC Transit's desire to obtain cost saving alternatives and was solicited in a timeframe for contract award that would provide the contractor(s) with adequate startup time prior to the end of the current fuel contract. Pricing was solicited based upon a posted market index for ULSD; however, proposers were encouraged to offer alternative indices if there was a potential for savings, with the proposer providing a differential above this posting to cover transportation, risk, administrative expenses, overhead, profit, etc. The RFP document was solicited on January 13, 2014. As a result of this extensive outreach effort, twelve parties requested the RFP and a total of four proposals were received on May 21, 2014 from the following companies: Mansfield Oil Company (Mansfield), Castle Oil Corp. (Castle), United Metro Energy Corp. (UMEC) and the incumbent, Sprague. The other companies that received the RFP indicated that they did not submit proposals as their involvement was as a subcontractor or after reviewing the RFP, they made business decisions not to pursue this work due to geographical, capacity or financial limitations.

Staff Summary

Page 2 of 2

After a thorough review of the proposals in accordance with the Evaluation Criteria, the Selection Committee invited all four proposers for oral presentations. Topics presented and discussed ranged from the choice of fuel market index publications, ability to meet the fuel technical specifications, quality control, ability to store and deliver ULSD and how the proposer would handle all aspects of the day-to-day deliveries. Castle, Sprague and UMEC were invited to participate in negotiations. After oral presentations the Selection Committee eliminated Mansfield from further consideration based on problems associated with its technical proposal. During negotiations Castle advised NYC Transit that it was withdrawing as a proposer as a potential sale of the company was imminent. Subsequently, on December 8, 2014, Sprague advised NYC Transit that it had acquired Castle.

Negotiations explored aspects of the work to ascertain the best methods of providing fuel at the most competitive pricing. Emphasis was placed on: revisions to the fuel specification to adopt revised cold weather operability characteristics, revised detergency concentrations and periods of application, various fuel market index publications on pricing and terms and conditions with a focus on payment terms. Negotiations also included discussions on storing, handling and terminal requirements, financial responsibility, and differential pricing. Both proposers were encouraged to provide creative alternative proposals with respect to pricing.

Interim proposals were requested from each of the proposers incorporating the aforementioned specification changes and use of Argus market index pricing and other potential cost saving alternatives. Interim pricing received indicated minimal cost for adoption of the fuel specification revisions as well as indicating a potential savings from utilizing Argus pricing. Via addendum, these changes were adopted as well as a revision to the price schedule requesting pricing on a Citywide basis only, as interim proposals demonstrated that this approach provided the most competitive pricing.

The proposers were advised in the Request for Best and Final Offer (BAFO) that as the price of fuel will change over the life of the contract, NYC Transit would apply a pre-established range of ULSD prices to analyze the pricing in the BAFOs. These ULSD prices averaged \$2.480 per gallon and were derived from price projections obtained from the MTA's Forecasting consultant and were established, secured and kept confidential prior to requesting BAFOs. Upon receipt of BAFOs on April 8, 2015, NYC Transit utilized the confidential price projections to evaluate the Price Proposals with results as follows:

Evaluated BAFO Results (5 year):

	UMEC (Base proposal)	Sprague (Base proposal)	* Sprague Alternative #1	** Sprague Alternative #2
Using MTA Pricing Projections:	\$658,257,289	\$640,093,634	\$636,551,576	\$633,284,746

*This Alternative proposal incorporates daily electronic invoicing as opposed to a weekly paper invoice. Corresponding delivery tickets are provided to the NYC Transit project manager for validation electronically.

** This Alternative Proposal incorporates a differential which varies based on the posted price per gallon of fuel along with daily electronic invoicing and corresponding delivery tickets.

After a review of the proposers' BAFOs in accordance with the Evaluation Criteria, the Selection Committee voted unanimously to recommend award of the contract to Sprague, based on its superior technical qualifications as well as the lowest price. While both proposers were deemed capable of performing the work, the Selection Committee determined that Sprague demonstrated technical superiority in the area of quality control and experience, product logistics and other relevant matters. Sprague offered a base price proposal as well as two alternative price proposals of which the Selection Committee unanimously recommended award of Alternative #2 as it offered the best overall value and lowest price.

Sprague's Alternative #2 proposal pricing is \$24,972,543 less than UMEC's proposal. As a result of negotiations, pricing from Sprague's initial proposal compared to Sprague's BAFO Alternative #2 was reduced by \$3,638,788. Additionally, as differential pricing proposed by Sprague under Alternative #2 (averaging \$0.1636 for five years) is lower than Sprague's differential pricing on the existing Contract C609B0053 (averaging \$0.1979 for five years), estimated savings of \$8,209,958 will be realized over the term of the contract. Pricing has been determined to be fair and reasonable based on the competitive pricing received and a favorable comparison to the existing competitively awarded contract.

A background search by the Division of Materiel and review of the documents submitted by Sprague disclosed no significant adverse information within the meaning of the All-Agency Responsibility Guidelines. It has been learned that while a wide-ranging investigation into the heating oil industry was recently launched concerning a Sprague terminal acquired from Castle in December 2014, the New York County District Attorney's Office advised that Sprague is not a target of the investigation. The Office of the Controller performed a financial review and found that there is reasonable assurance that Sprague is financially qualified contingent upon its parent providing a letter of guarantee on its performance of this contract. The letter of guarantee was received from its parent prior to requesting BAFOs.

M/W/DBE

Based on the scope of work and lack of subcontracting opportunities, an MBE goal of zero percent (0%) and a WBE goal of zero percent (0%) were established for this contract.

IMPACT ON FUNDING

Funds are available under NYC Transit Account No. 706202, Responsibility Center 3531 - 3534, Function No. 120. Funds are available under MTABC Account No.706602, Responsibility Center 5286, Function No. 120.

ALTERNATIVES

It is not anticipated that a re-solicitation of this requirement would yield a greater degree of competition or more favorable pricing.

RECOMMENDATION

It is recommended that the Board approve the award of a Contract to Sprague for the purchase and delivery of ULSD with additives for use in buses for DOB and MTABC for a five year term from July 1, 2015 to June 30, 2020, for the estimated total contract amount of \$633,284,746.

Item Number: 2

Vendor Name (& Location) Abilities, Inc. (Albertson, NY)
Description Travel Training Services
Contract Term (including Options, if any) Three years
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 checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number RFQ 94699	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$557,300 (Est.)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Buses, Darryl C. Irick	

Discussion:

This three-year estimated quantity, miscellaneous service contract for the provision of travel training services for the Department of Buses, Division of Paratransit (Paratransit), is being recommended for award to Abilities, Inc. (AI) in the estimated amount of \$557,300. The scope of work (SOW) requires the contractor to recruit, screen, and provide thorough instruction to teach up to 140, and to re-train up to 41 Paratransit registrants how to travel safely and independently on NYC Transit buses and/or subways as an alternative to the more costly Paratransit service. Travel Training is a proven strategy that promotes the use of accessible fixed route public transportation among Paratransit registrants.

This contract covers travel training requirements for the five boroughs of New York City. Pricing is based on unit prices for the following categories: a) screening; b) training; c) retraining activities; d) fixed-route orientation events; and e) outreach campaigns. Procurement performed an extensive outreach to 33 companies in the marketplace, resulting in two bids received. AI's price of \$557,300 is 32.8% lower than that of the next low bidder. AI's pricing cannot be directly compared to the previous contract pricing because of enhancements made to the SOW requirements focusing on greater outreach to the community, as well as the requirements for the Contractor to have full time staff administer the service.

AI is a non-profit multi-service organization and has been assessing and training developmentally disabled, physically and/or mentally impaired individuals requesting various services since its founding in 1952. A qualification hearing was conducted and AI was deemed technically qualified, found to have the necessary experience in this field, an established and reliable network of affiliates, and access to multiple service sites within the five boroughs that it can use to carry out travel training activities.

Since late 1999, NYC Transit has been offering travel training services to its Paratransit registrants. Historically, the cost of this type of training has been offset by diverting rides from Paratransit to fixed route service. Paratransit obtained sample data on 184 (54.4%) of its 338 training graduates from 2000 to 2014. The 184 training graduates reported that they took an average of 142 one-way trips by bus or subway during the first year after their graduation. At the fully loaded price of \$3,079 per graduate, 54 trips would need to be taken to reach the break-even point based on the Paratransit Primary Carrier cost of \$56.86 per trip (based on 2014 data). The average annual number of trips taken by past graduates has considerably exceeded the number of trips required to break-even; therefore, if only 38% of the projected 60 annual graduates take the average of 142 trips, it would cover 100% of the annual training costs over the three year period.

Item Number: 3

Vendor Name (& Location) AlliedBarton Security Services, LLC (King of Prussia, PA)	
Description: Armed and Unarmed Security Guard Services	
Contract Term (including Options, if any) April 1, 2008 – April 30, 2015	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> 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: Department of Security, Owen Monaghan Division of Revenue, Alan Putre	

Contract Number	AWO/Modification
06H9503	9
Original Amount:	\$ 21,885,332
Option Amount:	\$ 12,043,290
Total Amount:	\$ 33,928,622
Prior Modifications: (excluding options)	\$ 17,567,613
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 51,496,235
This Request: (including option)	
\$4,060,116: Revenue Control	\$ 8,508,468
\$4,448,352: Security	(Est.)
% of This Request to Current Amount:	16.5%
% of Modifications (including This Request) to Total Amount:	76.9%

Discussion:

This modification is for an eight month extension of the contract from May 1, 2015 to December 31, 2015, with an option to extend the contract term for up to an additional two months (January 1, 2016 – February 29, 2016).

This contract is for armed guard services. Under the contract, AlliedBarton Security Services, LLC (Allied) provides armed and unarmed security guards who conduct patrols, control access to facilities, monitor activities utilizing closed-circuit television, monitor alarms, and handle emergencies.

In December 2007, the Board approved the award of a three-year competitively negotiated miscellaneous service contract to Allied to provide armed security guard services for NYC Transit's Division of Revenue Control at the Consolidated Revenue Facility and other locations throughout NYC Transit. Allied also provides armed security guard services for the Department of Security at designated NYC Transit locations. The contract included two, one-year options, both of which were exercised. Subsequent modifications, including three which were approved by the Board, extended the contract term to April 30, 2015. Unarmed guard services for the Fulton Center were added through Modification 7, which was approved by the Board in May 2014.

This modification will extend the contract term to continue to provide armed and unarmed security guard services for an additional eight months. Exercise of the two month option, if exercised, will be subject to approval by the Chief Officer, Procurement.

This modification is needed to allow NYC Transit sufficient time to complete the on-going competitive RFP for a new multi-year contract for armed and unarmed security guard services. The RFP was advertised in October 2013. In May 2014, the Department of Security advised Procurement that unarmed guards would be needed for the Fulton Center. The RFP was delayed because the exact scope for the unarmed guards was not finalized until November 2014. This eight month extension is necessary to allow proposers to submit new proposals that include unarmed guard services, to complete the RFP process and to allow for a three month ramp up period, in the event that a new contractor is selected and needs time to obtain the required firearm permits for the guards.

The estimated expenditure for this extension is based on prevailing wage rates. The price for the eight month extension is \$6,806,775, and the price for the up to two month option is \$1,701,693. Aside from any changes in the prevailing wage and supplemental benefit which may be mandated during the term of the extension, all rates are the same as in Modification 8. The price has been found to be fair and reasonable.

APRIL 2015

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

- 1. Plaza Schiavone JV** **\$7,500,000** **Staff Summary Attached**
Contract# A-36125.487
Modification to the contract for the Fulton Center Enclosure, in order to provide additional CCTV cameras and Intrusion Access Control throughout the Fulton Center Complex, as well as a dedicated security office at the mezzanine level.
- 2. Skanska/Railworks JV** **\$1,420,000** **Staff Summary Attached**
Contract# C-26505.222
Modification to the contract for furnishing and installation of finishes and systems, No. 7 Flushing Line extension, in order to address changes associated with hurricane flood surge protection at Site A and manholes between Sites A and K.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) Plaza Schiavone JV (New York, NY)
Fulton Street Transit Center Enclosure
Contract Term (including Options, if any) August 5, 2010 – June 16, 2014
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 checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu

Contract Number A-36125	AWO/Mod. # 487
Original Amount:	\$ 175,988,000
Prior Modifications:	\$ 31,519,034
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 207,507,034
This Request:	\$ 7,500,000
% of This Request to Current Amount:	3.6%
% of Modifications (including This Request) to Original Amount:	22.2%

Discussion:

This retroactive modification is for additional CCTV cameras and Intrusion Access Control throughout the Fulton Center Complex as well as a dedicated Security Office at the Mezzanine Level.

This contract is for the construction of the Fulton Center Enclosure, which is a new structure at the corner of Fulton Street and Broadway in the Borough of Manhattan, including all interior finishes and systems.

As a result of the reprogramming of Fulton Center, which increased the amount of retail space, and the decision that would allow the Master Lessee to operate the facility, different security protocols were required. Meetings held between MTACC, NYC Transit, Department of Subways, NYC Transit Security and the Design Team (ARUP) led to the development of a revised security system.

As part of meeting the requirements of the revised security system, this modification includes furnishing and installation of additional CCTV cameras with associated data cabinets; added Intrusion Access Control hardware; construction of a new security office at the Mezzanine Level including walls, ceilings, floor, doors, door hardware, electrical, mechanical (HVAC), communications, fire alarm and sprinkler system changes, furniture and all finishes associated with the room.

In order to mitigate the impact of this work to the Project Schedule as well as expedite the installation of these additional security measures, it is necessary to start this work immediately. Approval of the decision to proceed with this modification on a retroactive basis was obtained from the MTACC President on April 7, 2015.

The contractor's proposal was \$9,382,432. MTACC's revised estimate is \$7,108,510. Negotiations resulted in a lump sum price of \$7,500,000, which was found to be fair and reasonable. Savings of \$1,882,432 were achieved. Discussions regarding the schedule impact of this modification are ongoing and will be addressed in a subsequent modification along with any associated impact costs.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

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

Contract Number C-26505	AWO/Mod. # 222
Original Amount:	\$ 513,700,497
Prior Modifications:	\$ 22,558,395
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 536,258,892
This Request:	\$ 1,420,000
% of This Request to Current Amount:	0.3%
% of Modifications (including This Request) to Original Amount:	4.7%

Discussion:

This retroactive modification is for changes associated with hurricane flood surge protection at Site A and manholes between Sites A and K. Funding for this modification will be provided by Hudson Yards Development Corporation (HYDC).

This contract includes the completion of the 34th Street Station and covers the entire No. 7 Line extension which runs from Times Square to Site A at 26th Street and 11th Avenue. It includes the furnishing and installation of finishes and systems including elevators and escalators; HVAC, tunnel ventilation and fire protection; plumbing, electrical power and lighting; signal, communications and traction power systems; and track work. The work also includes construction of the ventilation building at Site A.

This modification is the result of a NYC Transit request to protect the subway system against a Category 2 Hurricane SLOSH (Sea, Lake and Overland Surges from Hurricanes) Flood Surge height plus 3 feet. Flooding of Shaft A or the manholes under the 11th Avenue viaduct could potentially result in the flooding of a large section of the subway system. This modification includes the construction of a reinforced concrete wall at Site A measuring approximately 18 feet high, by 7 inches thick and 156 feet long; replacement of twelve manhole frame/covers under the 11th Avenue viaduct with watertight covers; addition of water seal to all conduits inside the manholes and exterior wall penetrations below 12 feet; filling with concrete and capping of the 2 inch temporary drain line at the B1 level of Site A; and placement of new structural concrete topping with additional top reinforcement at several locations.

Due to the exposure to potential time impact associated with this additional work, and in order to mitigate delays to the extent possible, it was necessary to proceed with the work immediately. Work started in October 2014. MTACC is currently reviewing the schedule impact of this modification and any resulting delays will be addressed in a subsequent modification.

The contractor's proposal was \$2,152,402. MTACC's estimate is \$1,394,871. Negotiations resulted in a lump sum price of \$1,420,000, which was found to be fair and reasonable. Savings of \$732,402 were achieved.

SERVICE CHANGES: REVISE M35 SERVICE ON RANDALL'S-WARD'S ISLAND

Service Issue

In addition to many social service providers and municipal agencies, in recent years Randall's Island has become a major sports and recreation destination center with more than 60 athletic fields that are used by school groups and community organizations. The M35 bus is the easiest way to access the island but the current M35 routing does not serve many of the athletic fields in the southern portion of the island well. This could be accomplished with a minor reroute.

Recommendation

Revise M35 Service on Randall's Island to operate on the eastern roadway of Hell Gate Circle.

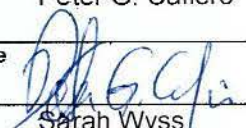
Budget Impact

There is no increase in operational costs for this reroute.

Proposed Implementation Date

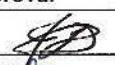
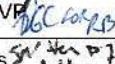
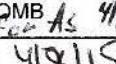
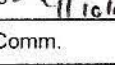
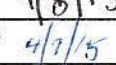

Summer 2015 pending the construction of sidewalks for the new bus stops by the Randall's Island Park Alliance.

Staff Summary

Subject	Revise M35 Service on Randall's-Ward's Island
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	April 6, 2015
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose

To obtain presidential approval and inform the board of a recommendation to permanently revise the M35 route on Randall's-Ward's Island (Randall's Island).

Discussion

The M35 is a loop route that provides local bus service between Harlem and Randall's Island. The M35 travels on the Robert F. Kennedy (RFK) Bridge to Randall's Island, south on Randall's Island Main Roadway and in to the Sunken Garden Loop where it makes a U-turn and then proceeds back to Manhattan along the same route. The M35 operates from approximately 5:30 AM to 12:45 AM, seven days a week.

Randall's Island is a major sports and recreation destination center. The island is home to Icahn Stadium, a Golf Center, a Tennis Center and more than 60 athletic fields. The island is also home to the FDNY Fire Academy, a DEP Wastewater Treatment Plant, homeless shelters and a psychiatric facility. In addition to serving the homeless shelter users, the M35 serves the employees of the Island's facilities and, increasingly, people using its athletic fields.

This staff summary proposes to reroute the Manhattan-bound (westbound) M35 to the eastern portion of Hell Gate Circle instead of the western portion of Hell Gate Circle. Two existing stops - opposite the Manhattan Psychiatric Center and in front of the Clarke Thomas Building (both on the western portion of Hell Gate Circle) - would be relocated to the eastern portion of the Hell Gate Circle (please see attached map). These stops serve 300 customers on an average weekday. Customers seeking to board or alight at these stops will be served by the relocated stops nearby (approximately 300-600 feet away) or by the eastbound stops across the street from each stop. Customers traveling to the homeless shelters will not be impacted; customers traveling from the homeless shelters will experience slightly longer travel times Manhattan-bound, as the route will be lengthened and two new Manhattan-bound stops would be added along the eastern portion of the Hell Gate Circle to provide better access to the Wards Meadow and Hell Gate Fields.

The proposed reroute was developed in response to requests for better bus service on Randall's Island from park users, elected officials, representatives from the Randall's Island Park Alliance and the NYC Parks Department. This reroute has been well-received by the Park Alliance and the Parks Department; the Randall's Island Park Alliance has submitted a letter in support of this reroute and has agreed to build sidewalks at the proposed new bus stops.

Recommendation

Revise Manhattan-bound M35 service to run along the eastern portion of the Hell Gate Circle. Upon exiting the Sunken Garden Loop, Manhattan-bound buses would turn right on to the Hell Gate Circle and continue northbound on the Hell Gate Circle until turning right on to the Central Road and proceeding along the previous Manhattan-bound route. This minor reroute would provide more direct service for customers traveling to the Wards Meadow and Hell Gate Fields.

Alternatives to the Proposed Service Change

1. *Continue to operate the M35 on the western portion of the Hell Gate Circle.* NYCT would inconvenience customers who want a fast, reliable connection to the Wards Meadow and Hell Gate Fields.

Staff Summary

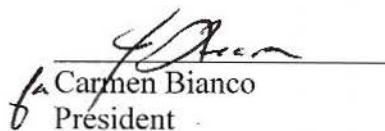
Budget Impact

There is no increase in operational costs for this reroute.

Proposed Implementation Date

Summer 2015 pending the construction of sidewalks for the new bus stops by the Randall's Island Park Alliance.

Approved:


Carmen Bianco
President

This map illustrates the proposed transit routes and stations on Randall's Island, New York City. The island is situated between the Bronx to the north and Manhattan to the south, with the East River to the east and the Hudson River to the west. The map shows two main transit corridors: a solid line running north-south and a dashed line forming a loop on the eastern side of the island. Key locations and proposed stations include:

- North End:** Opp Parks & Recreation, MTA Bridges & Tunnels, Main Rdwy-After Exit Ramp, Golf Center, Tennis Court, Opp Icahn Stadium, Icahn Stadium, FDNY Training Academy, D.E.P. Wastewater Treatment Plant.
- Central Island:** Relocated Stop, Manhattan Psychiatric Ctr, Opp Manhattan Psychiatric Ctr, Opp Clarke Thomas Bldg, Clarke Thomas Bldg, Central Fields, New Stop, Hell Gate Fields, Wards Meadow Fields, Relocated Stop, Charles H Gay Ctr, Sunken Garden.
- South End:** Opp Clarke Thomas Bldg, Clarke Thomas Bldg, Central Fields, New Stop, Hell Gate Fields, Wards Meadow Fields, Relocated Stop, Charles H Gay Ctr, Sunken Garden.

The map also shows the surrounding areas of the Bronx, Manhattan, and Queens, and the East River. A north arrow is located in the top right corner.

- 112_15TM



SERVICE CHANGES: IMPLEMENT M86 SELECT BUS SERVICE

Service Issue

The M86 serves nearly 25,000 daily riders, making it the making it the second busiest crosstown bus route in Manhattan. The current M86 connects the dense neighborhoods in the Upper West Side and Upper East Side and consequently has the most passengers per mile of any NYCT bus route. In recent years it has experienced significant delays, a lack of reliability and ridership has been decreasing.

Recommendation

Implement M86 Select Bus Service (SBS) on West 86 Street and East 86 Street replacing M86 service.

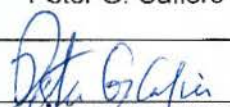
Budget Impact

Implementation of M86 SBS on East and West 86 Street will increase operating costs by \$1.61 million annually. This amount includes costs for fare collection maintenance, security, revenue collection and processing. There is no increase in bus service.

Proposed Implementation Date


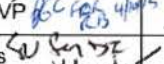
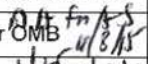
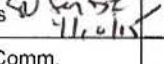
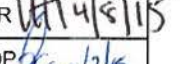
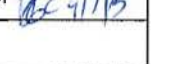
Spring 2015.

Staff Summary

Subject	Implement M86 Select Bus Service in Manhattan
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Robert Thompson

Date	April 6, 2015
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose

To obtain Presidential approval to implement M86 Select Bus Service in Manhattan. This staff summary also addresses the required schedule and fare collection changes.

Discussion

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

Speeding crosstown service has been a specific goal both for NYCT and NYCDOT as SBS routes are expanded. This has been reiterated in public participation workshops regarding the development of the next series of SBS routes. The evaluation of the M86 for SBS identified that it has the most passengers per mile of any Manhattan crosstown route. The M86 connects riders to the **1 4 5 6 B C** trains and 12 other bus routes.

M86 SBS would include several features found on other SBS routes already including off-board fare collection, some bus lane treatments, and specially branded articulated buses. Additionally bus bulbs will be built by the City at Lexington Ave and Third Ave later in 2015-2016. In addition NYCDOT will install wayfinding signs with real time bus arrival information at the majority of SBS stations.

Service Plan

The M86 is a 2.25 mile, east-west route that provides crosstown service between the Upper West Side and Upper East Side of Manhattan.

There are no planned changes to the M86 route and it will continue to operate on West 86 Street, 86 St Transverse Rd, East 86 Street and York Avenue. All M86 SBS buses will operate via this routing.

Further, there are no planned changes to current M86 stops and all current stops will be served. As such only the M86 SBS will operate. There will be no alternate M86 Local service.

The M86 SBS will continue to provide customers the opportunity to transfer to the:

- ① subway at Broadway;
- Ⓑ Ⓒ subway at Central Park West;
- ④ ⑤ ⑥ subways at Lexington Ave:

Additionally transfers will be available to 12 bus routes including M15 SBS, M101 and M4.

The M86 SBS will include the following station locations as shown in Figure 1:

Eastbound

W 86 St/Broadway
W 86 St/Amsterdam Ave
W 86 St/Columbus Ave
W 86 St/Central Park West
Central Park Transverse
E 84 St/5 Ave
E 86 St/Madison Ave
E 86 St/Lexington Ave
E 86 St/3 Ave
E 86 St/2 Ave (temporarily discontinued for subway construction)
E 86 St/1 Ave
York Ave/ E 86 St
York Ave/ E 88 St
E 91 St/York Ave (*drop off only*)
1 Ave/E 91 St (*drop off only*)

Westbound

E 92 St/York Ave
York Ave/E 91 St
York Ave/E 87 St
E 86 St/1 Ave
E 86 St/2 Ave
E 86 St/3 Ave
E 86 St/Lexington Ave
E 86 St/Madison Ave
E 86 St/5 Ave
Central Park Transverse
W 86 St/Central Park West
W 86 St/Columbus Ave
W 86 St/Amsterdam Ave
W 86 St/Broadway (*drop off only*)
W 87 St/West End Ave (*drop off only*)

M86 SBS Span and Frequency

The current M86 service runs 24 hours and there will be no change in this span for the Select Bus Service. Service frequencies will initially remain unchanged as well. An initial 10% reduction in running time will be factored into the schedule for the summer pick as service speed is expected to increase in line with other SBS routes. Additionally some time points will be eliminated to have service operate as fast as possible.

Bus Bulbs and Bus Lanes

Four stations along the M86 SBS corridor will be designed with bus bulbs, which will extend the existing sidewalk into the parking lane. These new bus bulbs at Third Ave and Lexington Ave will help to reduce pedestrian congestion, enhance pedestrian safety and support streetscape improvements.

Three short bus lane segments will be introduced on the M86 SBS. These bus lanes will be located on:

- W 86 eastbound at the approach to the Central Park Transverse Road
- E 86 westbound at Fifth Avenue
- Central Park Transverse eastbound at Fifth Avenue

Each of these bus lane segments will improve bus operations in areas that are known to be problematic.

Public Outreach

NYCT and NYCDOT staff have attended 4 Community Board meetings on the M86 SBS project. Manhattan Community Boards 7 and 8 are the only two impacted by this project. There has been thorough discussion of all the issues, and many points of concern have been addressed through adjustments to the project.

Recommendation

Implement M86 Select Bus Service (SBS).

Alternatives

1. *Do nothing.* If no action is taken, M86 bus service will continue to be slower and inefficient, discouraging ridership growth.

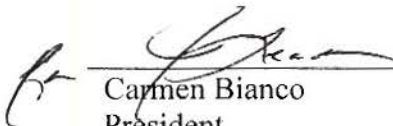
Budget Impact

Implementation of M86 SBS on 86th Street will annually increase maintenance of fare machines \$832,000, revenue collection \$80,000, and fare payment enforcement \$700,000. No increase in cost is expected for bus service. These costs are included in the approved operating budget.

Implementation Date

Spring 2015

Approved:



Carmen Bianco
President

Figure 1 – Proposed M86 Select Bus Service





SERVICE CHANGES: BUS SCHEDULE CHANGES EFFECTIVE JUNE 2015

Service Issue

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

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

Recommendation

50 bus schedule changes (on 44 routes) are proposed for implementation in June 2015.

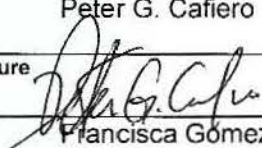
Budget Impact

Implementation of the June 2015 schedule changes is estimated to save \$1 million annually. This savings will be incorporated into the 2015 operating budget.

Proposed Implementation Date

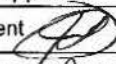
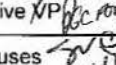
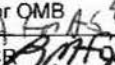
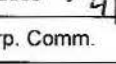
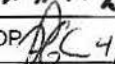

June 2015.

Staff Summary

Subject	Bus Schedule Changes Effective June 2015
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Francisca Gomez

Date	April 2, 2015
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose

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

Discussion

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

Bus schedule changes identified for implementation in June 2015 are a product of NYC Transit's continuing effort to review and revise bus and subway schedules to ensure that they accurately meet customer demand and comply with MTA Board-adopted bus loading guidelines. Major changes in service (e.g., new routes, route extensions and restructures, limited-stop or Select Bus Service implementation) are not included, and are presented in separate Staff Summaries if applicable.

In addition, NYCDOT has announced additional weekend late night service on the Staten Island Ferry beginning May 1, 2015. Schedules for connecting Staten Island buses and SIRTOA will be modified to provide connecting service for these trips.

Staff Summary



New York City Transit

Page 2 of 2

Recommendation

50 bus schedule changes (on 44 routes) have been identified for implementation in June 2015 (see Attachment 1).

1. Thirty-eight of the 50 bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.
2. The remaining 12 bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.

Alternative to the Proposed Service Change

Do nothing. NYCT would not make service level adjustments to better meet customer demand.

Budget Impact

Implementation of the June 2015 schedule changes is estimated to save \$1 million annually. This savings will be incorporated into the 2015 operating budget.

Proposed Implementation Date

June 2015.

Approved:


for Carmen Bianco
President

Attachment 1
June 2015 - Page 1 of 3

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

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B17	5	5	92%	92%	10	12	74%	79%	5	4.5	105%	90%	7	6	105%	94%	-3.5%
B26	6	6	89%	89%	10	12	71%	85%	7	7	84%	84%	9	10	73%	85%	-5.7%
B68	8	8	91%	91%	9	9	90%	90%	9	9	94%	94%	10	12	61%	73%	-3.2%
Bx19	6	5.5	90%	82%	8	8	90%	90%	5	6	75%	82%	8	8	84%	84%	+1.0%
M23	8	9	69%	81%	9	10	64%	74%	7	7	74%	74%	9	10	72%	84%	-3.3%
M50	15	15	76%	76%	20	20	50%	50%	12	15	33%	43%	20	20	22%	22%	-2.8%
M66	4	4	80%	80%	9	9	86%	86%	4	3.5	94%	89%	10	10	82%	82%	+1.3%
Q28	4	3.5	109%	97%	12	10	124%	93%	6	5	119%	99%	15	10	129%	73%	+6.6%
Q32	9	9	85%	85%	9	10	70%	82%	9	9	72%	72%	10	10	61%	61%	-8.7%
S66	12	15	64%	88%	30	30	19%	19%	15	15	74%	74%	30	30	65%	65%	-2.4%

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

Attachment 1
June 2015 - Page 2 of 3

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

Saturday	AM Peak				Midday				PM Peak				Evening				
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B03	12	10	112%	93%	9	10	72%	84%	9	9	86%	86%	12	12	94%	94%	-4.2%
B17	12	15	74%	93%	10	12	46%	56%	8	9	54%	64%	9	12	40%	56%	-10.7%
B26	10	12	64%	77%	9	10	53%	61%	7	9	49%	69%	8	10	50%	67%	-12.5%
B36	12	15	74%	93%	12	15	63%	79%	15	15	76%	76%	15	20	66%	88%	-9.4%
B38	8	7	101%	83%	6	7	84%	93%	6	7	85%	95%	8	9	78%	92%	-3.3%
Bx28/38	10	10	99%	99%	8	9	71%	81%	9	10	74%	87%	10	10	74%	74%	-7.0%
M20	20	20	34%	34%	15	20	54%	71%	15	20	56%	75%	20	20	58%	58%	-8.6%
M22	20	20	48%	48%	15	20	40%	54%	15	20	28%	37%	20	30	16%	24%	-21.1%
M31	20	20	67%	67%	10	12	42%	50%	12	12	81%	81%	12	12	49%	49%	-2.5%
M42	15	15	67%	67%	10	10	78%	78%	9	10	70%	82%	12	15	58%	73%	-6.2%
M79	12	15	37%	72%	8	9	73%	83%	7	8	61%	69%	10	10	76%	76%	-8.7%
Q58	6	4.5	129%	99%	6	5.5	101%	91%	6	5	107%	89%	8	7	106%	94%	+19.5%
Q59	20	20	95%	95%	15	15	61%	61%	10	12	66%	79%	15	15	79%	79%	-5.6%
S40	30	20	104%	69%	15	15	58%	58%	15	15	51%	51%	30	30	85%	85%	+1.7%
S44	30	15	125%	63%	15	15	64%	64%	15	15	68%	68%	20	20	64%	64%	+3.2%
S46	30	15	193%	97%	15	15	65%	65%	15	15	77%	77%	30	30	93%	93%	+2.2%
S51	30	30	99%	99%	30	30	74%	74%	15	30	42%	83%	30	30	47%	47%	-9.9%
S52	30	30	51%	51%	30	30	54%	54%	30	30	81%	81%	20	30	54%	81%	-1.7%
S61	20	15	103%	77%	15	15	65%	65%	15	15	60%	60%	30	30	85%	85%	+6.5%
S62	12	10	106%	88%	15	12	112%	89%	12	15	54%	68%	30	30	57%	57%	+5.7%
S74	15	15	71%	71%	15	15	54%	54%	12	15	49%	62%	20	30	58%	86%	-7.1%
S78	15	15	49%	49%	15	15	66%	66%	15	15	48%	48%	15	30	26%	53%	-4.0%

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

Attachment 1
June 2015 - Page 3 of 3

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

Sunday	Morning				Midday				Afternoon				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B07	30	30	63%	63%	30	30	40%	40%	20	20	51%	51%	20	30	29%	43%	-6.3%
B08	15	15	86%	86%	12	12	74%	74%	12	15	71%	89%	15	15	88%	88%	-2.4%
B11	15	12	112%	89%	10	12	74%	88%	12	15	63%	79%	20	20	84%	84%	-4.9%
B43	20	20	64%	64%	20	20	93%	93%	20	20	94%	94%	15	20	43%	56%	-3.1%
B47	20	20	63%	63%	15	15	90%	90%	12	15	59%	74%	15	20	68%	91%	-7.0%
Bx21	20	20	79%	79%	20	15	123%	93%	15	12	103%	82%	15	15	93%	93%	+5.8%
Bx27	20	15	101%	78%	15	15	98%	98%	12	12	73%	73%	20	15	120%	93%	+1.1%
Bx28/38	20	15	127%	95%	12	15	67%	83%	10	10	88%	88%	10	12	74%	89%	-2.0%
M20	20	20	25%	25%	15	20	64%	75%	15	20	56%	74%	20	20	47%	47%	-14.0%
M42	15	15	47%	47%	10	12	61%	73%	10	10	77%	77%	12	15	37%	44%	-7.4%
Q02	30	30	88%	88%	20	20	79%	79%	12	15	51%	64%	20	20	62%	62%	-3.0%
Q04	15	20	63%	83%	15	15	65%	65%	12	12	69%	69%	12	15	48%	60%	-5.4%
Q05	15	15	83%	83%	10	10	67%	67%	9	10	77%	89%	10	10	68%	68%	-3.8%
Q12	10	9	108%	93%	9	9	81%	81%	9	9	83%	83%	9	10	69%	80%	+1.7%
Q84	30	30	57%	57%	20	20	58%	58%	20	20	34%	34%	20	30	31%	47%	-3.8%
Q85	12	12	89%	89%	12	12	88%	88%	10	12	63%	76%	12	15	64%	81%	-2.1%
S53	15	12	121%	97%	10	12	76%	91%	10	12	70%	84%	12	12	98%	98%	-2.2%
S78	15	30	44%	88%	15	15	47%	47%	15	15	47%	47%	15	30	33%	65%	-11.7%

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

SERVICE CHANGES:**NYC TRANSIT COMMITTEE NOTIFICATION:
SUBWAY SCHEDULE CHANGES EFFECTIVE
FALL 2015****Service Issue**

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

Recommendation

Routine **27DL** and **M** schedule adjustments are proposed for implementation.

Budget Impact

Implementation of the proposed routine **27DL** and **M** schedule changes will cost approximately \$1.6 million annually, which will be incorporated into the mid-year 2015 budget amendment and will be included in the 2016 budget.

Proposed Implementation Date

Fall 2015.

Staff Summary



New York City Transit

Page 1 of 2

Subject	Subway Schedule Changes Effective Fall 2015
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Glenn S. Lunden

Date	April 6, 2015
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
8	President	X 4	VP General Counsel
7	Executive VP	3	Director OMB
6	SVP Subways	2	VP GCR
X 5	VP Corp. Comm.	1	Chief OP

Purpose

To obtain Presidential approval, and to inform the NYC Transit Committee, of schedule adjustments on the **27DL** and **M** routes in response to changes in subway ridership.

Discussion

Schedule adjustments on the **27DL** and **M** routes are a product of NYC Transit's continuing effort to review and revise subway schedules, when feasible, to ensure that they accurately meet customer demand and are in compliance with MTA Board-adopted loading guidelines. A list of these proposed adjustments are shown in Attachment 1.

The schedule changes outlined below will be implemented with the Fall 2015 Pick. These changes represent service adjustments during rush hour and off-peak periods to more closely align **27DL** and **M** service with customer demand and established guidelines for subway operation. Note that some other routes in the subway system operate with average loads that exceed guideline levels at certain times. However, due to car and track capacity constraints during peak hours, and the need to perform ongoing maintenance work during off-peak hours, service cannot be increased to bring passenger loads to within guideline levels at all times.

The schedule changes proposed are as follows:

- Weekday **2** service will be increased a total of 2 round trips in the evening.
- Weekday **7** service will be increased a total of 2 round trips in the evening.
- Weekday **D** service will be decreased a total of 1 round trip (one southbound trip in the morning and one northbound trip in the afternoon).
- Weekday **L** service will be increased a total of 7 round trips in the midday.
- Weekday **M** service will be increased a total of 1 round trip (one northbound trip in the morning and one southbound trip in the afternoon).

Staff Summary

Recommendation

Implement routine **27DL** and **M** schedule adjustments.

Alternative to the Proposed Service Change

Do nothing. NYCT would not make normal **27DL** and **M** service adjustments to better meet customer demand.


Budget Impact

Implementation of the proposed routine **27DL** and **M** schedule changes will cost approximately \$1.6 million annually, which will be incorporated into the mid-year 2015 budget amendment and will be included in the 2016 budget.

Proposed Implementation Date

Fall 2015.

Approved:


Carmen Bianco
President

DRAFT

Attachment 1
Fall 2015 Schedule Changes

Route	Direction	Time Period at Peak Load Point		Current			Proposed		
				Scheduled Trains	Average Headway (Minutes)	Percent of Guideline	Scheduled Trains	Average Headway (Minutes)	Percent of Guideline
②	southbound	weekday	2030-2130	6	10.0	115%	8	7.5	86%
⑦	northbound	weekday	2000-2200	26	4.6	108%	28	4.3	99.8%
ⓓ	southbound	weekday	0730-0800	4	7.5	65%	3	10.0	87%
ⓓ	northbound	weekday	1730-1800	4	7.5	50%	3	10.0	67%
Ⓛ	northbound	weekday	1030-1400	35	6.0	96%	42	5.0	80%
Ⓜ	northbound*	weekday	0900-0930	3	10.0	99%	4	7.5	74%

* The Ⓜ return trip is in the late afternoon.

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>February 2014</u>	<u>February 2015*</u>	<u>Difference</u>
Cash	2.5%	2.2%	(0.3%)
Single-Ride Ticket	0.8%	0.7%	(0.1%)
Bonus Pay-Per-Ride	43.8%	43.0%	(0.8%)
Non-Bonus Pay-Per-Ride	3.2%	3.1%	0.0%
7-Day Farecard	19.5%	20.5%	1.1%
30-Day Farecard	<u>30.3%</u>	<u>30.5%</u>	(0.2%)
Total	100.0%	100.0%	

* Preliminary

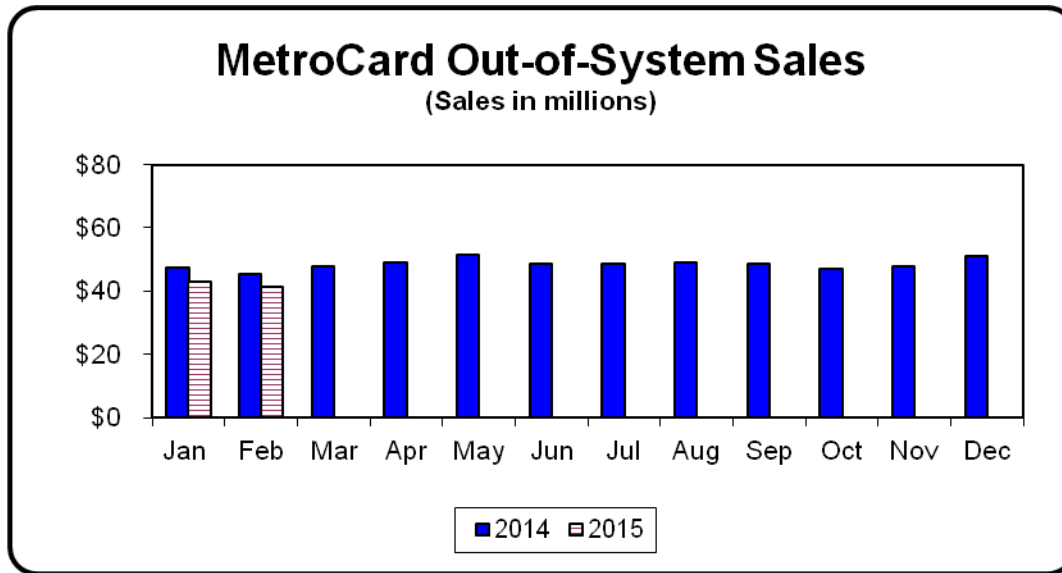
Note: Percentages may not add due to rounding.

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 February 2015 was 4,556, a 2.36 percent decrease from the same period last year. The average value of a credit issued was \$69.02.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$41.4 million in February 2015, an 8.8 percent decrease compared to February of 2014. Year to date sales totaled \$84.4 million, a 9.1 percent decrease compared to the same period last year.



Retail Sales

There were 4,468 active out-of-system sales and distribution locations for MetroCards, generating \$14.0 million in sales revenue during February 2015.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 145,260 MetroCards valued at approximately \$12.9 million were made in February 2015 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$88.96. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 81,858 for February 2015, generating an additional \$9.2 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$43.5 million, a 5.0 percent decrease when compared to last year.

Mobile Sales Program

In February 2015, the Mobile Sales unit completed 175 site visits, of which 119 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$86,000 in revenue was generated. In February 2015, the Mobile Sales unit assisted and enabled 1,071 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at the Kulanu Torah Academy (Cedarhurst, NY).

Reduced-Fare Program

During February 2015 enrollment in the Reduced-Fare Program increased by 4,718 new customers, while 704 customers left the program. The total number of customers in the program is 945,096. Seniors account for 772,788 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 172,308 customers. Of those, a total of 37,230 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 \$6.0 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In February 2015, the EasyPay Reduced Fare program enrollment totaled 145,361 accounts. During the month, active EasyPay customers accounted for approximately 1.7 million subway and bus rides with \$1.7 million charged to their accounts. Each active account averaged 26 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In February 2015, the EasyPay Xpress PPR program enrollment totaled 73,750 accounts. During this month, active Xpress PPR customers accounted for approximately 1.2 million subway, express bus and local bus rides with \$3.1 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$56.

EasyPay Xpress Unlimited Program

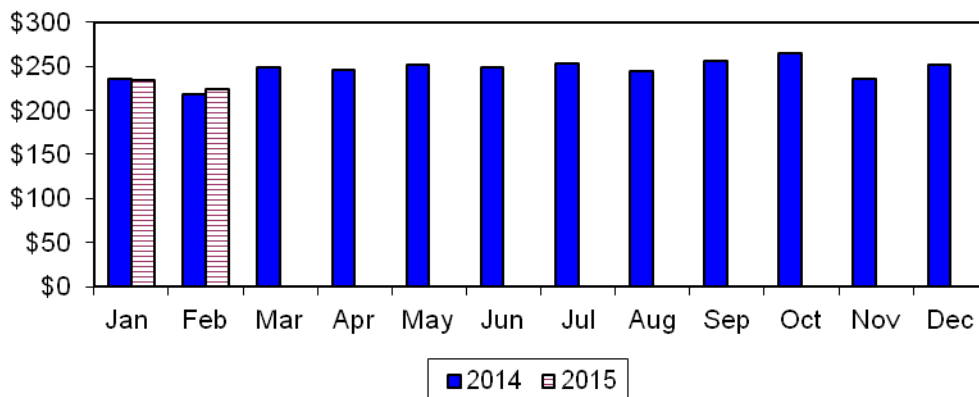
In February 2015, the EasyPay Xpress Unlimited program enrollment totaled 14,748 accounts. During this month, active Xpress Unlimited customers accounted for approximately 625,000 subway and local bus rides with \$1.4 million charged to their accounts. Each active account averaged 47 trips per month with a fixed monthly bill of \$112.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during February 2015 totaled \$223.8 million, on a base of 12.6 million customer transactions. This represents a 3.3 percent decrease in vending machine sales compared to the same period last year. During February 2015, MEMs accounted for 1,748,489 transactions resulting in \$45,760,897 in sales. Debit/credit card purchases accounted for 78.0 percent of total vending machine revenue, while cash purchases accounted for 22.0 percent. Debit/credit card transactions account for 53.3 percent of total vending machine transactions, while cash transactions account for 46.7 percent. The average credit sale was \$29.97, more than three times the average cash sale of \$8.32. The average debit sale was \$20.76.

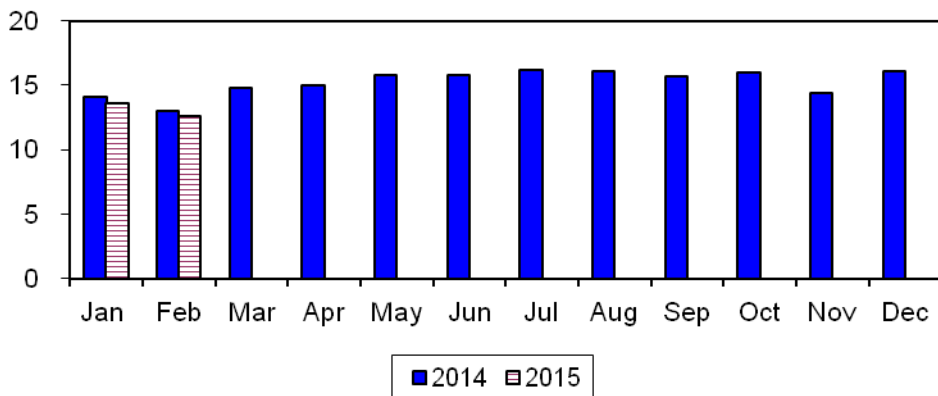
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)





MTA NEW YORK CITY TRANSIT 2014 YEAR-END REPORT SUMMARY

2014 ACCRUAL RESULTS-FINAL ESTIMATE VERSUS ACTUAL RESULTS

Operating revenues exceeded the Estimate by \$15.7 million (0.3 percent). Farebox revenue was higher than the Estimate by \$6.7 million (0.2 percent), due to higher estimated average fares, partly offset by lower fare media liability expired MetroCard residual values. Other operating revenue was higher than the Estimate by \$9.0 million (2.1 percent), due primarily to higher advertising revenues.

Operating expenses (before depreciation, other post-employment benefits, and environmental remediation) exceeded the Estimate by \$20.3 million (0.3 percent). Labor expenses were unfavorable by a net \$18.2 million (0.3 percent), including a significant increase in other fringe benefit expenses of \$115.0 million (35.6 percent), caused primarily by additional Workers' Compensation reserve requirements, partly offset by: lower pension expenses of \$48.8 million (5.1 percent), due mainly to NYCERS underruns; favorable reimbursable overhead credits of \$18.9 million (9.1 percent), resulting from higher reimbursable labor requirements; health & welfare/OPEB current expense underruns of \$15.9 million (1.5 percent), related mostly to a favorable rate experience, and salary & wage underruns of \$13.2 million (0.4 percent). Non-labor expenses were above the Estimate by a net \$2.1 million (0.1 percent), as public liability claims exceeded the Estimate by \$38.8 million (35.7 percent), due mainly to additional reserve requirements, mostly offset by underruns in several accounts, especially in electric power expenses of \$22.1 million (6.6 percent), resulting mostly from lower prices.

Depreciation expenses were below the Estimate by \$24.5 million (1.6 percent), due to the timing of assets reaching beneficial use. Other post-employment benefit expenses were \$1,638.4 million, \$34.7 million (2.2 percent) higher than the Estimate, based on current actuarial information. These accrued expenses were consistent with the requirements of GASB Statement #45, adopted in 2007. Environmental remediation expenses of \$12.5 million were recorded in 2014, consistent with the requirements of GASB Statement #49, adopted in 2008.

2014 CASH RESULTS-FINAL ESTIMATE VERSUS ACTUAL RESULTS

MTA New York City Transit's net operating cash deficit (excluding subsidies and debt service) at the end of 2014 was \$2,956.2 million, \$16.5 million (0.6 percent) favorable to the Estimate. This favorable variance consisted of \$137.2 million of favorable real variances and \$120.7 million of unfavorable timing variances, which will be offset in the 2015 through 2017 period. These variances are detailed in subsequent sections of this report.

**MTA NEW YORK CITY TRANSIT
2014 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2014 FINAL ESTIMATE VS. ACTUALS

Non-Reimbursable

Operating Revenues

- **Farebox Revenue.** Farebox revenue of \$4,191.0 million was a net \$7.0 million (0.2 percent) above the Estimate. Subway revenue increased by \$23.6 million (0.8 percent), due largely to higher average fares. Bus revenue was slightly below the estimate by \$0.8 million (0.1 percent), and paratransit revenue was also under by less than \$0.1 million (0.3 percent). Fare media liability, associated with residual values of expired MetroCards, underran the Estimate by \$16.1 million (23.2 percent), reflecting a decline in new MetroCard sales since the implementation of the dollar fee on new MetroCards. Total 2014 ridership was 2,427.2 million, 3.0 million (0.1 percent) above the Estimate. The 2014 average non-student subway and bus fare was \$1.80, 3.6¢ higher than in 2013, mainly due to the annualization of the March 2013 fare increase. However, in constant 1996 dollars, the 2014 average fare was \$1.15, a decrease of 23¢ from the average fare of \$1.38 in 1996, before MetroCard fare incentives began.
- **Other Operating Revenue.** Other operating revenue of \$437.0 million exceeded the Estimate by \$9.0 million (2.1 percent), due mostly to favorable results in advertising and MetroCard surcharge revenues, and higher Transit Adjudication Bureau (TAB) fees.

Operating Expenses

- **Payroll.** Payroll expenses of \$3,041.0 million were below the Estimate by \$7.7 million (0.3 percent), representing real savings resulting mostly from greater than projected reimbursable work, partly offset by higher earned employee separation payments.
- **Overtime.** Overtime expenses of \$415.6 million were lower than the Estimate by a real underrun of \$5.5 million (1.3 percent), resulting mostly from an overestimate of employee absence coverage requirements.
- **Health & Welfare (including OPEB current payment).** Health & welfare expenses of \$1,019.4 million were below the Estimate by a real savings of \$15.9 million (1.5 percent), due largely to lower rates.

- **Other Fringe Benefits.** Other fringe benefit costs of \$437.9 million overran the Estimate by \$115.0 million (35.6 percent). This overrun was due to additional Workers' Compensation reserve requirements of \$133.5 million, based on current actuarial information. Partly offsetting this expense increase were increased fringe benefit overhead credits, resulting from higher reimbursable labor cost requirements.
- **Reimbursable Overhead Credits.** Reimbursable overhead credits of \$226.5 million were favorable by \$18.9 million (9.1 percent), also due to higher reimbursable labor requirements.
- **Electric Power.** Power expenses of \$312.6 million were favorable to the Estimate by \$22.1 million (6.6 percent), including a favorable real variance of \$18.4 million, resulting mostly from NYPA billing adjustments, lower prices, and a favorable payment timing variance of \$3.7 million.
- **Claims.** Claims expenses of \$147.4 million exceeded the Estimate by \$38.8 million (35.7 percent), resulting primarily from additional public liability reserve requirements, based on current actuarial information.
- **Paratransit Service Contracts.** Paratransit service contract expenses were lower than the Estimate by \$8.8 million (2.4 percent), due mainly to fewer trips.
- **Professional Service Contracts.** Professional service contract expenses of \$125.8 million were \$7.4 million (5.6 percent) below the Estimate, representing savings in bond issuance-related expenses, and a favorable timing variance of \$6.7 million.
- **Materials and Supplies.** Materials and supplies expenses of \$302.7 million were below the Estimate by \$6.0 million (1.9 percent), due mostly to a favorable timing variance of \$7.7 million.

Reimbursable Expenses

- Total reimbursable expenses were higher than the Estimate by \$65.1 million (6.4 percent), generated by a higher level of project work requirements increasing overtime expenses by \$26.3 million (24.1 percent) payroll expenses by \$14.1 million (3.9 percent), other fringe benefits of \$14.4 million (11.2 percent) and reimbursable overhead expenses of \$18.9 million (9.1 percent). The overtime increase was caused mostly by the Capital Track Program, which was concentrated on weekends to take advantage of track availability.

**MTA NEW YORK CITY TRANSIT
2014 YEAR-END REPORT
SUMMARY**

2014 ACCRUAL RESULTS – ADOPTED BUDGET (Budget) VERSUS ACTUAL RESULTS

Non-Reimbursable

Operating revenues were higher than Budget by \$51.3 million (1.1 percent).

- Farebox revenue was higher than Budget by \$55.6 million (1.3 percent), including a subway revenue increase of \$59.9 million (1.9 percent), a bus revenue decrease of \$14.1 million (1.5 percent), a paratransit revenue decrease of \$2.4 million (13.0 percent) and a fare media liability expired revenue increase of \$12.2 million (29.5 percent).
- Other operating revenue was below Budget by \$4.3 million (1.0 percent).

Operating expenses (before depreciation, other post-employment benefits, and environmental remediation) exceeded Budget by \$236.3 million (3.3 percent).

- Labor expenses were higher by a 216.6 million (4.0 percent). Payroll expenses overran by \$96.7 million (3.3 percent), due primarily to pattern labor adjustments, consistent with the TWU labor contract agreement reached in 2014, and labor support implementation of safety and service investments. Overtime expenses were also higher by \$87.3 million (26.6 percent), largely due 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 train delays. Other fringe benefits were well above Budget by \$149.4 million (51.8 percent), caused mostly by additional Workers' Compensation reserve adjustments and increased FICA charges related to pattern labor adjustments. Partly offsetting the above overruns were savings of \$43.2 million (3.1 percent) in health & welfare/OPEB current expenses, \$37.6 million (4.0 percent) in pension expenses, and favorable overhead credits of \$36.0 million (18.9 percent).
- Non-labor expenses were in excess of the Budget by a net \$19.7 million (1.1 percent), due primarily to additional public liability claims reserve requirements of \$55.7 million (60.8 percent), partly offset by paratransit service contract savings of \$28.6 million (7.3 percent), due mostly to fewer trips.

Depreciation expenses were below Budget by \$24.5 million (1.6 percent), due to the timing of assets reaching beneficial use.

Other post-employment benefit expenses were \$1,638.4 million, \$133.9 million (8.9 percent) above Budget, based on current actuarial information.

Environmental remediation expenses of \$12.5 million were recorded in 2014.

MTA NEW YORK CITY TRANSIT
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	3,171.793	59.918	1.9	23.638	0.8
Bus	964.029	950.656	949.898	(14.131)	(1.5)	(0.758)	(0.1)
Paratransit	18.343	16.000	15.957	(2.386)	(13.0)	(0.043)	(0.3)
Fare Media Liability	41.221	69.538	53.391	12.170	29.5	(16.147)	(23.2)
Total Farebox Revenue	4,135.468	4,184.349	4,191.039	55.571	1.3	6.690	0.2
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	176.969	177.739	178.139	1.170	0.7	0.400	0.2
Other	180.321	166.228	174.846	(5.475)	(3.0)	8.618	5.2
Total Other Operating Revenue	441.306	427.983	437.001	(4.305)	(1.0)	9.018	2.1
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	-	0.000	-
Total Revenue	4,576.774	4,612.332	4,628.040	51.266	1.1	15.708	0.3
Expenses							
Labor:							
Payroll	2,944.348	3,048.748	3,041.049	(96.701)	(3.3)	7.699	0.3
Overtime	328.344	421.085	415.599	(87.255)	(26.6)	5.486	1.3
Total Salaries & Wages	3,272.692	3,469.833	3,456.648	(183.956)	(5.6)	13.185	0.4
Health and Welfare	706.016	689.974	666.761	39.255	5.6	23.213	3.4
OPEB Current Payment	356.612	345.326	352.674	3.938	1.1	(7.348)	(2.1)
Pensions	945.498	956.672	907.877	37.621	4.0	48.795	5.1
Other Fringe Benefits	288.499	322.964	437.921	(149.422)	(51.8)	(114.957)	(35.6)
Total Fringe Benefits	2,296.625	2,314.936	2,365.233	(68.608)	(3.0)	(50.297)	(2.2)
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	5,595.333	(216.608)	(4.0)	(18.182)	(0.3)
Non-Labor:							
Electric Power	323.768	334.695	312.554	11.214	3.5	22.141	6.6
Fuel	166.475	171.049	172.346	(5.871)	(3.5)	(1.297)	(0.8)
Insurance	72.920	67.137	68.879	4.041	5.5	(1.742)	(2.6)
Claims	91.682	108.658	147.420	(55.738)	(60.8)	(38.762)	(35.7)
Paratransit Service Contracts	394.216	374.440	365.599	28.617	7.3	8.841	2.4
Maintenance and Other Operating Contracts	185.081	181.620	186.056	(0.975)	(0.5)	(4.436)	(2.4)
Professional Service Contracts	143.966	133.157	125.757	18.209	12.6	7.400	5.6
Materials & Supplies	289.942	308.704	302.696	(12.754)	(4.4)	6.008	1.9
Other Business Expenses	70.014	76.171	76.412	(6.398)	(9.1)	(0.241)	(0.3)
Total Non-Labor Expenses	1,738.064	1,755.631	1,757.719	(19.655)	(1.1)	(2.088)	(0.1)
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	7,353.052	(236.263)	(3.3)	(20.270)	(0.3)
Depreciation	1,544.334	1,544.334	1,519.813	24.521	1.6	24.521	1.6
Other Post Employment Benefits	1,504.469	1,603.725	1,638.388	(133.919)	(8.9)	(34.663)	(2.2)
Environmental Remediation	0.000	0.000	12.478	(12.478)	-	(12.478)	-
Total Expenses	10,165.592	10,480.841	10,523.731	(358.139)	(3.5)	(42.890)	(0.4)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(5,588.818)	(5,868.509)	(5,895.691)	(306.873)	(5.5)	(27.182)	(0.5)

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

MTA NEW YORK CITY TRANSIT
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	1,075.088	130.309	13.8	65.088	6.4
Total Revenue	944.779	1,010.000	1,075.088	130.309	13.8	65.088	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	15.922	11.598	42.1	2.682	14.4
OPEB Current Payment	0.000	7.663	7.421	(7.421)	-	0.242	-
Pensions	30.030	28.801	28.543	1.487	5.0	0.258	0.9
Other Fringe Benefits	131.329	128.334	142.713	(11.384)	(8.7)	(14.379)	(11.2)
Total Fringe Benefits	188.879	183.402	194.599	(5.720)	(3.0)	(11.197)	(6.1)
Reimbursable Overhead	190.592	207.618	226.548	(35.956)	(18.9)	(18.930)	(9.1)
Total Labor Expenses	842.763	861.175	931.616	(88.853)	(10.5)	(70.441)	(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	1,075.088	(130.309)	(13.8)	(65.088)	(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
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	3,171.793	59.918	1.9	23.638	0.8
Bus	964.029	950.656	949.898	(14.131)	(1.5)	(0.758)	(0.1)
Paratransit	18.343	16.000	15.957	(2.386)	(13.0)	(0.043)	(0.3)
Fare Media Liability	41.221	69.538	53.391	12.170	29.5	(16.147)	(23.2)
Total Farebox Revenue	4,135.468	4,184.349	4,191.039	55.571	1.3	6.690	0.2
Other Operating Revenue:							
Fare Reimbursement	84.016	84.016	84.016	0.000	-	0.000	-
Paratransit Reimbursement	176.969	177.739	178.139	1.170	0.7	0.400	0.2
Other	180.321	166.228	174.846	(5.475)	(3.0)	8.618	5.2
Total Other Operating Revenue	441.306	427.983	437.001	(4.305)	(1.0)	9.018	2.1
Capital and Other Reimbursements	944.779	1,010.000	1,075.088	130.309	13.8	65.088	6.4
Total Revenue	5,521.553	5,622.332	5,703.128	181.575	3.3	80.796	1.4
Expenses							
Labor:							
Payroll	3,338.149	3,410.064	3,416.416	(78.267)	(2.3)	(6.352)	(0.2)
Overtime	397.835	529.924	550.701	(152.866)	(38.4)	(20.777)	(3.9)
Total Salaries & Wages	3,735.984	3,939.988	3,967.117	(231.133)	(6.2)	(27.129)	(0.7)
Health and Welfare	733.536	708.578	682.683	50.853	6.9	25.895	3.7
OPEB Current Payment	356.612	352.989	360.095	(3.483)	(1.0)	(7.106)	(2.0)
Pensions	975.528	985.473	936.420	39.108	4.0	49.053	5.0
Other Fringe Benefits	419.828	451.298	580.634	(160.806)	(38.3)	(129.336)	(28.7)
Total Fringe Benefits	2,485.504	2,498.338	2,559.832	(74.328)	(3.0)	(61.494)	(2.5)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	6,221.488	6,438.326	6,526.949	(305.461)	(4.9)	(88.623)	(1.4)
Non-Labor:							
Electric Power	324.020	335.053	312.925	11.095	3.4	22.128	6.6
Fuel	166.498	171.071	172.365	(5.867)	(3.5)	(1.294)	(0.8)
Insurance	72.920	67.137	68.879	4.041	5.5	(1.742)	(2.6)
Claims	91.682	108.658	147.420	(55.738)	(60.8)	(38.762)	(35.7)
Paratransit Service Contracts	394.216	374.440	366.788	27.428	7.0	7.652	2.0
Maintenance and Other Operating Contracts	211.302	219.325	235.207	(23.905)	(11.3)	(15.882)	(7.2)
Professional Service Contracts	161.120	159.025	146.504	14.616	9.1	12.521	7.9
Materials & Supplies	346.398	393.784	373.836	(27.438)	(7.9)	19.948	5.1
Other Business Expenses	71.924	75.963	77.267	(5.343)	(7.4)	(1.304)	(1.7)
Total Non-Labor Expenses	1,840.080	1,904.456	1,901.191	(61.111)	(3.3)	3.265	0.2
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	8,428.140	(366.572)	(4.5)	(85.358)	(1.0)
Depreciation	1,544.334	1,544.334	1,519.813	24.521	1.6	24.521	1.6
Other Post Employment Benefits	1,504.469	1,603.725	1,638.388	(133.919)	(8.9)	(34.663)	(2.2)
Environmental Remediation	0.000	0.000	12.478	(12.478)	-	(12.478)	-
Total Expenses	11,110.371	11,490.841	11,598.819	(488.448)	(4.4)	(107.978)	(0.9)
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	(5,588.818)	(5,868.509)	(5,895.691)	(306.873)	(5.5)	(27.182)	(0.5)

*Subject to year-end audit

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	3,736,352	\$116.761	(941,421)	(\$31.886)	(204,949)	(\$9.521)
							0.0%	-37.6%	0.0%	-8.9%
<u>Programmatic/Routine Maintenance</u>	3,280,208	\$99.612	4,252,240	\$129.130	4,176,173	\$130.506	(895,965)	(\$30.894)	76,067	(\$1.376)
							0.0%	-31.0%	0.0%	-1.1%
<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	13,291,608	\$415.599	(2,479,269)	(\$87.255)	574,686	\$5.486
							0.0%	-26.6%	0.0%	1.3%
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	17,614,872	\$550.701	(4,607,170)	(\$152.866)	(310,146)	(\$20.777)
									0.0%	-3.9%

* Above 100%

**MTA NEW YORK CITY TRANSIT
2014 YEAR-END REPORT
EXPLANATIONS OF OPERATING CASH RECEIPTS AND EXPENDITURE
VARIANCES**

2014 FINAL ESTIMATE VS. ACTUALS

Operating Receipts

- **Farebox Receipts.** Farebox revenue receipts of \$4,189.4 million were higher than the Estimate by a favorable real variance of \$19.6 million (0.5 percent).
- **Other Operating Receipts.** Receipts of \$347.6 million were higher than the Estimate by \$16.7 million (5.1 percent), representing mainly a favorable timing variance of \$16.5 million caused by inadvertent overbilling of paratransit expenses to NYC which was corrected in early 2015.

Operating Expenditures

- **Total Salaries & Wages.** Salary & wage expenditures of \$3,699.2 million were below the Estimate by \$14.0 million (0.4 percent), including \$9.8 million of real savings, mostly due to greater than expected reimbursable work, and \$4.2 million of favorable cash timing largely from payroll timing and interagency payment lags.
- **Health and Welfare.** Health and welfare expenditures (including OPEB current payment) of \$985.2 million were under the Estimate by \$37.3 million (3.6 percent), representing a favorable real variance of \$25.3 million resulting from favorable rates, and a favorable timing variance of \$12.0 million related to a health benefit carrier payment lag.
- **Pension.** Pension expenditures of \$895.0 million were under the Estimate by \$54.2 million (5.7 percent), which represented a favorable NYCERS pension variance, largely due to the pension cost of recent wage settlements less than projected.
- **Other Fringe Benefits.** Other fringe benefit expenditures of \$274.0 million underran the Estimate by \$29.1 million (9.6 percent). This variance was comprised of a favorable real variance of \$16.3 million and a favorable timing variance of \$12.8 million, relating mainly to FICA payments to the Federal Government and an interagency payment lag.
- **Reimbursable Overhead Credits.** Reimbursable overhead credits of \$226.5 million exceeded the Estimate by \$18.9 million (9.1 percent), including a favorable real variance of \$20.4 million (10.0 percent) resulting from higher reimbursable labor expenses, partly offset by an unfavorable timing variance of \$1.4 million.

- **Electric Power.** Power operating expenditures of \$315.7 million were less than the Estimate by \$19.0 million (5.7 percent), including \$15.2 million of real favorable variances due largely to lower prices, and a favorable payment timing variance of \$3.7 million related to the delayed settlement of a prior year billing adjustment.
- **Fuel.** Fuel operating expenditures of \$166.5 million were below the Estimate by a favorable real variance of \$4.6 million (2.7 percent), due to lower prices.
- **Insurance.** Insurance expenditures of \$68.1 million underran the Estimate by \$3.0 million (4.2 percent). This variance included an unfavorable real variance of \$1.2 million, and a favorable timing variance of \$4.2 million, due to an interagency payment lag.
- **Claims.** Claims expenditures of \$110.9 million were \$10.7 million (10.7 percent) above the Estimate, representing an unfavorable real variance due to a higher level of payouts.
- **Paratransit Service Contracts.** Paratransit service contract expenditures of \$365.1 million were \$7.4 million (2.0 percent) less than the Estimate, representing a favorable real variance, due to fewer trips.
- **Maintenance and Other Operating Contracts.** Maintenance contract expenditures of \$196.4 million were \$4.6 million (2.4 percent) above the Estimate, including an unfavorable real variance of \$12.1 million and a favorable timing variance of \$7.5 million, mostly attributable to the deferral of station painting projects due to track access constraints and the delayed processing of a video camera invoice. The unfavorable real variance included overruns in maintenance & repairs, safety equipment, bridge/tunnel & highway costs, facility maintenance and real estate rentals.
- **Professional Service Contracts.** Professional service contract expenditures of \$118.2 million were less than the Estimate by \$14.1 million (10.7 percent). This variance included a favorable real variance of \$3.2 million and a favorable timing variance of \$10.9 million, due primarily to project delays in Thin Client, TABIS, AFC upgrade and other purchases, a delayed chargeback of budget system Planning costs and reimbursable costs mischarged to non-reimbursable which will be reversed in 2015.
- **Materials & Supplies.** Materials & supplies expenditures of \$315.1 million underran the Estimate by \$4.6 million (1.4 percent). This variance included an unfavorable real variance of \$3.1 million and a favorable timing variance of \$7.7 million, due mainly to delays of Subways scheduled maintenance costs to be caught up in subsequent years.

Capital and Other Reimbursements Net of Reimbursable Expenditures.

Capital and other reimbursements, net of reimbursable expenditures in 2014, was \$213.3 million unfavorable to the Estimate, representing a real unfavorable variance of \$12.6 million due to recent agreement to write-off expenses incurred for the Cortlandt Station reconstruction, and an unfavorable timing variance of \$200.7 million. The timing variance is mainly due to capital job overruns which exceeded the year-end target by \$105.8 million but are expected to be ultimately recovered when appropriate capital budget modifications are processed. Greater than expected reimbursable expenses added \$32.2 million to the ending unbilled balance. The remaining overrun is largely due to slower than assumed processing of reimbursable expense reimbursements.

MTA NEW YORK CITY TRANSIT
2014 YEAR-END REPORT
2013 OPERATING CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final	Actual	Favorable/(Unfavorable) Variance		
	Estimate		Total	Real	Timing
	\$	\$	\$	\$	\$
<u>Operating Receipts</u>					
Farebox Revenue	4,169.8	4,189.4	19.6	19.6	0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue:					
Fare Reimbursement	84.0	84.1	0.0	0.0	0.0
Paratransit Reimbursement	180.7	195.0	14.3	(2.1)	16.5
Other	66.2	68.5	2.4	2.4	0.0
Total Other Operating Revenue	330.9	347.6	16.7	0.3	16.5
Total Operating Receipts	4,500.7	4,537.0	36.4	19.9	16.5
<u>Operating Expenditures</u>					
Labor:					
Total Salaries & Wages	3,713.1	3,699.2	14.0	9.8	4.2
Health and Welfare (including OPEB)	1,022.6	985.2	37.3	25.3	12.0
Pensions	949.2	895.0	54.2	54.2	0.0
Other Fringe Benefits	303.1	274.0	29.1	16.3	12.8
Total Fringe Benefits	2,274.8	2,154.3	120.6	95.7	24.8
GASB Account	34.7	35.8	(1.0)	(1.0)	0.0
Reimbursable Overhead	(207.6)	(226.5)	18.9	20.4	(1.4)
Total Labor Expenditures	5,815.1	5,662.7	152.4	124.9	27.6
Non-Labor:					
Electric Power	334.7	315.7	19.0	15.2	3.7
Fuel	171.0	166.5	4.6	4.6	0.0
Insurance	71.1	68.1	3.0	(1.2)	4.2
Claims	100.1	110.9	(10.7)	(10.7)	0.0
Paratransit Service Contracts	372.4	365.1	7.4	7.4	0.0
Maintenance and Other Operating Contracts	191.9	196.4	(4.6)	(12.1)	7.5
Professional Service Contracts	132.3	118.2	14.1	3.2	10.9
Materials & Supplies	319.7	315.1	4.6	(3.1)	7.7
Other Business Expenses	76.6	72.8	3.8	1.8	2.0
Total Non-Labor Expenditures	1,769.8	1,728.8	41.0	5.0	36.0
Other Expenditure Adjustments:					
Other	0.0	0.0	0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Operating Expenditures	7,584.9	7,391.4	193.5	129.9	63.6
Capital and Other Reimbursements	1,121.5	973.3	(148.2)	74.0	(222.2)
Capital and Other Reimbursable Expenditures	1,010.0	1,075.1	(65.1)	(86.6)	21.5
Net Capital and Other Reimbursements	111.5	(101.8)	(213.3)	(12.6)	(200.7)
Net Cash Deficit	(2,972.7)	(2,956.2)	16.5	137.2	(120.7)

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
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			
	<u>Adopted</u>	<u>Final</u>	<u>Actual</u>	<u>Adopted Budget</u>		<u>Final Estimate</u>	
	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>\$</u>	<u>%</u>	<u>\$</u>	<u>%</u>
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
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)	(1.596)	(10.827)	(117.3)	12.941	(89.0)
Other Operating Revenue:							
Fare Reimbursement	0.000	0.000	0.036	0.036	-	0.036	-
Paratransit Reimbursement	(0.309)	2.958	16.896	17.205	(5,568.0)	13.938	471.2
Other	(93.890)	(100.078)	(106.336)	(12.446)	13.3	(6.258)	6.3
Total Other Operating Revenue	(94.199)	(97.120)	(89.404)	4.795	(5.1)	7.716	(7.9)
Capital and Other Reimbursements	79.256	111.512	(101.809)	(181.065)	(228.5)	(213.321)	191.3
Total Receipts	(5.712)	(0.145)	(192.809)	(187.097)	3,275.5	(192.664)	(132,871.7)
Expenditures							
Labor:							
Payroll	(206.795)	(211.438)	(251.153)	(44.358)	21.5	(39.715)	18.8
Overtime	(11.938)	(31.848)	8.643	20.581	(172.4)	40.491	(127.1)
Total Salaries & Wages	(218.733)	(243.286)	(242.510)	(23.777)	10.9	0.776	(0.3)
Health and Welfare	5.450	12.746	31.266	25.816	473.7	18.520	(145.3)
OPEB Current Payment	0.000	0.000	2.941	2.941	-	2.941	-
Pensions	12.309	7.483	12.708	0.399	3.2	5.225	69.8
Other Fringe Benefits	21.711	19.878	164.090	142.379	655.8	144.212	725.5
Total Fringe Benefits	39.470	40.107	211.005	171.535	434.6	170.898	426.1
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)	(67.291)	181.460	(72.9)	170.632	(71.7)
Non-Labor:							
Electric Power	0.000	0.000	(3.182)	(3.182)	-	(3.182)	#DIV/0!
Fuel	0.000	0.000	5.855	5.855	-	5.855	#DIV/0!
Insurance	(1.898)	(3.915)	0.812	2.710	142.8	4.727	(120.7)
Claims	8.528	8.527	36.556	28.028	328.7	28.029	328.7
Paratransit Service Contracts	2.000	2.000	0.545	(1.455)	72.7	(1.455)	(72.7)
Maintenance and Other Operating Contracts	(14.700)	(10.260)	(10.393)	4.307	29.3	(0.133)	(1.3)
Professional Service Contracts	9.000	0.873	7.530	(1.470)	(16.3)	6.657	762.5
Materials & Supplies	4.437	(11.013)	(12.448)	(16.885)	(380.5)	(1.435)	(13.0)
Other Business Expenses	(0.414)	(0.413)	3.653	4.067	-	4.066	-
Total Non-Labor Expenditures	6.953	(14.201)	28.928	21.975	316.1	43.129	(303.7)
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)	(38.363)	203.435	(84.1)	213.761	(84.8)
Depreciation	1,544.334	1,544.334	1,519.813	(24.521)	(1.6)	(24.521)	(1.6)
Other Post Employment Benefits	1,504.469	1,603.725	1,638.388	133.919	8.9	34.663	2.2
Environmental Remediation	0.000	0.000	12.478	12.478	-	12.478	-
Total Expenditures	2,807.005	2,895.935	3,132.316	325.311	11.6	236.381	8.2
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	2,801.293	2,895.790	2,939.507	138.214	4.9	43.717	1.5

Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
2014 YEAR-END REPORT
2014 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

			Favorable/(Unfavorable) Variance		
	Final Estimate	Actual	Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	\$4,169.8	\$4,189.4	\$19.6	\$19.6	\$0.0
Vehicle Toll Revenue	0.0	0.0	0.0	0.0	0.0
Other Operating Revenue	330.9	347.6	16.7	0.3	16.5
Capital and Other Reimbursements	1,121.5	973.3	(148.2)	74.0	(222.2)
Total Receipts	5,622.2	5,510.3	(111.9)	93.9	(205.8)
<u>Expenditures</u>					
Labor:					
Payroll	3,621.5	3,667.6	(46.1)	(52.2)	6.1
Overtime	561.8	542.1	19.7	19.7	0.0
Health and Welfare	695.8	651.4	44.4	32.4	12.0
OPEB Current Payment	353.0	357.2	(4.2)	(4.2)	0.0
Pensions	978.0	923.7	54.3	54.3	0.0
Other Fringe Benefits	431.4	416.5	14.9	1.3	13.5
GASB Account	34.7	35.8	(1.0)	(1.0)	0.0
Reimbursable Overhead	0.0	0.0	0.0	0.0	0.0
Total Labor Expenditures	6,676.2	6,594.2	82.0	50.3	31.7
Non-Labor:					
Electric Power	335.1	316.1	18.9	15.2	3.7
Traction Power	335.1	316.1	18.9	15.2	3.7
Non-Traction Power	0.0	0.0	0.0	0.0	0.0
Fuel	171.1	166.5	4.6	4.6	0.0
Revenue Vehicle Fuel	171.1	166.5	4.6	4.6	0.0
Non-Revenue Fuel	0.0	0.0	0.0	0.0	0.0
Insurance	71.1	68.1	3.0	(1.2)	4.2
Claims	100.1	110.9	(10.8)	(10.8)	0.0
Paratransit Service Contracts	372.4	366.2	6.2	6.2	0.0
Maintenance and Other Operating Contracts	229.6	245.6	(16.0)	(23.6)	7.6
Professional Service Contracts	158.2	139.0	19.2	5.4	13.8
Materials & Supplies	404.8	386.3	18.5	(3.6)	22.1
Other Business Expenses	76.4	73.6	2.8	0.8	2.0
Total Non-Labor Expenditures	1,918.7	1,872.3	46.4	(7.0)	53.4
Other Expenditure Adjustments:					
Other			0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Expenditures	8,594.9	8,466.5	128.4	43.3	85.1
Baseline Net Cash Deficit	(\$2,972.7)	(\$2,956.2)	\$16.5	\$137.2	(\$120.7)

Totals may not agree due to rounding.

**MTA NEW YORK CITY TRANSIT
2014 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME
(UTILIZATION)**

Ridership

2014 total ridership (subway, bus, and paratransit combined) of 2.43 billion was higher (3.0 million trips) than the Final Estimate. Subway ridership was 0.3 percent (5.5 million trips) above the Estimate, bus ridership was 0.4 percent (2.5 million trips) below the Estimate, and paratransit ridership was 0.4 percent (less than 0.1 million trips) below the Estimate.

2014 total ridership was 0.3 percent (7.5 million trips) below the 2014 Adopted Budget. Subway ridership was 0.9 percent (15.7 million trips) above Budget, bus ridership was 3.2 percent (21.9 million trips) below Budget, and paratransit ridership was 12.5 percent (1.3 million trips) below Budget.

2014 total ridership was 1.4 percent (32.8 million trips) above 2013 ridership.

Annual Ridership by Mode

2014 subway ridership was 1.751 billion, the highest since 1948. Subway ridership increased 2.6 percent (43.7 million trips) from 2013 to 2014. Since 1996, annual subway ridership has increased 57.8%.

2014 bus ridership was 667.1 million, a decrease of 1.6 percent (10.5 million trips) from 2013. From 1996 to 2014, annual bus ridership increased 39.0 percent, with most of the increase occurring between 1997 and 2002 as a result of MetroCard fare incentives. Since 2002, bus ridership has declined 11.6 percent, due in part to six fare increases during the period.

2014 paratransit ridership was 8.9 million, a decrease of 4.1 percent (less than 0.1 million trips) from 2013. Despite the decrease, 2014 annual paratransit ridership was 12 times higher than ridership in 1996.

Weekday and Weekend Ridership

Average weekday total ridership (subway, bus, and paratransit combined) increased 1.1 percent from 2013 to 2014. Average weekday subway ridership increased 2.4 percent, average weekday bus ridership decreased 2.0 percent, and average weekday paratransit ridership decreased 5.1 percent.

Average weekend total ridership (Saturday and Sunday combined) increased 2.3 percent. Average weekend subway ridership increased 3.1 percent, average weekend bus ridership increased 0.3 percent, and average weekend paratransit ridership decreased 0.2 percent.

NYC Transit Average Weekday and Weekend Ridership (Thousands)

	Weekday			Weekend (Saturday + Sunday)		
	2013	2014	Change	2013	2014	Change
Subway	5,465	5,598	+2.4%	5,807	5,986	+3.1%
Bus	2,166	2,123	-2.0%	2,322	2,330	+0.3%
Paratransit	29	28	-5.1%	34	34	-0.2%
Total	7,661	7,748	+1.1%	8,162	8,349	+2.3%

Note: Totals may not add due to rounding

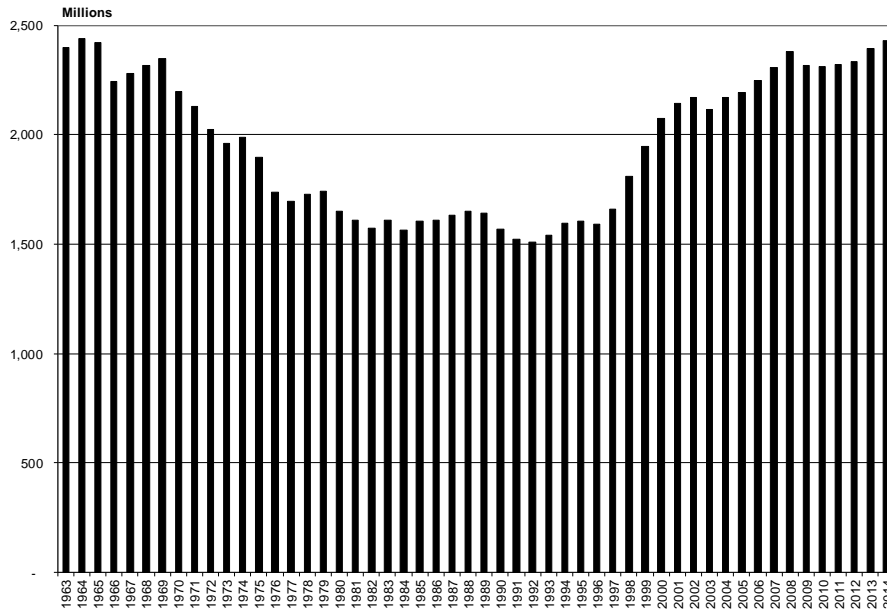
MTA NEW YORK CITY TRANSIT
2014 Year-End Report
Ridership/Traffic Volume (Utilization)
(ridership in millions)

	December 2014 Year-to-Date			Favorable/(Unfavorable)			
	Adopted	Final	Actual	Adopted Budget		Final Estimate	
	Budget	Estimate		Variance	Percent	Variance	Percent
Subway	1,735.591	1,745.761	1,751.288	15.697	0.9%	5.527	0.3%
Bus	688.985	669.550	667.051	(21.934)	(3.2%)	(2.499)	(0.4%)
Paratransit	10.155	8.921	8.884	(1.271)	(12.5%)	(0.037)	(0.4%)
Total Utilization	2,434.731	2,424.232	2,427.223	(7.508)	(0.3%)	2.991	0.1%

Notes: Paratransit ridership includes guests and personal care attendants.

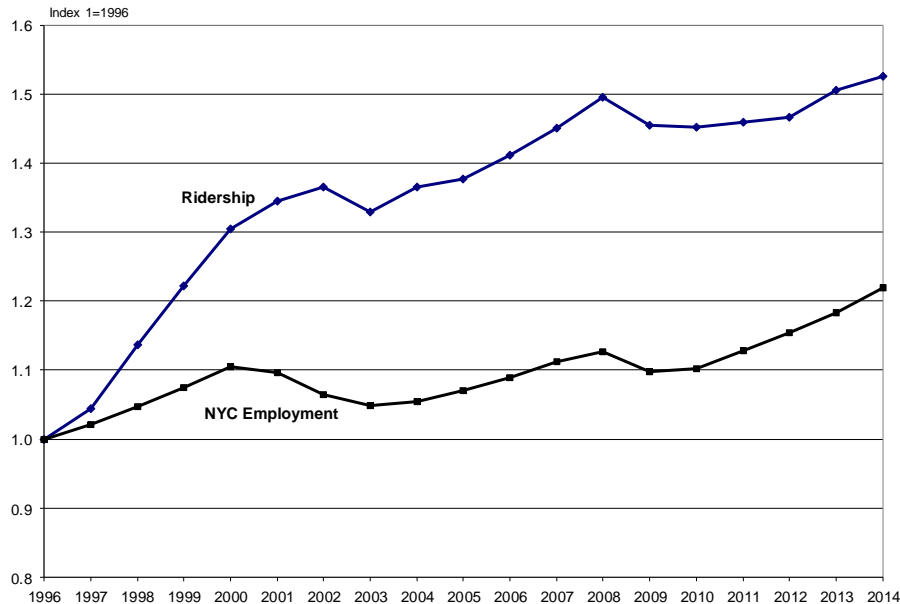
Totals may not add due to rounding.

Chart 1: Annual NYC Transit Ridership



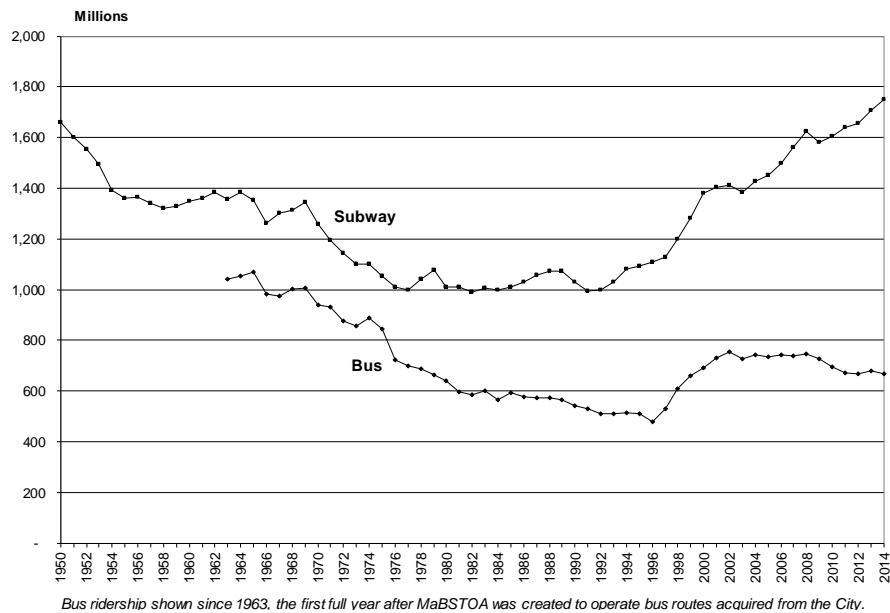
2014 ridership remained at a level not seen since 1964. Compared to its low point in 1992, ridership increased 60.9 percent, including a period of rapid growth following the introduction of fare incentives in 1997 and 1998.

Chart 2: NYC Employment and Total Ridership Index



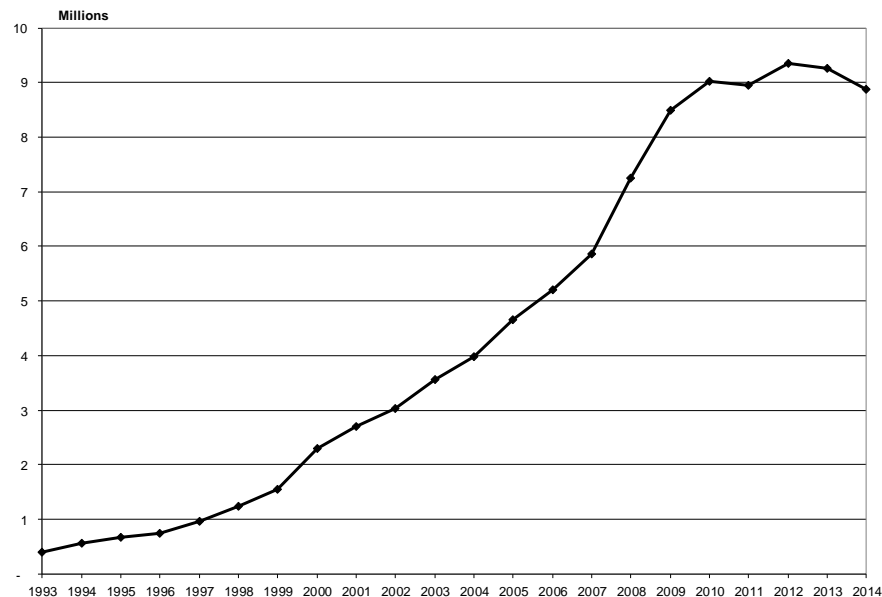
New York City employment is an important factor in ridership changes. Ridership decreased in 2003 and 2009 due at least in part to declining employment. However, Ridership growth outpaced employment growth by a wide margin between 1996 and 2002, and to a lesser extent between 2003 and 2008. Employment growth has outpaced ridership growth since the 2009 recession, due in part to three fare increases, as well as the impact from Sandy.

Chart 3: Annual Subway and Bus Ridership



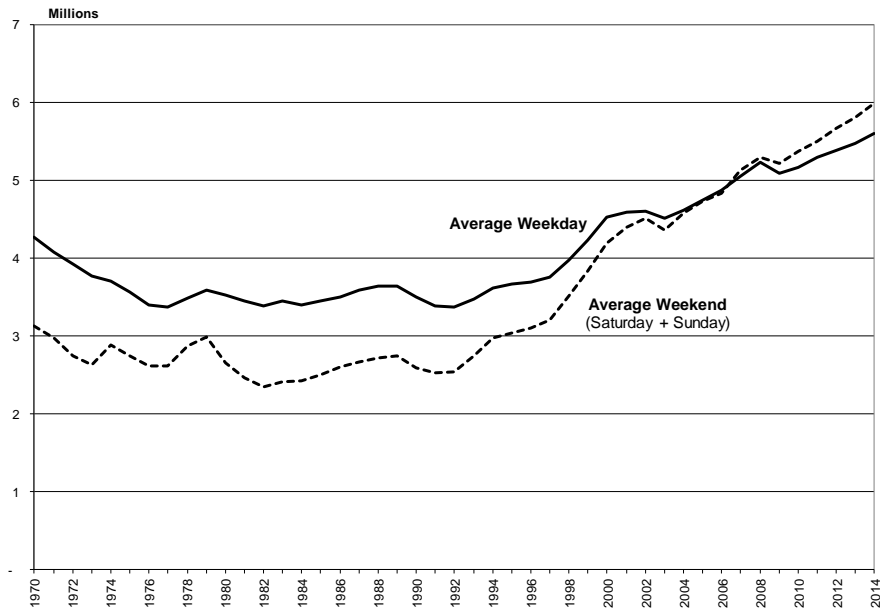
From 2013 to 2014, subway ridership increased 2.6 percent, while bus ridership decreased 1.6 percent. Both subway and bus ridership had a period of rapid growth following the introduction of fare incentives in 1997 and 1998. Subway ridership also grew rapidly from 2003 to 2008, while bus ridership was stable during that period. Since 1992, subway ridership increased 75.7 percent and bus ridership grew 30.3 percent.

Chart 4: Annual Paratransit Ridership



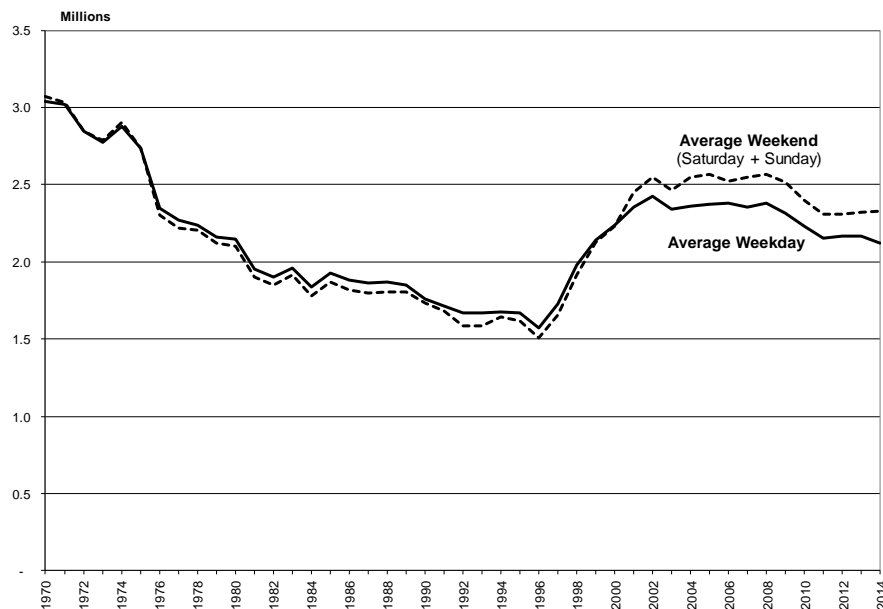
Paratransit ridership has grown rapidly since NYC Transit became responsible for the service in 1993, but growth has slowed since 2010.

Chart 5: Weekday and Weekend Subway Ridership



Historically, subway ridership was much higher on weekdays than weekends (Saturday plus Sunday combined). However, weekend ridership grew rapidly in recent years and, since 2007, has averaged higher than weekdays. Compared to 1992, weekday ridership grew by 66.6 percent, while weekend ridership more than doubled (up 136.5 percent).

Chart 6: Weekday and Weekend Bus Ridership



Weekday and weekend bus ridership were historically similar, but weekends had faster growth following the 1997-1998 fare incentives, and ridership has been higher than on weekdays since 2001. Both weekday and weekend ridership were stable from 2003 to 2008. Even with decreases since 2008, weekday ridership grew 34.9 percent and weekend ridership grew 54.4 percent compared to their low points in 1996.

**MTA NEW YORK CITY TRANSIT
2014 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON POSITIONS
BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE-REIMBURSABLE and FULL-TIME/FULL-TIME
EQUIVALENTS**

2014 Final Estimate vs. Actuals

2014 year-end headcount (including full-time equivalents) was 47,089, 514 positions or (1.1 percent) below the Estimate of 47,603. The 514 underrun was due to vacancies reported in several departments, mostly in maintenance functions.

2014 Adopted Budget vs. Actuals

2014 year-end headcount (including full-time equivalents) was 47,089, 222 positions (0.5 percent) below the Budget of 47,311. The 222 underrun was due to vacancies reported in several departments, also mostly in maintenance functions.

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 STATEN ISLAND RAILWAY 2014 YEAR-END REPORT SUMMARY

ACCRUAL RESULTS - FINAL ESTIMATE (Estimate) VERSUS ACTUAL RESULTS

Non-Reimbursable

Operating revenues in 2014 of \$8.491 million were slightly favorable to the Estimate by \$0.057 million (0.7 percent).

Operating expenses of \$49.844 million, before depreciation and Other Post-Employment Benefits, exceeded the estimate by \$4.082 million (8.9 percent). Labor expenses were higher by \$5.470 million (16.2 percent), due primarily to an overrun in other fringe benefits of \$2.546 million (88.7 percent), resulting mostly from additional Workers' Compensation reserve requirements. Payroll expenses overran by \$1.390 million (7.5 percent), due to both additional accrual adjustments and a significant delay in the implementation/timing of the reimbursable Sandy Capital Reconstruction project, partly offset by vacancies. Reimbursable overhead credits were also unfavorable by \$1.240 million (70.7 percent), also due to the Sandy project delay. Health & Welfare/OPEB current expenses were also higher by \$0.420 million (8.5 percent). Non-labor expenses were below the Estimate by \$1.388 million (11.7 percent). Maintenance contract expenses underran by \$1.624 million (66.1 percent), resulting primarily from the capitalization of non-revenue vehicle purchases and lower facility maintenance and repair requirements. Materials and supplies expenses were below the estimate by \$0.411 million (18.9 percent), occurring largely from lower maintenance material requirements and favorable inventory adjustments. The above favorable results were partly offset by higher other business expenses of \$0.356 million (over 100.0 percent), due to bad debt reserve adjustments and projected credits not realized.

Depreciation expenses of \$7.923 million were \$0.377 million (4.5 percent) below the Estimate. Other post-employment benefit expenses of \$2.398 million were \$0.098 million (4.3 percent) above the Estimate, based on current actuarial information. Environmental remediation credits of \$0.042 million were recorded.

CASH RESULTS - FINAL ESTIMATE (Estimate) VERSUS ACTUAL RESULTS

The MTA Staten Island Railway net cash deficit (excluding subsidies and loans) at the end of 2014 was \$37.964 million, \$1.283 million (3.3 percent) favorable to the Estimate. This variance consisted of a \$1.545 million net unfavorable real variance and a net favorable timing variance of \$2.828 million. The unfavorable real variance of \$1.545 million included: an unfavorable capital reimbursement

**MTA STATEN ISLAND RAILWAY
2014 YEAR-END REPORT
SUMMARY**

**CASH RESULTS - FINAL ESTIMATE (Estimate) VERSUS ACTUAL RESULTS
(continued)**

variance of \$3.911 million, due to a delay in the Sandy Capital Reconstruction project; an unfavorable other fringe benefit variance of \$1.894 million, mostly from Workers' Compensation payments; an unfavorable health & welfare /OPEB current expenditure variance of \$1.425 million, due mainly to a catch-up of accumulated payments; prior year payment lag adjustments in salaries & wages of \$2.419 million; a favorable real pension payment variance of \$1.706 million, and favorable real variances in non-labor accounts of \$1.437 million. The favorable timing variance of \$2.828 million included the favorable timing of labor expenditures of \$2.233 million, primarily from the timing of pattern labor retro-wage payments and payment lags, and non-labor timing of \$1.065 million, due to the timing of interagency insurance and fuel payments.

ACCRUAL RESULTS – ADOPTED BUDGET (budget) VERSUS ACTUAL RESULTS

Non-Reimbursable

Operating revenues in 2014 of \$8.491 million were below budget by \$1.385 million (14.0 percent). Other operating revenues underran budget by \$1.556 million (37.5 percent), due primarily to the unfavorable timing of Sandy insurance reimbursements. Farebox revenue was higher than budget by \$0.2 million (3.0 percent), due to higher ridership.

Operating expenses of \$49.844 million, before depreciation and Other Post-Employment Benefits, were higher than budget by \$7.550 million (17.9 percent).

- Labor expenses exceeded budget by \$9.343 million (31.2 percent), due mostly to higher other fringe benefit expenses of \$3.882 million (over 100.0 percent), caused largely by additional Workers' Compensation reserve requirements, based on current actuarial information, and higher FICA expenses, based on pattern labor adjustments. Salaries & wages were more than budget by \$3.137 million (15.7 percent), due to pattern labor adjustments and a delay in the Sandy Capital Reconstruction project. Reimbursable overhead credits were unfavorable by \$1.691 million (76.7 percent), also due to the delay in the Sandy Capital Reconstruction project.
- Non-labor expenses were below budget by \$1.793 million (14.6 percent), due primarily to electric power underruns and the capitalization of non-revenue vehicles reflected in maintenance contract expense results.

MTA STATEN ISLAND RAILWAY
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	\$20.011	(\$2.250)	(12.7)	(\$1.390)	(7.5)
Overtime	2.269	3.280	3.156	(0.887)	(39.1)	0.124	3.8
Health and Welfare	4.212	3.696	4.296	(0.084)	(2.0)	(0.600)	(16.2)
OPEB Current Payment	0.859	1.274	1.094	(0.235)	(27.4)	0.180	14.1
Pensions	5.551	5.867	5.865	(0.314)	(5.7)	0.002	0.0
Other Fringe Benefits	1.535	2.871	5.417	(3.882)	*	(2.546)	(88.7)
Reimbursable Overhead	(2.205)	(1.754)	(0.514)	(1.691)	(76.7)	(1.240)	(70.7)
Total Labor Expenses	\$29.982	\$33.855	\$39.325	(\$9.343)	(31.2)	(\$5.470)	(16.2)
Non-Labor:							
Electric Power	\$5.643	\$4.386	\$4.244	\$1.399	24.8	\$0.142	3.2
Fuel	0.368	0.553	0.342	0.026	7.1	0.211	38.2
Insurance	1.680	1.366	1.594	0.086	5.1	(0.228)	(16.7)
Claims	0.083	0.084	0.283	(0.200)	*	(0.199)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	2.760	2.457	0.833	1.927	69.8	1.624	66.1
Professional Service Contracts	0.420	1.030	1.247	(0.827)	*	(0.217)	(21.1)
Materials & Supplies	1.528	2.177	1.766	(0.238)	(15.6)	0.411	18.9
Other Business Expenses	(0.170)	(0.146)	0.210	(0.380)	*	(0.356)	*
Total Non-Labor Expenses	\$12.312	\$11.907	\$10.519	\$1.793	14.6	\$1.388	11.7
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	\$49.844	(\$7.550)	(17.9)	(\$4.082)	(8.9)
Depreciation	8.300	8.300	7.923	0.377	4.5	0.377	4.5
Other Post Employment Benefits	2.300	2.300	2.398	(0.098)	(4.3)	(0.098)	(4.3)
Environmental Remediation	0.000	0.000	(0.042)	0.042	-	0.042	-
Total Expenses	\$52.894	\$56.362	\$60.123	(\$7.229)	(13.7)	(\$3.761)	(6.3)
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$43.018)	(\$47.928)	(\$51.632)	(\$8.614)	(20.0)	(\$3.704)	(7.7)

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
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	1.250	(4.799)	(79.3)	(3.904)	(75.7)
Total Revenue	\$6.049	\$5.154	\$1.250	(\$4.799)	(79.3)	(\$3.904)	(75.7)
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	0.514	1.691	76.7	1.240	70.7
Total Labor Expenses	\$6.049	\$5.154	\$1.108	\$4.941	81.7	\$4.046	78.5
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.007	(\$0.007)	-	(\$0.007)	-
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	\$0.142	(\$0.142)	-	(\$0.142)	-
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	\$1.250	\$4.799	79.3	\$3.904	75.7
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	\$1.250	\$4.799	79.3	\$3.904	75.7
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
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; display: inline-block;"> 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	1.250	(4.799)	(79.3)	(3.904)	(75.7)
Total Revenue	\$15.925	\$13.588	\$9.741	(\$6.184)	(38.8)	(\$3.847)	(28.3)
Expenses							
Labor:							
Payroll	\$20.210	\$20.626	\$20.458	(\$0.248)	(1.2)	\$0.168	0.8
Overtime	2.976	3.987	3.287	(0.311)	(10.5)	0.700	17.6
Health and Welfare	4.729	4.213	4.296	0.433	9.2	(0.083)	(2.0)
OPEB Current Payment	0.859	1.274	1.110	(0.251)	(29.2)	0.164	12.9
Pensions	5.645	5.961	5.865	(0.220)	(3.9)	0.096	1.6
Other Fringe Benefits	1.612	2.948	5.417	(3.805)	*	(2.469)	(83.8)
Reimbursable Overhead	0.000	0.000	0.000	0.000	-	0.000	-
Total Labor Expenses	\$36.031	\$39.009	\$40.433	(\$4.402)	(12.2)	(\$1.424)	(3.7)
Non-Labor:							
Electric Power	\$5.643	\$4.386	\$4.251	\$1.392	24.7	\$0.135	3.1
Fuel	0.368	0.553	0.342	0.026	7.1	0.211	38.2
Insurance	1.680	1.366	1.594	0.086	5.1	(0.228)	(16.7)
Claims	0.083	0.084	0.283	(0.200)	*	(0.199)	*
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	2.760	2.457	0.833	1.927	69.8	1.624	66.1
Professional Service Contracts	0.420	1.030	1.247	(0.827)	*	(0.217)	(21.1)
Materials & Supplies	1.528	2.177	1.901	(0.373)	(24.4)	0.276	12.7
Other Business Expenses	(0.170)	(0.146)	0.210	(0.380)	*	(0.356)	*
Total Non-Labor Expenses	\$12.312	\$11.907	\$10.661	\$1.651	13.4	\$1.246	10.5
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	\$51.094	(\$2.751)	(5.7)	(\$0.178)	(0.3)
Depreciation	8.300	8.300	7.923	0.377	4.5	0.377	4.5
Other Post Employment Benefits	2.300	2.300	2.398	(0.098)	(4.3)	(0.098)	(4.3)
Environmental Remediation	0.000	0.000	(0.042)	0.042	-	0.042	-
Total Expenses	\$58.943	\$61.516	\$61.373	(\$2.430)	(4.1)	\$0.143	0.2
Net Surplus/(Deficit) <i>(Excluding Subsidies and Debt Service)</i>	(\$43.018)	(\$47.928)	(\$51.632)	(\$8.614)	(20.0)	(\$3.704)	(7.7)

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	5.995	(0.350)	(6.2)	1.706	22.2
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	\$38.938	(\$2.732)	(7.5)	\$3.162	7.5
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	\$49.420	(\$0.902)	(1.9)	\$5.664	10.3
Net Cash Surplus/(Deficit)	(\$32.593)	(\$39.247)	(\$37.964)	(\$5.371)	(16.5)	\$1.283	3.3

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	1.342	1.342	-	(0.007)	(0.5)
Total Receipts	\$0.000	\$2.249	\$1.715	\$1.715	-	(\$0.534)	(23.7)
Expenditures							
Labor:							
Payroll	\$0.000	(\$1.470)	\$1.631	1.631	-	3.101	*
Overtime	0.000	(0.294)	0.316	0.316	-	0.610	*
Health and Welfare	0.000	0.000	(2.156)	(2.156)	-	(2.156)	-
OPEB Current Payment	0.000	0.000	0.650	0.650	-	0.650	-
Pensions	0.000	(1.740)	(0.130)	(0.130)	-	1.610	92.5
Other Fringe Benefits	0.000	1.000	1.648	1.648	-	0.648	64.8
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)	\$1.495	\$1.670	*	\$4.586	*
Non-Labor:							
Electric Power	\$0.000	\$0.000	\$0.023	0.023	-	0.023	-
Fuel	0.000	0.000	0.219	0.219	-	0.219	-
Insurance	0.000	(0.377)	0.702	0.702	-	1.079	*
Claims	0.000	0.000	0.242	0.242	-	0.242	-
Paratransit Service Contracts	0.000	0.000	0.000	0.000	-	0.000	-
Maintenance and Other Operating Contracts	0.000	0.000	(0.590)	(0.590)	-	(0.590)	-
Professional Service Contracts	0.000	0.000	0.358	0.358	-	0.358	-
Materials & Supplies	0.000	(0.700)	(0.888)	(0.888)	-	(0.188)	(26.9)
Other Business Expenses	0.000	0.000	0.113	0.113	-	0.113	-
Total Non-Labor Expenditures	\$0.000	(\$1.077)	\$0.179	\$0.179	-	\$1.256	*
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)	\$1.674	\$1.849	*	\$5.842	*
Depreciation	8.300	8.300	7.923	(0.377)	(4.5)	(0.377)	(4.5)
Other Post Employment Benefits	2.300	2.300	2.398	0.098	4.3	0.098	4.3
Environmental Remediation	0.000	0.000	(0.042)	(0.042)	-	(0.042)	-
Total Expenditures	\$10.425	\$6.432	\$11.953	\$1.528	14.7	\$5.521	85.8
Net Surplus/(Deficit)							
<i>(Excluding Subsidies and Debt Service)</i>	\$10.425	\$8.681	\$13.668	\$3.243	31.1	\$4.987	57.4

Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
2014 YEAR-END REPORT
2014 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	5.419	5.859	0.440	0.000	0.440
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	3.915	3.005	(0.910)	0.000	(0.910)
Capital and Other Reimbursements	6.503	2.592	(3.911)	(3.911)	0.000
Total Receipts	15.837	11.456	(4.381)	(3.911)	(0.470)
<u>Expenditures</u>					
Labor:					
Payroll	22.096	18.827	3.269	1.309	1.960
Overtime	4.281	2.971	1.310	1.110	0.200
Health and Welfare	4.213	6.452	(2.239)	(2.239)	0.000
OPEB Current Payment	1.274	0.460	0.814	0.814	0.000
Pensions	7.701	5.995	1.706	1.706	0.000
Other Fringe Benefits	1.948	3.769	(1.821)	(1.894)	0.073
GASB Account	0.587	0.464	0.123	0.123	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	42.100	38.938	3.162	0.929	2.233
Non-Labor:					
Electric Power	4.386	4.228	0.158	0.158	0.000
Fuel	0.553	0.123	0.430	0.216	0.214
Insurance	1.743	0.892	0.851	0.000	0.851
Claims	0.084	0.041	0.043	0.043	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	2.457	1.423	1.034	1.034	0.000
Professional Service Contracts	1.030	0.889	0.141	0.141	0.000
Materials & Supplies	2.877	2.789	0.088	0.088	0.000
Other Business Expenses	(0.146)	0.097	(0.243)	(0.243)	0.000
Total Non-Labor Expenditures	12.984	10.482	2.502	1.437	1.065
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	55.084	49.420	5.664	2.366	3.298
Net Cash Surplus/(Deficit)	(39.247)	(37.964)	1.283	(1.545)	2.828

Totals may not agree due to rounding.

**MTA STATEN ISLAND RAILWAY
2014 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME
(UTILIZATION)**

Annual Ridership

2014 total ridership of 4.368 million was 0.7% (33,000 trips) below the 2014 Estimate and 1.1% (48,000 trips) below the 2014 Adopted Budget.

2014 total ridership was 3.5% (147,000 trips) above 2013, mostly due to residual ridership losses in 2013 after Sandy.

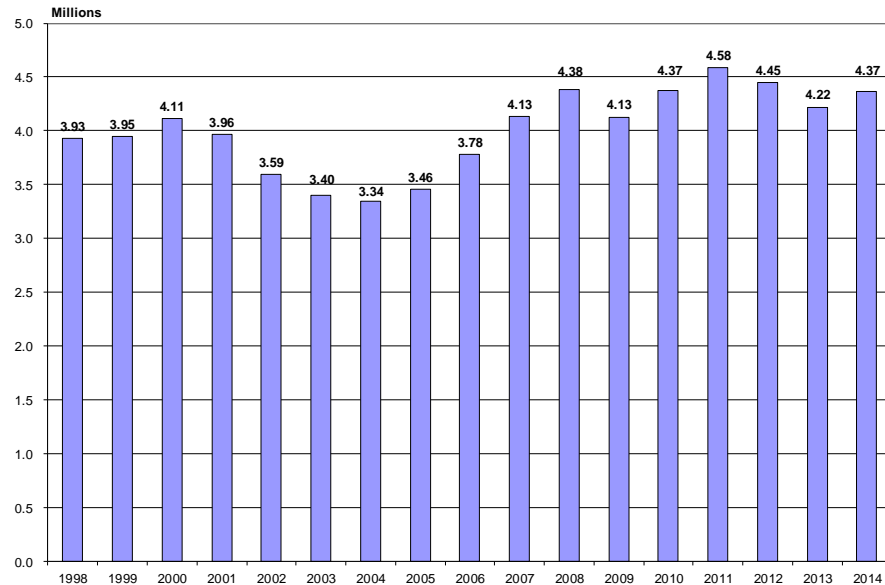
Weekday and Weekend ridership

2014 average weekday ridership increased 2.7% from 2013 and average weekend ridership (Saturday and Sunday combined) increased 11.5%, due to weekend service suspensions in 2013. Average weekday ridership increased 27.6% from 2004 to 2014 and average weekend ridership was up 70.9% over the same period.

**MTA STATEN ISLAND RAILWAY
2014 Year-End Report
Ridership (Utilization)**

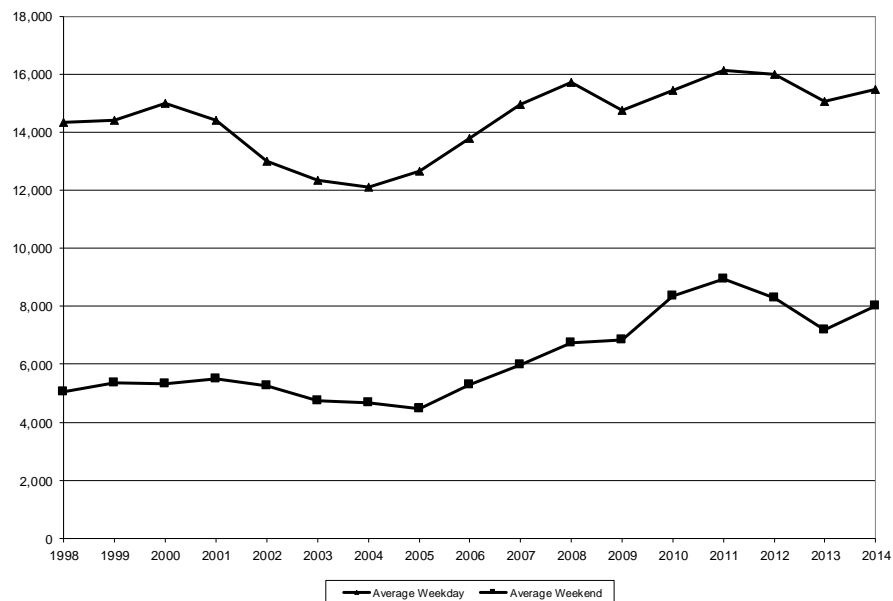
<u>RIDERSHIP</u>	December 2014 Year-to-Date			Favorable/(Unfavorable)			
	Adopted Budget	Final Estimate	Actual	Adopted Budget		Final Estimate	
				Variance	Percent	Variance	Percent
Ridership	4.320	4.401	4.368	0.048	1.1%	(0.033)	(0.7%)
Total Utilization	4.320	4.401	4.368	0.048	1.1%	(0.033)	(0.7%)
 <u>FAREBOX 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%)

Chart 1: SIR Annual Ridership



2014 SIR ridership increased 3.5 percent from 2013. SIR ridership has increased 11.2 percent since 1998 and 30.6 percent since 2004.

Chart 2: SIR Average Weekday and Weekend Ridership



From 2013 to 2014, SIR ridership increased 2.7 percent on weekdays and 11.5 percent on weekends. Since 1998, SIR ridership increased 7.7 percent on weekdays and 57.9 percent on weekends.

**MTA STATEN ISLAND RAILWAY
2014 YEAR-END REPORT
Explanation of Variances on Positions
by Function and Department
Non-Reimbursable-Reimbursable and Full-Time/Full-Time Equivalents**

2014 FINAL ESTIMATE (Estimate) vs. ACTUAL

At the end of 2014, there were 289 actual incumbents, 20 less than the Estimate, including 12 non-reimbursable and 8 reimbursable vacancies.

2014 ADOPTED BUDGET (budget) vs. ACTUAL

At the end of 2014, there were 289 actual incumbents, 16 less than budget.

**MTA Staten Island Railway
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			
	Adopted	Final	Prel.	Adopted Budget		Final Estimate	
	<u>Budget</u>	<u>Estimate</u>	<u>Actual</u>	<u>Variance</u>	<u>Percent</u>	<u>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
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	
	<u>Budget</u>	<u>Estimate</u>		<u>Variance</u>	<u>Percent</u>	<u>Variance</u>	<u>Percent</u>
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 BUS COMPANY
2014 YEAR-END REPORT
SUMMARY**

2014 Final Estimate vs. Actual

Accrual / Non Reimbursable and Reimbursable

MTA Bus Company ended its 2014 Fiscal Year with an unfavorable variance of \$70.4 million when compared to the Final Estimate.

Total revenues had a favorable variance of \$1.3 million. This was primarily due to higher farebox revenue due to increased ridership. Contributing to this favorable variance were prior period revenue for Capital and Other Reimbursements.

Total expenses before depreciation and GASB adjustments were higher than the Final Estimate by \$71.7 million.

Total labor expenses were unfavorable by \$42.3 million. This was primarily due to the impact of the contract settlement with the TSO and ATU, including the payment of RWA. This makes all MTABC represented contracts current through 2012. Also contributing to this variance were higher overtime caused by increased maintenance work required for the aging bus fleet, increased running time and unplanned bus shuttle service. Other Fringe Benefits also contributed to this variance due to an increase in workers' compensation liability based on the revised third party actuarial valuation.

Total non-labor expenses were unfavorable by \$17.6 million. This was due to an increase in Claim expenses reflecting the revised third party actuarial re-estimate, increased Materials & Supplies due to required work for the aging bus fleet, higher Maintenance & Other Operating costs due to bus security camera expenses. This was partially offset by favorable fuel rates, electric power and insurance expenses.

Depreciation was higher than the Final Estimate by \$6.3 million due to the timing of assets reaching their beneficial use.

Other Post Employment Benefit obligation expenses were \$4.9 million higher than Final Estimate based on the latest third party actuarial re-estimate and GASB 45 requirements.

Environmental Remediation expenses of \$0.6 million were accrued in 2014 consistent with the requirements of GASB statement 49.

**MTA BUS COMPANY
2014 YEAR-END REPORT
SUMMARY**

2014 Final Estimate vs. Actual

Cash

Cash receipts of \$230.2 million were \$6.7 million lower than the 2014 Final Estimate, consisting of a “real” unfavorable variance of \$2.4 million and an unfavorable “timing” variance of \$4.3 million. The “real” unfavorable variance was mainly due to scheduled changes to the capital projects while the unfavorable “timing” difference reflected lower student fare reimbursements.

Total expenditures of \$666.7 million were \$10.0 million higher than the 2014 Final Estimate. This is primarily due to \$13.2 million in unfavorable labor expenditures, partially offset by \$3.2 million in favorable non-labor expenditures.

Total labor was \$13.2 million unfavorable, of which \$14.6 million is real. The real variance is primarily due to the contract settlement with the TSO and ATU, which included the payment of RWA, and increased maintenance work required for the aging bus fleet, as well as \$8.3 million for higher prior period Health & Welfare payments. This real variance is partially offset by \$1.6 million in lower Pension expenditures. Other Fringe Benefits expenditures were \$1.4 million lower due to timing.

Total non-labor was \$3.2 million favorable, the result of \$9.4 million in timing variances partially offset by \$6.2 million in real variances. The \$9.4 million favorable timing variance was due to delayed facilities maintenance contracts and Professional Service Contracts, as well as payment lags for Insurance and Other Business Expenses. This was partially offset by a real unfavorable variance of \$6.2 million primarily in Materials & Supplies, and Claims payments caused by several large settlements and prior period expenditures.

The baseline cash deficit was \$16.7 million unfavorable to the Final Estimate. Of this unfavorable variance, \$6.7 million was due to lower receipts, and \$13.2 million to higher labor costs, partially offset by \$3.2 million in lower non-labor costs.

Ridership

Overall 2014 ridership exceeded the Final Estimate by 0.6 million or 0.4%.

Positions

As of December 2014, total actual headcount was 3,697, 22 employees lower than the Final Estimate, primarily in the Managers/Supervisors occupational group.

**MTA BUS COMPANY
2014 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2014 Final Estimate vs. Actual

- **Non-Reimbursable:**

Operating Revenue was \$0.8 million favorable primarily due to the impact of higher ridership. This was partially offset by lower than anticipated Other Operating Revenues due to lower advertising and miscellaneous income.

Labor Costs were \$42.4 million unfavorable due to higher Payroll and Overtime costs. Payroll expenses exceeded the estimate by \$10.9 million mainly due to the contract settlement of the TSO and ATU. Overtime expenses exceeded the estimate by \$5.4 million due to increased maintenance work for the aging bus fleet, facilities maintenance and increased running time. Also, contributing to this unfavorable variance is higher Health & Welfare/OPEB Current Payment expenses of \$4.4 million and Other Fringe Benefits of \$22.4 million due to increased workers' compensation liability which is based on the revised third party actuarial re-estimate. These results were partially offset by lower Pension expenses of \$0.8 million.

Non-Labor Costs were \$17.0 million unfavorable to the Final Estimate. This was due to overruns in Material & Supplies totaling \$8.8 million mainly from the impact of adverse weather conditions and increased maintenance work performed on the aging bus fleet. Also, Maintenance and Other Operating Contracts exceeded the Final Estimate by \$2.7 million due to bus security camera expenses. Other Business expenses exceeded the estimate by \$1.2 million due to Automatic Fare Collection fees. Claims were \$10.0 million above the Final Estimate as a result of a revised third party actuarial re-estimate. These unfavorable results were offset by lower electric power expenses of \$0.4 million, Fuel expenses of \$2.2 million, attributable to lower rates, Insurance was \$2.3 million less due to the timing of premium payments, and Professional Services Contracts yielded savings of \$0.8 million.

Ridership exceeded the Final Estimate by 0.6 million, or 0.4%, reflecting higher than expected ridership.

**MTA BUS COMPANY
2014 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

Reimbursable:

- **Capital and Other Reimbursements** were \$0.5 million favorable primarily due to prior period reimbursements.
- **Labor** was \$0.1 million favorable due to the impact of timing of capital projects.
- **Non-Labor** was \$0.6 million unfavorable due to greater maintenance and repair costs incurred for MTA Police and Metro North non-revenue vehicles.

**MTA BUS COMPANY
2014 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2014 Adopted Budget vs. Actual

- **Non-Reimbursable:**
 - **Operating Revenue** was \$4.1 million unfavorable primarily due to the delay in Super Storm Sandy recoveries. This was partially offset by higher Farebox Revenues due to higher ridership.
 - **Labor Costs** were \$63.1 million unfavorable due to higher Payroll, Overtime and Other Fringe Benefits expenses. Payroll expenses exceeded the Adopted Budget by \$26.1 million mainly due to the contract settlement with the TSO and ATU, including the payment of RWA as well as progression rate changes in the represented title groups. Overtime expenses exceeded the Adopted Budget by \$14.9 million due to the impact of adverse weather conditions on operations, increased maintenance work for the aging bus fleet, facilities maintenance, and higher vacancy/absentee coverage. Other Fringe Benefits expenses were \$23.1 million unfavorable due to increased workers' compensation liability based on the revised third party actuarial re-estimate and expenses related to the payroll and overtime overruns. These results were partially offset by lower Pension costs of \$1.1 million.
 - **Non-Labor Costs** were \$18.6 million unfavorable to the Adopted Budget. This was mainly due to overruns in Materials & Supplies of \$9.9 million, reflecting the impact of adverse weather conditions and increased maintenance work performed on the aging bus fleet. Also, contributing to this unfavorable variance were expenses related to Claims which was \$10.0 million above the Adopted Budget due to a revised third party actuarial re-estimate. Maintenance and Other Operating Contracts exceeded the Adopted Budget by \$1.3 million mostly due to greater Bus Security Camera costs. Other Business Expenses exceeded the Adopted Budget by \$1.9 million due, in part, to higher AFC fees, Professional Services Contracts, and Electric Power expenses. These unfavorable variances were partially offset by lower fuel expenses of \$5.2 million attributable to lower rates, and Insurance expenses of \$0.1 million due to timing of premium payments.

- **Ridership** was favorable to the Adopted Budget by 0.9 million or 0.7% reflecting higher than expected ridership.

**MTA BUS COMPANY
2014 YEAR-END REPORT
EXPLANATIONS OF REVENUE AND EXPENSE VARIANCES
ACCRUAL BASIS**

2014 Adopted Budget vs. Actual

- **Reimbursable:**
 - **Capital and Other Reimbursements** were \$2.4 million unfavorable due to the scheduled changes to the capital projects deferred to the out years, as well as, the re-alignment of headcount to the operating budget.
 - **Labor** was \$3.0 million favorable due to the scheduled changes to the capital projects deferred to the out years as well as the re-alignment of headcount to the operating budget.
 - **Non-Labor** was \$0.6 million unfavorable mainly due to greater maintenance and repair costs for MTA Police non-revenue vehicle and Metro North non-revenue vehicles that were not budgeted.

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

NON-REIMBURSABLE								
	2014			Favorable/(Unfavorable) Variance				
	Adopted Budget	Final Estimate	* Actual	Adopted Budget		Final Estimate		
				\$	%	\$	%	
Operating Revenue								
Farebox Revenue	\$ 201.484	\$ 202.701	\$ 203.591	\$ 2.107	1.0	\$ 0.890	0.4	
Other Operating Revenue	26.258	20.192	20.094	(6.164)	(23.5)	(0.098)	(0.5)	
Capital and Other Reimbursements				-	-	-	-	
Total Revenue	\$ 227.742	\$ 222.893	\$ 223.685	\$ (4.057)	(1.8)	\$ 0.792	0.4	
Operating Expenses								
Labor:								
Payroll	\$ 228.583	\$ 243.761	\$ 254.708	\$ (26.125)	(11.4)	\$ (10.947)	(4.5)	
Overtime	43.986	53.537	58.921	(14.935)	(34.0)	(5.384)	(10.1)	
Health and Welfare	53.065	50.317	53.563	(0.498)	(0.9)	(3.246)	(6.5)	
OPEB Current Payment	20.166	18.505	19.641	0.525	2.6	(1.136)	(6.1)	
Pensions	45.694	45.373	44.628	1.066	2.3	0.745	1.6	
Other Fringe Benefits	45.999	46.707	69.131	(23.132)	(50.3)	(22.424)	(48.0)	
GASB Account				-	-	-	-	
Reimbursable Overhead				-	-	-	-	
Total Labor Expenses	\$ 437.493	\$ 458.200	\$ 500.592	\$ (63.099)	(14.4)	\$ (42.392)	(9.3)	
Non-Labor:								
Electric Power	\$ 1.253	\$ 1.930	\$ 1.503	\$ (0.250)	(20.0)	\$ 0.427	22.1	
Fuel	40.331	37.301	35.099	5.232	13.0	2.202	5.9	
Insurance	3.413	5.648	3.354	0.059	1.7	2.294	40.6	
Claims	22.256	22.256	32.222	(9.966)	(44.8)	(9.966)	(44.8)	
Maintenance and Other Operating Contracts	19.905	18.463	21.190	(1.285)	(6.5)	(2.727)	(14.8)	
Professional Service Contracts	19.801	21.250	20.481	(0.680)	(3.4)	0.769	3.6	
Materials & Supplies	33.246	34.325	43.097	(9.851)	(29.6)	(8.772)	(25.6)	
Other Business Expenses	1.960	2.656	3.856	(1.896)	(96.7)	(1.200)	(45.2)	
Total Non-Labor Expenses	\$ 142.165	\$ 143.829	\$ 160.802	\$ (18.637)	(13.1)	\$ (16.973)	(11.8)	
Other Expense Adjustments:								
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-	
Total Expenses before Non-Cash Liability Adjs.	\$ 579.658	\$ 602.029	\$ 661.394	\$ (81.736)	(14.1)	\$ (59.365)	(9.9)	
Depreciation	\$ 42.235	\$ 42.235	\$ 48.530	\$ (6.295)	(14.9)	\$ (6.295)	(14.9)	
OPEB Obligation	56.919	100.150	105.049	(48.130)	(84.6)	(4.899)	(4.9)	
Environmental Remediation	-	-	0.609	(0.609)	-	(0.609)	-	
Total Expenses	\$ 678.812	\$ 744.414	\$ 815.582	\$ (136.770)	(20.1)	\$ (71.168)	(9.6)	
Net Surplus/(Deficit)	\$ (451.070)	\$ (521.521)	\$ (591.897)	\$ (140.827)	(31.2)	\$ (70.376)	(13.5)	
Totals may not add due to rounding								
* Results are subject to year-end audit								

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

REIMBURSABLE								
	2014			Favorable/(Unfavorable) Variance				
	Adopted Budget	Final Estimate	* 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>								
Electric Power	-	-	-	\$ -	-	\$ -	-	
Fuel	-	-	-	-	-	-	-	
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
* Results are subject to year-end audit

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

NON-REIMBURSABLE/ REIMBURSABLE	2014			Favorable/(Unfavorable) Variance			
	Adopted Budget	Final Estimate	* Actual	Adopted Budget		Final Estimate	
				\$	%	\$	%
Revenue							
Farebox Revenue	201.484	202.701	\$ 203.591	\$ 2.107	1.0	\$ 0.890	0.4
Other Operating Revenue	26.258	20.192	20.094	(6.164)	(23.5)	(0.098)	(0.5)
Capital and Other Reimbursements	8.551	5.663	6.148	(2.403)	(28.1)	0.485	8.6
Total Revenue	\$ 236.293	\$ 228.556	\$ 229.833	\$ (6.460)	(2.7)	\$ 1.277	0.6
Expenses							
<u>Labor:</u>							
Payroll	\$ 234.155	\$ 246.445	\$ 257.512	\$ (23.357)	(10.0)	\$ (11.067)	(4.5)
Overtime	43.986	53.537	58.921	(14.935)	(34.0)	(5.384)	(10.1)
Health and Welfare	54.088	51.340	54.312	(0.224)	(0.4)	(2.972)	(5.8)
OPEB Current Payment	20.166	18.505	19.641	0.525	2.6	(1.136)	(6.1)
Pensions	46.159	45.838	45.070	1.089	2.4	0.768	1.7
Other Fringe Benefits	46.455	47.163	69.550	(23.095)	(49.7)	(22.387)	(47.5)
Reimbursable Overhead	0.000	0.000	0.093	(0.093)	-	(0.093)	-
Total Labor Expenses	\$ 445.009	\$ 462.828	\$ 505.099	\$ (60.090)	(13.5)	\$ (42.271)	(9.1)
<u>Non-Labor:</u>							
Electric Power	\$ 1.253	\$ 1.930	\$ 1.503	\$ (0.250)	(20.0)	\$ 0.427	22.1
Fuel	40.331	37.301	35.099	5.232	13.0	2.202	5.9
Insurance	3.413	5.648	3.354	0.059	1.7	2.294	40.6
Claims	22.256	22.256	32.222	(9.966)	(44.8)	(9.966)	(44.8)
Maintenance and Other Operating Contracts	20.128	18.686	21.190	(1.062)	(5.3)	(2.504)	(13.4)
Professional Service Contracts	19.801	21.250	20.481	(0.680)	(3.4)	0.769	3.6
Materials & Supplies	34.058	35.137	44.738	(10.680)	(31.4)	(9.601)	(27.3)
Other Business Expenses	1.960	2.656	3.856	(1.896)	(96.7)	(1.200)	(45.2)
Total Non-Labor Expenses	\$ 143.200	\$ 144.864	\$ 162.443	\$ (19.243)	(13.4)	\$ (17.579)	(12.1)
<u>Other Expense Adjustments:</u>							
Other	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	\$ -	-	\$ -	-
Total Expenses Before Depreciation and GASB Adjs.	\$ 588.209	\$ 607.692	\$ 667.542	\$ (79.333)	(13.5)	\$ (59.850)	(9.8)
Depreciation	\$ 42.235	\$ 42.235	\$ 48.530	\$ (6.295)	(14.9)	\$ (6.295)	(14.9)
OPEB Obligation	\$ 56.919	\$ 100.150	\$ 105.049	\$ (48.130)	(84.6)	\$ (4.899)	(4.9)
Environmental Remediation	\$ -	\$ -	\$ 0.609	\$ (0.609)	-	\$ (0.609)	-
Total Expenses	\$ 687.363	\$ 750.077	\$ 821.730	\$ (134.367)	(19.5)	\$ (71.653)	(9.6)
Net Surplus/(Deficit)	\$ (451.070)	\$ (521.521)	\$ (591.897)	\$ (140.827)	(31.2)	\$ (70.376)	(13.5)

Totals may not add due to rounding

* Results are subject to year-end audit

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

	2014 Adoptd 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>	592,023	\$25.097	592,023	\$25.097	598,362	\$27.452	(6,339)	(\$2.355)	(6,339)	(\$2.355)
							-1.1%	-9.4%	-1.1%	-9.4%
<u>Unscheduled Service</u>	82,332	\$3.375	82,332	\$3.375	87,957	\$3.818	(5,626)	(\$0.443)	(5,626)	(\$0.443)
							-6.8%	-13.1%	-6.8%	-13.1%
<u>Programmatic/Routine Maintenance</u>	146,876	\$6.255	236,468	\$10.348	290,062	\$13.638	(143,186)	(\$7.382)	(53,594)	(\$3.290)
							-97.5%	-118.0%	-22.7%	-31.8%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000	-	\$0.000	-	\$0.000
							0.0%	0.0%	0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	171,083	\$7.555	254,013	\$11.203	260,719	\$11.045	(89,637)	(\$3.490)	(6,707)	\$0.158
							-52.4%	-46.2%		
<u>Weather Emergencies</u>	36,058	\$1.259	76,194	\$3.070	57,592	\$2.416	(21,534)	(\$1.157)	18,602	\$0.654
							*	*		
<u>Safety/Security/Law Enforcement</u>	2,641	\$0.128	2,641	\$0.128	1,786	\$0.076	855	\$0.052	855	\$0.052
							32.4%	40.6%	32.4%	40.6%
<u>Other</u>	3,802	\$0.316	3,802	\$0.316	8,569	\$0.478	(4,767)	(\$0.161)	(4,767)	(\$0.161)
							-125.4%	-51.0%	-125.4%	-51.0%
Total Unscheduled	1,034,814	\$43.986	1,247,472	\$53.537	1,305,048	\$58.921	(270,234)	(\$14.936)	(57,576)	(\$5.385)
							-26.1%	-34.0%	-4.6%	-10.1%
TOTAL NON-REIMBURSABLE OVERTIME:	1,034,814	\$43.986	1,247,472	\$53.537	1,305,048	\$58.921	(270,234)	(\$14.936)	(57,576)	(\$5.385)
							-26.1%	-34.0%	-4.6%	-10.1%
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	\$58.921	(270,234)	(\$14.936)	(57,576)	(\$5.385)
									-4.6%	-10.1%

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

* Above 100%

**MTA BUS COMPANY
2014 YEAR-END REPORT
EXPLANATIONS OF CASH RECEIPT AND EXPENDITURE VARIANCES**

2014 Final Estimate vs. Actual

Receipts: Total Receipts were unfavorable by \$6.7 million.

- **Farebox Receipts:** Unfavorable variance of \$0.3 million, primarily due to delayed MetroCard settlements.
- **Other Operating Receipts:** Unfavorable variance of \$1.5 million due to lower advertisement revenue and miscellaneous income.
- **Capital and Other Reimbursements:** Unfavorable variance of \$5.0 million mainly due to schedule changes to capital projects, vacancies and timing of reimbursement.

Expenditures/Labor: Total Labor Expenditures were unfavorable by \$13.2 million.

- **Payroll:** Unfavorable variance of \$2.5 million, mainly due to the contract settlement of the TSO and ATU represented employees resulting in the payment of RWA. This makes all MTABC represented contracts current to 2012.
- **Overtime:** Unfavorable variance of \$5.4 million mainly due to increased running time, unplanned bus shuttle service and the aging bus fleet's impact on bus maintenance.
- **Health & Welfare/OPEB:** Unfavorable variance of \$8.3 million due to payments for prior period expenses.
- **Pensions:** Favorable variance of \$1.6 million due to an actuarial re-estimate.
- **Other Fringe Benefits:** Favorable variance of \$1.4 million due to lower workers' compensation payments

Expenditures/Non-Labor: Total Non-Labor Expenditures were \$3.2 million favorable.

- **Electric Power:** Favorable variance of \$0.2 million due to the timing of payments.
- **Fuel:** Unfavorable variance of \$0.3 million due to payments for prior period.

- **Insurance:** Favorable variance of \$5.4 million is mostly due to the timing of payments.
- **Claims:** Unfavorable variance of \$8.6 million due to the payout of a \$12 million settlement on a 2009 bus accident as well as a payment for two other claims from prior years.
- **Maintenance and Other Operating Contracts:** Favorable variance of \$3.1 million. This variance is real, reflecting revised assumptions in facilities maintenance projects, including the modification of depot facility infrastructure to support the bus camera initiative, tolls, tires & tubes, and real estate rentals; as well as the misclassification of bus units to Materials & Supplies from Maintenance and Other Operating Contracts.
- **Professional Service Contracts:** Favorable variance of \$8.5 million was primarily due to the timing of payments for inter-agency charges, data center and other professional service contracts.
- **Materials and Supplies:** Unfavorable real variance of \$8.8 million was mainly due to the misclassification of bus units to Materials & Supplies from Maintenance and Other Operating Contracts. Also contributing to this unfavorable variance was increased drawdown of inventory needed to address weather-related impacts and increased bus maintenance requirements.
- **Other Business Expenses:** Favorable variance of \$3.6 million of which \$2.1 million is real due to lower AFC fees, and \$1.5 million is due to timing assumptions.

MTA BUS COMPANY
2014 Year-End Report
Cash Receipts and Expenditures
2014 Adopted Budget and Final Estimate vs. 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	\$ 274.384	\$ (42.222)	(18.2)	\$ (2.502)	(0.9)
Overtime	43.986	53.537	58.921	(14.935)	(34.0)	(5.384)	(10.1)
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>							
Electric Power	\$ 1.253	\$ 1.930	\$ 1.699	(0.446)	(35.6)	0.231	12.0
Fuel	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)
Net Cash Surplus/(Deficit)	\$ (336.426)	\$ (419.808)	\$ (436.536)	\$ (100.110)	(29.8)	\$ (16.728)	(4.0)

Totals may not add due to rounding

* Results are subject to year-end audit

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

	2014			Favorable/(Unfavorable) Variance					
	Adopted Budget	Final Estimate	* Actual	Adopted Budget			Final Estimate		
				\$	%		\$	%	
Receipts									
Farebox Revenue		\$ 0.800	\$ (0.340)	\$ (0.340)	-	\$	(1.140)	*	
Other Operating Revenue	(0.001)	0.780	(0.586)	(0.585)	*		(1.366)	*	
Capital and Other Reimbursements	4.720	6.786	1.290	(3.430)	(72.7)		(5.496)	(81.0)	
Total Receipts	\$ 4.719	\$ 8.366	\$ 0.364	\$ (4.355)	(92.3)	\$	(8.002)	(95.6)	
Expenditures									
<u>Labor:</u>									
Payroll	\$ 1.993	\$ (25.437)	\$ (16.872)	\$ 18.865	*	\$	(8.565)	(33.7)	
Overtime	-	-	-	-	-		-	-	
Health and Welfare	0.411	0.411	(4.950)	5.361	*		5.361	*	
OPEB Current Payment	-	-	1.136	(1.136)	-		(1.136)	-	
Pensions	0.173	0.173	1.005	(0.832)	*		(0.832)	*	
Other Fringe Benefits	10.170	(1.052)	22.771	(12.601)	*		(23.823)	*	
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)	\$ 0.597	\$ 7.175	92.3	\$	(29.088)	*	
<u>Non-Labor:</u>									
Electric Power	-	-	(0.196)	0.196	-		0.196	-	
Fuel	-	(1.760)	(4.214)	4.214	-		2.454	*	
Insurance	-	(2.894)	0.164	(0.164)	-		(3.058)	*	
Claims	3.000	(1.424)	(0.035)	3.035	*		(1.389)	(97.5)	
Maintenance and Other Operating Contracts	-	(8.200)	(2.588)	2.588	-		(5.612)	(68.4)	
Professional Service Contracts	-	(4.275)	3.487	(3.487)	-		(7.762)	*	
Materials & Supplies	-	-	0.797	(0.797)	-		(0.797)	-	
Other Business Expenses	(0.001)	(1.994)	2.797	(2.798)	*		(4.791)	*	
Total Non-Labor Expenditures	\$ 2.999	\$ (20.547)	\$ 0.212	\$ 2.787	92.9	\$	(20.759)	*	
<u>Other Expenditure Adjustments:</u>									
Total Cash Conversion Adjustments before Depreciation and GASB Adjs.	\$ 15.490	\$ (40.672)	\$ 1.173	\$ 14.317	92.4	\$	(41.845)	*	
Depreciation	42.235	42.235	48.530	(6.295)	(14.9)		(6.295)	(14.9)	
OPEB Obligation	\$ 56.919	\$ 100.150	\$ 105.049	\$ (48.130)	(84.6)	\$	(4.899)	(4.9)	
Environmental Remediation	\$ -	\$ -	\$ 0.609	\$ (0.609)	-	\$	(0.609)	-	
Total Cash Conversion Adjustments	\$ 114.644	\$ 101.713	\$ 155.361	\$ (40.717)	(35.5)	\$	(53.648)	(52.7)	

Totals may not add due to rounding
* Results are subject to year-end audit

MTA BUS COMPANY
2014 YEAR-END REPORT
2014 CASH RESULTS - ACTUAL vs. FINAL ESTIMATE
(\$ in millions)

	Final Estimate	Actual	Favorable/(Unfavorable) Variance		
			Total	Real	Timing
<u>Receipts</u>					
Farebox Revenue	203.5	203.3	(0.3)	0.0	(0.3)
Vehicle Toll Revenue					
Other Operating Revenue	21.0	19.5	(1.5)	(0.5)	(1.0)
Capital and Other Reimbursements	12.4	7.4	(5.0)	(1.9)	(3.1)
Total Receipts	236.9	230.2	(6.7)	(2.4)	(4.4)
<u>Expenditures</u>					
Labor:					
Payroll	271.9	274.4	(2.5)	(2.5)	0.0
Overtime	53.5	58.9	(5.4)	(5.4)	0.0
Health and Welfare	50.9	59.3	(8.3)	(8.3)	0.0
OPEB Current Payment	18.5	18.5	0.0	0.0	0.0
Pensions	45.7	44.1	1.6	1.6	0.0
Other Fringe Benefits	48.2	46.8	1.4	0.0	1.4
GASB Account	2.6	2.6	0.0	0.0	0.0
Reimbursable Overhead			0.0	0.0	0.0
Total Labor Expenditures	491.3	504.5	(13.2)	(14.6)	1.4
Non-Labor:					
Electric Power	1.9	1.7	0.2	0.2	0.0
Fuel	39.1	39.3	(0.3)	(0.3)	0.0
Insurance	8.5	3.2	5.4	2.5	2.9
Claims	23.7	32.3	(8.6)	(8.6)	0.0
Paratransit Service Contracts			0.0	0.0	0.0
Maintenance and Other Operating Contracts	26.9	23.8	3.1	3.1	0.0
Professional Service Contracts	25.5	17.0	8.5	3.5	5.0
Materials & Supplies	35.1	43.9	(8.8)	(8.8)	0.0
Other Business Expenses	4.7	1.1	3.6	2.1	1.5
Total Non-Labor Expenditures	165.4	162.2	3.2	(6.2)	9.4
Other Expenditure Adjustments:					
Other			0.0	0.0	0.0
Total Other Expenditure Adjustments	0.0	0.0	0.0	0.0	0.0
Total Expenditures	656.7	666.7	(10.0)	(20.8)	10.8
Net Cash Surplus/(Deficit)	(419.8)	(436.5)	(16.7)	(23.2)	6.5

Totals may not agree due to rounding.
Results are subject to audit

**MTA BUS COMPANY
2014 YEAR-END REPORT
EXPLANATIONS OF VARIANCES ON RIDERSHIP/TRAFFIC VOLUME
(UTILIZATION)**

Revenue was 0.4% greater than the Final Estimate and 2.2% higher than 2013 Actuals.

Financial Summary

Passenger Revenue	2014 Actuals	2013 Actuals	Percent Change + More / - Less Than	
			2013 Actual	2014 Final Estimate
Fixed Route Revenue	203,590,762	199,186,670	2.2%	0.4%

2014 Final Estimate vs. Actual

MTA Bus Company Ridership was 0.6 million, or 0.4% higher than the Final Estimate and favorable by 4.1 million, or 3.4% compared to 2013.

Ridership Data - As of December 31, 2014

	2014 Actuals	2013 Actuals	Percent Change + More / - Less Than	
			2013 Actuals	2014 Final Estimate
Total Riders	125,581,237	124,951,185	0.5%	0.4%
Avg. Weekday	407,115	407,217	0.0%	n/a
Avg. Weekend	403,826	392,291	2.9%	n/a
Avg. Weekday Local	370,845	370,588	0.1%	n/a
Avg. Weekday Express	31,697	32,744	-3.2%	n/a

**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	\$ 203.591	\$ 2.107	1.0	\$ 0.890	0.4
Total Farebox Revenue	201.484	202.701	203.591	2.107	1.0	0.890	0.4
Other Revenue	26.258	20.192	20.094	(6.164)	(23.5)	(0.098)	(0.5)
Capital & Other	8.551	5.663	6.148	(2.403)	(28.1)	0.485	8.6
Total Revenue	\$ 236.293	\$ 228.556	\$ 229.833	\$ (6.460)	(2.7)	\$ 1.277	0.6
<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
2014 YEAR-END REPORT
Explanation of Variances on Positions
By Function and Occupation**

2014 Final Estimate vs. Actual

There was a total of 3,697 employees, and 22 fewer than the Final Estimate at the end of December 2014. By occupation, the vacancies were in the following positions:

- -27 Managers/Supervisors
- +4 Professional/Technical/Clerical
- +1 Operational Hourlies

MTA BUS COMPANY
2014 Year-End Report
Non-Reimbursable and Reimbursable by Function and Department
Full-Time Positions and Full-Time Equivalents

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	
Supply Logistics	92	91	1	Vacancies Replaced by MOU
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
2014 Year-End Report
Full-Time Positions and Full-Time Equivalents by Function and Occupational Group

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
2014 YEAR-END REPORT
RESULTS OF OPERATIONS**

Weekday AM pullouts were 0.7% lower than 2013 Actuals and 0.1% lower than 2014 Final Estimate.

Weekday PM pullouts were 0.9% lower than 2013 Actuals and 0.03% higher than 2014 Final Estimate.

Completed Trips were 0.9% lower than 2013 Actuals and 0.5% lower than 2014 Final Estimate.

The 2014 MDBF of 5,366 was 3.3% lower than the 2013 Actuals and 3.1% lower than the final estimate.

Performance	Percent Change + more/-Less Than				
	Final Estimate	2014 Actuals	2013 Actuals	2013 Actuals	2014 Final Estimate
Bus					
AM Weekday Pullout Performance	98.75%	98.65%	99.35%	0.70%	0.10%
PM Weekday Pullout Performance	98.75%	98.72%	99.67%	0.95%	0.03%
Percentage of Completed Trips	98.75%	98.21%	99.05%	0.85%	0.55%
Mean Distance Between Failures	5,535	5,366	5,548	3.28%	3.05%
Mean Distance Between Service Interruptions	2,995	2,569	2,745	6.41%	14.22%
Safety					
Customer Accidents/Million Customers *	0.89	0.84	0.87	3.45%	5.62%
Customer Accidents Injuries/Million Customers*	0.98	0.91	0.98	7.14%	7.14%
Collision/Million Miles	40.37	46.38	44.57	-4.06%	-14.89%
Collision Injuries/Million Miles	4.58	5.61	4.94	-	-22.49%
Employee On- Duty Lost-Time				-	
Accidents per 100 employees	7.52	7.75	6.55	18.32%	-3.06%

* 12-month average for last year represent 2014 calendar year results

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 - April 2015

data thru March 2015; \$s in million

	Budget	Expenditures
Construction	\$ 928.2	\$ 867.5
Design	106.1	104.7
Construction Management	144.7	118.9
Real Estate	220.9	207.1
Total	\$ 1,400.0	\$ 1,298.2

	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	\$213.9	\$207.4	\$6.4	\$196.1	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

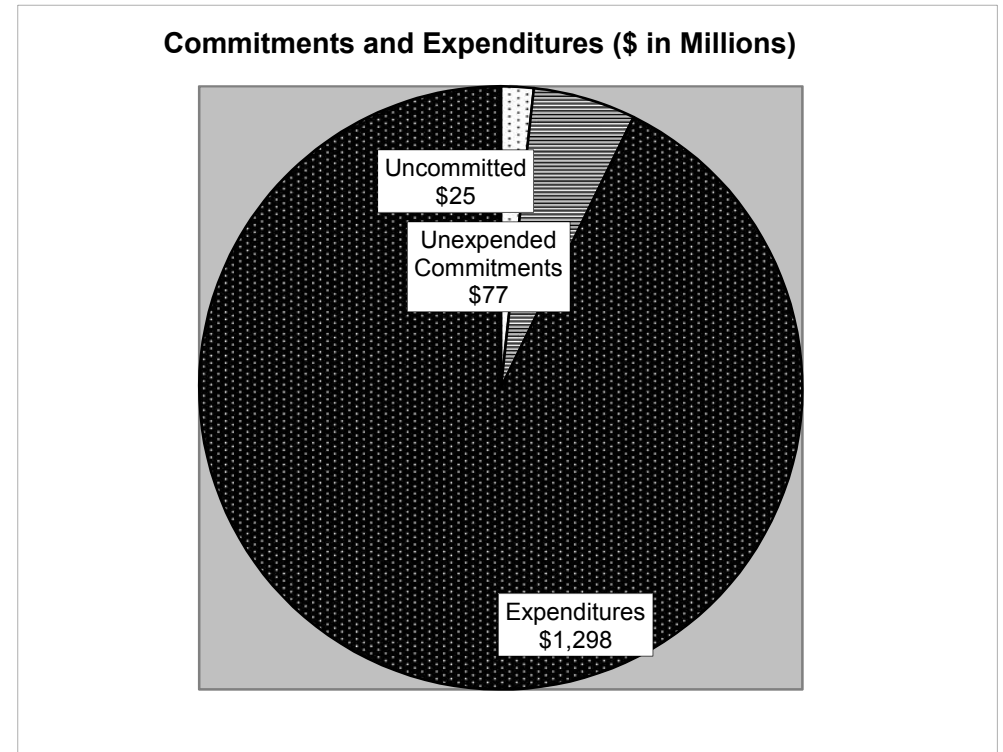
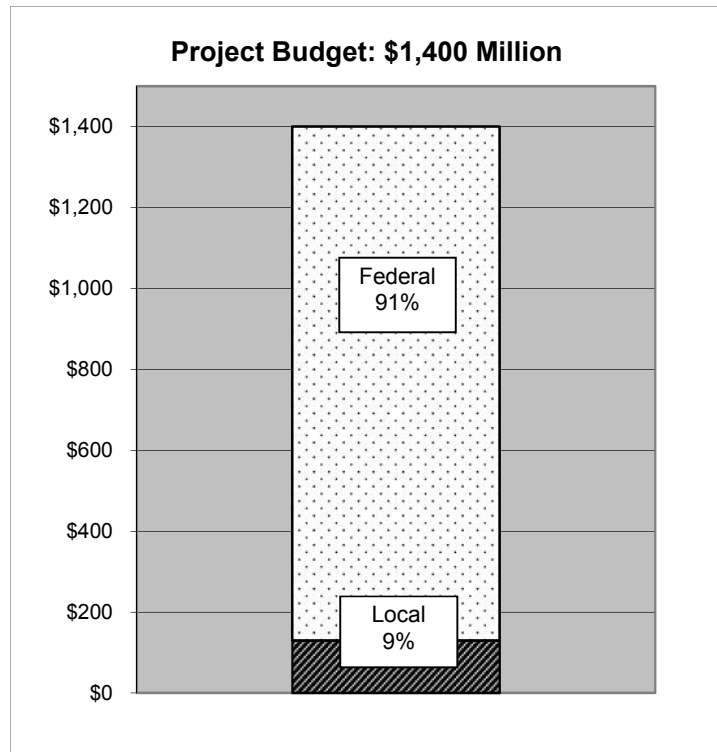
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Fulton Center Status

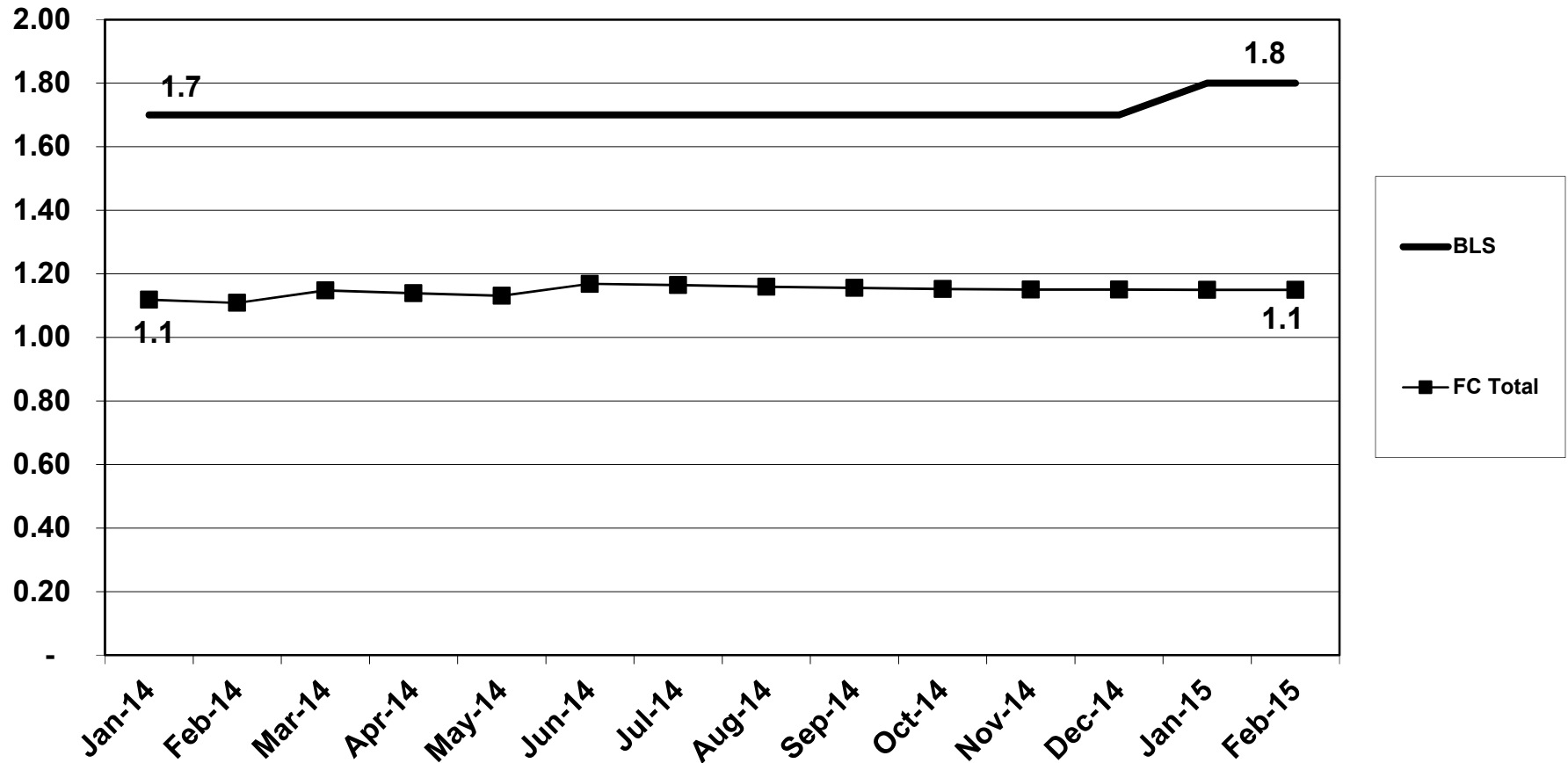
Report to the Transit Committee - April 2015

data thru March 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	\$ 952	\$ 25	\$ 875
ARRA (Federal Stimulus)	423	-	423	423	423	-	423
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,270	\$ 1,375	\$ 25	\$ 1,298



Lost Time Injury Rate Fulton Center Project, 2014-2015 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 - April 2015

data thru March 2015; \$s in million

	Budget	Expenditures
Final Design	\$ 118.0	117.2
Construction	1,904.9	1,810.2
Construction Management	44.5	39.3
Subway Project Reserve	33.4	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,966.7
HYDC-Funded Non-Subway Work [†]	266.0	237.5
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,204.2
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,257.2

	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	Q3-2015

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	\$549.5	\$6.3	\$521.7	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	\$34.1	Sep-2012	Apr-2016	Dec-2016

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

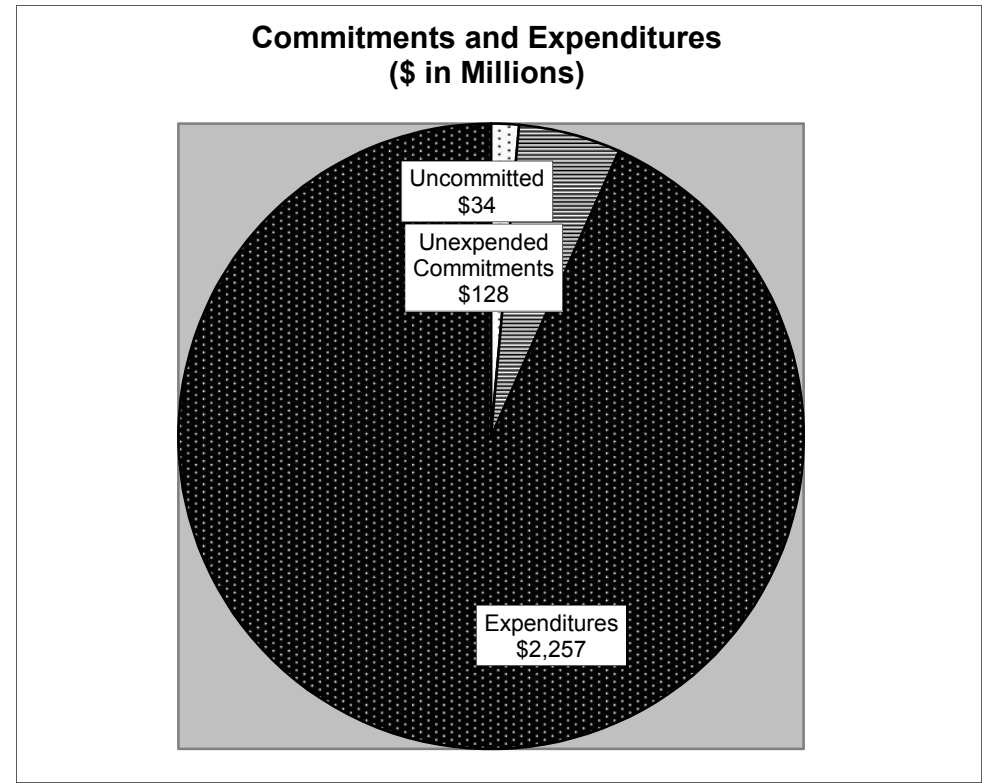
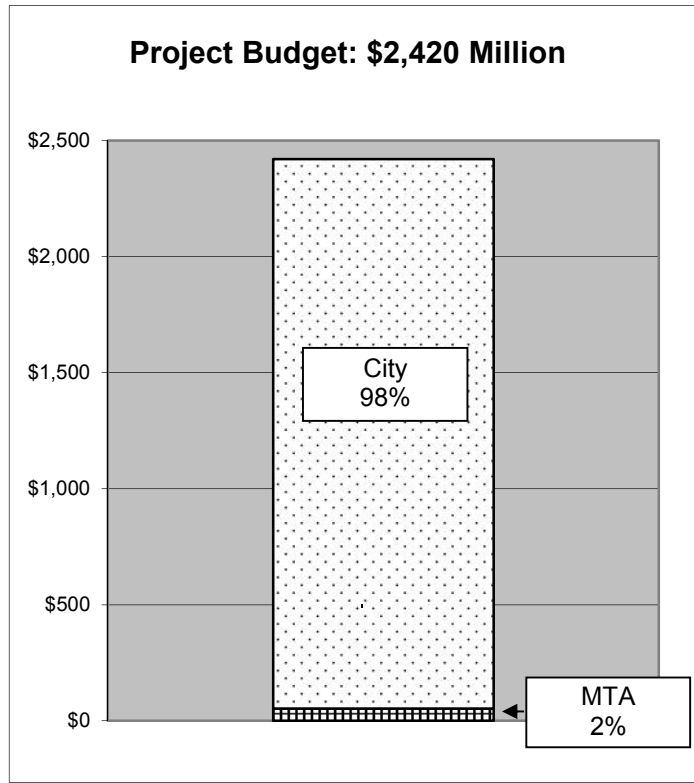
† Non-subway work includes design, construction management, and construction tasks.

†† 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.

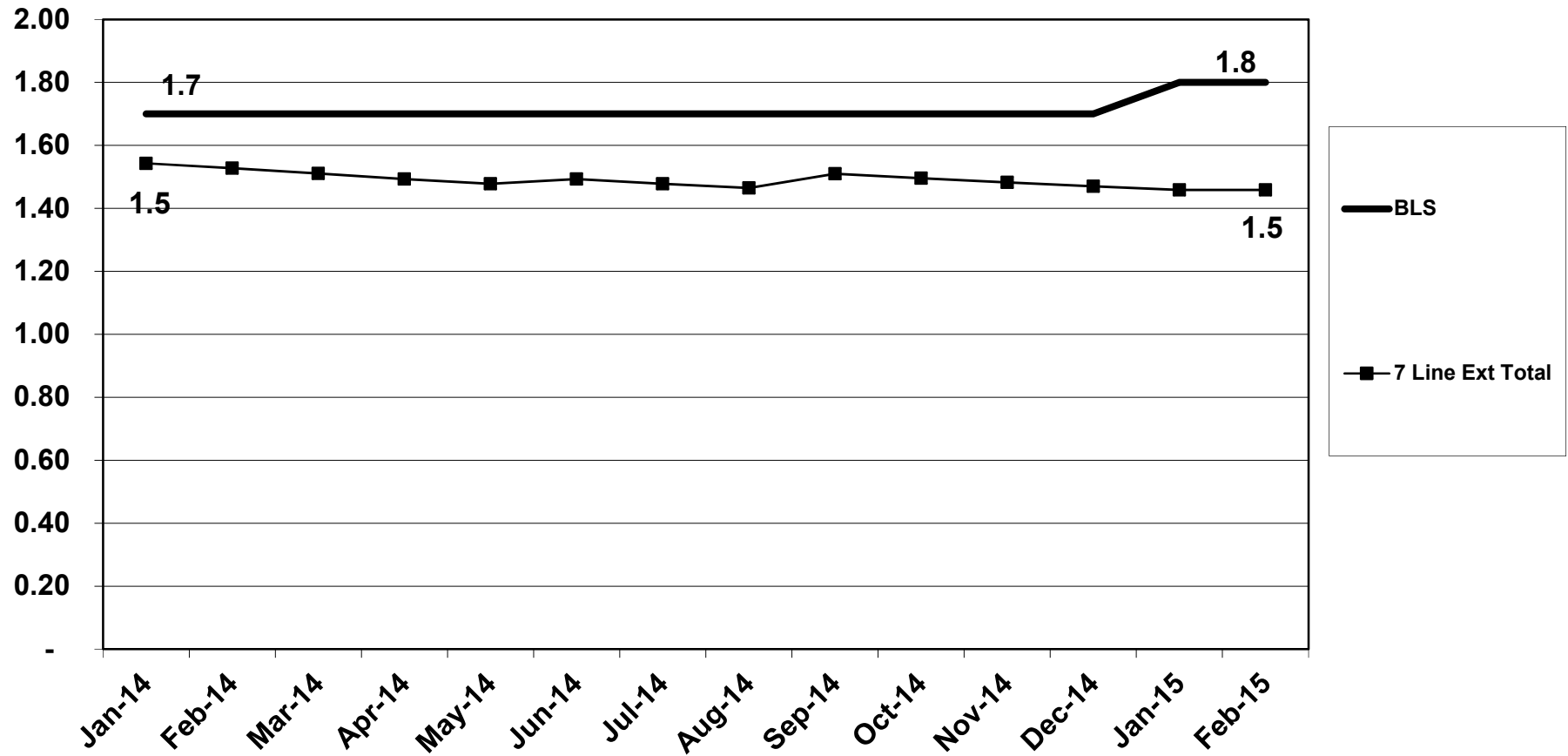
7 Line Extension Status **Report to the Transit Committee - April 2015** *data thru March 2015*

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	2,204
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,332	\$ 2,385	\$ 34	\$ 2,257

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



Lost Time Injury Rate 7 Line Extension Project, 2014-2015 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 - April 2015

data thru March 2015; \$s in million

	Budget	Expenditures
Construction	\$ 3,393.9	\$ 2,418.9
Design	\$ 508.2	482.1
Construction Management	\$ 267.4	155.5
Real Estate	\$ 281.5	226.4
Total	\$ 4,451.0	\$ 3,282.8

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$190.9	\$190.9	\$0.0	\$161.4	Jul-2010	Jan-2011	May-2014	Sep-2015
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$268.6	\$14.2	\$125.9	Mar-2011	Jan-2012	Aug-2016	Oct-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$354.3	\$349.5	\$4.8	\$198.0	Mar-2011	Jun-2012	Dec-2015	Oct-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$289.3	\$282.4	\$6.9	\$112.6	Nov-2012	Feb-2013	Nov-2015	Sep-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$211.4	\$11.6	\$59.8	Oct-2013	Jun-2013	May-2016	Aug-2016

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

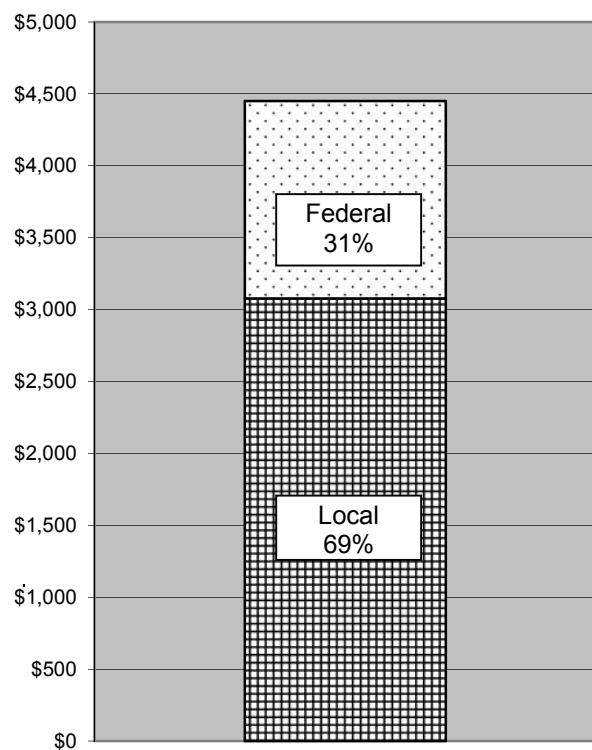
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - April 2015

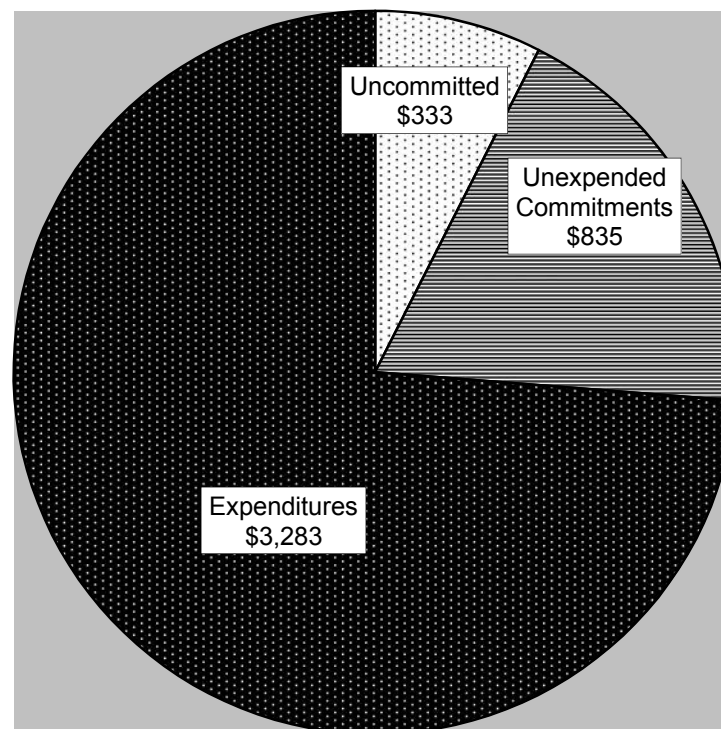
data thru March 2015

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,049	\$ 1	\$ 1,040
2005-2009	1,914	846	1,068	944	1,866	48	1,587
2010-2014	1,487	1,487	-	-	1,202	285	656
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,118	\$ 333	\$ 3,283

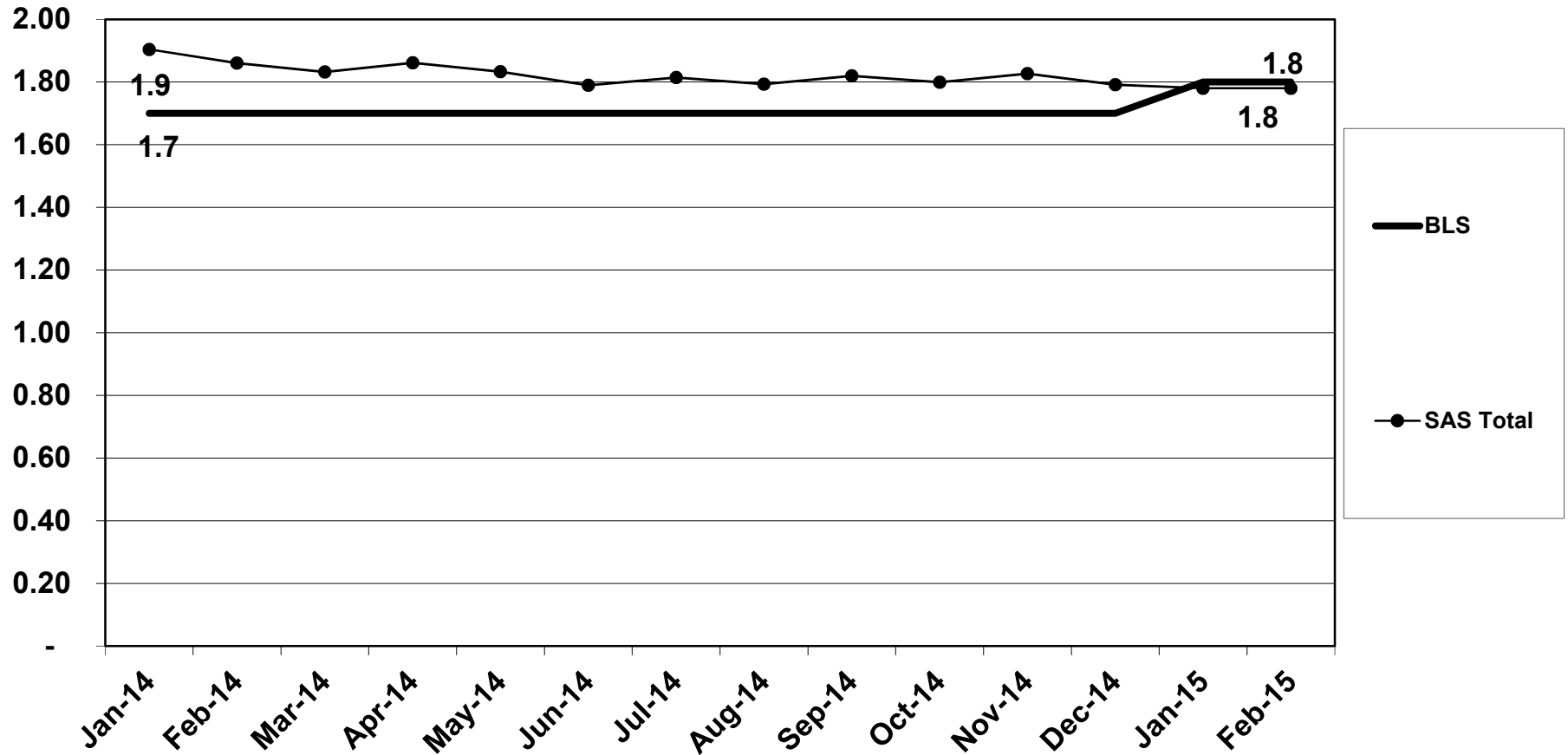
Project Budget: \$4,451 Million



Commitments and Expenditures (\$ in Millions)



Lost Time Injury Rate Second Avenue Subway Project, 2014-2015 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)