



**New York City Transit
Bus Company**

Transit & Bus Committee Meeting

May 2015

Committee Members

F. Ferrer, Committee Chairman
J. Banks III, Committee Vice Chairman
J. Banks III, Vice Chair
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, 5/18/2015

10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – APRIL 27, 2015

April Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 9

4. OPERATIONS PERFORMANCE SUMMARY

a. March Operations Report

March Operations Report - Page 18

5. FINANCIAL REPORTS

a. March NYCT Financial & Ridership Report

NYCT Financial Report - Page 55

b. March SIR Financial & Ridership Report

SIR Financial Report - Page 76

c. March MTA Bus Financial & Ridership Report

MTA Bus Financial Report - Page 87

d. Capital Program Status Report

Capital Program Status Report - Page 100

6. PROCUREMENTS

May Procurement Staff Summary and Resolution - Page 110

a. Non-Competitive

NYCT Non-Competitive Actions - Page 114

b. Competitive

NYCT Competitive Actions - Page 119

c. Ratifications

MTACC Ratifications - Page 129

7. ACTION ITEMS Approve

a. MTACC Access & Work Agreement for 1066 Third Avenue

Access and Work Agreement for 1066 Third Avenue - Page 131

8. SERVICE CHANGES

a. NYCT B46 Select Bus Service Implementation

B46 SBS Staff Summary - Page 133

b. NYCT Revised B48 Service in Williamsburg

B48 Staff Summary - Page 139

9. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 143

10. STANDARD FOLLOW-UP REPORTS

a. Elevator & Escalator Report, 1st Quarter, 2015

Elevator and Escalator Report, 1st Quarter 2015 - Page 147

b. Transit Adjudication Bureau Report, 1st Quarter, 2015

TAB Report, 1st Quarter 2015 - Page 178

c. NYCT and MTA Bus EEO & Diversity Report, 1st Quarter, 2015

NYCT and MTA Bus EEO and Diversity Report, 1st Quarter 2015 - Page 180

11. MTACC REPORT

MTACC Report - Page 192

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
April 27, 2015

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

The following Members were present:

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

The Following Members were Absent:

Hon. John H. Banks III, Vice-Chair
Hon. Jeffrey Kay

Also present were:

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

I. Chair Ferrer opened the meeting.

II. Public Speakers

Murray Bodin noted that the MTA should be getting positive feedback in the press for doing necessary system work in the most expeditious way, and should not be criticized for service interruptions caused by the need to perform repairs. He also remarked on the legacy of Robert Moses, which prioritized the use of automobiles, adding that this perspective, which negatively impacted the development of mass transit, was slowly being corrected.

Beverly Fettman commended the MTA on its Access-A-Ride program, but noted that the built-in limitations on traveling longer distances by taxi negatively impacts those in the Bronx. She added that providing customers with the option of using taxi services for trips shorter than two miles would be more cost effective than requiring the use of Access-A-Ride, and also requested that Access-A-Ride drivers be proficient in English.

Theodore Fettman emphasized the importance of allowing customers to arrange for return trips even when they are unsure when such trips will need to be scheduled, and suggested that drivers should require Access-A-Ride customers to display their ID cards so that the service is not used by those not in the program.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the March 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. There were no changes to the Work Plan.

IV. Agenda Items

A. Operations Report

President Bianco announced that EVP Bergen would be retiring at the end of month, remarking on Mr. Bergen's 17 years of outstanding service as General Counsel of both Metro North and the MTA, as well as Executive Vice-President of New York City Transit.

President Bianco informed Members that a report on mitigation of service delays and overcrowding will be presented at the May Committee Meeting.

SVP Leader reported to the Committee on the Department of Subways' operating performance, highlighting the efforts of staff during the water main break on April 8th.

In response to a question from Member Moerdler, President Bianco noted that the signal based communications system will allow for headways between trains to be shortened, thereby improving the regularity and timeliness of service. He also remarked on the fact that service is affected by the advanced age of the existing signal system and the challenges involved in inspecting and maintaining a system that is in continuous operation. Member

Moerdler stressed the importance of securing funding for the next Capital Plan in order to meet these needs, and suggested that New York City residents ask their elected officials to support the Plan.

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

In response to a question from Member Moerdler, President Irick advised the Committee that 4,700 buses run during peak hours, and that 2.5 million customers ride the buses daily. Member Moerdler noted the need for designated bus lanes.

In response to a question from Member Albert regarding the performance statistics on the 2 and 5 lines, SVP Leader informed the Committee that NYCT is focusing on the Lexington Avenue, the F and the 7 subway lines. With regard to the 2 line, he noted that it is one of the longest lines, and that it has several “choke points” that can negatively affect service.

In response to concerns raised by Members Cappelli, Moerdler and Albert, President Irick informed the Committee that a report on the issue of fare evasion, and the measures being taken to address the problem, will be issued within the next few months.

VP Kennedy presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to a request by Member Moerdler, Chief Fox agreed to provide information on the number of arrests for fare evasion, noting that, unless the fare-beater has no identification, most incidents lead only to the issuance of Transit Adjudication Bureau summonses. Member Cappelli noted that NYCT operates on a thin margin and that the impact of fare evasion on revenue collection should be brought to the attention of the City.

B. Financial Reports

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

In response to a question from Member Moerdler, Tom Charles, VP, Paratransit, noted that taxi use is not prohibited between boroughs, but is limited by cost constraints.

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 six action items totaling \$651.4 million in expenditures.

VP Plochochi highlighted for the Committee two procurement Agenda items: (1) a five year estimated quantity contract for the purchase and delivery of 240 million gallons of Ultra Low Sulfur Diesel #2 fuel, and (2) a construction change order with Plaza Schiavone, JV, for the Fulton Center Finishes Enclosure Contract.

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

NYCT's non-competitive procurements requiring a two-thirds vote (Schedule A in the Agenda), as well as its competitive procurements requiring a two-thirds vote (Schedule C in the Agenda) and those requiring a majority vote (Schedules G and H in the Agenda), were approved and forwarded to the full Board for consideration. Member Moerdler abstained from the vote on the procurement of ultra low sulfur diesel bus fuel.

MTACC's proposed ratifications of completed procurement actions requiring a majority vote (Schedule K in the Agenda) were also approved and forwarded to the full Board for consideration.


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

In response to a question from Member Ballan, VP Plochochi noted that post-award price fluctuations in the cost of fuel are addressed by allowing the costs to "float with the market" based on a reliable weekly price index, and that the item currently before the Committee is a supply chain procurement.

In response to a question from Chair Ferrer regarding the change order on the Fulton Center Finishes Enclosure Contract, VP Plochochi noted that the modification adds security components, and President Horodniceanu added that the item is within the project budget.

V. Service Changes

Peter Cafiero presented four service changes to the Committee for its information: (1) a proposed reroute of the M35 bus on Randall's Island; (2) the implementation of Select Bus Service on the M86 cross-town bus route in Manhattan; (3) routine adjustments to bus schedules to match rider demand and operating conditions, and (4) routine adjustments to subway schedules.

In response to a question from Member Albert, Mr. Cafiero noted that  line ridership is below guidelines, and that adjustments are being made to southbound service during the late morning peak and northbound service during the late afternoon peak.

VI. Special Reports and Presentations

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

VII. MTA CC Project Report

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

In response to a question from Chair Ferrer on the Second Avenue Subway project, President Horodniceanu noted that he would be in a better position to evaluate the waterproofing issues at 96th Street once the west side of Second Avenue has been excavated.

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

Respectfully submitted,



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

May 2015

Transit Adjudication Bureau Report, 1st Qtr, 2015
Elevator & Escalator Service Report, 1st Qtr, 2015
NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2015

Law
Subways
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
2015 SIR Mid-Year Forecast Monthly Allocation
2015 MTA Bus Mid-Year Forecast Monthly Allocation

Management & Budget
Management & Budget
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, 2 nd Qtr, 2015	Subways
Transit Adjudication Bureau Report, 2 nd Qtr, 2015	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, 3 rd Qtr, 2015	Subways
Transit Adjudication Bureau Report, 3 rd Qtr, 2015	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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

March 2016

No Items

April 2016

Final Review of NYC Transit 2015 Operating Results

Management & Budget

Final Review of SIR 2015 Operating Results

Management & Budget

Final Review of MTA Bus 2015 Operating Results

Management & Budget



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

MAY 2015

Transit Adjudication Bureau Report, 1st Qtr, 2015

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

Elevator & Escalator Service Report, 1st Qtr, 2015

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

EEO & Diversity Report, 1st Qtr, 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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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, 2nd Qtr, 2015

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

Transit Adjudication Bureau Report, 2nd Qtr, 2015

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.

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.

III. SPECIFIC AGENDA ITEMS (con't)

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, 3rd Qtr, 2015

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

Transit Adjudication Bureau Report, 3rd Qtr, 2015

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.

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

II. SPECIFIC AGENDA ITEMS (con't)

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report- 2015 Year-End Report

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

MARCH 2016

No Agenda Items

APRIL 2016

Final Review of NYC Transit 2015 Operating Results

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

Final Review of SIR 2015 Operating Results

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

Final Review of MTA Bus 2015 Operating Results

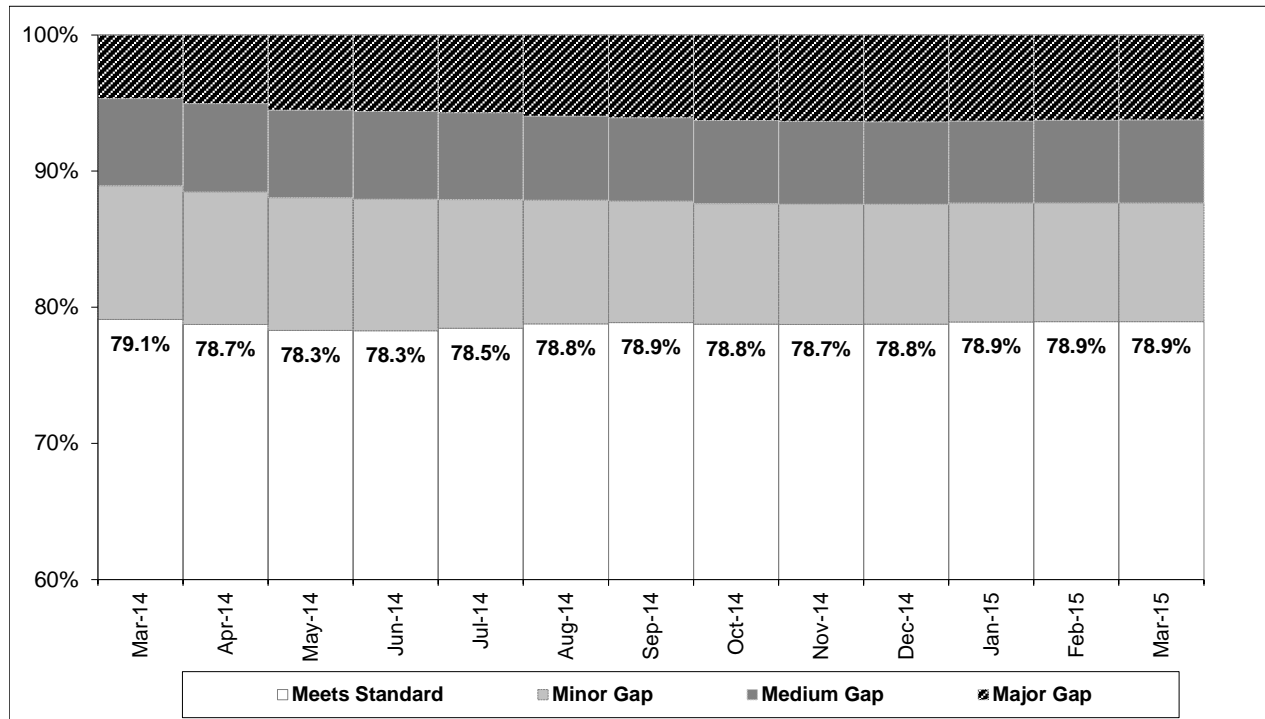
MTA Bus will review its prior year's budget results and their implications for current and future budget performance will be presented to the Committee.

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: March 2015			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				78.9%	79.1%	-0.2%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	71.4%	72.3%	-0.9%	73.0%	74.3%	-1.3%
A Division Weekday Wait Assessment - (All Lines)				75.6%	77.0%	-1.4%
B Division Weekday Wait Assessment	78.2%	77.0%	+1.2%	80.7%	80.3%	+0.4%
System Weekend Wait Assessment (Charts 3)				85.9%	84.5%	+1.4%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	81.2%	78.9%	+2.3%	82.6%	84.2%	-1.6%
A Division Weekend Wait Assessment - (All Lines)				85.1%	85.1%	0.0%
B Division Weekend Wait Assessment	86.2%	79.3%	+6.9%	86.4%	84.1%	+2.3%
System Weekday Terminal On-Time Performance (Charts 4-5)	69.5%	74.6%	-5.1%	73.3%	79.1%	-5.8%
A Division Weekday Terminal On-Time Performance	63.9%	67.2%	-3.3%	69.0%	73.2%	-4.2%
B Division Weekday Terminal On-Time Performance	74.2%	80.4%	-6.2%	76.9%	83.9%	-7.0%
System Number of Terminal Delays (Charts 6)	52,189	42,392	+23.1%	44,146	34,807	+26.8%
System Weekend Terminal On-Time Performance (Charts 7-8)	75.3%	77.4%	-2.1%	79.8%	84.6%	-4.8%
A Division Weekend Terminal On-Time Performance	71.7%	76.4%	-4.7%	77.1%	81.4%	-4.3%
B Division Weekend Terminal On-Time Performance	77.8%	78.1%	-0.3%	81.6%	86.9%	-5.3%
System Number of Weekend Terminal Delays (Charts 9)	12,290	12,363	-0.6%	10,290	7,795	+32.0%
Mean Distance Between Failures (Charts 10-11)	143,146	146,164	-2.1%	142,179	141,011	+0.8%
A Division Mean Distance Between Failures	123,016	103,093	+19.3%	127,705	125,688	+1.6%
B Division Mean Distance Between Failures	162,318	209,156	-22.4%	155,031	155,165	-0.1%
System Weekday Service-KPI (Charts 12-13)	76.8%	78.0%	-1.2%	78.1%	79.7%	-1.6%
A Division Weekday Service-KPI	71.7%	72.8%	-1.1%	73.9%	75.7%	-1.8%
B Division Weekday Service-KPI	80.2%	81.6%	-1.4%	81.1%	82.7%	-1.6%
System Weekday PES-KPI (Charts 14-16)				91.1%	91.8%	-0.7%
Staten Island Railway						
24 Hour On-Time Performance	95.0%	92.8%	+2.2%	91.8%	94.0%	-2.2%
AM Rush On-Time Performance	98.0%	97.4%	+0.6%	92.8%	95.8%	-3.0%
PM Rush On-Time Performance	94.3%	97.1%	-2.8%	94.4%	96.8%	-2.4%
Percentage of Completed Trips	99.8%	99.8%	0.0%	99.7%	99.7%	0.0%
Mean Distance Between Failures	23,525	49,195	-52.2%	51,925	65,090	-20.2%
Staten Island Railway PES-KPI (Charts 17)				91.6%	91.2%	+0.4%

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>			<u>Annual Results (Meets Standard)</u>
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Apr '14 - Mar '15	78.9%	8.7%	6.1%	6.2%	2015 GOAL: 80.7%
Apr '13 - Mar '14	79.1%	9.8%	6.4%	4.7%	2014 ACTUAL: 78.8%

Chart 1

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

Apr '14 - Mar '15					Apr '13 - Mar '14				
Line	Meets	GAP			Meets	Headways*			Standard Difference
	Standard	Minor	Medium	Major		Standard	Minor	Medium	
①	80.1%	8.6%	6.1%	5.3%	80.8%	8.1%	5.6%	5.5%	-0.7%
②	72.7%	10.0%	8.9%	8.4%	71.7%	10.5%	9.4%	8.4%	+1.0%
③	78.2%	9.5%	6.8%	5.5%	76.8%	10.1%	7.2%	5.9%	+1.4%
④	71.6%	9.6%	8.6%	10.3%	72.6%	9.7%	8.4%	9.3%	-1.0%
⑤	67.5%	9.9%	10.2%	12.4%	69.4%	10.2%	9.3%	11.2%	-1.9%
⑥	67.9%	9.1%	9.8%	13.1%	74.7%	8.1%	7.3%	9.9%	-6.8%
⑦	76.0%	9.7%	6.7%	7.6%	78.2%	10.2%	7.6%	4.0%	-2.2%
⑤ 42nd	91.1%	3.8%	2.2%	2.8%	91.6%	4.2%	1.8%	2.5%	-0.5%
Subdivision A	75.6%	8.8%	7.4%	8.2%	77.0%	8.9%	7.1%	7.1%	-1.4%
① A	69.9%	9.9%	8.3%	11.9%	70.4%	11.4%	9.4%	8.9%	-0.5%
② B	79.8%	9.2%	5.8%	5.3%	78.6%	11.1%	6.8%	3.4%	+1.2%
③ C	81.3%	9.5%	5.0%	4.2%	80.4%	10.7%	5.9%	3.1%	+0.9%
④ D	81.6%	8.8%	5.6%	4.1%	79.4%	11.9%	6.4%	2.3%	+2.2%
⑤ E	75.5%	9.5%	7.2%	7.7%	74.9%	12.2%	8.4%	4.5%	+0.6%
⑥ F	72.1%	8.9%	7.3%	11.7%	74.1%	11.0%	8.9%	5.9%	-2.0%
⑤ S Fkln	96.1%	1.7%	0.9%	1.2%	96.5%	2.2%	0.9%	0.4%	-0.4%
⑦ G	81.6%	10.3%	4.9%	3.2%	79.7%	11.4%	6.6%	2.3%	+1.9%
⑤ S Rock	91.1%	5.2%	1.6%	2.0%	91.7%	5.8%	1.5%	1.0%	-0.6%
① J Z	81.6%	9.7%	5.2%	3.5%	79.4%	11.1%	5.7%	3.9%	+2.2%
② L	81.7%	9.6%	4.9%	3.7%	80.1%	11.7%	4.9%	3.4%	+1.6%
③ M	78.4%	10.2%	7.0%	4.4%	79.3%	11.3%	6.4%	3.0%	-0.9%
④ N	79.9%	9.1%	5.5%	5.6%	80.1%	10.0%	6.7%	3.3%	-0.2%
⑤ Q	80.2%	9.6%	5.6%	4.6%	78.2%	12.0%	7.2%	2.7%	+2.0%
⑥ R	80.1%	8.8%	5.9%	5.1%	81.1%	11.3%	5.1%	2.5%	-1.0%
Subdivision B	80.7%	8.7%	5.4%	5.2%	80.3%	10.3%	6.0%	3.4%	+0.4%
Systemwide	78.9%	8.7%	6.1%	6.2%	79.1%	9.8%	6.4%	4.7%	-0.2%

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

Chart 2

Subway Weekend Wait Assessment (6 am - midnight)

Apr '14 - Mar '15					Apr '13 - Mar '14				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	87.6%	6.6%	3.6%	2.1%	88.3%	6.3%	3.1%	2.3%	-0.7%
②	79.8%	10.2%	6.4%	3.6%	81.9%	10.1%	5.5%	2.6%	-2.1%
③	87.7%	7.0%	3.3%	2.0%	88.4%	6.9%	2.8%	2.0%	-0.7%
④	77.2%	9.8%	7.1%	5.9%	79.4%	9.7%	6.4%	4.5%	-2.2%
⑤	83.0%	7.7%	5.1%	4.2%	83.1%	8.0%	4.8%	4.1%	-0.1%
⑥	80.0%	9.0%	6.3%	4.8%	84.3%	7.9%	4.5%	3.3%	-4.3%
⑦	86.5%	7.9%	2.6%	3.0%	77.8%	11.9%	6.5%	3.8%	+8.7%
Ⓢ 42nd	98.8%	0.7%	0.2%	0.2%	97.9%	1.0%	0.4%	0.8%	+0.9%
Sub Division A	85.1%	7.4%	4.3%	3.2%	85.1%	7.7%	4.2%	2.9%	+0.0%
Ⓐ	75.7%	10.5%	6.5%	7.3%	79.3%	10.6%	7.3%	2.7%	-3.6%
Ⓒ	82.6%	8.7%	5.1%	3.6%	77.7%	9.3%	8.1%	4.9%	+4.9%
Ⓓ	84.4%	6.6%	4.1%	4.9%	81.8%	12.2%	5.1%	0.8%	+2.6%
Ⓔ	84.0%	8.0%	3.9%	4.1%	84.7%	10.9%	4.1%	0.3%	-0.7%
Ⓕ	84.4%	8.1%	2.6%	5.0%	79.4%	11.8%	6.9%	1.9%	+5.0%
Ⓢ Fkln	95.1%	3.3%	0.7%	1.0%	97.1%	2.9%	0.0%	0.0%	-2.0%
Ⓖ	94.8%	2.7%	1.0%	1.5%	84.7%	9.4%	3.5%	2.4%	+10.1%
Ⓙ Ⓚ	90.3%	7.1%	1.6%	0.9%	90.1%	6.6%	3.0%	0.3%	+0.2%
Ⓛ	87.3%	6.1%	3.1%	3.5%	83.7%	9.1%	4.8%	2.4%	+3.6%
Ⓝ	87.0%	6.0%	4.5%	2.4%	82.4%	10.4%	4.8%	2.3%	+4.6%
Ⓠ	88.0%	6.8%	3.4%	1.9%	85.5%	8.6%	4.5%	1.4%	+2.5%
Ⓡ	83.5%	8.0%	3.4%	5.1%	83.1%	12.4%	3.7%	0.8%	+0.4%
Sub Division B	86.4%	6.8%	3.3%	3.4%	84.1%	9.5%	4.7%	1.7%	+2.3%
Systemwide	85.9%	7.0%	3.7%	3.4%	84.5%	8.8%	4.5%	2.2%	+1.4%

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

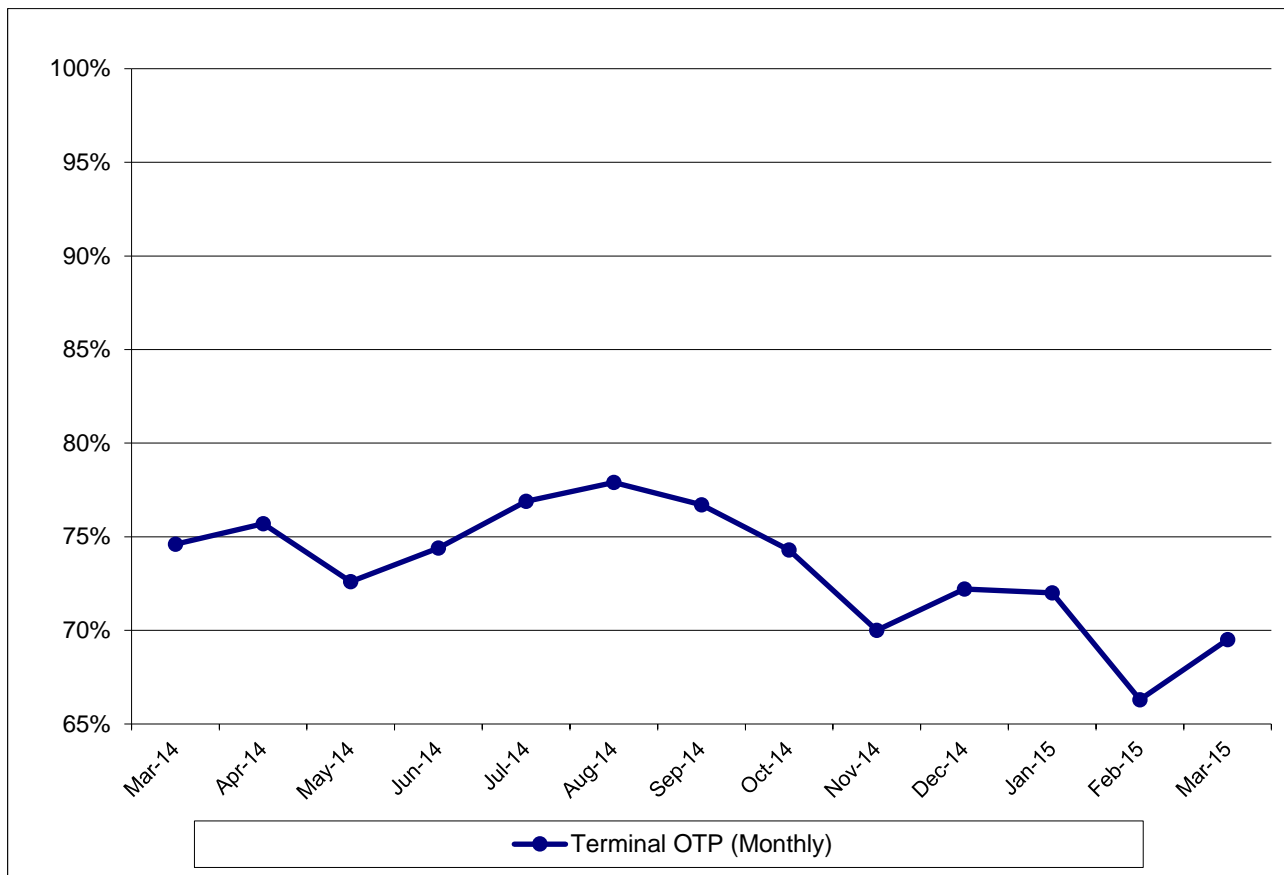
* Headway
Definitions

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

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

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

Weekday Terminal On-Time Performance (24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide

Monthly Results

Mar 2015: 69.5%
 Mar 2014: 74.6%
 12-Mon Avg: 73.3%
 (Apr '14-Mar '15)

Subdivision A

Monthly Results

Mar 2015: 63.9%
 Mar 2014: 67.2%
 12-Mon Avg: 69.0%
 (Apr '14-Mar '15)

Subdivision B

Monthly Results

Mar 2015: 74.2%
 Mar 2014: 80.4%
 12-Mon Avg: 76.9%
 (Apr '14-Mar '15)

Discussion of Results

In March 2015, Over Crowding (16,279 delays), ROW Delays (9,913 delays), and Track Gangs (6,366 delays) were the highest categories of delays, representing 62.4% of the total 52,189 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Apr '14 - Mar '15</u>	<u>Apr '13 - Mar '14</u>	<u>% Difference</u>
1	78.6%	81.5%	-2.9%
2	47.8%	51.2%	-3.4%
3	67.5%	68.2%	-0.7%
4	46.9%	49.2%	-2.3%
5	44.3%	51.1%	-6.8%
6	51.9%	66.9%	-15.0%
7	86.7%	88.2%	-1.5%
S 42 St	98.3%	97.9%	+0.4%
Subdivision A	69.0%	73.2%	-4.2%
A	70.9%	79.1%	-8.2%
B	75.0%	79.5%	-4.5%
C	83.4%	88.9%	-5.5%
D	74.6%	80.4%	-5.8%
E	71.8%	77.9%	-6.1%
F	55.7%	66.1%	-10.4%
S Fkln	99.3%	98.9%	0.4%
G	74.4%	85.4%	-11.0%
S Rock	95.6%	95.9%	-0.3%
J Z	84.3%	92.1%	-7.8%
L	93.4%	93.7%	-0.3%
M	73.4%	82.5%	-9.1%
N	70.9%	79.2%	-8.3%
Q	74.9%	83.9%	-9.0%
R	77.1%	88.7%	-11.6%
Subdivision B	76.9%	83.9%	-7.0%
Systemwide	73.3%	79.1%	-5.8%

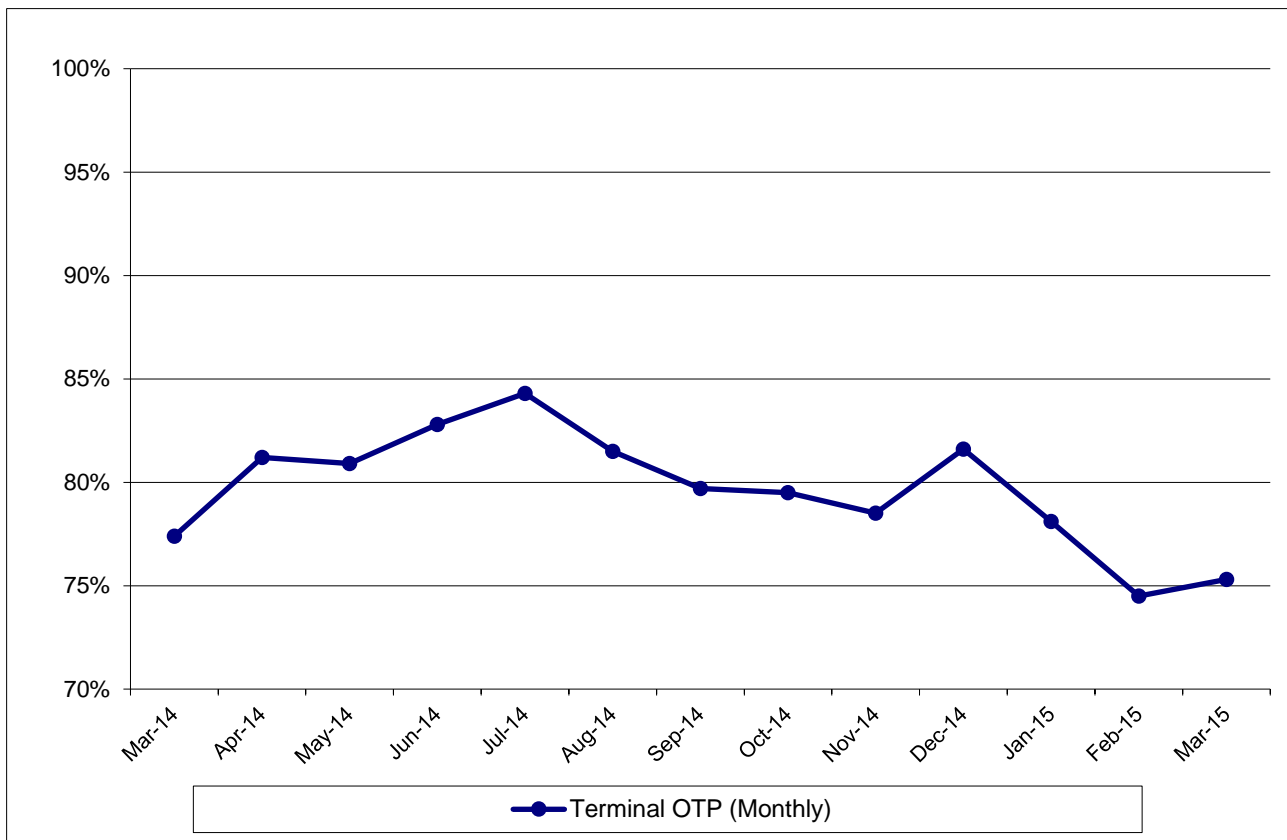
Chart 5

March 2015 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	16,279
ROW Delays	9,913
Track Gangs	6,366
Sick Customer	4,047
Car Equipment	3,254
Inclement Weather	2,387
Unruly Customer	1,828
Fire	1,795
Work Equipment/G. O.	1,766
Police	1,690
Operational Diversions	1,366
Employee	832
Infrastructure	408
External	256
Collision/Derailment	1
Total Delays	<u><u>52,189</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

Mar 2015: 75.3%
Mar 2014: 77.4%
12-Mon Avg: 79.8%
(Apr '14-Mar '15)

Subdivision A Monthly Results

Mar 2015: 71.7%
Mar 2014: 76.4%
12-Mon Avg: 77.1%
(Apr '14-Mar '15)

Subdivision B Monthly Results

Mar 2015: 77.8%
Mar 2014: 78.1%
12-Mon Avg: 81.6%
(Apr '14-Mar '15)

Discussion of Results

In March 2015, Over Crowding (2,605 delays), Track Gangs (2,565 delays), and Work Equipment/G.O. (2,425 delays) were the highest categories of delays, representing 61.8% of the total 12,290 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Apr '14 - Mar '15</u>	<u>Apr '13 - Mar '14</u>	<u>% Difference</u>
①	86.6%	88.2%	-1.6%
②	40.8%	59.3%	-18.5%
③	73.0%	81.5%	-8.5%
④	58.9%	69.0%	-10.1%
⑤	73.4%	75.7%	-2.3%
⑥	69.3%	72.5%	-3.2%
⑦	92.4%	91.7%	+0.7%
⑤ 42 St	99.8%	99.0%	+0.8%
Subdivision A	77.1%	81.4%	-4.3%
①	70.4%	80.2%	-9.8%
③	72.8%	77.0%	-4.2%
④	76.8%	86.4%	-9.6%
⑤	69.3%	81.5%	-12.2%
⑥	56.4%	63.8%	-7.4%
⑤ Fkln	99.5%	99.0%	0.5%
⑦	87.9%	93.6%	-5.7%
⑤ Rock	97.3%	97.7%	-0.4%
① ②	93.7%	96.4%	-2.7%
④	95.7%	95.5%	0.2%
⑤	97.8%	97.5%	0.3%
⑥	74.7%	80.4%	-5.7%
⑦	84.4%	92.0%	-7.6%
⑧	75.3%	82.1%	-6.8%
Subdivision B	81.6%	86.9%	-5.3%
Systemwide	79.8%	84.6%	-4.8%

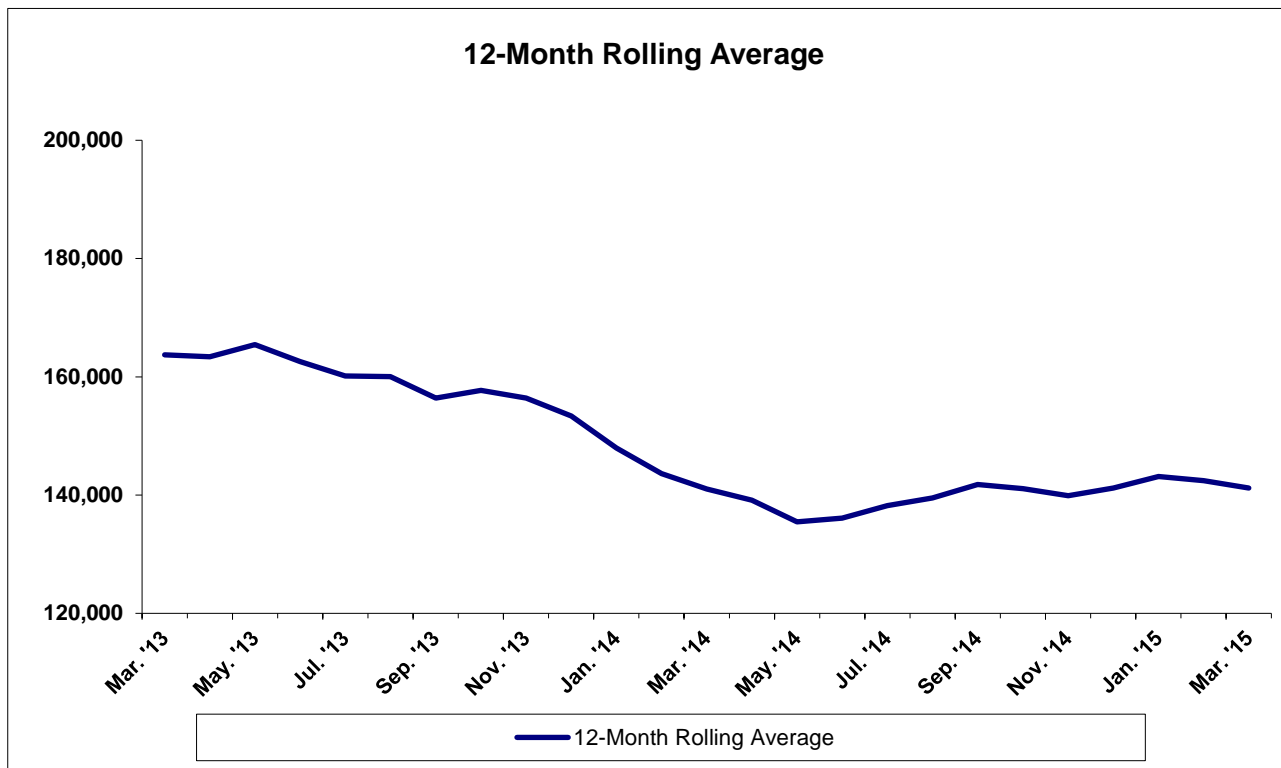
* Performance data unavailable pending ATS system software upgrade.

March 2015 Weekend Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	2,605
Track Gangs	2,565
Work Equipment/G. O.	2,425
ROW Delays	1,498
Unruly Customer	689
Police	571
Sick Customer	533
Car Equipment	437
Operational Diversions	366
Employee	256
Inclement Weather	182
Fire	88
External	41
Infrastructure	34
Total Delays	12,290

* 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

Mar 2015: 143,146

Mar 2014: 146,164

12-Month Average

Apr 14 - Mar 15: 142,179

Apr 13 - Mar 14: 141,011

Annual Result

2015 Goal: 150,000

2014 Actual: 141,202

Discussion of Results

MDBF in March 2015 decreased 2.1% from March 2014. Over the past year, the MDBF 12-month average increased 0.8.%.

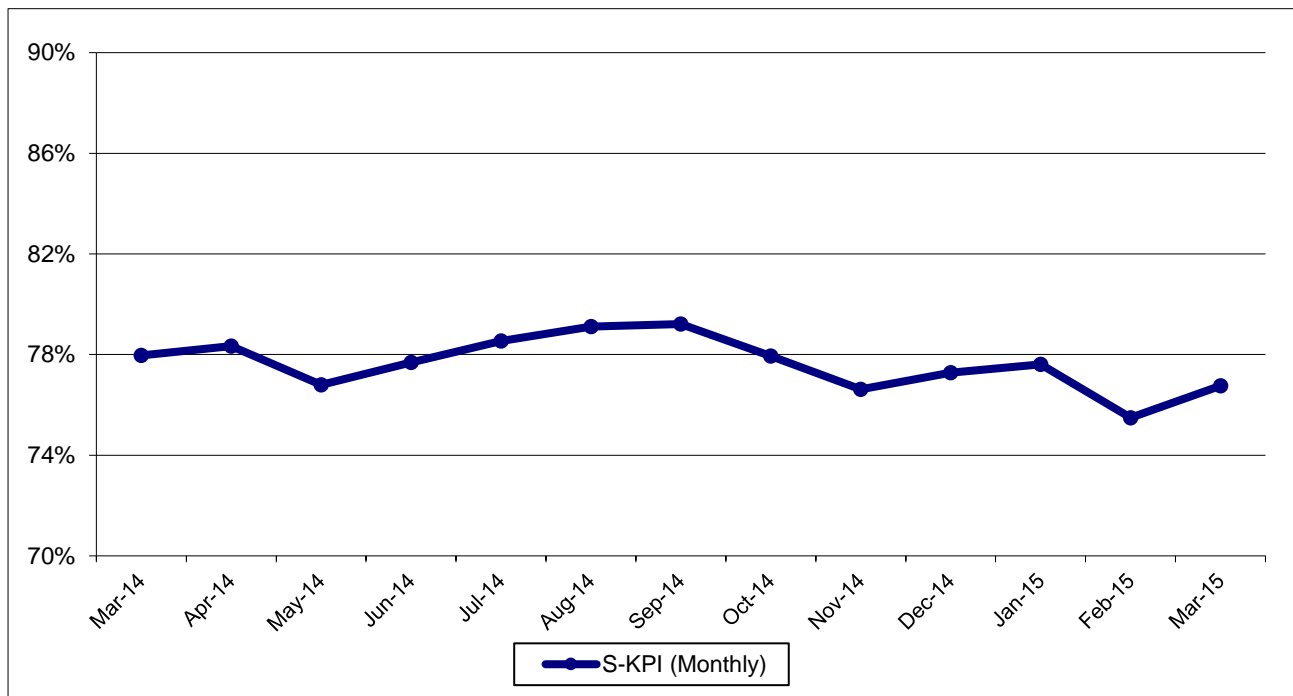
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	March '15	March '14	% Change
R32	222	58,739	49,363	18.99%
R42	50	52,852	35,895	47.24%
R46	752	88,347	93,967	-5.98%
R62	315	201,851	208,353	-3.12%
R62A	824	115,312	140,296	-17.81%
R68	425	152,140	160,852	-5.42%
R68A	200	81,170	101,436	-19.98%
R142	1,030	159,082	126,101	26.15%
R142A	405	81,411	93,279	-12.72%
R143	212	91,156	72,960	24.94%
R160	1,662	373,402	417,961	-10.66%
R188	264	157,641	NA	NA
FLEET	6,361	142,179	141,011	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

Mar. 2015: 76.8%
 Mar. 2014: 78.0%
 12 Mon Avg: 78.1%
 (Apr '14 - Mar '15)

Subdivision A

Monthly Results

Mar. 2015: 71.7%
 Mar. 2014: 72.8%
 12 Mon Avg: 73.9%
 (Apr '14 - Mar '15)

Subdivision B

Monthly Results

Mar. 2015: 80.2%
 Mar. 2014: 81.6%
 12 Mon Avg: 81.1%
 (Apr '14 - Mar '15)

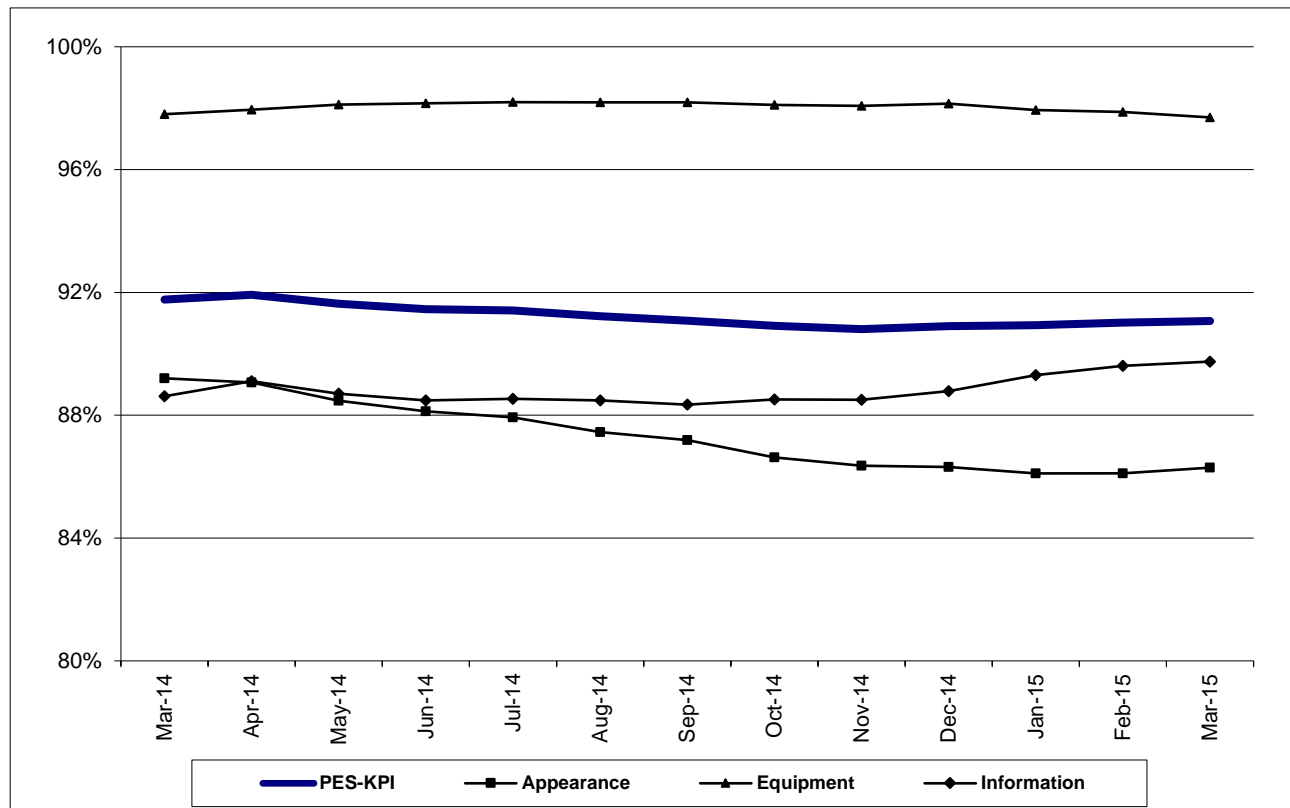
Chart 12

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Apr '14 - Mar '15</u>	<u>Apr '13 - Mar '14</u>	<u>% Difference</u>
①	78.9%	79.5%	-0.6%
②	66.9%	65.5%	+1.4%
③	77.2%	76.6%	+0.6%
④	64.2%	65.0%	-0.8%
⑤	63.8%	65.2%	-1.4%
⑥	61.4%	70.4%	-9.0%
⑦	81.6%	83.4%	-1.8%
⑤ 42nd	86.1%	85.4%	+0.7%
SubDivision A	73.9%	75.7%	-1.8%
①	68.7%	72.1%	-3.4%
②	75.7%	78.9%	-3.2%
③	77.9%	78.2%	-0.3%
④	81.3%	81.8%	-0.5%
⑤	76.8%	78.3%	-1.5%
⑥	70.0%	74.3%	-4.3%
⑤ Fkln	89.8%	92.1%	-2.3%
⑦	77.8%	77.7%	+0.1%
⑤ Rock	87.5%	89.8%	-2.3%
① ②	83.3%	83.3%	+0.0%
③	83.2%	80.7%	+2.5%
④	79.1%	82.4%	-3.3%
⑤	79.2%	81.8%	-2.6%
⑦	80.6%	82.1%	-1.5%
⑧	80.0%	84.4%	-4.4%
SubDivision B	81.1%	82.7%	-1.6%
Systemwide	78.1%	79.7%	-1.6%

Chart 13

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



PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
March 2015:	91.1%	86.3%	97.7%	89.7%
March 2014:	91.8%	89.2%	97.8%	88.6%
% Difference:	-0.7%	-2.9%	-0.1%	+1.1%

Chart 14

PES-KPI - Subway Car

Line	March 2015				March 2014				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
1	93.4%	93.7%	94.2%	92.3%	92.7%	93.9%	93.4%	90.6%	+0.7%
2	94.8%	90.5%	97.5%	96.5%	96.1%	93.7%	96.5%	98.3%	-1.3%
3	95.9%	95.9%	97.8%	93.8%	94.7%	94.6%	97.6%	92.1%	+1.2%
4	95.3%	93.0%	95.6%	97.3%	95.9%	93.1%	97.3%	97.5%	-0.6%
5	95.5%	92.9%	98.0%	95.5%	97.5%	96.4%	98.0%	98.4%	-2.0%
6	94.9%	91.8%	96.5%	96.6%	95.8%	90.9%	97.4%	99.4%	-0.9%
7	96.2%	96.9%	98.8%	92.8%	95.6%	96.2%	96.9%	93.7%	+0.6%
S 42nd	95.4%	94.8%	97.7%	93.7%	96.4%	95.6%	98.7%	95.0%	-1.0%
SubDivision A	95.0%	93.4%	96.8%	94.8%	95.4%	94.1%	96.6%	95.6%	-0.4%
A	93.9%	93.0%	94.2%	94.4%	94.5%	95.1%	94.4%	93.9%	-0.6%
B	93.4%	93.1%	94.8%	92.3%	92.8%	91.2%	95.0%	92.1%	+0.6%
C	94.1%	93.1%	96.4%	92.9%	95.3%	96.2%	97.7%	91.9%	-1.2%
D	92.6%	92.7%	92.3%	92.8%	93.0%	90.2%	95.4%	93.5%	-0.4%
E	96.3%	94.0%	98.8%	96.1%	97.9%	95.1%	99.2%	99.4%	-1.6%
F	94.8%	91.9%	98.5%	94.0%	95.6%	92.8%	96.8%	97.1%	-0.8%
S Fkln	92.6%	94.1%	94.9%	88.9%	94.4%	93.9%	95.6%	93.7%	-1.8%
G	94.3%	93.7%	94.7%	94.4%	94.9%	95.6%	96.2%	92.8%	-0.6%
J/Z	96.9%	94.5%	97.9%	98.3%	94.9%	93.8%	93.0%	98.1%	+2.0%
L	95.0%	90.8%	97.3%	97.0%	97.2%	94.1%	98.3%	99.2%	-2.2%
M	95.5%	90.5%	97.7%	98.5%	96.8%	92.9%	98.2%	99.4%	-1.3%
N	95.3%	89.7%	98.4%	98.1%	95.6%	89.2%	99.1%	98.8%	-0.3%
Q	94.9%	89.8%	98.4%	96.5%	96.7%	90.9%	99.9%	99.6%	-1.8%
R	94.9%	91.8%	97.3%	95.5%	95.5%	92.6%	98.1%	96.0%	-0.6%
SubDivision B	94.7%	92.1%	96.8%	95.3%	95.5%	93.1%	97.1%	96.4%	-0.8%
Systemwide	94.8%	92.6%	96.8%	95.1%	95.5%	93.5%	96.9%	96.1%	-0.7%

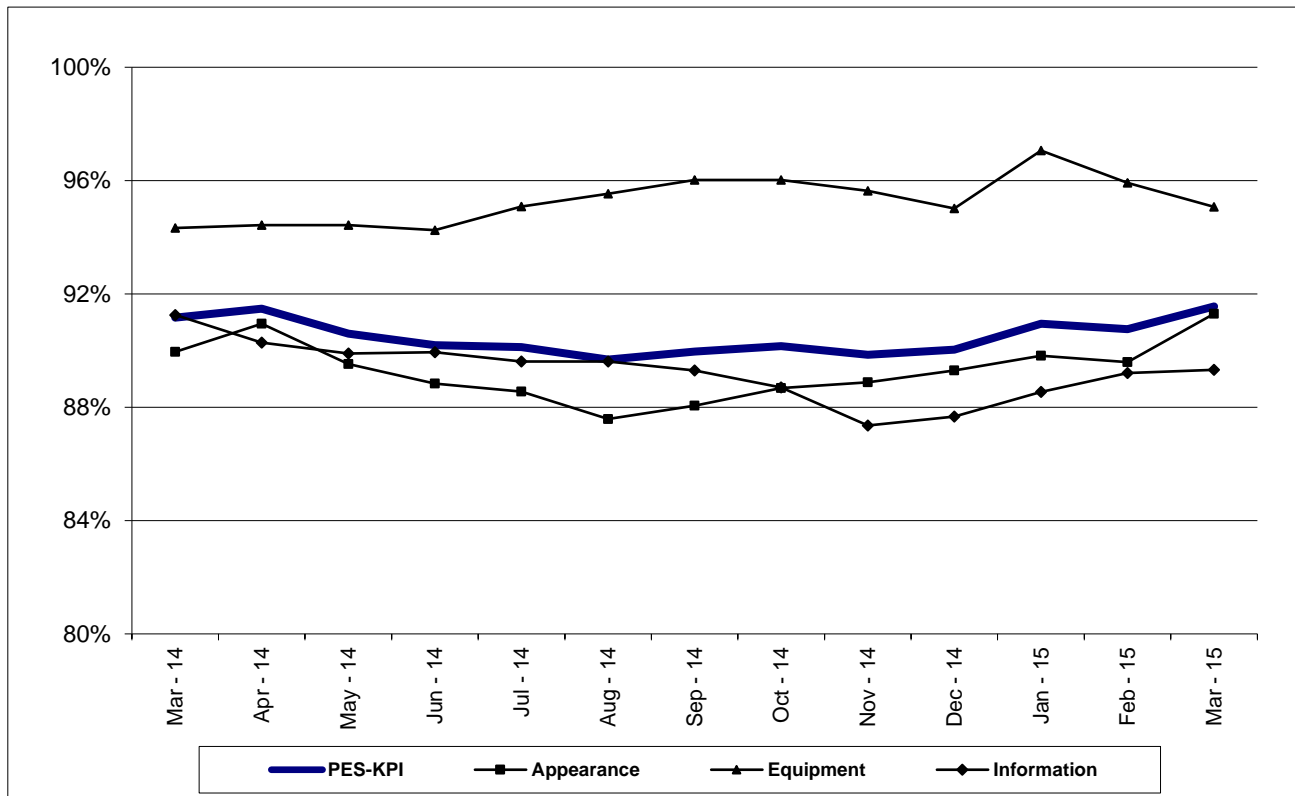
Chart 15

PES-KPI - Station

<u>Borough</u>	March 2015				March 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	86.2%	80.0%	97.6%	82.3%	86.7%	81.9%	98.7%	80.6%	-0.5%
Manhattan	86.4%	78.1%	98.9%	83.9%	87.4%	82.3%	98.5%	82.5%	-1.0%
Brooklyn	87.2%	81.3%	98.0%	83.5%	88.5%	88.5%	99.2%	78.2%	-1.3%
Queens	89.7%	83.4%	99.5%	87.5%	89.5%	86.8%	98.9%	83.4%	+0.2%
Systemwide	87.3%	80.5%	98.7%	84.2%	88.1%	85.3%	98.8%	80.9%	-0.8%

Chart 16

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



PES-KPI Definition

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

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

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

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

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

SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
March 2015:	91.6%	91.3%	95.1%	89.3%
March 2014:	91.2%	90.0%	94.3%	91.3%
% Difference:	+0.4%	+1.3%	+0.8%	-2.0%

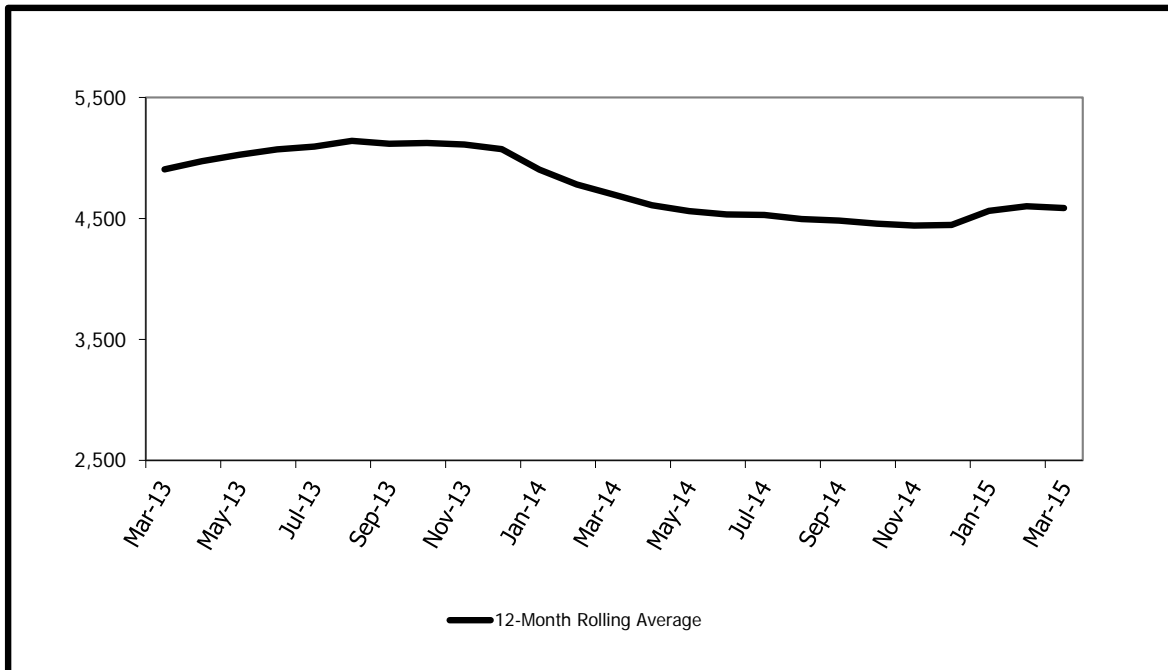
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: March 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	4,483	4,643	-3.4%	4,586	4,696	-2.3%
NYCT Bus	4,209	4,480	-6.1%	4,340	4,560	-4.8%
MTA Bus	5,664	5,261	+7.7%	5,604	5,189	+8.0%
System MDBSI (chart 2)	2,305	2,419	-4.7%	2,443	2,523	-3.2%
NYCT Bus	2,228	2,391	-6.8%	2,378	2,519	-5.6%
MTA Bus	2,592	2,514	+3.1%	2,675	2,538	+5.4%
System Trips Completed (chart 3)	98.68%	98.75%	-0.1%	98.80%	99.03%	-0.2%
NYCT Bus	98.85%	99.06%	-0.2%	98.93%	99.13%	-0.2%
MTA Bus	97.97%	97.50%	+0.5%	98.27%	98.60%	-0.3%
System AM Pull Out (chart 4)	99.07%	98.92%	+0.1%	99.41%	99.42%	-0.0%
NYCT Bus	99.18%	99.30%	-0.1%	99.54%	99.59%	-0.0%
MTA Bus	98.66%	97.57%	+1.1%	98.94%	98.84%	+0.1%
System PM Pull Out (chart 5)	99.66%	99.48%	+0.2%	99.62%	99.72%	-0.1%
NYCT Bus	99.87%	99.80%	+0.1%	99.84%	99.83%	+0.0%
MTA Bus	98.93%	98.32%	+0.6%	98.85%	99.30%	-0.5%
System Buses> = 12 years	28%	26%				
NYCT Bus	32%	29%				
MTA Bus	12%	15%				
System Fleet Age	9.08	8.13				
NYCT Bus	9.22	8.23				
MTA Bus	8.57	7.80				
Paratransit						
% of Trips Completed	93.98%	94.27%	-0.3%	94.40%	93.89%	+0.5%
Trips Requested	697,554	680,699	+2.5%	650,746	660,762	-1.5%
Trips Scheduled	597,479	600,171	-0.4%	565,999	584,675	-3.2%
Trips Completed	561,517	565,769	-0.8%	534,327	548,980	-2.7%
Early Cancellations as a Percentage of Trips Requested	13.65%	11.08%	+2.6%	12.23%	10.72%	+1.5%
Late Cancellations as a Percentage of Trips Scheduled	3.31%	3.59%	-0.3%	3.35%	3.99%	-0.6%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.56%	1.50%	+0.1%	1.46%	1.54%	-0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	1.15%	0.64%	+0.5%	0.78%	0.57%	+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	0.69%	0.74%	-0.0%	0.80%	0.80%	+0.0%
New Applications Received	3,365	3,483	-3.4%	3,049	3,015	+1.1%

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

March 2015: 4,483
March 2014: 4,643

12-Month Average

April 14 - March 15: 4,586
April 13 - March 14: 4,696

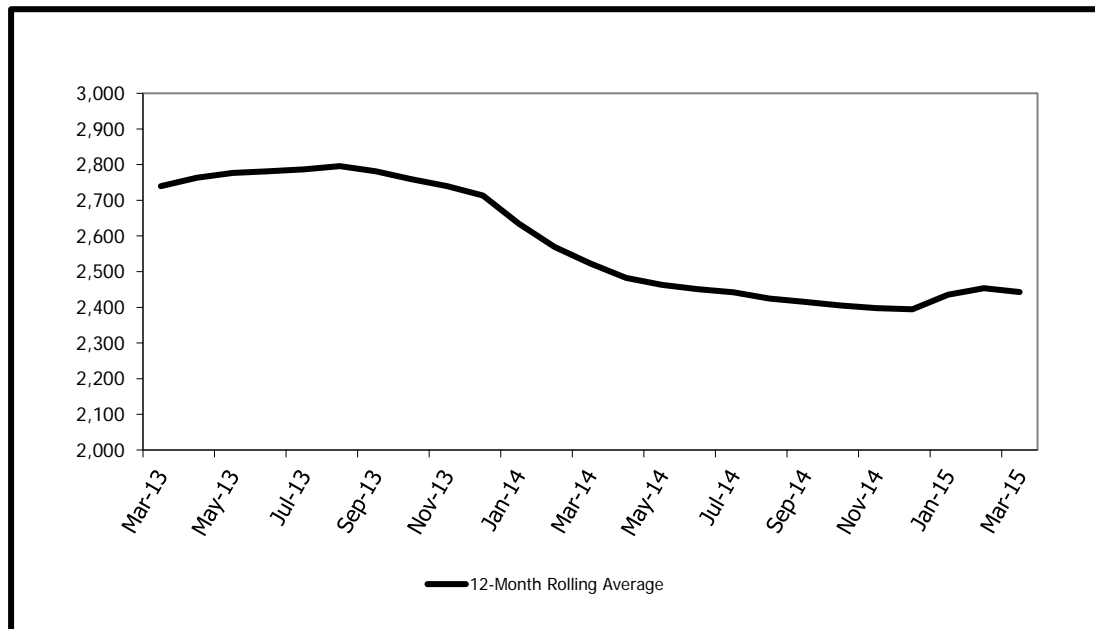
Annual Results

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

March 2015: 2,305
March 2014: 2,419

12-Month Average

April 14 - March 15: 2,443
April 13 - March 14: 2,523

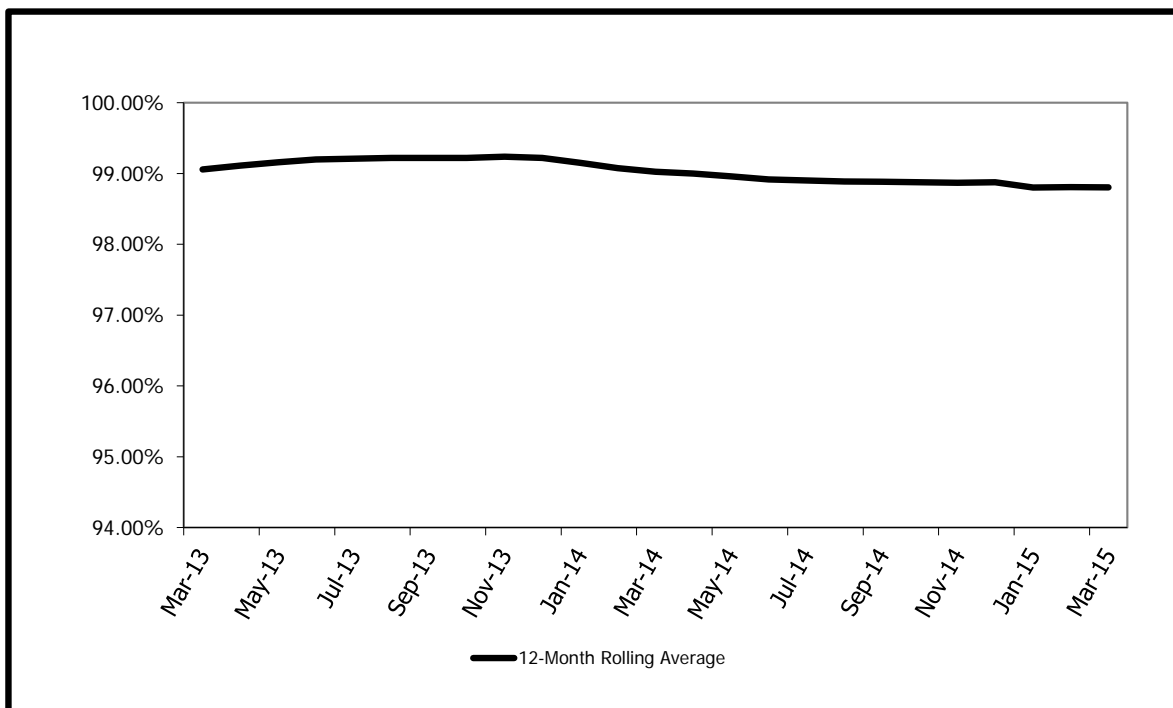
Annual Results

2015 YTD: 2,377
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

March 2015: 98.68%
March 2014: 98.75%

12-Month Average

April 14 - March 15: 98.80%
April 13 - March 14: 99.03%

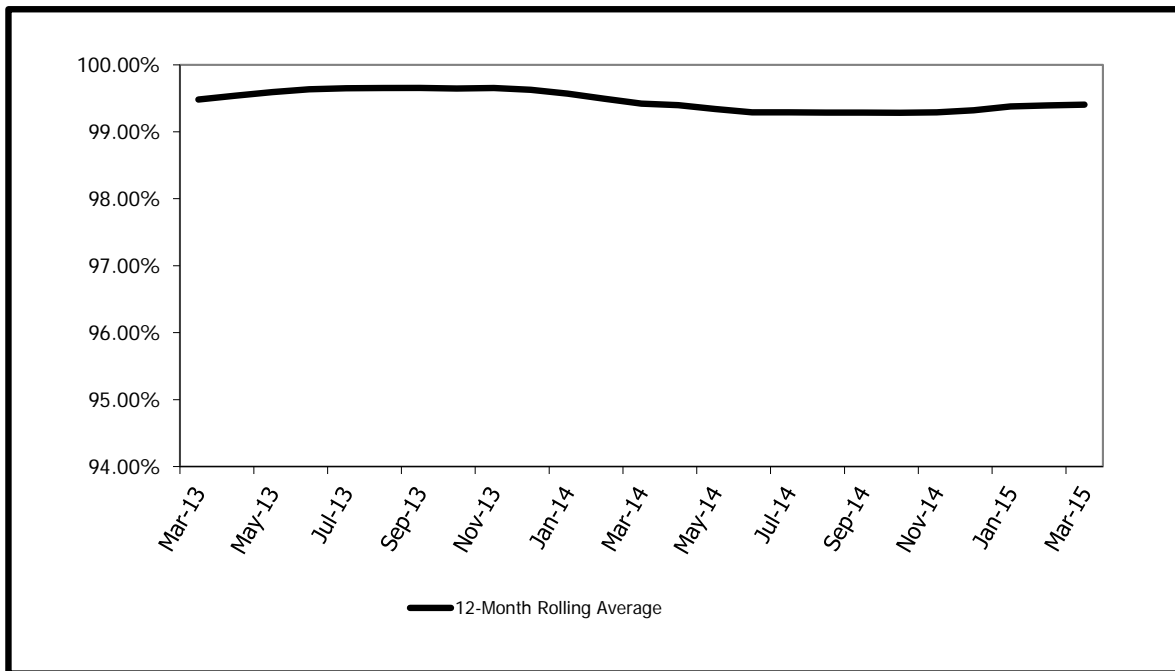
Annual Results

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

March 2015: 99.07%
March 2014: 98.92%

12-Month Average

April 14 - March 15: 99.41%
April 13 - March 14: 99.42%

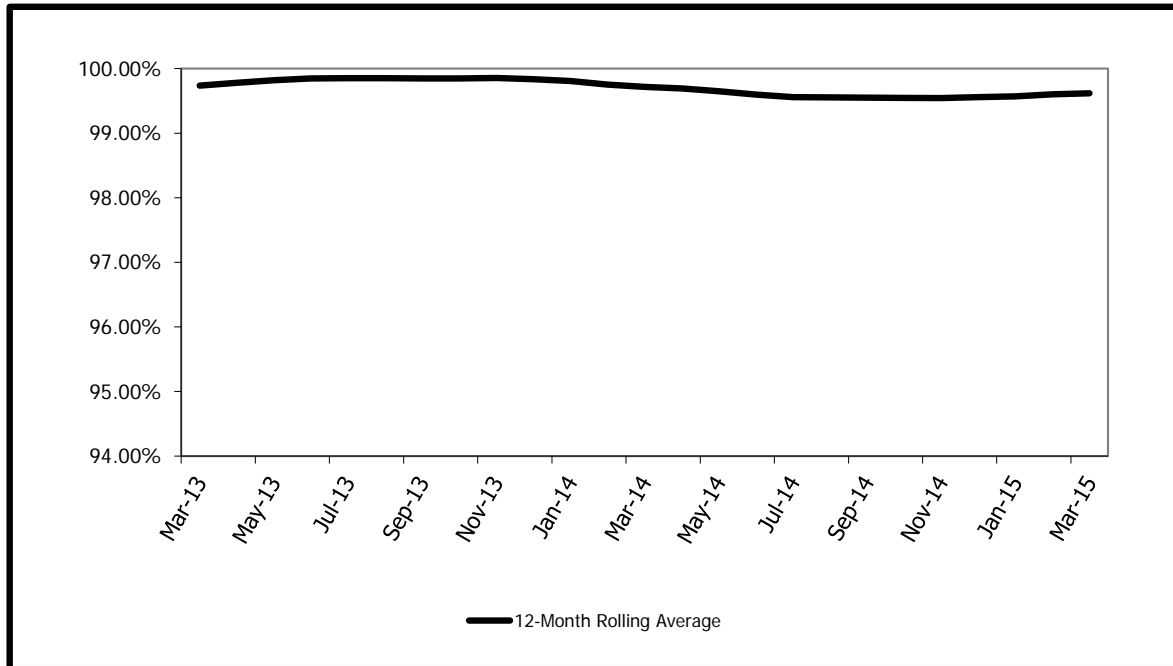
Annual Results

2015 YTD: 99.13%
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

March 2015:	99.66%	April 14 - March 15	99.62%	2015 YTD:	99.62%
March 2014:	99.48%	April 13 - March 14	99.72%	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 March 2015 are shown below.

Safety Report						
Performance Indicator	Current Month: March 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	3.37	3.00	+12.2%	2.62	2.61	+0.4%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	3.38	3.00	+12.5%	2.63	2.61	+0.8%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	1	0	N/A
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	3	1	+200.0%
Subway Fires ² (charts 5-6)	147	99	+48.5%	1,011	979	+3.3%
Subway Employee On-Duty LT Accidents per 100 Employees (chart 12)	2.70	2.92	-7.5%	2.60	2.92	-10.9%

Bus Collisions Per Million Miles (chart 7)						
Regional	54.29	45.00	+20.7%	49.40	50.23	-1.6%
NYCT Bus	54.62	46.83	+16.6%	50.31	51.39	-2.1%
MTA Bus	53.25	39.06	+36.3%	46.50	46.51	-0.0%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	5.29	5.77	-8.4%	6.39	7.20	-11.2%
NYCT Bus	5.65	6.45	-12.4%	6.75	7.89	-14.4%
MTA Bus	4.12	3.58	+15.1%	5.23	5.00	+4.5%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	0.98	0.90	+9.1%	1.09	1.03	+6.3%
NYCT Bus	1.03	0.89	+15.0%	1.14	1.07	+6.9%
MTA Bus	0.73	0.93	-21.2%	0.83	0.81	+3.2%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	0.98	0.93	+5.7%	1.14	1.10	+3.9%
NYCT Bus	1.03	0.89	+15.0%	1.19	1.14	+4.5%
MTA Bus	0.73	1.11	-34.4%	0.90	0.90	+0.1%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	6.76	5.53	+22.2%	5.80	5.48	+5.7%
MTA Bus	4.94	8.39	-41.2%	7.15	7.74	-7.5%
Total NYCT Employee LT Accidents per 100 Employees (chart 12)	3.72	3.43	+8.5%	3.39	3.47	-2.3%

Subways Crime Report						
Performance Indicator	Current Month: April 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	217	167	+29.9%	696	736	-5.4%
Robberies ^{3,4}	39	37	+5.4%	136	156	-12.8%

SIR Crime Report						
Performance Indicator	Current Month: April 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	1	0	+100.0%	5	2	+150.0%
Robberies ^{3,4}	0	0	0.0%	4	1	+300.0%

¹ Current month data are for February 2015.

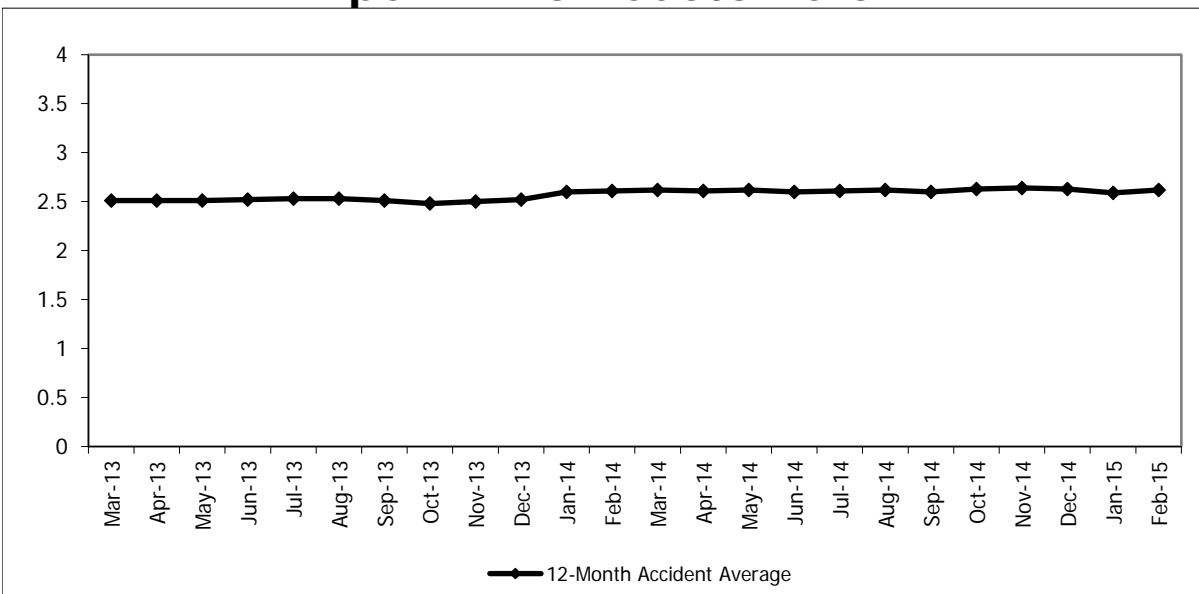
² 12-month figures shown are totals rather than averages.

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 April 2015.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

Feb 2015: 3.37

Feb 2014: 3.00

12-Month Average

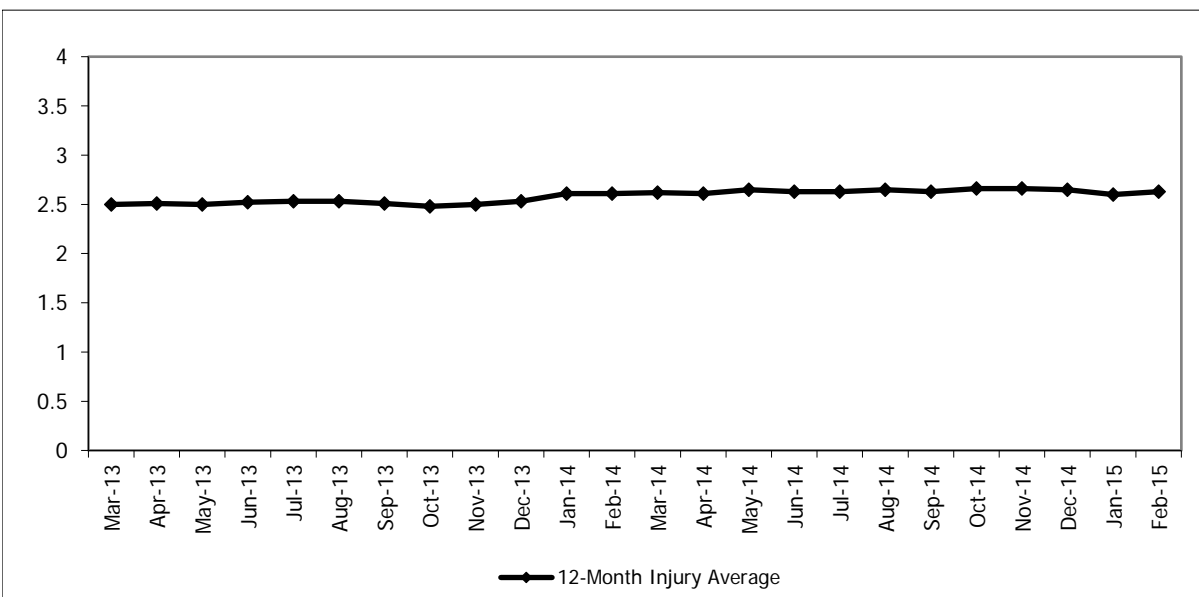
Mar 14 – Feb 15: 2.62

Mar 13 – Feb 14: 2.61

Annual Results

2015 YTD: 3.37

2014 Actual: 2.63



Monthly Results

Feb 2015: 3.38

Feb 2014: 3.00

12-Month Average

Mar 14 – Feb 15: 2.63

Mar 13 – Feb 14: 2.61

Annual Results

2015 YTD: 3.36

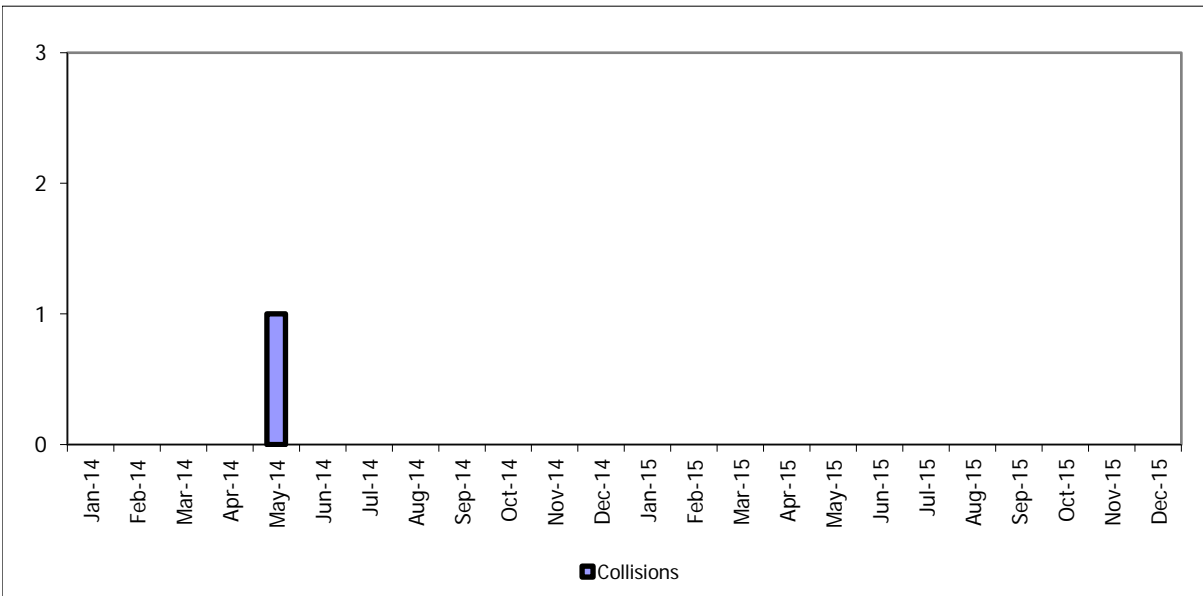
2014 Actual: 2.65

Definitions

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

Charts 1-2

Subway Collisions/Derailments



Monthly Results

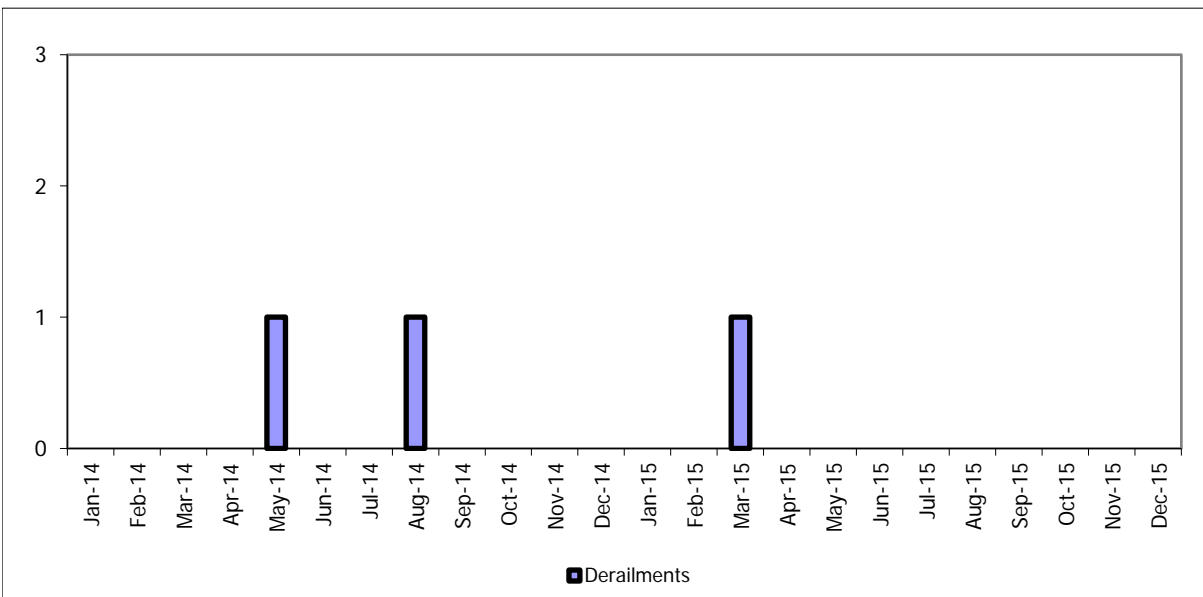
Apr 2015: 0
Apr 2014: 0

12-Month Average

May 14 – Apr 15: 1
May 13 – Apr 14: 0

Annual Results

2015 YTD: 0
2014 Actual: 1



Monthly Results

Apr 2015: 0
Apr 2014: 0

12-Month Average

May 14 – Apr 15: 3
May 13 – Apr 14: 1

Annual Results

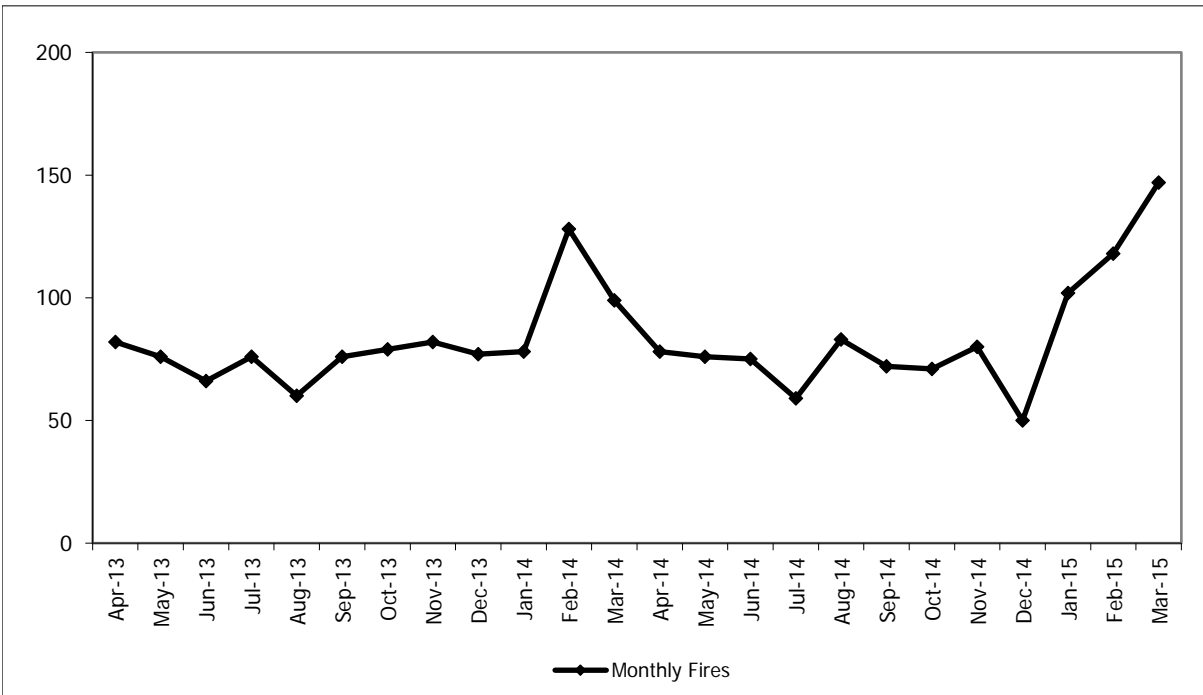
2015 YTD: 1
2014 Actual: 2

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

Mar 2015: 147
Mar 2014: 99

12-Month Average

Apr 14 – Mar 15: 1011
Apr 13 – Mar 14: 979

Annual Results

2015 YTD: 367
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:

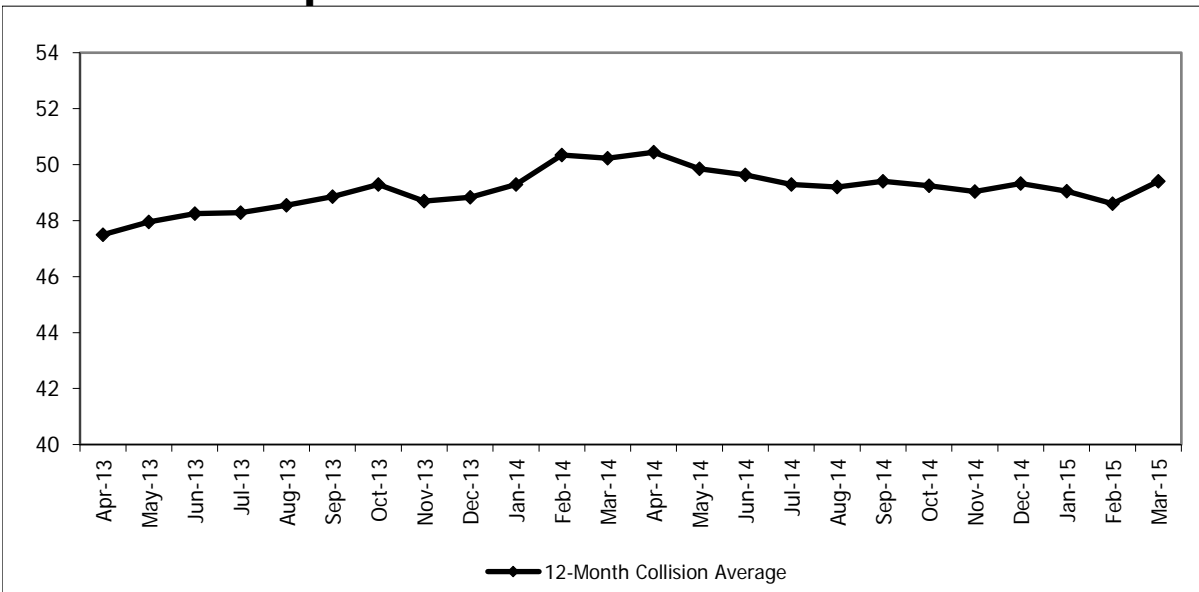
Low:	88.4%	Train:	12
Average:	10.9%	Right-of-way	110
Above Average:	0.7%	Station:	25
High:	0.0%	Other:	0
		Total:	147

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

Train:		Right-of-Way:		Station:	
Debris:	4	Debris:	60	Debris:	14
Element:	4	Insulator:	31	Electrical:	9
Brake Shoes:	2	Cable:	6	Air Conditioner:	1
Contact Shoe:	1	Bank of Lights:	4	Light Fixture:	1
Hot Wheels:	1	Tie:	3		

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

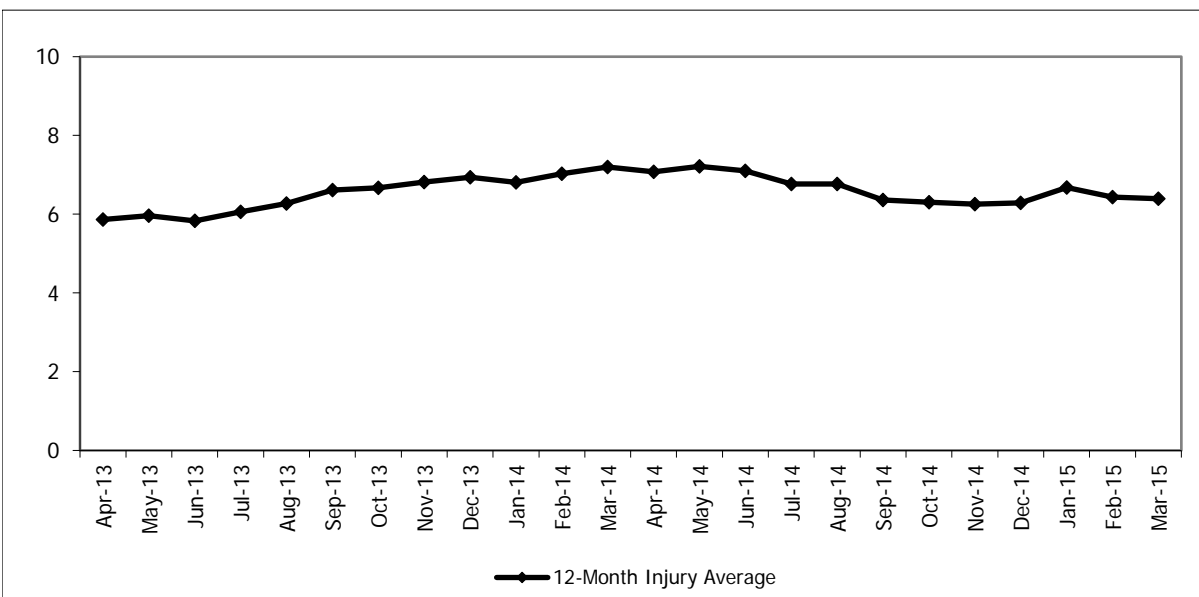
Mar 2015: 54.29
Mar 2014: 45.00

12-Month Average

Apr 14 – Mar 15: 49.40
Apr 13 – Mar 14: 50.23

Annual Results

2015 YTD: 51.56
2014 Actual: 49.33



Monthly Results

Mar 2015: 5.29
Mar 2014: 5.77

12-Month Average

Apr 14 – Mar 15: 6.39
Apr 13 – Mar 14: 7.20

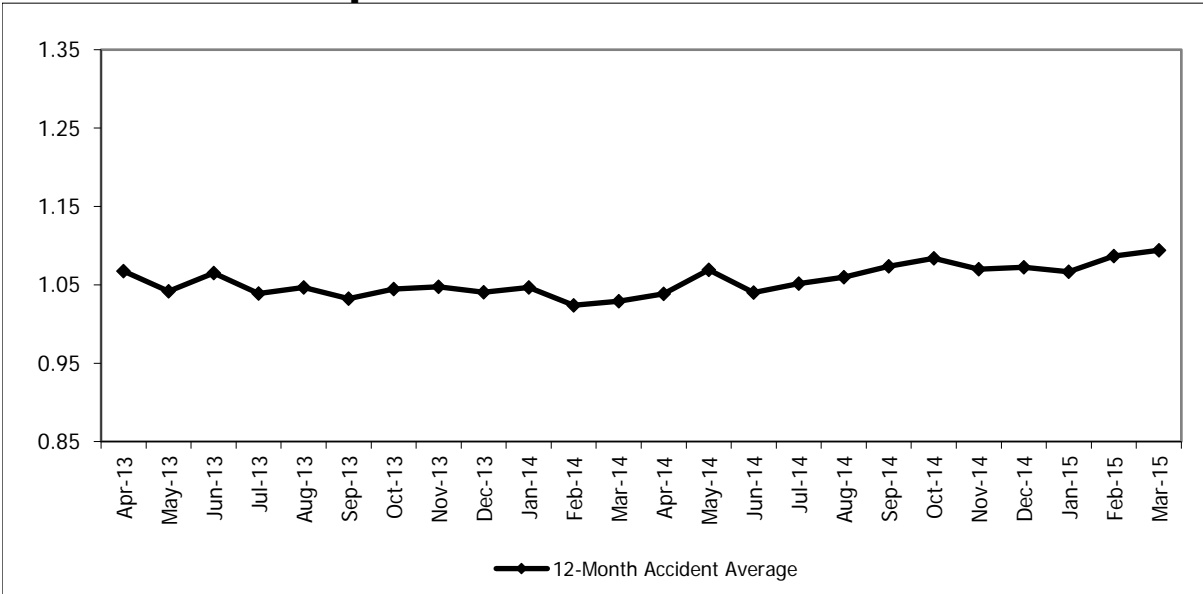
Annual Results

2015 YTD: 6.26
2014 Actual: 6.29

Definitions

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

Regional Bus Customer Accidents/Injuries per Million Customers



Monthly Results

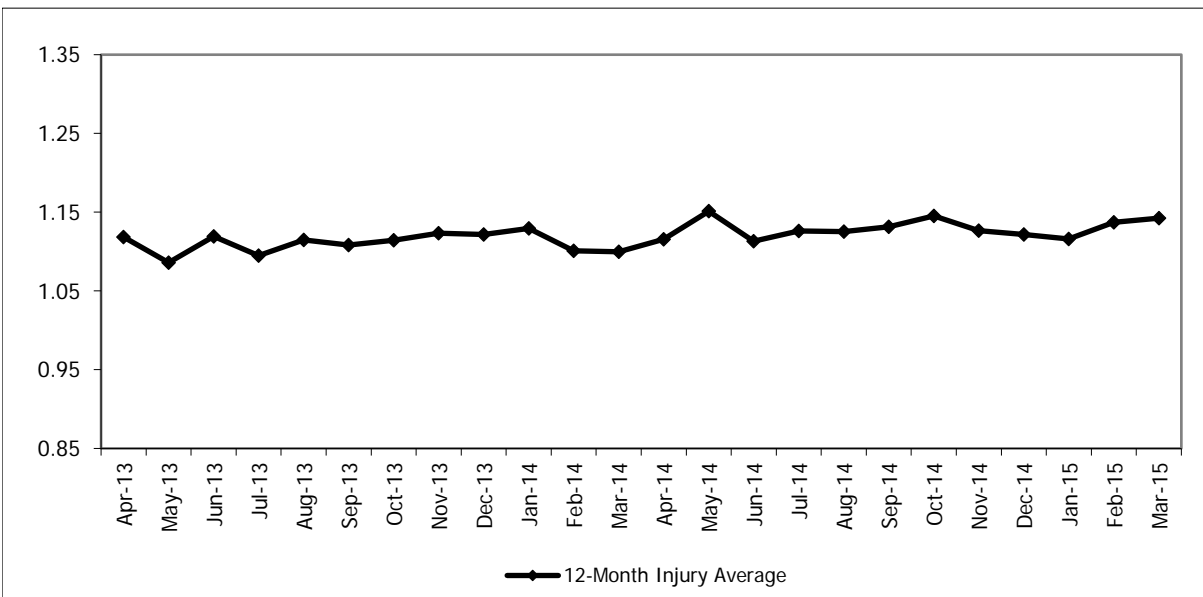
Mar 2015: 0.98
Mar 2014: 0.90

12-Month Average

Apr 14 – Mar 15: 1.09
Apr 13 – Mar 14: 1.03

Annual Results

2015 YTD: 0.96
2014 Actual: 1.07



Monthly Results

Mar 2015: 0.98
Mar 2014: 0.93

12-Month Average

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

Annual Results

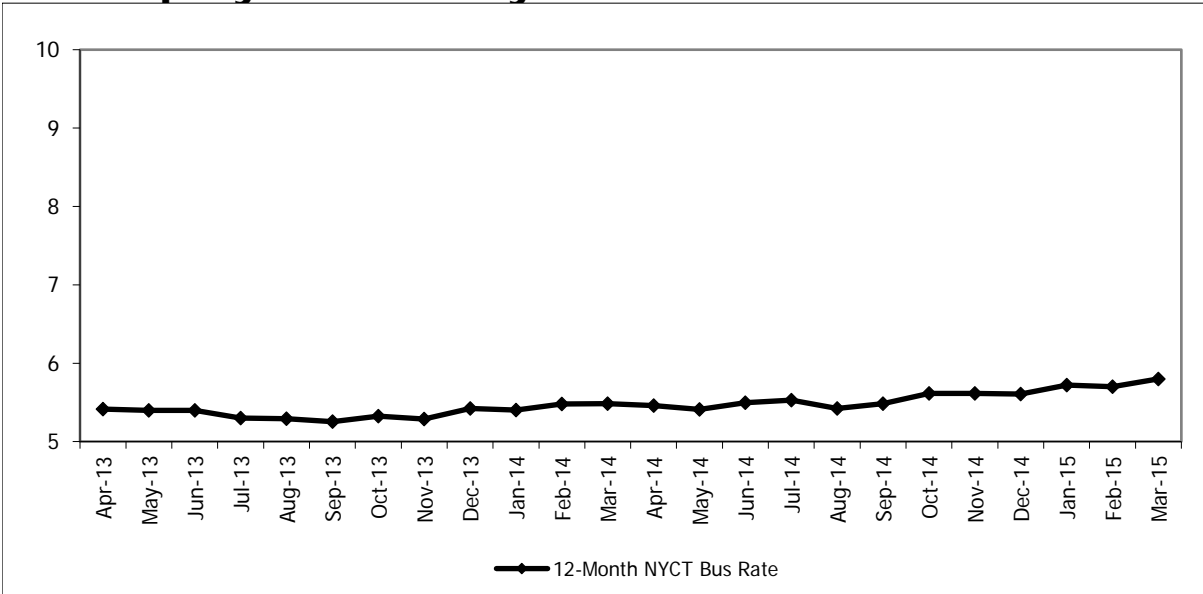
2015 YTD: 0.98
2014 Actual: 1.12

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

Mar 2015: 6.76

Mar 2014: 5.53

12-Month Average

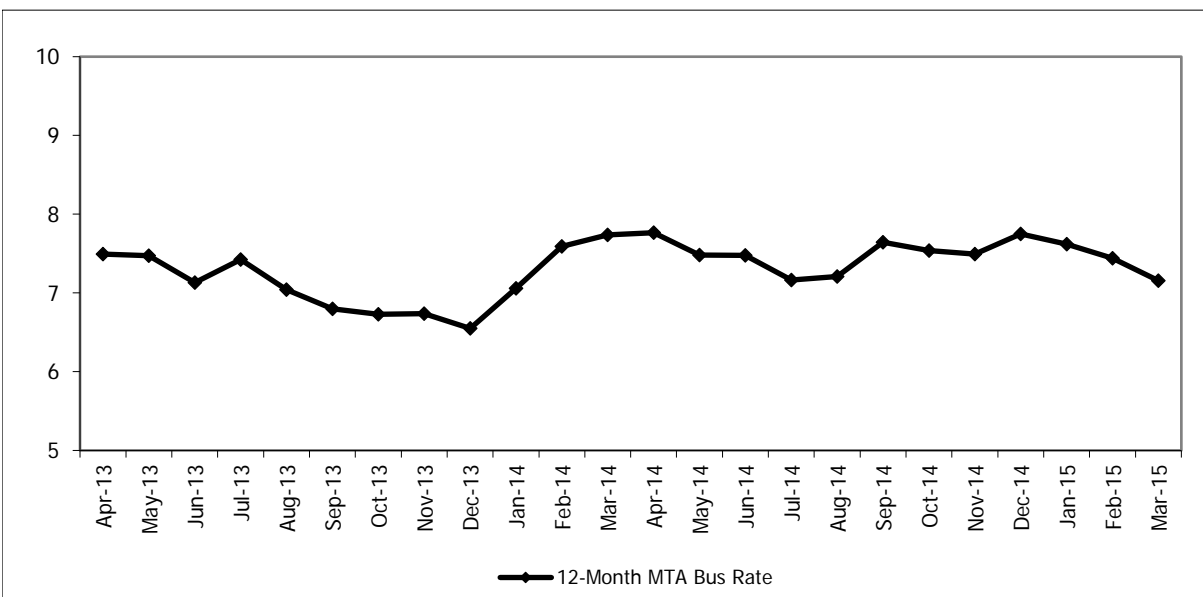
Apr 14 – Mar 15: 5.80

Apr 13 – Mar 14: 5.48

Annual Results

2015 Goal: 5.49

2014 Actual: 5.61



Monthly Results

Mar 2015: 4.94

Mar 2014: 8.39

12-Month Average

Apr 14 – Mar 15: 7.15

Apr 13 – Mar 14: 7.74

Annual Results

2015 Goal: 7.36

2014 Actual: 7.75

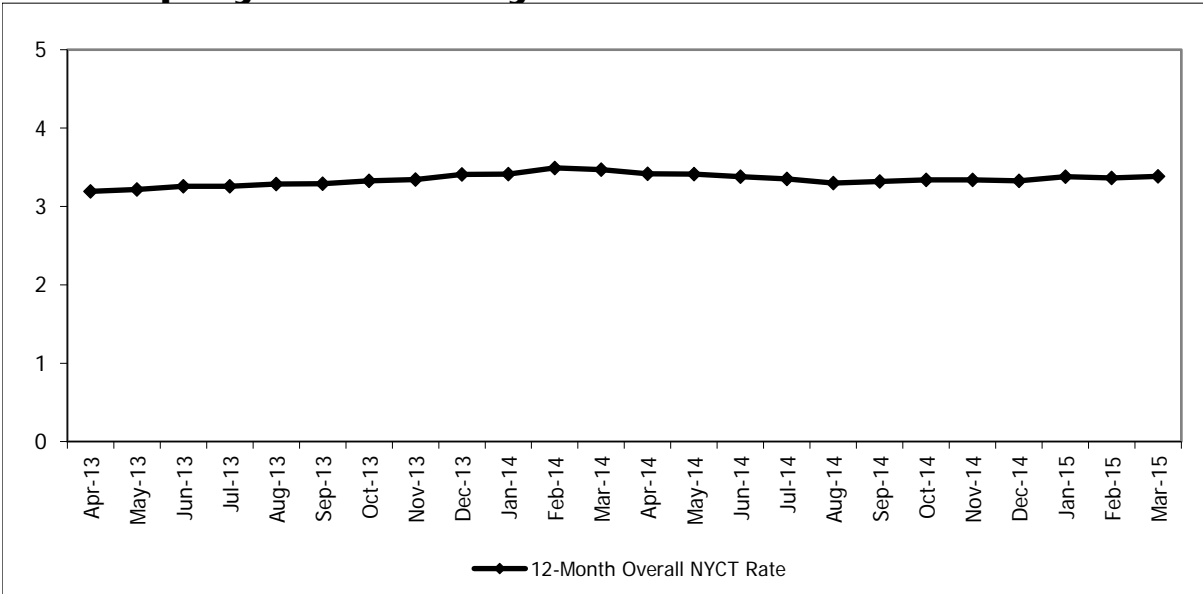
Definitions

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.)

Chart 11

NYCT Overall & Subways

Employee On-Duty Lost-Time Accident Rate



Monthly Results

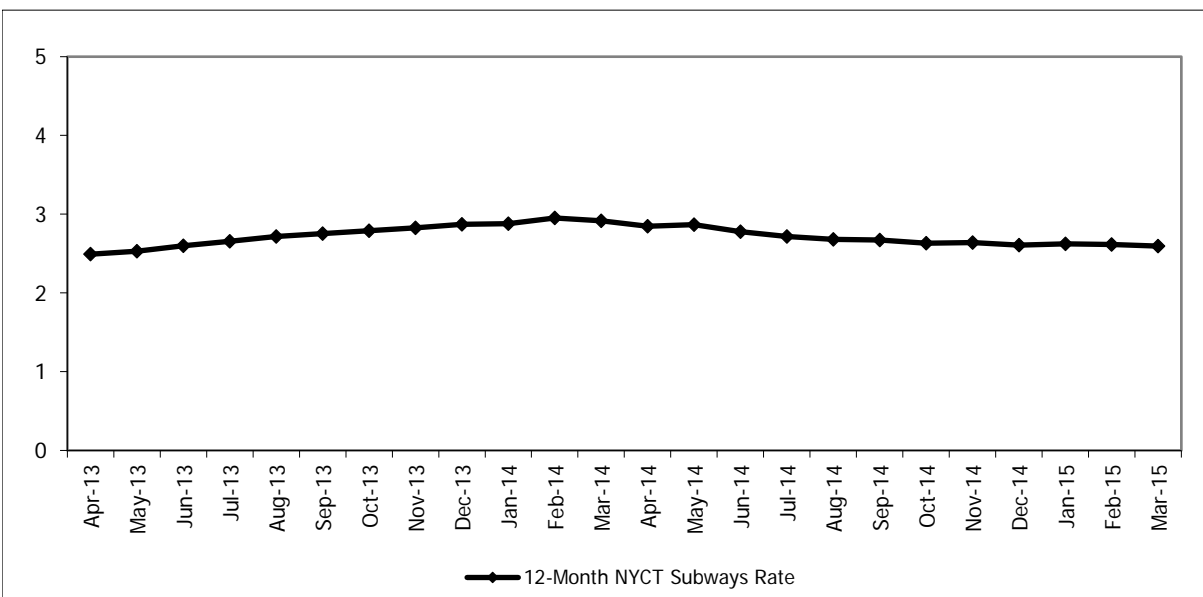
Mar 2015: 3.72
Mar 2014: 3.43

12-Month Average

Apr 14 – Mar 15: 3.39
Apr 13 – Mar 14: 3.47

Annual Results

2015 Goal: 3.20
2014 Actual: 3.33



Monthly Results

Mar 2015: 2.70
Mar 2014: 2.92

12-Month Average

Apr 14 – Mar 15: 2.60
Apr 13 – Mar 14: 2.92

Annual Results

2015 Goal: 2.47
2014 Actual: 2.61

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 APRIL

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	1	-1	-100.0%
ROBBERY	39	37	2	5.4%
GL	150	114	36	31.6%
FELASSAULT	26	14	12	85.7%
BURGLARY	2	1	1	100.0%
<u>TOTAL MAJOR FELONIES</u>	<u>217</u>	<u>167</u>	<u>50</u>	<u>29.9%</u>

During April, the daily Robbery average incleased from 1.2 to 1.3

During April, the daily Major Felony average incleased from 5.6 to 7.2

CRIME STATISTICS JANUARY THRU APRIL

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	4	-4	-100.0%
ROBBERY	136	156	-20	-12.8%
GL	478	507	-29	-5.7%
FELASSAULT	76	62	14	22.6%
BURGLARY	6	7	-1	-14.3%
<u>TOTAL MAJOR FELONIES</u>	<u>696</u>	<u>736</u>	<u>-40</u>	<u>-5.4%</u>

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

Year to date the daily Major Felony average decleased from 6.1 to 5.8

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

APRIL ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	4084	4789	-705	-14.7%
TOS Arrests	2116	2466	-350	-14.2%
Summons	6513	7655	-1142	-14.9%

JANUARY THRU APRIL ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	15619	18544	-2925	-15.8%
TOS Arrests	8117	9886	-1769	-17.9%
Summons	25713	33397	-7684	-23.0%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-APRIL																		
	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	3	1	1	1	1	0	0	0	0	0	0
Rape	1	4	0	1	1	0	2	0	2	3	0	2	0	0	1	4	2	4	0
Robbery	709	666	547	437	431	419	385	359	404	314	239	248	229	242	231	300	205	156	136
Assault	155	166	136	127	95	98	87	88	93	59	65	59	57	69	71	59	63	62	76
Burglary	15	8	1	4	6	3	3	3	0	1	0	3	0	2	0	4	5	7	6
GL	1017	816	721	740	695	644	527	591	607	392	386	417	369	362	438	533	496	507	478
TOTAL MAJOR FELONIES	1898	1660	1408	1310	1228	1164	1004	1042	1109	770	691	730	656	675	741	900	771	736	696
Major Fel Per Day	15.82	13.83	11.73	10.92	10.23	9.70	8.37	8.68	9.24	6.42	5.76	6.08	5.47	5.63	6.18	7.50	6.43	6.13	5.80



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

April 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	1	0	1	100%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	1	0	1	100%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	4	1	3	300%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	1	1	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	5	2	3	150%



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	March Results		March Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	10.4	2.8	1,024.9	999.1	(25.9)	(2.5)
Nonreimb. Exp. before Dep./OPEB	(8.0)	(1.5)	1,646.6	1,650.3	(3.8)	(0.2)
Net Cash Deficit*	(39.5)	(19.0)	(706.5)	(782.5)	(76.0)	(10.7)

*Excludes Subsidies and Debt Service

March 2015 **farebox revenue** was \$377.6 million, \$10.4 million (2.8 percent) above budget. Subway revenue was \$10.2 million (3.7 percent) above budget, bus revenue was \$0.3 million (0.3 percent) above budget, and paratransit revenue was \$0.1 million (7.8 percent) below budget. Accrued fare media liability was equal to the budget. The March 2015 non-student **average fare** of \$1.838 increased 3.1¢ from March 2014; the subway fare increased 2.7¢, the local bus fare increased 2.8¢, and the express bus fare increased 4.0¢.

Total **ridership** in March 2015 of 211.2 million was 6.4 million trips (2.9 percent) below budget. Average weekday ridership in March 2015 was 8.0 million, a decrease of 0.3 percent from March 2014. Average weekday ridership for the twelve months ending March 2015 was 7.8 million, an increase of 1.3 percent from the twelve months ending March 2014.

Nonreimbursable expenses before depreciation and OPEB in March were above budget by \$8.0 million (1.5 percent) and, year-to-date, expenses were higher by \$3.8 million (0.2 percent).

- For the month, labor expenses were unfavorable by a net \$1.0 million (0.2 percent), due primarily to overruns in overtime and health & welfare/OPEB current expenses, partly offset by favorable reimbursable overhead credits, resulting from higher reimbursable labor requirements. Non-labor expenses were above budget by \$7.1 million (4.9 percent), mostly attributable to the unfavorable timing of professional service contract and materials & supplies expenses.
- For the year-to-date, labor expenses exceeded budget by \$10.8 million (0.9 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 \$7.1 million (1.7 percent), mostly due to favorable results in fuel, paratransit service contract and other business expenses, partly offset by the unfavorable timing of professional service contract expenses.

The **net cash deficit** for March year-to-date was \$782.5 million, unfavorable to budget by \$76.0 million (10.7 percent), due largely to the unfavorable timing of NYC partial reimbursement of paratransit expenses and IT consolidated costs to be charged-back to MTA, as well as increased overtime costs and higher payouts for public liability claims.

FINANCIAL RESULTS

Farebox Revenue

March 2015 Farebox Revenue - (\$ in millions)

	March				March Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Budget	Actual	Amount	Percent	Budget	Actual	Amount	Percent
Subway	277.3	287.5	10.2	3.7%	776.0	762.1	(14.0)	(1.8%)
NYCT Bus	84.6	84.9	0.3	0.3%	233.4	222.1	(11.3)	(4.9%)
Paratransit	1.5	1.4	(0.1)	(7.8%)	4.3	3.7	(0.6)	(13.1%)
Subtotal	363.5	373.9	10.4	2.9%	1,013.7	987.9	(25.9)	(2.6%)
Fare Media Liability	3.7	3.7	0.0	0.0%	11.2	11.2	0.0	0.0%
Total - NYCT	367.2	377.6	10.4	2.8%	1,024.9	999.1	(25.9)	(2.5%)
MTA Bus Company	17.9	18.3	0.3	1.9%	49.2	48.0	(1.2)	(2.4%)
<i>Total - Regional Bus</i>	<i>102.5</i>	<i>103.2</i>	<i>0.6</i>	<i>0.6%</i>	<i>282.6</i>	<i>270.1</i>	<i>(12.5)</i>	<i>(4.4%)</i>

Note: Totals may not add due to rounding.

- The favorable March 2015 revenue results include an \$11.9 million positive prior month adjustment due to higher first quarter average pass fares resulting from multiple snowstorms and lower-than-normal temperatures reducing ridership throughout the first quarter of 2015.
- The negative Paratransit variance was due lower-than-normal temperatures and 18.6 inches of snow in March, as well as to various incentives that continue to reduce ridership growth rates below historic rates.

Average Fare

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

	NYC Transit				MTA Bus Company			
	Prelim.		Change		Prelim.		Change	
	2014	2015	Amount	Percent	2014	2015	Amount	Percent
Subway	1.889	1.916	0.027	1.4%				
Local Bus	1.519	1.547	0.028	1.8%	1.530	1.562	0.032	2.1%
Subway & Local Bus	1.791	1.822	0.031	1.8%	1.530	1.562	0.032	2.1%
Express Bus	4.967	5.007	0.040	0.8%	4.964	5.005	0.041	0.8%
Total	1.807	1.838	0.031	1.7%	1.806	1.831	0.025	1.4%

- The average fare increases were mostly due to higher first quarter average pass fares in 2015 than in 2014, as well as more than a week of higher fares following the March 22, 2015 fare increase.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the preliminary March average fare of \$1.18 was 20¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Other operating revenue in March exceeded budget by \$0.8 million (2.2 percent), due mostly to higher paratransit Urban Tax revenue. Year-to-date, revenues were favorable by \$9.1 million (8.5 percent), largely due to the favorable timing of advertising revenue and higher paratransit Urban Tax revenue.

Nonreimbursable Expenses

In the month of March, nonreimbursable expenses before depreciation and OPEB were above budget by \$8.0 million (1.5 percent). Year-to-date, expenses were higher than budget by \$3.8 million (0.2 percent). The major causes of these variances are reviewed below:

Labor expenses in the month were unfavorable by a net \$1.0 million (0.2 percent), including higher overtime expenses of \$7.5 million (22.0 percent), resulting mainly from adverse weather, service delays and additional maintenance requirements in support of an overage bus fleet and subway track. Health & welfare/OPEB current expenses were over by \$1.5 million (1.6 percent), due to the unfavorable timing of expenses. Reimbursable overhead credits were favorable by \$4.9 million (29.4 percent), resulting from higher reimbursable labor requirements. Other fringe benefits also reported favorable results of \$1.5 million (5.6 percent), due to increased direct overhead credits, also driven by higher reimbursable labor requirements. Payroll expenses underran budget by \$1.4 million (0.6 percent), due largely to vacancies, partly offset by higher earned employee separation payments. Year-to-date, labor expenses overran budget by \$10.8 million (0.9 percent), including an overtime overrun of \$24.5 million (24.4 percent), caused by adverse weather, vacancy/absentee coverage requirements, and service delays. Health & welfare/OPEB current expenses were below budget by \$12.4 million (4.5 percent), due mostly to lower rates.

Non-labor expenses in the month were above budget by \$7.1 million (4.9 percent). Professional service contract expenses overran by \$7.1 million (96.2 percent), due mainly to a delay in the charge-back to MTA of IT consolidated expenses, and the unfavorable timing of office-related and various professional service account expenses. Materials & supplies expenses were higher than budget by \$4.9 million (19.9 percent), due primarily to the unfavorable timing of maintenance material requirements. Electric power expenses were in excess of budget by \$3.4 million (13.8 percent), largely due to unfavorable billing adjustments, partly offset by the favorable timing of expenses. Other business expenses were less than budget by \$2.6 million (29.4 percent), mainly from the favorable timing of reimbursable job closing adjustments. Fuel expenses were lower than budget by \$3.5 million (21.8 percent), due largely to lower prices. Paratransit service contracts were under by \$1.2 million (3.6 percent), due mostly to lower trips. Year-to-date, non-labor expenses were under budget by \$7.1 million (1.7 percent), including the following:

- Fuel expenses were below budget by \$13.9 million (30.3 percent), due mostly to lower prices.
- Other business expenses were favorable by \$4.2 million (19.2 percent), due to the favorable timing of reimbursable job closing adjustments and other expenses.
- Paratransit service contract expenses were less than budget by \$3.7 million (3.8 percent), due mainly to lower trips, call center activity and vehicle rehabs.

- Maintenance contract expenses were under by \$2.2 million (5.1 percent), primarily from the favorable timing of uniform, tires & tubes and building-related expenses.
- Materials and supplies expenses were less by \$1.5 million (2.0 percent), largely due to favorable inventory adjustments and increased scrap/surplus sales, partly offset by the unfavorable timing of maintenance material requirements.
- Electric power expenses were above budget by \$2.2 million (2.9 percent), mostly due to unfavorable billing adjustments and higher prices, partly offset by the favorable timing of expenses.
- Professional service contract expenses overran budget by \$16.2 million (66.6 percent), primarily from a delay in the charge-back to MTA of IT consolidated expenses, and the unfavorable timing of office-related and various professional service account expenses.

Depreciation expenses year-to-date were \$378.5 million, \$0.1 million (less than 0.1 percent) below budget.

Net Cash Deficit

The net cash deficit for March year-to-date was \$782.5 million, unfavorable to budget by \$76.0 million (10.7 percent), due largely to the unfavorable timing of NYC partial reimbursement of paratransit expenses and IT consolidated costs to be charged-back to MTA, as well as increased overtime costs and higher payouts for public liability claims.

Incumbents

There were 46,482 full-time paid incumbents at the end of March, an increase of 112 from February, and a decrease of 259 from December 2014 (excluding 115 temporary December paid incumbents). This decrease of 259 was due mostly to 409 IT consolidation transfers to MTA.

RIDERSHIP RESULTS

March 2015 Ridership vs. Budget - (millions)

	March				March Year-to-Date			
	Budget	Preliminary	More/(Less)		Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	155.6	153.1	(2.5)	(1.6%)	431.9	417.6	(14.2)	(3.3%)
NYCT Bus	61.1	57.3	(3.8)	(6.2%)	165.5	154.5	(11.0)	(6.6%)
Subtotal	216.7	210.4	(6.3)	(2.9%)	597.4	572.1	(25.3)	(4.2%)
Paratransit	0.9	0.8	(0.1)	(9.8%)	2.4	2.0	(0.4)	(14.7%)
Total - NYCT	217.6	211.2	(6.4)	(2.9%)	599.8	574.2	(25.6)	(4.3%)
MTA Bus Company	11.4	11.0	(0.4)	(3.6%)	30.8	29.5	(1.3)	(4.2%)
<i>Total - Regional Bus</i>	<i>72.5</i>	<i>68.3</i>	<i>(4.2)</i>	<i>(5.8%)</i>	<i>196.3</i>	<i>184.0</i>	<i>(12.3)</i>	<i>(6.3%)</i>

Notes: Totals may not add due to rounding.

- The negative ridership variances in March were mainly due to lower-than-normal temperatures and four snowstorms that resulted in 18.6 inches of snow, the highest March snowfall since 1956.
- Paratransit ridership was affected by the adverse weather as well as by various initiatives that have reduced the growth rate below historic rates.

March Average Weekday and Weekend Ridership vs. Prior Year

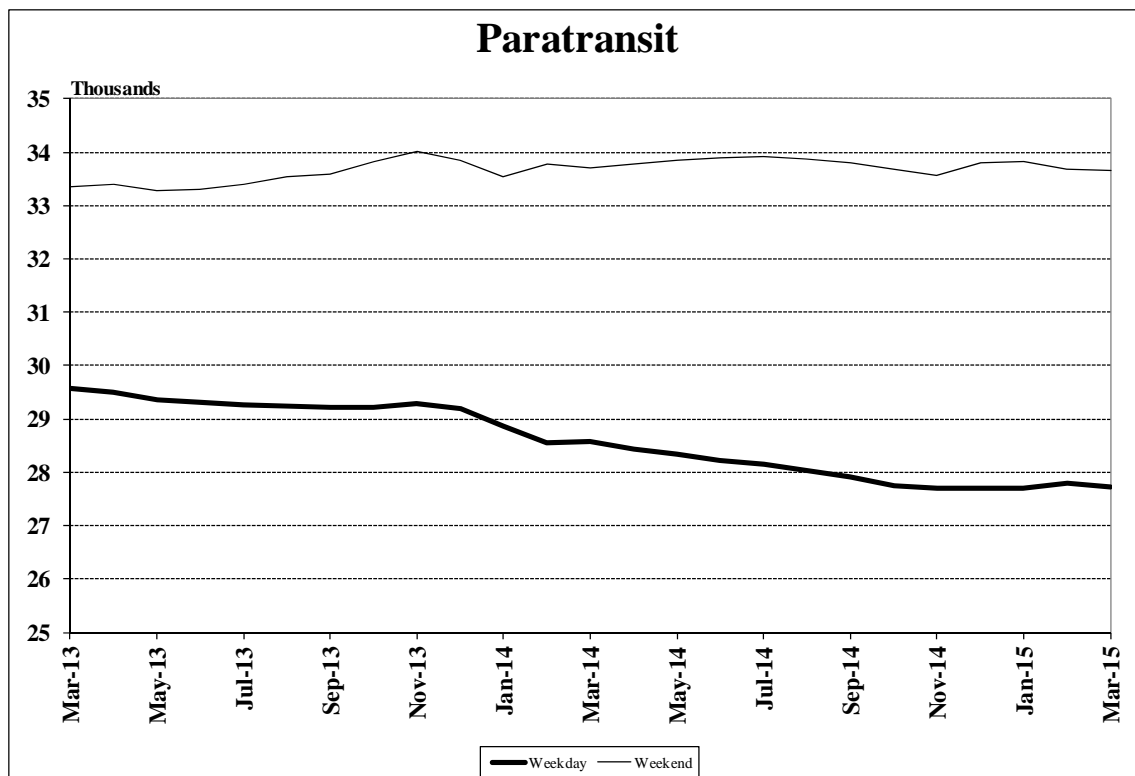
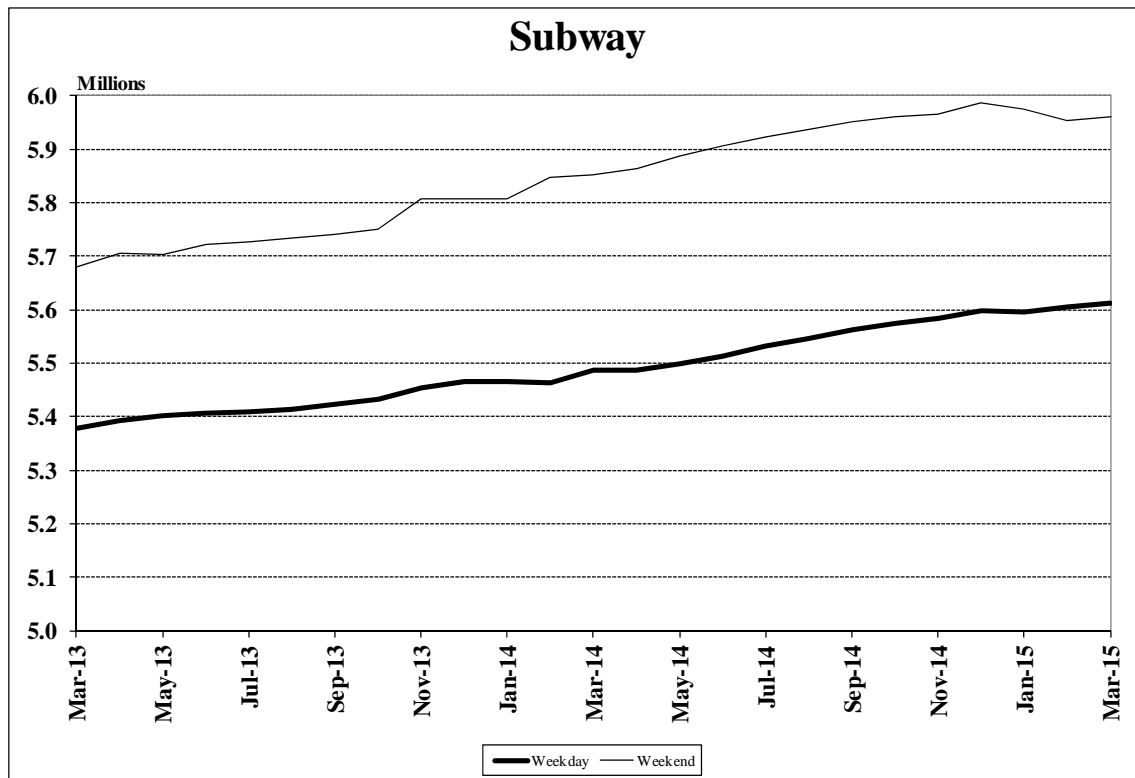
<u>Month</u>	Average Weekday (thousands)				Average Weekend (thousands)			
	2014	Preliminary	Change		2014	Preliminary	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	5,691	5,777	+86	+1.5%	5,776	5,842	+66	+1.1%
NYCT Local Bus	2,217	2,114	-103	-4.7%	2,337	2,209	-128	-5.5%
NYCT Express Bus	45	43	-2	-4.0%	12	12	-0	-2.4%
Paratransit	29	28	-1	-3.2%	34	34	-0	-1.1%
TOTAL - NYCT	7,982	7,962	-20	-0.3%	8,159	8,097	-62	-0.8%
MTABC Local Bus	389	390	+1	+0.2%	377	372	-5	-1.3%
MTABC Express Bus	33	32	-1	-3.8%	13	12	-1	-4.8%
Total - MTA Bus	422	421	-0	-0.1%	390	384	-6	-1.4%
<i>Total - Regional Bus</i>	<i>2,683</i>	<i>2,578</i>	<i>-105</i>	<i>-3.9%</i>	<i>2,739</i>	<i>2,606</i>	<i>-134</i>	<i>-4.9%</i>
12-Month Rolling Average								
Subway	5,486	5,613	+127	+2.3%	5,853	5,961	+108	+1.8%
Local Bus	2,096	2,072	-24	-1.2%	2,307	2,288	-19	-0.8%
Express Bus	42	42	-0	-0.8%	12	12	+0	+1.1%
Paratransit	29	28	-1	-3.0%	34	34	-0	-0.1%
TOTAL - NYCT	7,653	7,755	+101	+1.3%	8,206	8,295	+89	+1.1%
MTABC Local Bus	370	377	+7	+1.9%	381	389	+8	+2.0%
MTABC Express Bus	32	32	-0	-1.3%	13	13	-0	-1.3%
Total - MTA Bus	402	409	+7	+1.7%	394	401	+8	+1.9%
<i>Total - Regional Bus</i>	<i>2,541</i>	<i>2,523</i>	<i>-18</i>	<i>-0.7%</i>	<i>2,713</i>	<i>2,702</i>	<i>-11</i>	<i>-0.4%</i>

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

- Despite lower-than-normal temperatures and nearly nineteen inches of snow, March 2015 average weekday and average weekend subway ridership were both the highest of any March in over forty-five years.

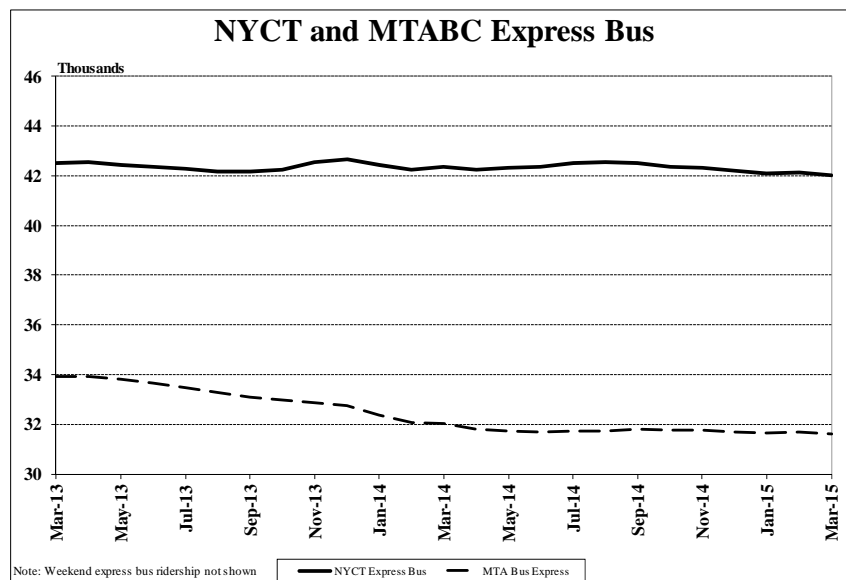
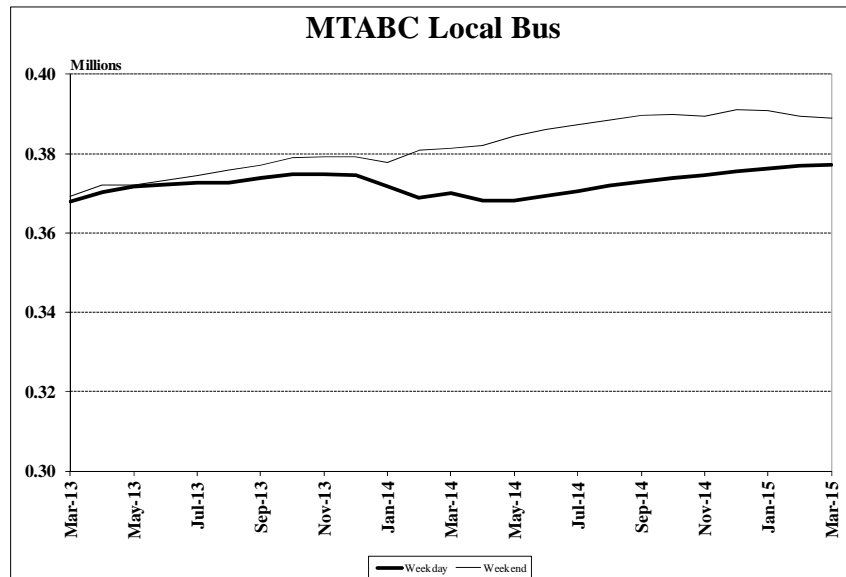
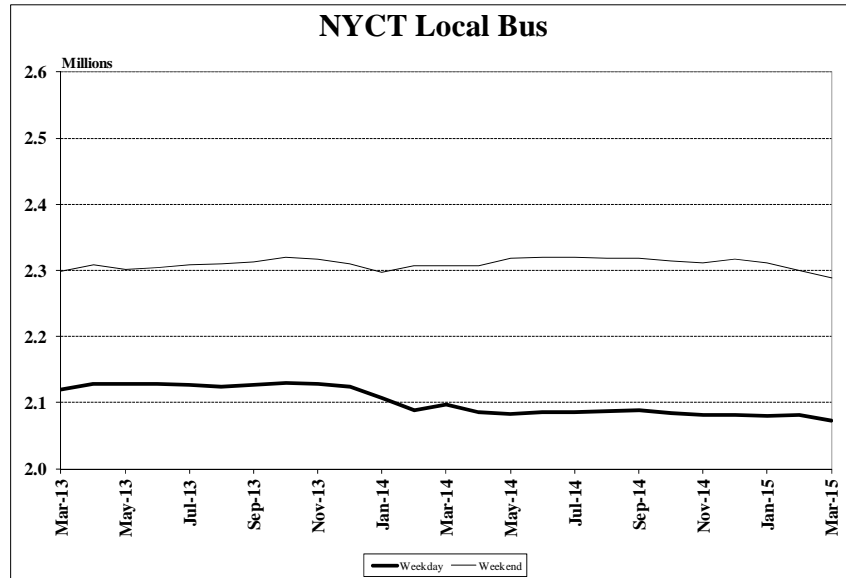
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From March 2014 to March 2015, weekday ridership increased on all area rail services, and declined on all area bus services, except for a slight increase on MTA Local Bus. March 2015 weekdays had 13.8 inches of snow compared to virtually no snowfall in March 2014. March 2015 average weekend ridership increased on all area rail services, except Staten Island Railway, and decreased on all area bus services. March 2015 weekends were colder than normal, and there was nearly five inches of snow on the first Sunday of the month. March 2014 weekends had more rainfall, including more than two inches of rain on the weekend of March 29-30, 2014.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Mar-14	Preliminary Mar-15	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,691	5,777	+1.5%	+2.3%
NYCT Local Bus	2,217	2,114	-4.7%	-1.2%
NYCT Express Bus	45	43	-4.0%	-0.8%
NYCT Paratransit	29	28	-3.2%	-3.0%
Staten Island Railway	16	16	+1.3%	+1.9%
MTA Local Bus	389	390	+0.2%	+1.9%
MTA Express Bus	33	32	-3.8%	-1.3%
Long Island Rail Road	292	297	+1.7%	+3.0%
Metro-North Railroad	269	276	+2.4%	+1.8%
Staten Island Ferry	64	62	-2.4%	+5.1%
PATH	248	250	+0.9%	+1.7%
<u>Average Weekend</u>				
NYCT Subway	5,776	5,842	+1.1%	+1.8%
NYCT Local Bus	2,337	2,209	-5.5%	-0.8%
NYCT Express Bus	12	12	-2.4%	+1.1%
NYCT Paratransit	34	34	-1.1%	-0.1%
Staten Island Railway	7	7	-3.0%	+10.8%
MTA Local Bus	377	372	-1.3%	+2.0%
MTA Express Bus	13	12	-4.8%	-1.3%
Long Island Rail Road	184	190	+3.0%	+4.8%
Metro-North Railroad	207	215	+3.9%	+3.2%
Staten Island Ferry	74	71	-3.5%	+5.6%
PATH	185	188	+1.9%	-7.9%

MTA Bridges and Tunnels (thousands)				
Average Weekday	780	789	+1.2%	+2.2%
Average Weekend	1,410	1,444	+2.4%	+2.6%

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

Economy

From March 2014 to March 2015, New York City employment increased 2.7 percent (107,300 jobs). Private sector employment increased 3.0 percent (104,200 jobs) and government employment increased 0.6 percent (3,100 jobs). All of the private employment sub-sectors increased except manufacturing (down 1,400 jobs or 1.8 percent). The sub-sector with the largest absolute increase was educational & health services (up 30,200 jobs or 3.6 percent), and the sub-sectors with the largest percentage increases were professional & business services (up 4.0 percent or 26,300 jobs) and other services (up 4.0 percent or 7,100 jobs). The professional & business services, educational & health services, and leisure & hospitality sub-sectors accounted for 70,200 new jobs or 67.4 percent of the March private sector job growth.

As shown in the chart below, growth in the leisure & hospitality, professional & business services, and educational & health services sub-sectors continue to outpace other private employment sub-sectors. Leisure & hospitality growth has slowed from mid-2014 levels, while growth in the combined professional & business services and educational & health sectors has been close to four percent for the past year.

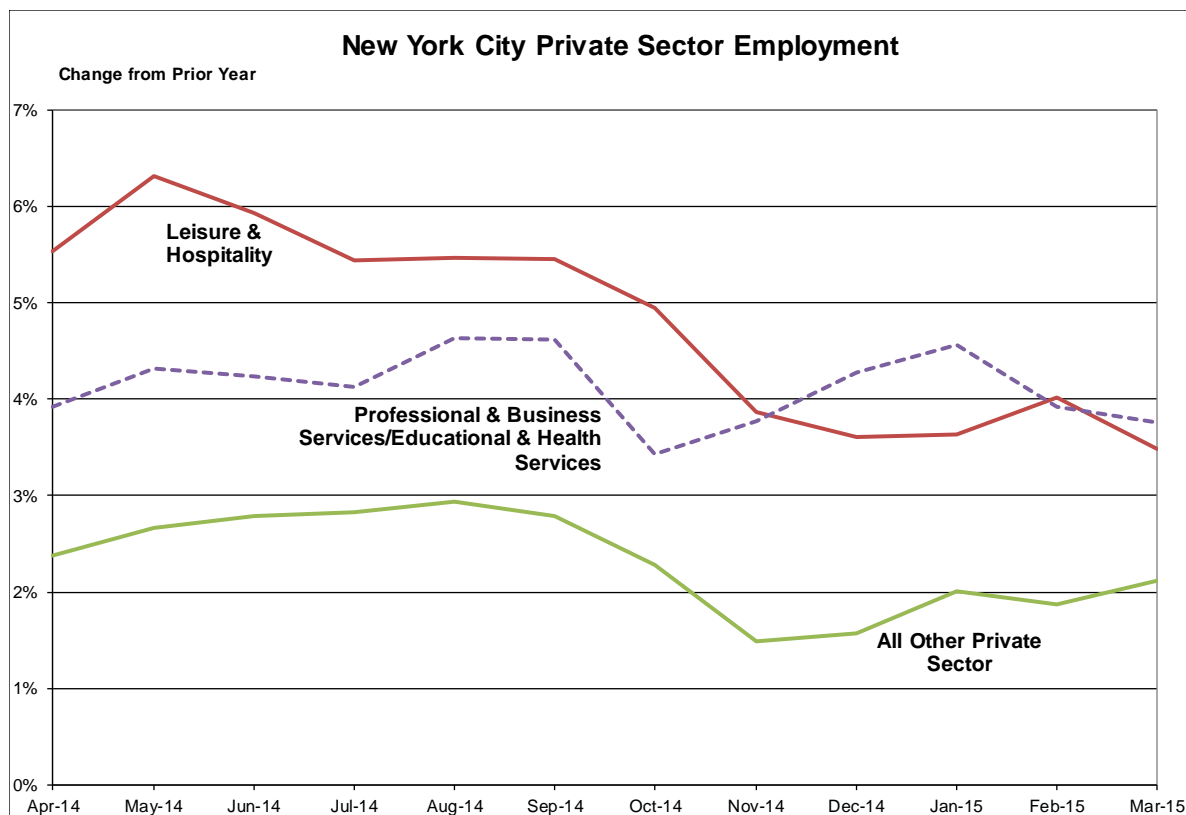


Table 1

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 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	\$277.341	\$287.540	\$10.199	3.7	\$0.000	\$0.000	\$0.000	-	\$277.341	\$287.540	\$10.199	3.7
Bus	84.614	84.905	0.291	0.3	0.000	0.000	0.000	-	84.614	84.905	0.291	0.3
Paratransit	1.529	1.410	(0.119)	(7.8)	0.000	0.000	0.000	-	1.529	1.410	(0.119)	(7.8)
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	367.215	377.586	10.371	2.8	0.000	0.000	0.000	-	367.215	377.586	10.371	2.8
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	9.686	9.686	0.000	0.0	0.000	0.000	0.000	-	9.686	9.686	0.000	0.0
Paratransit Reimbursement	15.206	16.071	0.865	5.7	0.000	0.000	0.000	-	15.206	16.071	0.865	5.7
Other	12.717	12.697	(0.020)	(0.2)	0.000	0.000	0.000	-	12.717	12.697	(0.020)	(0.2)
Total Other Operating Revenue	37.609	38.454	0.845	2.2	0.000	0.000	0.000	-	37.609	38.454	0.845	2.2
Capital and Other Reimbursements	0.000	0.000	0.000	-	76.383	103.529	27.146	35.5	76.383	103.529	27.146	35.5
Total Revenue	\$404.824	\$416.040	\$11.216	2.8	\$76.383	\$103.529	\$27.146	35.5	\$481.207	\$519.569	\$38.362	8.0
Expenses												
Labor:												
Payroll	254.479	253.059	1.420	0.6	34.299	40.412	(6.113)	(17.8)	288.778	293.471	(4.693)	(1.6)
Overtime	34.099	41.587	(7.488)	(22.0)	5.455	11.751	(6.296)	(115.4)	39.554	53.338	(13.784)	(34.8)
Total Salaries & Wages	288.578	294.646	(6.068)	(2.1)	39.754	52.163	(12.409)	(31.2)	328.332	346.809	(18.477)	(5.6)
Health and Welfare	61.248	58.285	2.963	4.8	1.649	1.567	0.082	5.0	62.897	59.852	3.045	4.8
OPEB Current Payment	30.167	34.680	(4.513)	(15.0)	0.703	0.617	0.086	12.2	30.870	35.297	(4.427)	(14.3)
Pensions	17.983	17.697	0.286	1.6	0.355	0.528	(0.173)	(48.7)	18.338	18.225	0.113	0.6
Other Fringe Benefits	26.362	24.891	1.471	5.6	11.470	14.393	(2.923)	(25.5)	37.832	39.284	(1.452)	(3.8)
Total Fringe Benefits	135.760	135.553	0.207	0.2	14.177	17.105	(2.928)	(20.7)	149.937	152.658	(2.721)	(1.8)
Reimbursable Overhead	(16.638)	(21.533)	4.895	29.4	16.638	21.533	(4.895)	(29.4)	0.000	0.000	0.000	-
Total Labor Expenses	\$407.700	\$408.666	(\$0.966)	(0.2)	\$70.569	\$90.801	(\$20.232)	(28.7)	\$478.269	\$499.467	(\$21.198)	(4.4)
Non-Labor:												
Electric Power	24.312	27.676	(3.364)	(13.8)	0.021	0.028	(0.007)	(33.3)	24.333	27.704	(3.371)	(13.9)
Fuel	16.090	12.586	3.504	21.8	0.002	0.002	0.000	0.0	16.092	12.588	3.504	21.8
Insurance	6.528	6.086	0.442	6.8	0.000	0.000	0.000	-	6.528	6.086	0.442	6.8
Claims	8.919	8.919	0.000	0.0	0.000	0.000	0.000	-	8.919	8.919	0.000	0.0
Paratransit Service Contracts	32.970	31.769	1.201	3.6	0.000	0.000	0.000	-	32.970	31.769	1.201	3.6
Mtce. and Other Operating Contracts	15.864	15.267	0.597	3.8	2.183	4.401	(2.218)	(101.6)	18.047	19.668	(1.621)	(9.0)
Professional Service Contracts	7.386	14.488	(7.102)	(96.2)	0.581	0.704	(0.123)	(21.2)	7.967	15.192	(7.225)	(90.7)
Materials & Supplies	24.669	29.588	(4.919)	(19.9)	4.693	7.206	(2.513)	(53.5)	29.362	36.794	(7.432)	(25.3)
Other Business Expenses	8.744	6.172	2.572	29.4	(1.666)	0.387	(2.053)	(123.2)	7.078	6.559	0.519	7.3
Total Non-Labor Expenses	\$145.482	\$152.551	(\$7.069)	(4.9)	\$5.814	\$12.728	(\$6.914)	(118.9)	\$151.296	\$165.279	(\$13.983)	(9.2)
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												
	\$553.182	\$561.217	(\$8.035)	(1.5)	\$76.383	\$103.529	(\$27.146)	(35.5)	\$629.565	\$664.746	(\$35.181)	(5.6)
Depreciation	127.289	125.593	1.696	1.3	0.000	0.000	0.000	-	127.289	125.593	1.696	1.3
OPEB Account	404.065	400.000	4.065	1.0	0.000	0.000	0.000	-	404.065	400.000	4.065	1.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$1,084.536	\$1,086.810	(\$2.274)	(0.2)	\$76.383	\$103.529	(\$27.146)	(35.5)	\$1,160.919	\$1,190.339	(\$29.420)	(2.5)
Net Surplus/(Deficit)	(\$679.712)	(\$670.770)	\$8.942	1.3	\$0.000	\$0.000	\$0.000	-	(\$679.712)	(\$670.770)	\$8.942	1.3

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
March 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	\$776.037	\$762.076	(\$13.961)	(1.8)	\$0.000	\$0.000	\$0.000	-	\$776.037	\$762.076	(\$13.961)	(1.8)
Bus	233.397	222.053	(11.344)	(4.9)	0.000	0.000	0.000	-	233.397	222.053	(11.344)	(4.9)
Paratransit	4.307	3.742	(0.565)	(13.1)	0.000	0.000	0.000	-	4.307	3.742	(0.565)	(13.1)
Fare Media Liability	11.193	11.193	0.000	0.0	0.000	0.000	0.000	-	11.193	11.193	0.000	0.0
Total Farebox Revenue	1,024.934	999.064	(25.870)	(2.5)	0.000	0.000	0.000	-	1,024.934	999.064	(25.870)	(2.5)
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	23.163	23.163	0.000	0.0	0.000	0.000	0.000	-	23.163	23.163	0.000	0.0
Paratransit Reimbursement	45.618	50.499	4.881	10.7	0.000	0.000	0.000	-	45.618	50.499	4.881	10.7
Other	38.151	42.325	4.174	10.9	0.000	0.000	0.000	-	38.151	42.325	4.174	10.9
Total Other Operating Revenue	106.932	115.987	9.055	8.5	0.000	0.000	0.000	-	106.932	115.987	9.055	8.5
Capital and Other Reimbursements	0.000	0.000	0.000	-	220.455	245.704	25.249	11.5	220.455	245.704	25.249	11.5
Total Revenue	\$1,131.866	\$1,115.051	(\$16.815)	(1.5)	\$220.455	\$245.704	\$25.249	11.5	\$1,352.321	\$1,360.755	\$8.434	0.6
Expenses												
Labor:												
Payroll	758.537	759.207	(0.670)	(0.1)	96.388	100.294	(3.906)	(4.1)	854.925	859.501	(4.576)	(0.5)
Overtime	100.275	124.752	(24.477)	(24.4)	16.267	25.367	(9.100)	(55.9)	116.542	150.119	(33.577)	(28.8)
Total Salaries & Wages	858.812	883.959	(25.147)	(2.9)	112.655	125.661	(13.006)	(11.5)	971.467	1,009.620	(38.153)	(3.9)
Health and Welfare	184.120	169.119	15.001	8.1	4.984	5.115	(0.131)	(2.6)	189.104	174.234	14.870	7.9
OPEB Current Payment	90.686	93.318	(2.632)	(2.9)	2.126	1.853	0.273	12.8	92.812	95.171	(2.359)	(2.5)
Pensions	53.949	53.089	0.860	1.6	1.065	1.583	(0.518)	(48.6)	55.014	54.672	0.342	0.6
Other Fringe Benefits	80.202	79.951	0.251	0.3	32.228	36.037	(3.809)	(11.8)	112.430	115.988	(3.558)	(3.2)
Total Fringe Benefits	408.957	395.477	13.480	3.3	40.403	44.588	(4.185)	(10.4)	449.360	440.065	9.295	2.1
Reimbursable Overhead	(46.897)	(47.733)	0.836	1.8	46.897	47.733	(0.836)	(1.8)	0.000	0.000	0.000	-
Total Labor Expenses	\$1,220.872	\$1,231.703	(\$10.831)	(0.9)	\$199.955	\$217.982	(\$18.027)	(9.0)	\$1,420.827	\$1,449.685	(\$28.858)	(2.0)
Non-Labor:												
Electric Power	76.607	78.846	(2.239)	(2.9)	0.063	0.086	(0.023)	(36.5)	76.670	78.932	(2.262)	(3.0)
Fuel	45.870	31.950	13.920	30.3	0.006	0.005	0.001	16.7	45.876	31.955	13.921	30.3
Insurance	18.288	18.277	0.011	0.1	0.000	0.000	0.000	-	18.288	18.277	0.011	0.1
Claims	26.757	26.758	(0.001)	(0.0)	0.000	0.000	0.000	-	26.757	26.758	(0.001)	(0.0)
Paratransit Service Contracts	95.568	91.892	3.676	3.8	0.000	0.000	0.000	-	95.568	91.892	3.676	3.8
Mtce. and Other Operating Contracts	43.842	41.593	2.249	5.1	6.611	8.435	(1.824)	(27.6)	50.453	50.028	0.425	0.8
Professional Service Contracts	24.311	40.508	(16.197)	(66.6)	1.479	2.690	(1.211)	(81.9)	25.790	43.198	(17.408)	(67.5)
Materials & Supplies	72.727	71.244	1.483	2.0	13.365	15.506	(2.141)	(16.0)	86.092	86.750	(0.658)	(0.8)
Other Business Expenses	21.715	17.536	4.179	19.2	(1.024)	1.000	(2.024)	(197.7)	20.691	18.536	2.155	10.4
Total Non-Labor Expenses	\$425.685	\$418.604	\$7.081	1.7	\$20.500	\$27.722	(\$7.222)	(35.2)	\$446.185	\$446.326	(\$0.141)	(0.0)
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	\$1,646.557	\$1,650.307	(\$3.750)	(0.2)	\$220.455	\$245.704	(\$25.249)	(11.5)	\$1,867.012	\$1,896.011	(\$28.999)	(1.6)
Depreciation	378.686	378.546	0.140	0.0	0.000	0.000	0.000	-	378.686	378.546	0.140	0.0
OPEB Account	404.065	400.000	4.065	1.0	0.000	0.000	0.000	-	404.065	400.000	4.065	1.0
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$2,429.308	\$2,428.853	\$0.455	0.0	\$220.455	\$245.704	(\$25.249)	(11.5)	\$2,649.763	\$2,674.557	(\$24.794)	(0.9)
Net Surplus/(Deficit)	(\$1,297.442)	(\$1,313.802)	(\$16.360)	(1.3)	\$0.000	\$0.000	\$0.000	-	(\$1,297.442)	(\$1,313.802)	(\$16.360)	(1.3)

NOTE: Totals may not add due to rounding.

Table 3

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
March 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	10.4	2.8	Primarily due to a positive first quarter pass average fare adjustment	(25.9)	(2.5)	Primarily due to the impact of adverse weather affecting ridership, partly offset by higher pass average fares
Other Operating Revenue	NR	0.8	2.2	Mostly higher paratransit Urban Tax revenues	9.1	8.5	Mostly the favorable timing of advertising revenues and higher paratransit Urban Tax revenues
Payroll	NR	1.4	0.6	Due largely to vacancies, partly offset by higher earned employee separation payments			
Overtime	NR	(7.5)	(22.0)	Mainly due to adverse weather, service delays and additional maintenance requirements in support of an overage bus fleet and subway track	(24.5)	(24.4)	Mainly due to adverse weather, vacancy/absentee coverage requirements, and service delays
Health & Welfare (including OPEB current payment)	NR	(1.5)	(1.6)	The unfavorable timing of expenses	12.4	4.5	Largely a favorable rate experience
Other Fringe Benefits	NR	1.5	5.6	Due mainly to favorable direct overhead credits, caused by higher reimbursable labor requirements			
Reimbursable Overhead	NR	4.9	29.4	Favorable overhead credits, resulting from higher reimbursable labor requirements			
Electric Power	NR	(3.4)	(13.8)	Largely due to unfavorable billing adjustments, partly offset by the favorable timing of expenses	(2.2)	(2.9)	Largely due to unfavorable billing adjustments and higher prices, partly offset by the favorable timing of expenses
Fuel	NR	3.5	21.8	Primarily lower prices	13.9	30.3	Primarily lower prices
Paratransit Service Contracts	NR	1.2	3.6	Mostly due to lower trips	3.7	3.8	Mostly due to lower trips, call center activity and vehicle rehabs
Maintenance and Other Operating Contracts	NR	0.6	3.8	Primarily the favorable timing of operating contract expenses	2.2	5.1	Mostly the favorable timing of uniform, tires & tubes, and building-related expenses

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
March 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	(7.1)	(96.2)	Mostly a delay in the charge-back to MTA of IT consolidated expenses, and the unfavorable timing of office-related and various professional service account expenses	(16.2)	(66.6)	Mostly a delay in the charge-back to MTA of IT consolidated expenses, and the unfavorable timing of office-related and various professional service account expenses
Materials and Supplies	NR	(4.9)	(19.9)	Due primarily to the unfavorable timing of maintenance material requirements	1.5	2.0	Largely due to favorable inventory adjustments and increased scrap/surplus sales, partly offset by the unfavorable timing of maintenance material requirements
Other Business Expenses	NR	2.6	29.4	Mainly the favorable timing of reimbursable job closing adjustments	4.2	19.2	Mainly the favorable timing of reimbursable job closing adjustments and other expenses
Capital and Other Reimbursements	R	27.1	35.5	Reimbursement increase consistent with higher reimbursable expenses	25.2	11.5	Reimbursement increase consistent with higher reimbursable expenses
Payroll	R	(6.1)	(17.8)	Mostly retro-wage payments not accrued for and the unfavorable timing of non-capital and capital construction costs	(3.9)	(4.1)	Mostly retro-wage payments not accrued for and the unfavorable timing of non-capital costs, partly offset by lower capital construction costs due to adverse weather
Overtime	R	(6.3)	over (100.0)	Mainly due to Subways Track Program work which is concentrated on weekends to take advantage of track availability and other Capital Program support	(9.1)	(55.9)	Mainly due to Subways Track Program work which is concentrated on weekends to take advantage of track availability and other Capital Program support
Other Fringe Benefits	R	(2.9)	(25.5)	Mostly higher direct overhead expenses, caused by higher reimbursable labor costs	(3.8)	(11.8)	Mostly higher direct overhead expenses, caused by higher reimbursable labor costs
Maintenance and Other Operating Contracts	R	(2.2)	over (100.0)	Largely the unfavorable timing of construction services expenses	(1.8)	(27.6)	Largely the unfavorable timing of construction services expenses
Professional Service Contracts	R				(1.2)	(81.9)	Mostly a delay in the charge-back to MTA of IT consolidated expenses
Materials & Supplies	R	(2.5)	(53.5)	Mainly the unfavorable timing of non-vehicle maintenance material requirements	(2.1)	(16.0)	Mainly the unfavorable timing of non-vehicle maintenance material requirements
Other Business Expenses	R	(2.1)	over (100.0)	Principally the unfavorable timing of reimbursable job closing adjustments	(2.0)	over (100.0)	Principally the unfavorable timing of reimbursable job closing adjustments

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$371.642	\$373.430	\$1.788	0.5	\$1,027.417	\$1,019.079	(\$8.338)	(0.8)
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Paratransit Reimbursement	3.765	5.815	2.050	54.4	46.295	17.889	(28.406)	(61.4)
Other	3.419	3.315	(0.104)	(3.0)	10.257	8.767	(1.490)	(14.5)
Total Other Operating Revenue	7.184	9.130	1.946	27.1	56.552	26.656	(29.896)	(52.9)
Capital and Other Reimbursements	76.383	86.774	10.391	13.6	220.455	265.571	45.116	20.5
Total Receipts	\$455.209	\$469.334	\$14.125	3.1	\$1,304.424	\$1,311.306	\$6.882	0.5
Expenditures								
Labor:								
Payroll	278.306	285.643	(7.337)	(2.6)	827.045	843.299	(16.254)	(2.0)
Overtime	35.781	44.324	(8.543)	(23.9)	108.870	131.120	(22.250)	(20.4)
Total Salaries & Wages	314.087	329.967	(15.880)	(5.1)	935.915	974.419	(38.504)	(4.1)
Health and Welfare	62.897	66.037	(3.140)	(5.0)	195.670	206.055	(10.385)	(5.3)
OPEB Current Payment	30.870	34.680	(3.810)	(12.3)	92.812	93.318	(0.506)	(0.5)
Pensions	78.669	81.158	(2.489)	(3.2)	236.007	231.380	4.627	2.0
Other Fringe Benefits	33.456	35.727	(2.271)	(6.8)	99.852	113.076	(13.224)	(13.2)
Total Fringe Benefits	205.892	217.602	(11.710)	(5.7)	624.341	643.829	(19.488)	(3.1)
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	\$519.979	\$547.569	(\$27.590)	(5.3)	\$1,560.256	\$1,618.248	(\$57.992)	(3.7)
Non-Labor:								
Electric Power	24.333	29.081	(4.748)	(19.5)	76.670	82.527	(5.857)	(7.6)
Fuel	16.092	10.849	5.243	32.6	45.876	32.027	13.849	30.2
Insurance	0.000	4.721	(4.721)	-	27.477	24.812	2.665	9.7
Claims	8.033	14.885	(6.852)	(85.3)	24.099	37.072	(12.973)	(53.8)
Paratransit Service Contracts	32.470	32.609	(0.139)	(0.4)	95.068	95.215	(0.147)	(0.2)
Mtce. and Other Operating Contracts	18.047	17.096	0.951	5.3	50.453	46.761	3.692	7.3
Professional Service Contracts	7.967	12.595	(4.628)	(58.1)	22.040	39.521	(17.481)	(79.3)
Materials & Supplies	29.612	40.576	(10.964)	(37.0)	88.342	98.549	(10.207)	(11.6)
Other Business Expenditures	7.078	7.270	(0.192)	(2.7)	20.691	19.072	1.619	7.8
Total Non-Labor Expenditures	\$143.632	\$169.682	(\$26.050)	(18.1)	\$450.716	\$475.556	(\$24.840)	(5.5)
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	\$663.611	\$717.251	(\$53.640)	(8.1)	\$2,010.972	\$2,093.804	(\$82.832)	(4.1)
Net Surplus/(Deficit)	(\$208.402)	(\$247.917)	(\$39.515)	(19.0)	(\$706.548)	(\$782.498)	(\$75.950)	(10.7)

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
March 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				(8.3)	(0.8)	Due primarily to the impact of adverse weather affecting ridership, partly offset by the favorable timing of receipts
Other Operating Receipts	1.9	27.1	Due mainly to higher paratransit Urban Tax receipts	(29.9)	(52.9)	Due mainly to the unfavorable timing of receipt of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	10.4	13.6	Mostly due to increased 2015 project expenses/billing, partly offset by the unfavorable timing of reimbursements	45.1	20.5	Mostly due to increased 2015 project expenses/billing and the favorable timing of reimbursements from 2014
Salaries & Wages	(15.9)	(5.1)	Largely additional overtime costs, mainly due to adverse weather, service delays and additional maintenance requirements in support of an overage bus fleet and subway track	(38.5)	(4.1)	Largely additional overtime costs, mainly due to adverse weather, vacancy/absentee coverage requirements, and service delays
Health & Welfare (including OPEB current payment)	(7.0)	(7.5)	Mainly the unfavorable timing of payments	(10.9)	(3.8)	The unfavorable timing of payments, partly offset by a favorable rate experience
Other Fringe Benefits	(2.3)	(6.8)	Mostly the unfavorable timing of payments	(13.2)	(13.2)	Mostly the unfavorable timing of payments
Electric Power	(4.7)	(19.5)	Largely due to unfavorable billing adjustments and the timing of payments, partly offset by the favorable timing of expenses	(5.9)	(7.6)	Largely due to unfavorable billing adjustments, higher prices and the timing of payments, partly offset by the favorable timing of expenses
Fuel	5.2	32.6	Largely due to lower prices	13.8	30.2	Largely due to lower prices
Claims	(6.9)	(85.3)	Higher payouts of public liability claims than anticipated	(13.0)	(53.8)	Higher payouts of public liability claims than anticipated
Maintenance Contracts	1.0	5.3	Primarily the favorable timing of payments	3.7	7.3	Primarily the favorable timing of payments
Professional Service Contracts	(4.6)	(58.1)	Mostly a delay in the charge-back to MTA of IT consolidated expenses, and the unfavorable timing of office-related and various professional service account expenses, partly offset by the favorable timing of payments	(17.5)	(79.3)	Mostly a delay in the charge-back to MTA of IT consolidated expenses, and the unfavorable timing of office-related and various professional service account expenses
Materials & Supplies	(11.0)	(37.0)	Due largely to the unfavorable timing of expenses and payments	(10.2)	(11.6)	Due largely to the unfavorable timing of payments

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$4.427	(\$4.156)	(\$8.583)	(193.9)	\$2.483	\$20.015	\$17.532	706.1
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(9.686)	(9.686)	0.000	0.0	(23.163)	(23.163)	0.000	0.0
Paratransit Reimbursement	(11.441)	(10.256)	1.185	10.4	0.677	(32.610)	(33.287)	-
Other	(9.298)	(9.382)	(0.084)	(0.9)	(27.894)	(33.558)	(5.664)	(20.3)
Total Other Operating Revenue	(30.425)	(29.324)	1.101	3.6	(50.380)	(89.331)	(38.951)	(77.3)
Capital and Other Reimbursements	0.000	(16.755)	(16.755)	-	0.000	19.867	19.867	-
Total Receipts	(\$25.998)	(\$50.235)	(\$24.237)	(93.2)	(\$47.897)	(\$49.449)	(\$1.552)	(3.2)
Expenditures								
Labor:								
Payroll	10.472	7.828	(2.644)	(25.2)	27.880	16.202	(11.678)	(41.9)
Overtime	3.773	9.014	5.241	138.9	7.672	18.999	11.327	147.6
Total Salaries & Wages	14.245	16.842	2.597	18.2	35.552	35.201	(0.351)	(1.0)
Health and Welfare	0.000	(6.185)	(6.185)	-	(6.566)	(31.821)	(25.255)	(384.6)
OPEB Current Payment	0.000	0.617	0.617	-	0.000	1.853	1.853	-
Pensions	(60.331)	(62.933)	(2.602)	(4.3)	(180.993)	(176.708)	4.285	2.4
Other Fringe Benefits	4.376	3.557	(0.819)	(18.7)	12.578	2.912	(9.666)	(76.8)
Total Fringe Benefits	(55.955)	(64.944)	(8.989)	(16.1)	(174.981)	(203.764)	(28.783)	(16.4)
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	(\$41.710)	(\$48.102)	(\$6.392)	(15.3)	(\$139.429)	(\$168.563)	(\$29.134)	(20.9)
Non-Labor:								
Electric Power	0.000	(1.377)	(1.377)	-	0.000	(3.595)	(3.595)	-
Fuel	0.000	1.739	1.739	-	0.000	(0.072)	(0.072)	-
Insurance	6.528	1.365	(5.163)	(79.1)	(9.189)	(6.535)	2.654	28.9
Claims	0.886	(5.966)	(6.852)	(773.4)	2.658	(10.314)	(12.972)	(488.0)
Paratransit Service Contracts	0.500	(0.840)	(1.340)	(268.0)	0.500	(3.323)	(3.823)	(764.6)
Mtce. and Other Operating Contracts	0.000	2.572	2.572	-	0.000	3.267	3.267	-
Professional Service Contracts	0.000	2.597	2.597	-	3.750	3.677	(0.073)	(1.9)
Materials & Supplies	(0.250)	(3.782)	(3.532)	-	(2.250)	(11.799)	(9.549)	(424.4)
Other Business Expenses	0.000	(0.711)	(0.711)	-	0.000	(0.536)	(0.536)	-
Total Non-Labor Expenditures	\$7.664	(\$4.403)	(\$12.067)	(157.5)	(\$4.531)	(\$29.230)	(\$24.699)	(545.1)
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	(\$34.046)	(\$52.505)	(\$18.459)	(54.2)	(\$143.960)	(\$197.793)	(\$53.833)	(37.4)
Depreciation	127.289	125.593	(1.696)	(1.3)	378.686	378.546	(0.140)	(0.0)
OPEB Account	404.065	400.000	(4.065)	(1.0)	404.065	400.000	(4.065)	(1.0)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$497.308	\$473.088	(\$24.220)	(4.9)	\$638.791	\$580.753	(\$58.038)	(9.1)
Total Cash Conversion Adjustments	\$471.310	\$422.853	(\$48.457)	(10.3)	\$590.894	\$531.304	(\$59.590)	(10.1)

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
March 2015

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	62	69	(7)	
Law	277	271	6	
Office of the EVP	42	40	2	
Human Resources	227	234	(7)	
Office of Management and Budget	41	33	8	
Capital Planning & Budget	33	31	2	
Corporate Communications	262	261	1	
Non-Departmental	(117)	-	(117)	Vacancy Provision
Labor Relations	97	91	6	
Materiel	283	270	13	
Controller	137	133	4	
Total Administration	1,344	1,433	(89)	
Operations				
Subways Service Delivery	7,682	7,668	14	
Subways Operations Support/Admin	359	377	(18)	
Subways Stations	2,630	2,613	17	
Sub-total Subways	10,671	10,658	13	
Buses	10,723	10,700	23	
Paratransit	213	199	14	
Operations Planning	381	388	(7)	
Revenue Control	448	402	46	
Total Operations	22,436	22,347	89	
Maintenance				
Subways Operations Support/Admin	162	178	(16)	
Subways Engineering	342	347	(5)	
Subways Car Equipment	4,330	4,309	21	
Subways Infrastructure	1,475	1,432	43	
Subways Elevators & Escalators	442	417	25	
Subways Stations	3,631	3,523	108	Mostly Hourly Cleaner Vacancies
Subways Track	2,795	2,737	58	Mainly Hourly Track Worker Vacancies
Subways Power	623	580	43	
Subways Signals	1,489	1,481	8	
Subways Electronic Maintenance	1,516	1,426	90	Mainly Hourly Maintainer Vacancies
Sub-total Subways	16,805	16,430	375	
Buses	3,776	3,780	(4)	
Revenue Control	137	137	0	
Supply Logistics	558	557	1	
System Safety	91	83	8	
Total Maintenance	21,367	20,987	380	
Engineering/Capital				
Capital Program Management	1,319	1,342	(23)	
Total Engineering/Capital	1,319	1,342	(23)	
Public Safety				
Security	642	613	29	
Total Public Safety	642	613	29	
Total Positions	47,108	46,722	386	
Non-Reimbursable	42,331	42,473	(142)	
Reimbursable	4,777	4,249	528	
Total Full-Time	46,968	46,482	486	
Total Full-Time Equivalents	140	240	(100)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	548	464	84	
Professional, Technical, Clerical	849	941	(92)	
Operational Hourlies	(53)	28	(81)	
Total Administration	1,344	1,433	(89)	
Operations				
Managers/Supervisors	2,547	2,547	0	
Professional, Technical, Clerical	482	476	6	
Operational Hourlies	19,407	19,324	83	
Total Operations	22,436	22,347	89	
Maintenance				
Managers/Supervisors	3,918	3,840	78	
Professional, Technical, Clerical	1,015	1,017	(2)	
Operational Hourlies	16,434	16,130	304	
Total Maintenance	21,367	20,987	380	
Engineering/Capital				
Managers/Supervisors	339	339	0	
Professional, Technical, Clerical	978	1,001	(23)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,319	1,342	(23)	
Public Safety				
Managers/Supervisors	254	232	22	
Professional, Technical, Clerical	40	35	5	
Operational Hourlies	348	346	2	
Total Public Safety	642	613	29	
Total Positions				
Managers/Supervisors	7,606	7,422	184	
Professional, Technical, Clerical	3,364	3,470	(106)	
Operational Hourlies	36,138	35,830	308	
Total Positions	47,108	46,722	386	

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

	March						March 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>	353,487	\$10.798	341,164	\$10.661	12,323	\$0.137 1.3%	1,014,115	\$30.897	953,260	\$30.132	60,855	\$0.765 2.5%
<u>Unscheduled Service</u>	256,882	\$7.673	323,311	\$10.539	(66,429)	(\$2.866) (37.4%)	739,864	\$22.031	948,854	\$27.318	(208,990)	(\$5.286) (24.0%)
<u>Programmatic/Routine Maintenance</u>	357,564	\$10.033	388,254	\$12.856	(30,690)	(\$2.824) (28.1%)	1,096,157	\$30.655	1,130,274	\$32.337	(34,117)	(\$1.682) (5.5%)
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000 0.0%	0	\$0.000	0	\$0.000	0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	39,811	\$1.264	(6,218)	(\$0.193)	46,029	\$1.457 115.2%	119,433	\$3.792	384,283	\$12.287	(264,850)	(\$8.495) (224.0%)
<u>Weather Emergencies</u>	89,189	\$3.346	188,535	\$6.177	(99,347)	(\$2.831) (84.6%)	267,566	\$10.039	745,276	\$24.377	(477,710)	(\$14.338) (142.8%)
<u>Safety/Security/Law Enforcement</u>	9,215	\$0.293	7,614	\$0.242	1,601	\$0.051 17.4%	27,564	\$0.875	24,232	\$0.776	3,333	\$0.099 11.3%
<u>Other</u>	9,566	\$0.692	58,684	\$1.304	(49,118)	(\$0.612) (88.4%)	24,772	\$1.986	(72,213)	(\$2.474)	96,984	\$4.460 224.6%
Subtotal	1,115,714	\$34.099	1,301,344	\$41.587 \$0.000	(185,630)	(\$7.488) (22.0%)	3,289,471	\$100.275	4,113,966	\$124.752 (\$0.000)	(824,495)	(\$24.477) (24.4%)
REIMBURSABLE OVERTIME	188,813	\$5.455	345,623	\$11.751 \$0.000	(156,810)	(\$6.295) (115.4%)	565,350	\$16.268	820,917	\$25.367 (\$0.000)	20,052	(\$9.100) (55.9%)
TOTAL OVERTIME	1,304,527	\$39.554	1,646,967	\$53.338	(342,440)	(\$13.783) (34.8%)	3,854,821	\$116.543	4,934,883	\$150.120	(804,443)	(\$33.577) (28.8%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	March			March Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	12,323	\$0.1 (1.8%)		60,855	\$0.8 (3.1%)	Favorable YTD results in scheduled service due to vacancies/availability underruns.
<u>Unscheduled Service</u>	(66,429)	(\$2.9) 38.3%	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.	(208,990)	(\$5.3) 21.6%	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.
<u>Programmatic/Routine Maintenance</u>	(30,690)	(\$2.8) 37.7%	Unfavorable results due to DoB maintenance of overage fleet and continued track maintenance.	(34,117)	(\$1.7) 6.9%	Unfavorable results due to DoB maintenance of overage fleet and continued track maintenance.
<u>Unscheduled Maintenance</u>	0	\$0.0 .0%		0	\$0.0 .0%	
<u>Vacancy/Absentee Coverage</u>	46,029	\$1.5 (19.5%)	Favorable results due to correction of prior month results.	(264,850)	(\$8.5) 34.7%	Mainly due to vacancy / absentee coverage for bus operators and maintainers, and signal maintainers.
<u>Weather Emergencies</u>	(99,347)	(\$2.8) 37.8%	Unfavorable results due to significant cold weather and snowfall.	(477,710)	(\$14.3) 58.6%	Unfavorable results for weather due to significant cold weather and snowfall.
<u>Safety/Security/Law Enforcement</u>	1,601	\$0.1 (0.7%)		3,333	\$0.1 (0.4%)	
<u>Other</u>	(49,118)	(\$0.6) 8.2%		96,984	\$4.5 (18.2%)	Favorable results due to timing of expenses.
Subtotal	(185,630)	(\$7.5) 54.3%		(824,495)	(\$24.5) 72.9%	
	(156,810)	(\$6.3) 45.7%	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	20,052	(\$9.1) 27.1%	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.
REIMBURSABLE OVERTIME						
TOTAL OVERTIME	(342,440)	(\$13.8)		(804,443)	(\$33.6)	

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

March 2015

(All data are preliminary and subject to audit)

Operating revenue in March was less than \$0.1 million (2.8 percent) below the Adopted Budget (budget), and year-to-date, operating revenue was under budget by \$0.2 million (7.5 percent). Both variances were caused by the unfavorable timing of student fare reimbursements and lower farebox revenue, resulting from adverse weather.

Total **ridership** in March 2015 was 388,650 riders, 3.1 percent (12,357 riders) below budget, due to adverse weather. Year-to-date, ridership was 1,033,751 riders, 7.4 percent (83,055 riders) below budget, also due to adverse weather. March 2015 average weekday ridership was 16,230, 1.3 percent (205 riders) higher than March 2014. Average weekday ridership for the twelve months ending March 2015 was 15,431 riders, 1.9 percent (290 riders) higher than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were above budget in March by \$0.8 million (20.5 percent). Labor exceeded budget by \$0.6 million (23.4 percent), due primarily to the unfavorable timing of health & welfare/OPEB current expenses of \$0.4 million (81.4 percent). Other fringe benefits were unfavorable by \$0.1 million (86.1 percent), due mostly to higher Workers' Compensation expenses. Reimbursable overhead credits were unfavorable by \$0.1 million (71.2 percent), resulting from the timing of Sandy reimbursable capital construction requirements. Non-labor expenses were above budget by \$0.1 million (13.1 percent), due mainly to the unfavorable timing of interagency insurance expenses. Year-to-date, expenses were higher than budget by \$0.3 million (2.9 percent), of which labor expenses exceeded budget by \$0.8 million (10.1 percent), due largely to higher overtime expenses of \$0.6 million (86.2 percent), resulting mostly from adverse weather and maintenance/vacancy coverage requirements. Other fringe benefits were unfavorable by \$0.3 million (59.3 percent), due mostly to higher Workers' Compensation expenses. Partly offsetting these overruns were payroll underruns of \$0.3 million (7.0 percent), caused by vacancies and the favorable timing of expenses. Non-labor expenses were below budget by \$0.5 million (15.4 percent), due primarily to the favorable timing of maintenance contract and materials & supplies expenses.

Depreciation expenses of \$2.0 million year-to-date were \$0.1 million (6.1 percent) below budget.

GASB #45 Other Post-Employment Benefit expenses of \$0.6 million were recorded year-to-date, which represented an overrun of less than \$0.1 million (6.4 percent).

The **operating cash deficit** (excluding subsidies) was \$10.0 million year-to-date, \$1.0 million (10.8 percent) above budget, due mostly to higher public liability claims payouts.

Table 1

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 2015
(\$ 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	0.526	0.522	(0.004)	(0.8)	-	-	-	-	0.526	0.522	(0.004)	(0.8)
Other Operating Revenue	0.257	0.239	(0.018)	(7.0)	-	-	-	-	0.257	0.239	(0.018)	(7.0)
Capital and Other Reimbursements	-	-	-	-	0.394	0.094	(0.300)	(76.1)	0.394	0.094	(0.300)	(76.1)
Total Revenue	\$ 0.783	\$ 0.761	\$ (0.022)	(2.8)	\$ 0.394	\$ 0.094	\$ (0.300)	(76.1)	\$ 1.177	\$ 0.855	\$ (0.322)	(27.4)
Expenses												
Labor:												
Payroll	1.503	1.462	0.041	2.7	0.167	0.048	0.119	71.3	1.670	1.510	0.160	9.6
Overtime	0.230	0.292	(0.062)	(27.0)	0.025	0.002	0.023	92.0	0.255	0.294	(0.039)	(15.3)
Total Salaries & Wages	\$ 1.733	\$ 1.754	\$ (0.021)	(1.2)	\$ 0.192	\$ 0.050	\$ 0.142	74.0	\$ 1.925	\$ 1.804	\$ 0.121	6.3
Health and Welfare	0.330	0.688	(0.358)	(108.5)	0.043	-	0.043	100.0	0.373	0.688	(0.315)	(84.5)
OPEB Current Portion	0.110	0.110	-	0.0	-	0.002	(0.002)	-	0.110	0.112	(0.002)	(1.8)
Pensions	0.493	0.500	(0.007)	(1.4)	0.008	-	0.008	100.0	0.501	0.500	0.001	0.2
Other Fringe Benefits	0.158	0.294	(0.136)	(86.1)	0.005	-	0.005	100.0	0.163	0.294	(0.131)	(80.4)
Total Fringe Benefits	\$ 1.091	\$ 1.592	\$ (0.501)	(45.9)	\$ 0.056	\$ 0.002	\$ 0.054	96.4	\$ 1.147	\$ 1.594	\$ (0.447)	(39.0)
Reimbursable Overhead	(0.146)	(0.042)	(0.104)	(71.2)	0.146	0.042	0.104	71.2	-	-	-	-
Total Labor Expenses	\$ 2.678	\$ 3.304	\$ (0.626)	(23.4)	\$ 0.394	\$ 0.094	\$ 0.300	76.1	\$ 3.072	\$ 3.398	\$ (0.326)	(10.6)
Non-Labor:												
Electric Power	0.361	0.482	(0.121)	(33.5)	-	-	-	-	0.361	0.482	(0.121)	(33.5)
Fuel	0.045	0.034	0.011	24.4	-	-	-	-	0.045	0.034	0.011	24.4
Insurance	0.133	0.306	(0.173)	(130.1)	-	-	-	-	0.133	0.306	(0.173)	(130.1)
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	0.139	0.098	41.4	-	-	-	-	0.237	0.139	0.098	41.4
Professional Service Contracts	0.066	0.100	(0.034)	(51.5)	-	-	-	-	0.066	0.100	(0.034)	(51.5)
Materials & Supplies	0.200	0.117	0.083	41.5	-	-	-	-	0.200	0.117	0.083	41.5
Other Business Expenses	0.002	0.009	(0.007)	(350.0)	-	-	-	-	0.002	0.009	(0.007)	(350.0)
Total Non-Labor Expenses	\$ 1.051	\$ 1.189	\$ (0.138)	(13.1)	\$ -	\$ -	\$ -	-	\$ 1.051	\$ 1.189	\$ (0.138)	(13.1)
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.729	\$ 4.493	\$ (0.764)	(20.5)	\$ 0.394	\$ 0.094	\$ 0.300	76.1	\$ 4.123	\$ 4.587	\$ (0.464)	(11.3)
Depreciation	0.692	0.510	0.182	26.3	-	-	-	-	0.692	0.510	0.182	26.3
Other Post Employment Benefits	0.575	0.612	(0.037)	(6.4)	-	-	-	-	0.575	0.612	(0.037)	(6.4)
Total Expenses	\$ 4.996	\$ 5.615	\$ (0.619)	(12.4)	\$ 0.394	\$ 0.094	\$ 0.300	76.1	\$ 5.390	\$ 5.709	\$ (0.319)	(5.9)
Net Surplus/(Deficit)	\$ (4.213)	\$ (4.854)	\$ (0.641)	(15.2)	\$ -	\$ -	\$ -	-	\$ (4.213)	\$ (4.854)	\$ (0.641)	(15.2)

Table 2

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
March 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	1.449	1.361	(0.088)	(6.1)	-	-	-	-	1.449	1.361	(0.088)	(6.1)
Other Operating Revenue	0.721	0.646	(0.075)	(10.4)	-	-	-	-	0.721	0.646	(0.075)	(10.4)
Capital and Other Reimbursements	-	-	-	-	1.180	0.219	(0.961)	(81.4)	1.180	0.219	(0.961)	(81.4)
Total Revenue	\$ 2.170	\$ 2.007	\$ (0.163)	(7.5)	\$ 1.180	\$ 0.219	\$ (0.961)	(81.4)	\$ 3.350	\$ 2.226	\$ (1.124)	(33.6)
Expenses												
Labor:												
Payroll	4.509	4.194	0.315	7.0	0.501	0.086	0.415	82.8	5.010	4.280	0.730	14.6
Overtime	0.660	1.229	(0.569)	(86.2)	0.075	0.019	0.056	74.7	0.735	1.248	(0.513)	(69.8)
Total Salaries & Wages	\$ 5.169	\$ 5.423	\$ (0.254)	(4.9)	\$ 0.576	\$ 0.105	\$ 0.471	81.8	\$ 5.745	\$ 5.528	\$ 0.217	3.8
Health and Welfare	0.990	0.985	0.005	0.5	0.129	-	0.129	100.0	1.119	0.985	0.134	12.0
OPEB Current Portion	0.330	0.261	0.069	20.9	-	0.002	(0.002)	-	0.330	0.263	0.067	20.3
Pensions	1.479	1.500	(0.021)	(1.4)	0.022	-	0.022	100.0	1.501	1.500	0.001	0.1
Other Fringe Benefits	0.474	0.755	(0.281)	(59.3)	0.015	-	0.015	100.0	0.489	0.755	(0.266)	(54.4)
Total Fringe Benefits	\$ 3.273	\$ 3.501	\$ (0.228)	(7.0)	\$ 0.166	\$ 0.002	\$ 0.164	98.8	\$ 3.439	\$ 3.503	\$ (0.064)	(1.9)
Reimbursable Overhead	(0.438)	(0.111)	(0.327)	(74.7)	0.438	0.111	0.327	74.7	-	-	-	-
Total Labor Expenses	\$ 8.004	\$ 8.813	\$ (0.809)	(10.1)	\$ 1.180	\$ 0.218	\$ 0.962	81.5	\$ 9.184	\$ 9.031	\$ 0.153	1.7
Non-Labor:												
Electric Power	1.083	1.340	(0.257)	(23.7)	-	-	-	-	1.083	1.340	(0.257)	(23.7)
Fuel	0.135	0.086	0.049	36.3	-	-	-	-	0.135	0.086	0.049	36.3
Insurance	0.399	0.517	(0.118)	(29.6)	-	-	-	-	0.399	0.517	(0.118)	(29.6)
Claims	0.021	0.006	0.015	71.4	-	-	-	-	0.021	0.006	0.015	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.711	0.269	0.442	62.2	-	-	-	-	0.711	0.269	0.442	62.2
Professional Service Contracts	0.198	0.106	0.092	46.5	-	-	-	-	0.198	0.106	0.092	46.5
Materials & Supplies	0.600	0.322	0.278	46.3	-	0.001	(0.001)	-	0.600	0.323	0.277	46.2
Other Business Expenses	0.006	0.023	(0.017)	(283.3)	-	-	-	-	0.006	0.023	(0.017)	(283.3)
Total Non-Labor Expenses	\$ 3.153	\$ 2.669	\$ 0.484	15.4	\$ -	\$ 0.001	\$ (0.001)	-	\$ 3.153	\$ 2.670	\$ 0.483	15.3
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 11.157	\$ 11.482	\$ (0.325)	(2.9)	\$ 1.180	\$ 0.219	\$ 0.961	81.4	\$ 12.337	\$ 11.701	\$ 0.636	5.2
Depreciation	2.076	1.950	0.126	6.1	-	-	-	-	2.076	1.950	0.126	6.1
Other Post Employment Benefits	0.575	0.612	(0.037)	(6.4)	-	-	-	-	0.575	0.612	(0.037)	(6.4)
Total Expenses	\$ 13.808	\$ 14.044	\$ (0.236)	(1.7)	\$ 1.180	\$ 0.219	\$ 0.961	81.4	\$ 14.988	\$ 14.263	\$ 0.725	4.8
Net Surplus/(Deficit)	\$ (11.638)	\$ (12.037)	\$ (0.399)	(3.4)	\$ -	\$ -	\$ -	-	\$ (11.638)	\$ (12.037)	\$ (0.399)	(3.4)

Table 3

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
March 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.	(0.004)	(0.8)	Due to adverse weather	(0.088)	(6.1)	Due to adverse weather
Other Operating Revenue	Non Reimb.	(0.018)	(7.0)	Mainly the unfavorable timing of student fare reimbursements	(0.075)	(10.4)	Mainly the unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.041	2.7	Mostly due to vacancies and the favorable timing of expenses	0.315	7.0	Mostly due to vacancies and the favorable timing of expenses
Overtime	Non Reimb.	(0.062)	(27.0)	Largely the impact of adverse weather, and maintenance/vacancy coverage requirements	(0.569)	(86.2)	Largely the impact of adverse weather, and maintenance/vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.358)	(81.4)	The unfavorable timing of expenses	0.074	5.6	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.136)	(86.1)	Mainly increased Workers' Compensation expenses	(0.281)	(59.3)	Mainly increased Workers' Compensation expenses
Reimbursable Overhead	Non Reimb.	(0.104)	(71.2)	Mostly the unfavorable timing of Sandy reimbursable Capital Construction requirements	(0.327)	(74.7)	Mostly the unfavorable timing of Sandy reimbursable Capital Construction requirements
Electric Power	Non Reimb.	(0.121)	(33.5)	Unfavorable timing of expenses and higher prices	(0.257)	(23.7)	Unfavorable timing of expenses and higher prices
Fuel	Non Reimb.	0.011	24.4	Mainly lower fuel prices	0.049	36.3	Mainly lower fuel prices
Insurance	Non Reimb.	(0.173)	over (100.0)	The unfavorable timing of interagency payments	(0.118)	(29.6)	The unfavorable timing of interagency payments
Claims	Non Reimb.	0.005	71.4	The favorable timing of expenses	0.015	71.4	The favorable timing of expenses
Maintenance & Other Operating Contracts	Non Reimb.	0.098	41.4	The favorable timing of expenses	0.442	62.2	The favorable timing of expenses
Professional Service Contracts	Non Reimb.	(0.034)	(51.5)	The unfavorable timing of expenses	0.092	46.5	The favorable timing of expenses
Materials and Supplies	Non Reimb.	0.083	41.5	The favorable timing of maintenance material requirements	0.278	46.3	The favorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	(0.300)	(76.1)	Timing of Contractor requirements	(0.961)	(81.4)	Timing of Contractor requirements
Payroll	Reimb.	0.119	71.3	Timing of Contractor requirements	0.415	82.8	Timing of Contractor requirements
Overtime	Reimb.	0.023	92.0	Timing of Contractor requirements	0.056	74.7	Timing of Contractor requirements
Health and Welfare (including OPEB current payment)	Reimb.	0.041	95.3	Timing of Contractor requirements	0.127	98.4	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	0.526	0.409	(0.117)	(22.2)	1.449	1.313	(0.136)	(9.4)
Other Operating Revenue	0.257	0.001	(0.256)	(99.6)	0.721	0.754	0.033	4.6
Capital and Other Reimbursements	0.394	-	(0.394)	(100.0)	1.180	0.154	(1.026)	(86.9)
Total Receipts	\$ 1.177	\$ 0.410	\$ (0.767)	(65.2)	\$ 3.350	\$ 2.221	\$ (1.129)	(33.7)
Expenditures								
Labor:								
Payroll	1.670	1.620	0.050	3.0	5.010	5.234	(0.224)	(4.5)
Overtime	0.255	0.322	(0.067)	(26.3)	0.735	1.170	(0.435)	(59.2)
Health and Welfare	0.373	0.001	0.372	99.7	1.119	0.020	1.099	98.2
OPEB Current Portion	0.110	0.002	0.108	98.2	0.330	0.034	0.296	89.7
Pensions	0.501	1.500	(0.999)	(199.4)	1.501	1.500	0.001	0.1
Other Fringe Benefits	0.163	0.271	(0.108)	(66.3)	0.489	0.962	(0.473)	(96.7)
GASB Account	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 3.072	\$ 3.716	\$ (0.644)	(21.0)	\$ 9.184	\$ 8.920	\$ 0.264	2.9
Non-Labor:								
Electric Power	0.361	0.430	(0.069)	(19.1)	1.083	1.134	(0.051)	(4.7)
Fuel	0.045	0.012	0.033	73.3	0.135	0.045	0.090	66.7
Insurance	0.133	0.230	(0.097)	(72.9)	0.399	0.286	0.113	28.3
Claims	0.007	0.095	(0.088)	(1,257.1)	0.021	0.955	(0.934)	(4,447.6)
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.237	0.116	0.121	51.1	0.711	0.309	0.402	56.5
Professional Service Contracts	0.066	0.019	0.047	71.2	0.198	0.219	(0.021)	(10.6)
Materials & Supplies	0.200	0.108	0.092	46.0	0.600	0.290	0.310	51.7
Other Business Expenditures	0.002	0.010	(0.008)	(400.0)	0.006	0.024	(0.018)	(300.0)
Total Non-Labor Expenditures	\$ 1.051	\$ 1.020	\$ 0.031	2.9	\$ 3.153	\$ 3.262	\$ (0.109)	(3.5)
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 4.123	\$ 4.736	\$ (0.613)	(14.9)	\$ 12.337	\$ 12.182	\$ 0.155	1.3
Operating Cash Deficit	\$ (2.946)	\$ (4.326)	\$ (1.380)	(46.8)	\$ (8.987)	\$ (9.961)	\$ (0.974)	(10.8)

Table 5

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

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	(0.117)	(22.2%)	Mostly the unfavorable timing of farebox cash settlements with NYCT	(0.136)	(9.4%)	Mostly the unfavorable timing of farebox cash settlements with NYCT
Other Operating Revenue	(0.256)	(99.6%)	Mostly the unfavorable timing of student fare reimbursements			
Capital and Other Reimbursements	(0.394)	(100.0%)	Unfavorable timing of reimbursements	(1.026)	(86.9%)	Unfavorable timing of reimbursements
Payroll				(0.224)	(4.5%)	The unfavorable timing of payments
Overtime	(0.067)	(26.3%)	Largely the impacts of adverse weather and maintenance/vacancy coverage requirements	(0.435)	(59.2%)	Largely the impacts of adverse weather and maintenance/vacancy coverage requirements
Health and Welfare (including OPEB current payment)	0.440	91.1%	Mostly favorable timing of payments	1.395	96.3%	Favorable timing of payments
Pensions	(0.999)	over (100.0)%	Unfavorable timing of payments			
Other Fringe Benefits	(0.108)	(66.3%)	Mostly higher expenses	(0.473)	(96.7%)	Mostly higher expenses and the unfavorable timing of payments
Electric Power	(0.069)	(19.1%)	Mostly unfavorable timing of expenses	(0.051)	(4.7%)	Mostly unfavorable timing of expenses, partly offset by the favorable timing of payments
Insurance	(0.097)	(72.9%)	The unfavorable timing of interagency payments	0.113	28.3%	The favorable timing of interagency payments
Claims	(0.088)	over (100.0)%	Accumulated public liability claims payouts not anticipated in the Budget	(0.934)	over (100.0)%	Accumulated public liability claims payouts not anticipated in the Budget
Maintenance Contracts	0.121	51.1%	Mostly the favorable timing of expenses	0.402	56.5%	The favorable timing of expenses, partly offset by the unfavorable timing of payments
Materials and Supplies	0.092	46.0%	Largely the favorable timing of maintenance material requirements	0.310	51.7%	Largely the favorable timing of maintenance material requirements

Table 6

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

	<u>Month</u>				<u>Year-to-Date</u>			
	<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable)</u>		<u>Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable)</u>	
			<u>Variance</u>	<u>Percent</u>			<u>Variance</u>	<u>Percent</u>
<u>Receipts</u>								
Farebox Revenue	0.000	(0.113)	(0.113)	-	0.000	(0.048)	(0.048)	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	(0.238)	(0.238)	-	0.000	0.108	0.108	-
Capital and Other Reimbursements	0.000	(0.094)	(0.094)	-	0.000	(0.065)	(0.065)	-
Total Receipts	\$0.000	(\$0.445)	(\$0.445)	-	\$0.000	(\$0.005)	(\$0.005)	-
<u>Expenditures</u>								
Labor:								
Payroll	0.000	(0.110)	(0.110)	-	0.000	(0.954)	(0.954)	-
Overtime	0.000	(0.028)	(0.028)	-	0.000	0.078	0.078	-
Health and Welfare	0.000	0.687	0.687	-	0.000	0.965	0.965	-
OPEB Current Portion	0.000	0.110	0.110	-	0.000	0.229	0.229	-
Pensions	0.000	(1.000)	(1.000)	-	0.000	0.000	0.000	-
Other Fringe Benefits	0.000	0.023	0.023	-	0.000	(0.207)	(0.207)	-
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	(\$0.318)	(\$0.318)	-	\$0.000	\$0.111	\$0.111	-
Non-Labor:								
Electric Power	0.000	0.052	0.052	-	0.000	0.206	0.206	-
Fuel	0.000	0.022	0.022	-	0.000	0.041	0.041	-
Insurance	0.000	0.076	0.076	-	0.000	0.231	0.231	-
Claims	0.000	(0.093)	(0.093)	-	0.000	(0.949)	(0.949)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	0.023	0.023	-	0.000	(0.040)	(0.040)	-
Professional Service Contracts	0.000	0.081	0.081	-	0.000	(0.113)	(0.113)	-
Materials & Supplies	0.000	0.009	0.009	-	0.000	0.033	0.033	-
Other Business Expenditures	0.000	(0.001)	(0.001)	-	0.000	(0.001)	(0.001)	-
Total Non-Labor Expenditures	\$0.000	\$0.169	\$0.169	-	\$0.000	(\$0.592)	(\$0.592)	-
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	(\$0.149)	(\$0.149)	-	\$0.000	(\$0.481)	(\$0.481)	-
Depreciation Adjustment	0.692	0.510	(0.182)	(26.3)	2.076	1.950	(0.126)	(6.1)
Other Post Employment Benefits	0.575	0.612	0.037	6.4	0.575	0.612	0.037	6.4
Total Expenditures	\$1.267	\$0.973	(\$0.294)	(23.2)	\$2.651	\$2.081	(\$0.570)	(21.5)
Total Cash Conversion Adjustments	\$1.267	\$0.528	(\$0.739)	(58.3)	\$2.651	\$2.076	(\$0.575)	(21.7)

**MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
March 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	103	0
Total Operations	103	103	0
Maintenance			
Mechanical	43	41	2
Electronics/Electrical	15	13	2
Power/Signals	26	22	4
Maintenance of Way	46	50	(4)
Infrastructure	25	26	(1)
Total Maintenance	155	152	3
Engineering/Capital			
Sandy Recovery	26	18	8
Total Engineering Capital	26	18	8
Total Positions	309	296	13
Non-Reimbursable	280	275	5
Reimbursable	29	21	8
Total Full-Time	309	296	13
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
March 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	99	(4)	
Total Operations	103	103	0	
Maintenance				
Managers/Supervisors	8	13	(5)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	137	7	
Total Maintenance	155	152	3	
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	249	10	
Total Positions	309	296	13	

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

Month of March				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.401	0.389	(0.012)	(3.1%)	Mostly due to colder than normal temperatures and almost 19 inches of snow
Year-to-Date				
1.117	1.034	(0.083)	(7.4%)	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 March				Explanation
	2014	2015	Variance		
			Amount	Percent	
Average Weekday	0.016	0.016	0.000	1.3%	
Average Weekend	0.007	0.007	(0.000)	(3.0%)	Worse weekend weather in 2015 than in 2014
12-Month Rolling Average					
Average Weekday	0.015	0.015	0.000	1.9%	Higher ridership growth trend
Average Weekend	0.007	0.008	0.001	10.8%	Weekend service suspensions in 2013

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

FINANCIAL AND RIDERSHIP REPORT**March 2015**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$20.2 million in March, \$0.1 million (0.3 percent) above budget. Year-to-date, operating revenue of \$53.7 million underran budget by \$2.0 million (3.7 percent). Farebox revenue was below budget by \$1.2 million (2.4 percent), due to lower ridership caused by adverse weather. Other operating revenue was under by \$0.9 million (13.4 percent), caused primarily by lower advertising receipts.

Total MTA Bus **ridership** in March 2015 was 11.0 million, 3.6 percent (0.4 million riders) below budget. Year-to-Date, ridership was 29.5 million, 4.2 percent (1.3 million riders) below budget. March 2015 average weekday ridership was 421,267, a decrease of 0.1 percent (369 riders) from March 2014. Average weekday ridership for the twelve months ending March 2015 was 408,735, an increase of 1.7 percent (6,717 riders) from the twelve months ending March 2014.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$52.4 million in March, \$0.9 million (1.6 percent) below budget. Labor expenses exceeded budget by \$1.1 million (2.7 percent), due largely to higher overtime expenses of \$1.2 million (29.5 percent), caused by additional maintenance requirements in support of an aging fleet and increased running time. Non-labor expenses were below budget by \$1.9 million (13.8 percent). Fuel expenses were less than budget by \$0.6 million (21.6 percent), caused mainly by lower rates. Professional service contract and materials and supplies expenses were under budget by \$0.7 million (30.3 percent) and \$0.5 million (15.6 percent), respectively, due mostly to the favorable timing of expenses. Year-to-date, expenses were under budget by \$3.1 million (2.0 percent). Labor expenses were higher by \$4.4 million (3.8 percent), due primarily to higher payroll expenses of \$2.8 million (4.6 percent), caused mainly by demographic progression rate changes in represented groups and a court judgment for back pay, partially offset by vacancies. Overtime expenses were over by \$2.4 million (19.0 percent), due to adverse weather, additional maintenance requirements in support of an aging fleet and increased running time. Non-labor expenses were favorable by \$7.5 million (18.2 percent), of which \$2.5 million represented lower fuel rates and \$5.2 million of underruns were caused by the favorable timing of expenses, affecting several accounts.

Depreciation expenses year-to-date exceeded budget by \$1.8 million (17.4 percent).

Other Post-Employment Benefit expenses of \$25.1 million were essentially on budget.

The **operating cash deficit** (excluding subsidies) was \$105.5 million year-to-date, essentially on budget.

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 17.917	\$ 18.252	\$ 0.335	1.9	\$ -	\$ -	\$ -	-	\$ 17.917	\$ 18.252	\$ 0.335	1.9
Other Operating Income	2.246	1.972	(0.274)	(12.2)	-	-	-	-	2.246	1.972	(0.274)	(12.2)
Capital and Other Reimbursements	-	-	-	-	0.482	0.415	(0.067)	(13.9)	0.482	0.415	(0.067)	(13.9)
Total Revenue	\$ 20.163	\$ 20.224	\$ 0.061	0.3	\$ 0.482	\$ 0.415	\$ (0.067)	(13.9)	\$ 20.645	\$ 20.639	\$ (0.006)	(0.0)
- Labor:												
Payroll	\$ 20.940	\$ 21.030	\$ (0.090)	(0.4)	\$ 0.228	\$ 0.243	\$ (0.015)	(6.4)	\$ 21.169	\$ 21.273	\$ (0.104)	(0.5)
Overtime	4.197	5.434	(1.237)	(29.5)	-	-	-	-	4.197	5.434	(1.237)	(29.5)
Health and Welfare	4.522	4.624	(0.102)	(2.2)	0.087	0.070	0.017	19.9	4.610	4.694	(0.084)	(1.8)
OPEB Current Payment	1.742	1.500	0.242	13.9	-	-	-	-	1.742	1.500	0.242	13.9
Pensions	3.838	3.885	(0.047)	(1.2)	0.039	0.035	0.004	10.3	3.877	3.920	(0.043)	(1.1)
Other Fringe Benefits	3.936	3.767	0.169	4.3	0.039	0.035	0.004	10.3	3.975	3.802	0.173	4.4
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.024	(0.024)	-	-	0.024	(0.024)	-
Total Labor Expenses	\$ 39.176	\$ 40.240	\$ (1.064)	(2.7)	\$ 0.394	\$ 0.407	\$ (0.013)	(3.4)	\$ 39.570	\$ 40.647	\$ (1.077)	(2.7)
Non-Labor:												
Electric Power	\$ 0.152	\$ 0.125	\$ 0.027	17.8	\$ -	\$ -	\$ -	-	\$ 0.152	\$ 0.125	\$ 0.027	17.8
Fuel	2.997	2.350	0.647	21.6	-	-	-	-	2.997	2.350	0.647	21.6
Insurance	0.463	0.288	0.175	37.8	-	-	-	-	0.463	0.288	0.175	37.8
Claims	2.353	2.500	(0.147)	(6.2)	-	-	-	-	2.353	2.500	(0.147)	(6.2)
Maintenance and Other Operating Contracts	2.420	2.304	0.116	4.8	0.019	-	0.019	100.0	2.439	2.304	0.135	5.5
Professional Service Contracts	2.304	1.606	0.698	30.3	-	-	-	-	2.304	1.606	0.698	30.3
Materials & Supplies	3.156	2.664	0.492	15.6	0.069	0.008	0.061	88.4	3.225	2.672	0.553	17.1
Other Business Expense	0.210	0.282	(0.072)	(34.3)	-	-	-	-	0.210	0.282	(0.072)	(34.3)
Total Non-Labor Expenses	\$ 14.055	\$ 12.119	\$ 1.936	13.8	\$ 0.088	\$ 0.008	\$ 0.080	90.9	\$ 14.143	\$ 12.127	\$ 2.016	14.3
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 53.231	\$ 52.359	\$ 0.872	1.6	\$ 0.482	\$ 0.415	\$ 0.067	13.9	\$ 53.713	\$ 52.774	\$ 0.939	1.7
Depreciation	3.549	4.033	(0.484)	(13.6)	-	-	-	-	3.549	4.033	(0.484)	(13.6)
OPEB Obligation	8.346	8.352	(0.006)	(0.1)	-	-	-	-	8.346	8.352	(0.006)	(0.1)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 65.126	\$ 64.744	\$ 0.382	0.6	\$ 0.482	\$ 0.415	\$ 0.067	13.9	\$ 65.608	\$ 65.159	\$ 0.449	0.7
Net Surplus/(Deficit)	\$ (44.963)	\$ (44.520)	\$ 0.443	1.0	\$ 0.000	\$ -	\$ (0.000)	*	\$ (44.963)	\$ (44.520)	\$ 0.443	1.0

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 49.182	\$ 48.020	\$ (1.162)	(2.4)	\$ -	\$ -	\$ -	-	\$ 49.182	\$ 48.020	\$ (1.162)	(2.4)
Other Operating Income	6.561	5.682	(0.879)	(13.4)	-	-	-	-	6.561	5.682	(0.879)	(13.4)
Capital and Other Reimbursements	-	-	-	-	1.408	0.726	(0.682)	(48.4)	1.408	0.726	(0.682)	(48.4)
Total Revenue	\$ 55.743	\$ 53.702	\$ (2.041)	(3.7)	\$ 1.408	\$ 0.726	\$ (0.682)	(48.4)	\$ 57.151	\$ 54.428	\$ (2.723)	(4.8)
Expenses												
<i>Labor:</i>												
Payroll	\$ 61.162	\$ 63.953	\$ (2.791)	(4.6)	0.667	0.434	\$ 0.233	35.0	\$ 61.830	\$ 64.387	\$ (2.557)	(4.1)
Overtime	12.592	14.979	(2.387)	(19.0)	-	-	-	-	12.592	14.979	(2.387)	(19.0)
Health and Welfare	13.208	13.787	(0.579)	(4.4)	0.255	0.122	0.133	52.2	13.464	13.909	(0.445)	(3.3)
OPEB Current Payment	5.226	4.500	0.726	13.9	-	-	-	-	5.226	4.500	0.726	13.9
Pensions	11.210	11.472	(0.262)	(2.3)	0.115	0.060	0.055	47.8	11.325	11.532	(0.207)	(1.8)
Other Fringe Benefits	11.496	10.586	0.900	7.8	0.113	0.060	0.053	46.9	11.609	10.656	0.953	8.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.024	(0.024)	-	-	0.024	(0.024)	-
Total Labor Expenses	\$ 114.895	\$ 119.287	\$ (4.392)	(3.8)	\$ 1.151	\$ 0.700	\$ 0.451	39.2	\$ 116.046	\$ 119.987	\$ (3.941)	(3.4)
<i>Non-Labor:</i>												
Electric Power	\$ 0.443	\$ 0.374	\$ 0.069	15.6	\$ -	\$ -	\$ -	-	\$ 0.443	\$ 0.374	\$ 0.069	15.6
Fuel	8.754	6.253	2.501	28.6	-	-	-	-	8.754	6.253	2.501	28.6
Insurance	1.353	0.877	0.476	35.2	-	-	-	-	1.353	0.877	0.476	35.2
Claims	6.872	5.500	1.372	20.0	-	-	-	-	6.872	5.500	1.372	20.0
Maintenance and Other Operating Contracts	7.069	5.421	1.648	23.3	0.055	-	0.055	100.0	7.124	5.421	1.703	23.9
Professional Service Contracts	6.730	4.567	2.163	32.1	-	-	-	-	6.730	4.567	2.163	32.1
Materials & Supplies	9.219	9.787	(0.568)	(6.2)	0.202	0.026	0.176	87.1	9.421	9.813	(0.392)	(4.2)
Other Business Expense	0.613	0.811	(0.198)	(32.3)	-	-	-	-	0.613	0.811	(0.198)	(32.3)
Total Non-Labor Expenses	\$ 41.053	\$ 33.590	\$ 7.463	18.2	\$ 0.257	\$ 0.026	\$ 0.231	89.9	\$ 41.310	\$ 33.616	\$ 7.694	18.6
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adj.	\$ 155.948	\$ 152.877	\$ 3.071	2.0	\$ 1.408	\$ 0.726	\$ 0.682	48.4	\$ 157.356	\$ 153.603	\$ 3.753	2.4
Depreciation	10.366	12.174	(1.808)	(17.4)	-	-	-	-	10.366	12.174	(1.808)	(17.4)
OPEB Obligation	25.038	25.052	(0.015)	(0.1)	-	-	-	-	25.038	25.052	(0.015)	(0.1)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 191.351	\$ 190.103	\$ 1.248	0.7	\$ 1.408	\$ 0.726	\$ 0.682	48.4	\$ 192.759	\$ 190.829	\$ 1.930	1.0
Net Surplus/(Deficit)	\$ (135.609)	\$ (136.401)	\$ (0.793)	(0.6)	\$ -	\$ -	\$ -	-	\$ (135.609)	\$ (136.401)	\$ (0.793)	(0.6)

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	March 2015				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ 0.335	1.9	Revenue adjustment by NYCT partially offset by lower ridership due to adverse weather		\$ (1.162)	(2.4)	Lower ridership due to the snow storm shutdown of Jan 26-27 and adverse weather.	
Other Operating Revenue	NR	\$ (0.274)	(12.2)	Lower advertising receipts		\$ (0.879)	(13.4)	Lower advertising receipts	
Capital and Other Reimbursements	R	\$ (0.067)	(13.9)	Delayed funding , timing of reimbursement receipts, and vacancies.		\$ (0.682)	(48.4)	Delayed funding , timing of reimbursement receipts, and vacancies.	
Total Revenue Variance		\$ (0.006)	(0.0)			\$ (2.723)	(4.8)		
Payroll	NR	\$ (0.090)	(0.4)	(a)		\$ (2.791)	(4.6)	Demographic progression rate changes in the representative groups not budgeted and court judgment for back pay, partially offset by vacancies.	
Overtime	NR	\$ (1.237)	(29.5)	Mainly due to the aging bus fleet's impact on bus maintenance and increased running time.		\$ (2.387)	(19.0)	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	\$ 0.140	2.2	(a)		\$ 0.147	0.8	(a)	
Pension	NR	\$ (0.047)	(1.2)	(a)		\$ (0.262)	(2.3)	(a)	
Other Fringe Benefits	NR	\$ 0.169	4.3	Favorable timing of workers' compensation payments and associated vacancies		\$ 0.900	7.8	Favorable timing of workers' compensation payments and associated vacancies	
Electric Power	NR	\$ 0.027	17.8	(a)		\$ 0.069	15.6	(a)	
Fuel	NR	\$ 0.647	21.6	Lower rates		\$ 2.501	28.6	Primarily due to lower rates and reduced service as the result of Winter Storms	
Insurance	NR	\$ 0.175	37.8	Timing of expenses		\$ 0.476	35.2	Timing of expenses	
Claims	NR	\$ (0.147)	(6.2)	Payment of prior period expenses		\$ 1.372	20.0	Timing of expenses	
Maintenance and Other Operating Contracts	NR	\$ 0.116	4.8	Timing of expenses and mischarge of security costs in Material and Supplies.		\$ 1.648	23.3	Timing of expenses and mischarge of security costs in Material and Supplies.	
Professional Service Contracts	NR	\$ 0.698	30.3	Timing of expenses		\$ 2.163	32.1	Timing of expenses	
Materials & Supplies	NR	\$ 0.492	15.6	Timing of expenses, partially by offset by mischarges of security costs belonging in Maintenance and Other Operating Contracts		\$ (0.568)	(6.2)	Prior period expenses and mischarges of security costs belonging in Maintenance and Other Operating Services	
Other Business Expense	NR	\$ (0.072)	(34.3)	(a)		\$ (0.198)	(32.3)	Higher Automatic Collection Fees (AFC)	
Depreciation	NR	\$ (0.484)	(13.6)	Non cash expense		\$ (1.808)	(17.4)	Non cash expense	
Other Post Employment Benefits	NR	\$ (0.006)	(0.1)	(a)		\$ (0.015)	(0.1)	(a)	
Environmental Remediation		\$ -	-			\$ -	-		
Payroll	R	\$ (0.015)	(6.4)	(a)		\$ 0.233	35.0	Timing of charges	
Health and Welfare	R	\$ 0.017	19.9	} Timing of charges		\$ 0.133	52.2	} Timing of charges.	
Pension	R	\$ 0.004	10.3			\$ 0.055	47.8		
Other Fringe Benefits	R	\$ 0.004	10.3			\$ 0.053	46.9		
Maintenance and Other Operating Contracts	R	\$ 0.019	*		Timing of charges	\$ 0.055	*	Timing of charges	
Materials & Supplies	R	\$ 0.061	*	Timing of charges		\$ 0.176	*	Timing of charges	
Total Expense Variance		\$ 0.449	0.7			\$ 1.930	1.0		
Net Variance		\$ 0.443	1.0			\$ (0.793)	(0.6)		

(a) - Variance less than 5%

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

	March 2015					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Adopted Budget	Actual	Variance	Percent		Adopted Budget	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ 17.917	\$ 19.348	\$ 1.431	8.0	\$	49.182	\$ 47.673	\$ (1.509)	(3.1)	
Other Operating Revenue	2.228	3.574	1.346	60.4		6.684	5.189	(1.495)	(22.4)	
Capital and Other Reimbursements	0.883	0.285	(0.598)	(67.7)		2.648	0.974	(1.674)	(63.2)	
Total Receipts	\$ 21.027	\$ 23.207	\$ 2.180	10.4	\$	58.513	\$ 53.836	\$ (4.677)	(8.0)	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 28.755	\$ 21.657	\$ 7.098	24.7	\$	67.096	\$ 63.230	\$ 3.866	5.8	
Overtime	4.197	5.434	(1.237)	(29.5)		12.592	14.979	(2.387)	(19.0)	
Health and Welfare	4.537	3.738	0.799	17.6		13.612	14.724	(1.112)	(8.2)	
OPEB Current Payment	1.742	1.500	0.242	13.9		5.226	3.000	2.226	42.6	
Pensions	3.831	3.885	(0.054)	(1.4)		11.493	11.472	0.021	0.2	
Other Fringe Benefits	5.519	4.682	0.837	15.2		12.877	11.385	1.492	11.6	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
Total Labor Expenditures	\$ 48.582	\$ 40.896	\$ 7.686	15.8	\$	122.896	\$ 118.790	\$ 4.106	3.3	
<i>Non-Labor:</i>										
Electric Power	\$ 0.150	\$ 0.125	\$ 0.025	16.7	\$	0.450	\$ 0.375	\$ 0.075	16.7	
Fuel	2.972	2.034	0.938	31.6		8.917	5.046	3.871	43.4	
Insurance	0.460	0.113	0.347	75.4		1.380	0.604	0.776	56.2	
Claims	2.000	1.237	0.763	38.2		6.000	7.833	(1.833)	(30.6)	
Maintenance and Other Operating Contracts	2.419	0.382	2.037	84.2		7.258	4.535	2.723	37.5	
Professional Service Contracts	2.285	1.339	0.946	41.4		6.855	8.149	(1.294)	(18.9)	
Materials & Supplies	3.199	3.233	(0.034)	(1.1)		9.597	13.338	(3.741)	(39.0)	
Other Business Expenses	0.208	0.208	-	0.0		0.624	0.640	(0.016)	(2.6)	
Total Non-Labor Expenditures	\$ 13.694	\$ 8.671	\$ 5.023	36.7	\$	41.081	\$ 40.520	\$ 0.561	1.4	
<i>Other Expenditure Adjustments :</i>										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$	-	\$ -	\$ -	-	
Total Expenditures	\$ 62.276	\$ 49.567	\$ 12.709	20.4	\$	163.978	\$ 159.310	\$ 4.668	2.8	
Operating Cash Surplus/(Deficit)	\$ (41.248)	\$ (26.360)	\$ 14.888	36.1	\$	(105.464)	\$ (105.474)	\$ (0.010)	(0.0)	

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)

Operating Receipts or Disbursements	March 2015			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 1.431	8.0	Revenue adjustment by NYCT partially offset by lower ridership due to adverse weather	\$ (1.509)	(3.1)	Lower ridership due to the snow storm shutdown of Jan 26-27 and adverse weather.
Other Operating Revenue	1.346	60.4	Student reimbursement	(1.495)	(22.4)	Timing of students/elderly reimbursements.
Capital and Other Reimbursements	(0.598)	(67.7)	Delayed funding , timing of reimbursement receipts, and vacancies.	(1.674)	(63.2)	Delayed funding , timing of reimbursement receipts, and vacancies.
Total Receipts	\$ 2.180	10.4		\$ (4.677)	(8.0)	
Payroll	\$ 7.098	24.7	Timing of expenses. Budgeted for three payroll month Including prefunding for April 1 payroll.	\$ 3.866	5.8	Vacancies and prefunding of April 1 payroll in budget offset by RWA payment for TSO inactives, demographic progression rate changes in the representative groups not budgeted and court judgement for back pay.,
Overtime	(1.237)	(29.5)	Mainly due to the aging bus fleet's impact on bus maintenance and increased running time.	(2.387)	(19.0)	Mainly due to the aging bus fleet's impact on bus maintenance and increased running time.
Health and Welfare (including OPEB)	1.041	16.6	Timing of payments	1.114	5.9	Timing of payments
Pension	(0.054)	(1.4)	(a)	0.021	0.2	(a)
Other Fringe Benefits	0.837	15.2	Timing of payments	1.492	11.6	Timing of payments
GASB	-	-		-	-	
Electric Power	0.025	16.7	(a)	0.075	16.7	(a)
Fuel	0.938	31.6	Lower rates	3.871	43.4	Lower rate and reduced service as the result of Winter Storms
Insurance	0.347	75.4	Timing of payments	0.776	56.2	Timing of payments
Claims	0.763	38.2	Timing of Claim settlements	(1.833)	(30.6)	Payments for accidents involving pedestrians of \$.7 mi from 2011 , \$2.5 million from 2012 , \$1.5 million from 2013 and partially offset by timing of claim settlements.
Maintenance and Other Operating Contracts	2.037	84.2	Timing of payments and mischarge of security costs in Material and Supplies.	2.723	37.5	Timing of payments and mischarge of security costs in Material and Supplies.
Professional Service Contracts	0.946	41.4	Timing of payments	(1.294)	(18.9)	Prior period payments and mischarges of security costs belonging in Maintenance and Other Operating Services
Materials & Supplies	(0.034)	(1.1)	(a)	(3.741)	(39.0)	Payments for prior periods
Other Business Expenditure	-	-	(a)	(0.016)	(2.6)	(a)
Total Expenditures	\$ 12.709	20.4		\$ 4.668	2.8	
Net Cash Variance	\$ 14.888	36.1		\$ (0.010)	(0.0)	

(a) - Variance less than 5%

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

(\$ in millions)

	March 2015					Year-To-Date				
	Favorable (Unfavorable)					Favorable (Unfavorable)				
	Adopted Budget	Actual	Variance	Percent		Adopted Budget	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ (0.000)	\$ 1.096	\$ 1.096	*		\$ -	\$ (0.347)	\$ (0.347)	-	
Other Operating Revenue	(0.018)	1.602	1.620	*		0.123	(0.493)	(0.616)	*	
Capital and Other Reimbursements	0.401	(0.130)	(0.531)	*		1.240	0.248	(0.992)	(80.0)	
Total Receipts	\$ 0.382	\$ 2.568	\$ 2.186	*		\$ 1.363	\$ (0.592)	\$ (1.955)	*	
Expenditures										
<i>Labor:</i>										
Payroll	\$ (7.586)	\$ (0.384)	\$ 7.202	94.9		\$ (5.267)	\$ 1.157	\$ 6.424	*	
Overtime	-	-	-	-		0.000	-	(0.000)	(100.0)	
Health and Welfare	0.072	0.956	0.884	*		(0.148)	(0.815)	(0.667)	*	
OPEB Current Payment	-	-	-	-		-	1.500	1.500	-	
Pensions	0.046	0.035	(0.011)	(23.2)		(0.168)	0.060	0.228	*	
Other Fringe Benefits	(1.544)	(0.880)	0.664	43.0		(1.268)	(0.729)	0.539	42.5	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	0.024	0.024	-		-	0.024	0.024	-	
Total Labor Expenditures	\$ (9.013)	\$ (0.249)	\$ 8.764	97.2		\$ (6.850)	\$ 1.197	\$ 8.047	*	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ 0.002	\$ -	\$ (0.002)	(100.0)		\$ (0.007)	\$ (0.001)	\$ 0.006	85.7	
Fuel for Buses and Trains	0.025	0.316	0.291	*		(0.163)	1.207	1.371	*	
Insurance	0.003	0.175	0.172	*		(0.027)	0.273	0.300	*	
Claims	0.353	1.263	0.910	*		0.872	(2.333)	(3.205)	*	
Maintenance and Other Operating Contracts	0.020	1.922	1.902	*		(0.134)	0.886	1.020	*	
Professional Service Contracts	0.019	0.267	0.248	*		(0.125)	(3.582)	(3.457)	*	
Materials & Supplies	0.026	(0.561)	(0.587)	*		(0.176)	(3.525)	(3.349)	*	
Other Business Expenditures	0.002	0.074	0.072	*		(0.011)	0.171	0.182	*	
Total Non-Labor Expenditures	\$ 0.449	\$ 3.456	\$ 3.007	*		\$ 0.229	\$ (6.904)	\$ (7.133)	*	
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.										
	\$ (8.181)	\$ 5.775	\$ 13.956	*		\$ (5.259)	\$ (6.299)	\$ (1.040)	(19.8)	
Depreciation Adjustment	3.549	4.033	0.484	13.6		10.366	12.174	1.808	17.4	
Other Post Employment Benefits	8.346	8.352	0.006	0.1		25.038	25.052	0.015	0.1	
Environmental Remediation	-	-	-	-		-	-	-	-	
Total Cash Conversion Adjustments	\$ 3.714	\$ 18.160	\$ 14.446	*		\$ 30.144	\$ 30.927	\$ 0.783	2.6	

NOTE: Totals may not add due to rounding

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

	<u>March 2015</u>			<u>Year-to-date as of March 2015</u>		
	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable/ (Unfavorable) Variance</u>
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.917	\$ 18.252	\$ 0.335	\$ 49.182	\$ 48.020	\$ (1.162)
Total Farebox Revenue	\$ 17.917	\$ 18.252	\$ 0.335	\$ 49.182	\$ 48.020	\$ (1.162)
Other Revenue	\$ 2.246	\$ 1.972	\$ (0.274)	\$ 6.561	\$ 5.682	\$ (0.879)
Capital & Other	0.482	0.415	(0.067)	1.408	0.726	(0.682)
Total Revenue	\$ 20.645	\$ 20.639	\$ (0.006)	\$ 57.151	\$ 54.428	\$ (2.723)
<u>Ridership</u>						
Fixed Route	11.377	10.970	(0.407)	30.809	29.503	(1.306)
Total Ridership	11.377	10.970	(0.407)	30.809	29.503	(1.306)

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Function and Department
Full-Time Positions and Full-Time Equivalents
MARCH 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	24	(3)	
Corporate Communications	3	1	2	
Labor Relations	4	3	1	
Strategic Office	13	9	4	
Non-Departmental	27	-	27	
Total Administration	141	104	37	Vacancies to be filled
Operations				
Buses	2,226	2,180	46	
Office of the Executive VP	1	3	(2)	
Safety & Training	31	52	(21)	
Road Operations	119	116	3	
Transportation Support	20	22	(2)	
Operations Planning	31	30	1	
Revenue Control	27	26	1	
Total Operations	2,455	2,429	26	Vacancies partially offset by students in training
Maintenance				
Buses	754	752	2	
Maintenance Support/CMF	176	167	9	
Facilities	73	65	8	Vacancies Replaced by MOU
Supply Logistics	92	88	4	
Total Maintenance	1,095	1,072	23	
Capital Program Management	37	24	13	
Total Engineering/Capital	37	24	13	
Security	18	17	1	
Total Public Safety	18	17	1	
Total Positions	3,746	3,646	100	
Non-Reimbursable	3,708	3,614	94	
Reimbursable	38	32	6	
Total Full-Time	3,731	3,635	96	
Total Full-Time Equivalents	15	11	4	

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Function and Department
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
MARCH 2015

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	54	44	10	
Professional, Technical, Clerical	62	60	2	
Operational Hourlies	25	-	25	
Total Administration	141	104	37	Vacancies to be filled
Operations				
Managers/Supervisors	304	289	15	
Professional, Technical, Clerical	50	55	(5)	
Operational Hourlies	2,101	2,085	16	
Total Operations	2,455	2,429	26	Vacancies partially offset by students in training
Maintenance				
Managers/Supervisors	217	213	4	
Professional, Technical, Clerical	18	18	-	
Operational Hourlies	860	841	19	
Total Maintenance	1,095	1,072	23	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	11	3	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	-	2	(2)	
Total Public Safety	18	17	1	
Total Baseline Positions				
Managers/Supervisors	610	570	40	
Professional, Technical, Clerical	150	148	2	
Operational Hourlies	2,986	2,928	58	
Total Baseline Positions	3,746	3,646	100	

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

	March						March 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>	52,734	\$2.2	51,250	\$2.3	1,484 2.8%	(\$0.1) -3.1%	153,276	\$6.4	146,216	\$6.2	7,060 4.6%	\$0.2 2.9%
<u>Unscheduled Service</u>	10,771	\$0.5	10,165	\$0.4	606 5.6%	0.0 2.5%	31,500	\$1.4	24,484	\$1.0	7,016 22.3%	0.3 24.7%
<u>Programmatic/Routine Maintenance</u>	14,916	\$0.7	27,787	\$1.3	(12,871) -86.3%	(0.6) -98.5%	53,419	\$2.3	82,254	\$3.7	(28,835) -54.0%	(1.4) -59.3%
<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>	15,581	\$0.7	22,229	\$1.1	(6,648) -42.7%	(0.4) -56.7%	42,132	\$1.9	44,081	\$2.0	(1,949) -4.6%	(0.1) -7.4%
<u>Weather Emergencies</u>	4,932	\$0.2	7,537	\$0.3	(2,605) *	(0.2) *	14,487	\$0.6	41,306	\$1.9	(26,819) *	(1.4) *
<u>Safety/Security/Law Enforcement</u>	232	\$0.0	184	\$0.0	48 20.6%	0.0 30.6%	585	\$0.0	514	\$0.0	71 12.1%	0.0 21.0%
<u>Other</u>	323	\$0.0	642	\$0.0	(319) *	(0.0) *	937	\$0.1	2,093	\$0.1	(1,156) *	(0.0) *
Subtotal	99,489	\$4.2	119,794	\$5.4	(20,305) -20.4%	(\$1.2) -29.5%	296,336	\$12.6	340,948	\$15.0	(44,612) -15.1%	(\$2.4) -19.0%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	99,489	\$4.2	119,794	\$5.4	(20,305) -20.4%	(\$1.2) -29.5%	296,336	\$12.6	340,948	\$15.0	(44,612) -15.1%	(\$2.4) -19.0%

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)

	March			March Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	1,484 2.8%	(\$0.1) -3.1%		7,060 4.6%	\$0.2 2.9%	
<u>Unscheduled Service</u>	606 5.6%	\$0.0 2.5%		7,016 22.3%	\$0.3 24.7%	
<u>Programmatic/Routine Maintenance</u>	(12,871) -86.3%	(\$0.6) -98.5%	Aging bus fleet impact on bus maintenance.	(28,835) -54.0%	(\$1.4) -59.3%	Aging bus fleet impact on bus maintenance.
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(6,648) -42.7%	(\$0.4) -56.7%	Vacancies	(1,949) -4.6%	(\$0.1) -7.4%	Vacancies
<u>Weather Emergencies</u>	(2,605) *	(\$0.2) *	Winter Storm	(26,819) *	(\$1.4) *	Winter Storm
<u>Safety/Security/Law Enforcement</u>	48 20.6%	\$0.0 30.6%		71 12.1%	\$0.0 21.0%	
<u>Other</u>	(319) *	(\$0.0) *		(1,156) *	(\$0.0) *	
Subtotal	(20,305) -20.4%	(\$1.2) -29.5%		(44,612) -15.1%	(\$2.4) -19.0%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(20,305)	(\$1.2)		(44,612)	(\$2.4)	

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 March 31, New York City Transit's performance against its 2015 Capital Project Milestones was:

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$14.1	\$26.7	190
Design Completions	64.2	13.6	21
Awards	540.5	556.4	103
Substantial Completions	474.5	439.5	93
Closeouts	2,170.4	173.9	8

During March, NYCT awarded projects totaling \$137.9 million including:

- the purchase of 72 standard diesel buses;
- the purchase of three new vacuum trains;
- replacement of seven ADA elevators in the City Hall, 125th Street and 51st Stations on the Lexington Avenue Line; and
- station component work repairing stairs at Rector Street on the Broadway Line in Manhattan and Grand Street on the Canarsie Line in Brooklyn.

During the same period, NYCT substantially completed projects totaling \$367.2 million including:

- Sandy repair work in the Montague tube between Manhattan and Brooklyn;
- mainline track replacement on the Canarsie, Jerome and Brighton Lines and the installation of Continuous Welded Rail (CWR) at various high priority locations;
- repairs and bus washer replacement at four NYCT bus depots including Flatbush, Ulmer Park and East New York Depots in Brooklyn and Yukon Depot on Staten Island; and
- station component work at five stations on the Broadway Line including Jay Street-Metrotech and Court Street in Brooklyn and Whitehall Street, Rector Street and City Hall in Manhattan.

Also during March, NYCT started three design projects for \$2.6 million, completed nine designs for \$10.7 million, and closed out 12 projects for \$91.3 million.

Capital Program Status
May 2015
(March 2015)

During March, NYCT awarded projects totaling \$137.9 million including the purchase of 72 standard diesel buses for \$39.2 million. These 40-foot, low floor buses are needed to replace buses that are beyond their useful life and to keep NYCT's bus fleet in good working order.

Also during March, NYCT awarded a project for \$34.5 million to purchase three new vacuum trains. These trains are an important and effective component of the system-wide track cleaning program and help keep the tracks clear of debris. They have been effective at reducing track fires and smoke conditions in the subway system.

Additionally, NYCT awarded a project for \$26.0 million to replace seven hydraulic ADA at three stations in Manhattan. The elevators being replaced have reached their end of their useful life. Locations include three at City Hall Station, two at 125th Street Station and two at 51st Street Station on the IRT Lexington Avenue Line. This project will replace all equipment within the elevator cabs, shaftways, pits and machinery rooms. Shaftways, pits and machinery rooms are to remain but will be modified as required for the new equipment.

Also during March, NYCT awarded station component work repairing stairs at Rector Street on the Broadway Line in Manhattan and Grand Street on the Canarsie Line in Brooklyn for \$6.6 million. At Rector Street, work will include the replacement of three street/platform stairs on the northbound platform, and at Grand Street four stairs will be replaced along with wall tiles, lights and drains.

During March, NYCT substantially completed projects totaling \$367.2 million including \$228 million for Sandy repair work in the Montague Tube. Work included the repair or replacement of items that were damaged including: track and switches, fan plants, pump rooms, substations, circuit breaker houses, tunnel lighting and cables and ducts.

Also during March, NYCT completed mainline track replacement on the Canarsie, Jerome and Brighton Lines and the installation of Continuous Welded Rail (CWR) at various high priority locations for \$45.6 million. 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. In addition, traditional bolted rail was replaced with continuously welded rail (CWR) at high priority locations. CWR is installed at critical locations to prevent the occurrence of broken rail as well as to reduce damage to rolling stock and provide a better quality ride.

NYCT completed \$23.2 million in projects for repairs and bus washer replacement at four NYCT bus depots including Flatbush, Ulmer Park and East New York Depots in Brooklyn and Yukon Depot on Staten Island. Bus washer replacement will enable NYCT to properly maintain its buses in good working order and prolong the useful life of the fleet. The work consisted of the removal of existing equipment and replacement with new bus washer components including brushes, scrubbers, tanks, piping, drains, meters, guide rails, control panels, pumps, traffic lights and other equipment. Also at East New York Depot, work included replacement of lifts, repairs to the floor, and installation or upgrade of various building equipment or components. Also at Flatbush Depot, the roof was replaced.

NYCT also completed station component investments for \$15.5 million at five stations on the Broadway Line including Jay Street-Metrotech and Court Street in Brooklyn and Whitehall Street, Rector Street and City Hall in Manhattan. The scope included platform edge repair with ADA boarding areas, platform/track wall tile replacement and street/platform stair repairs/replacement.

Also during March, NYCT started three design projects for \$2.6 million, completed nine designs for \$10.7 million, and closed out 12 projects for \$91.3 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the 12 projects that NYCT closed out in March.

Projects Closed During March 2015
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Mainline Track Replacement 2013 at Liberty Ave	\$8.7	\$10.0	06/2014	9
Communication Room Waterproofing: 5 Locations [SBMP]	1.1	1.1	08/2014	7
Passenger Station Local Area Network: 4 Stations	4.4	4.4	09/2014	6
Mainline Track Replacement at Greenpoint Tube / Crosstown	3.7	2.9	11/2014	4
Mainline Track Replacement 2013 at Jerome Ave	6.4	8.1	02/2015	1
Mainline Track Switches 2013 at Queens Boulevard	15.3	17.8	02/2015	1
Mainline Track Replacement 2013 at Concourse	6.6	8.1	03/2015	0
Mainline Track Replacement 2013 at 190 St / 8th Avenue	6.9	6.6	03/2015	0
Mainline Track Switches 2014 / Eastern Parkway	6.2	10.8	03/2015	0
Paving: 3 Locations	3.6	2.4	03/2015	0
Sandy Repairs: Track Components in the Greenpoint Tube	15.8	14.6	07/2015	(4)
Mainline Track Replacement 2014 / Eastern Parkway	4.8	4.8	08/2015	(5)

The closeout of the Mainline Track Replacement 2013 at Liberty Avenue project was delayed by nine months and the Mainline Track Replacement at Greenpoint Tube project was delayed by four months due to difficulties in obtaining track access and to complete punch list work. The closeout of the Communication Room Waterproofing at 5 Locations project was delayed by seven months because of a delay in the completion of final closeout documentation. The closeout of the Passenger Station Local Area Network project was delayed by six months due to a delay in the submission and approval of as-built drawings.

Status of Fan Plants and Fans
(as of March 31, 2015)

<u>Fan Plants</u>	<u>March '14</u>	<u>March '15</u>	<u>More/(Less)</u>
All	189	189	0
Operable	178	177	(1)
Inoperable	11	12	1
Reduced Capacity	0	0	0

<u>Fan Units</u>	<u>March '14</u>	<u>March '15</u>	<u>More/(Less)</u>
All	400	400	0
Operable	373	373	0
Inoperable	27	27	0
Reduced Capacity	0	0	0

Inoperable Fan Plants and Fans
(as of March 31, 2015)

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	8	15
MOW / Hydraulics	2	7
Warranty Work, Test Section Repair, MTA-CC or Cable Sct.	2	5
Total	12	27

CAPITAL PROJECT MILESTONE SUMMARY
2015
(THROUGH MARCH 31, 2015)

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

March

Design Starts	\$3.5	4	\$2.6	3	74.5	75.0
Design Completions	39.0	11	10.7	9	27.5	81.8
Construction Awards	120.1	16	137.9	8	114.8	50.0
Substantial Completions	352.4	30	367.2	26	104.2	86.7
Closeouts	2,010.4	40	91.3	12	4.5	30.0

2015 Year-To-Date

Design Starts	\$14.1	12	\$26.7	19	189.7	158.3
Design Completions	64.2	33	13.6	14	21.2	42.4
Construction Awards	540.5	64	556.4	44	102.9	68.8
Substantial Completions	474.5	51	439.5	42	92.6	82.4
Closeouts	2,170.4	68	173.9	25	8.0	36.8

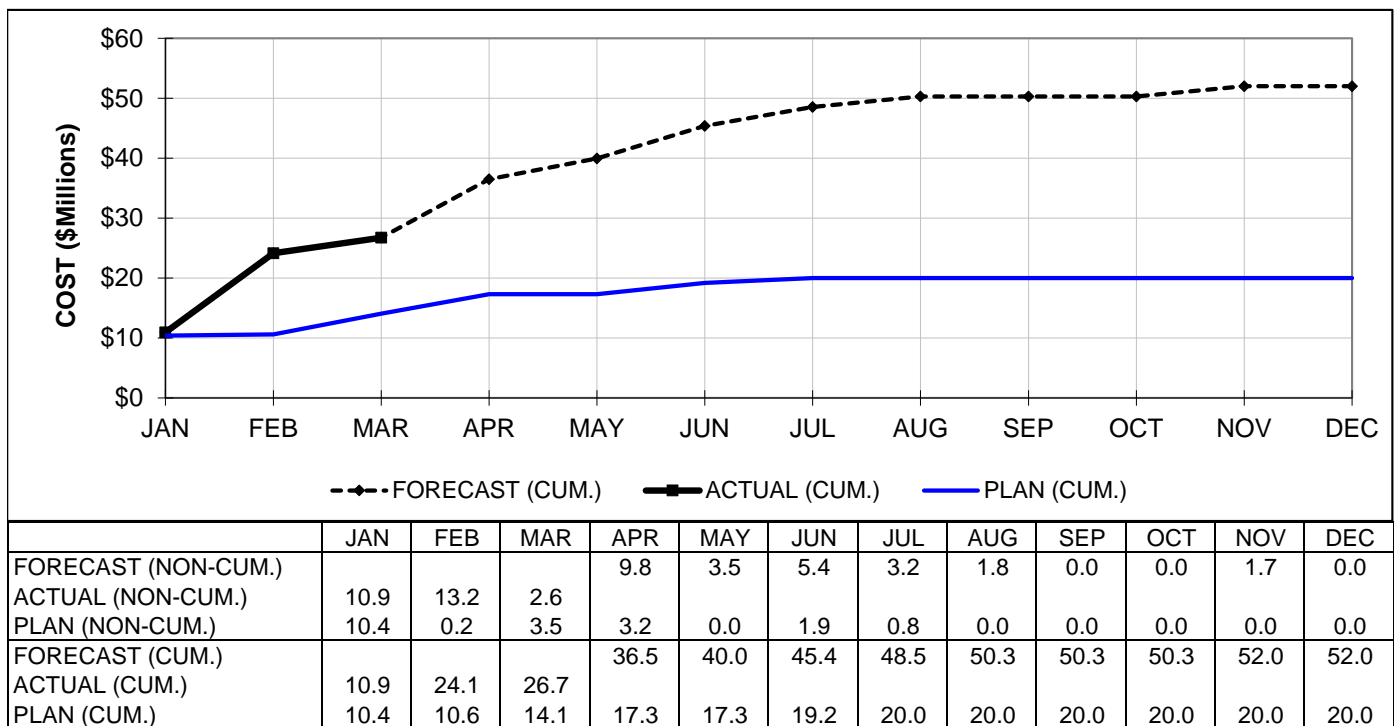
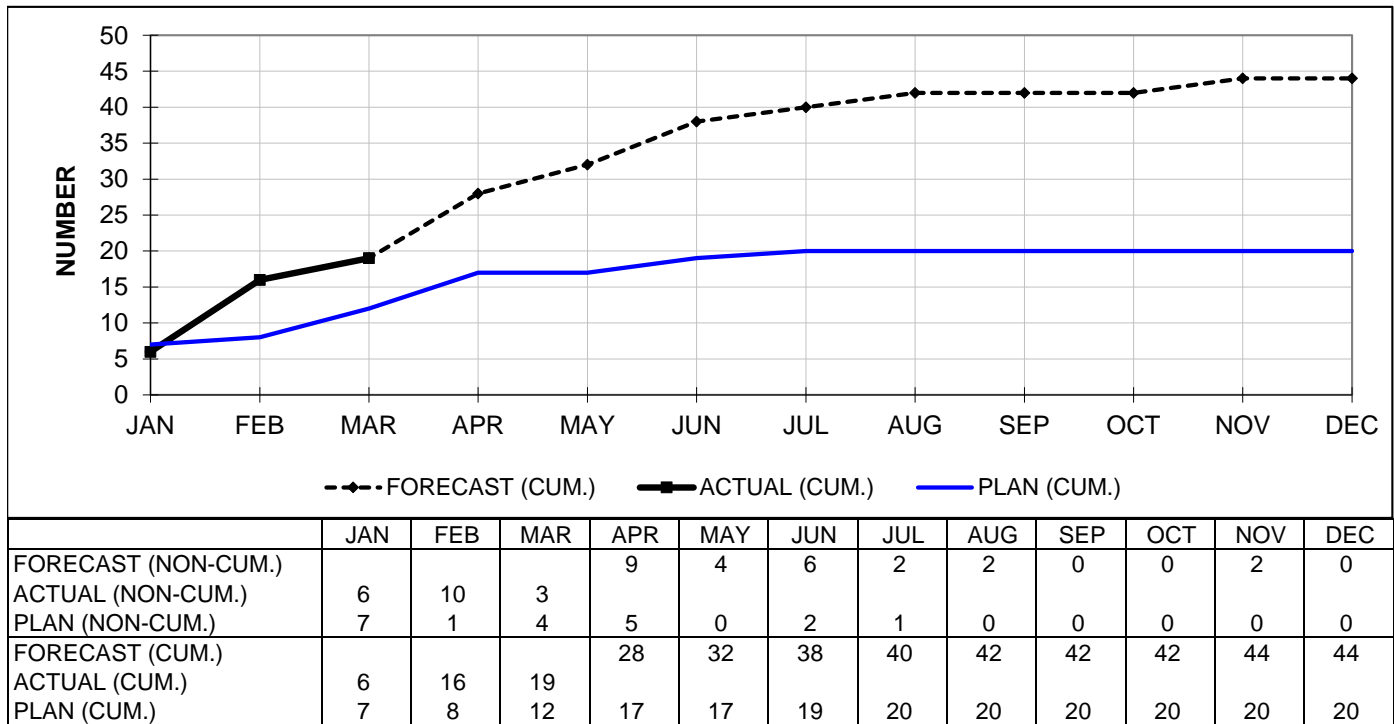
2015 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$20.0	20	\$52.0	44	260.0	220.0
Design Completions	188.2	96	185.2	104	98.4	108.3
Construction Awards	1,822.1	138	2,442.0	148	134.0	107.2
Substantial Completions	1,672.9	191	1,873.3	199	112.0	104.2
Closeouts	8,149.3	236	8,063.1	235	98.9	99.6

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

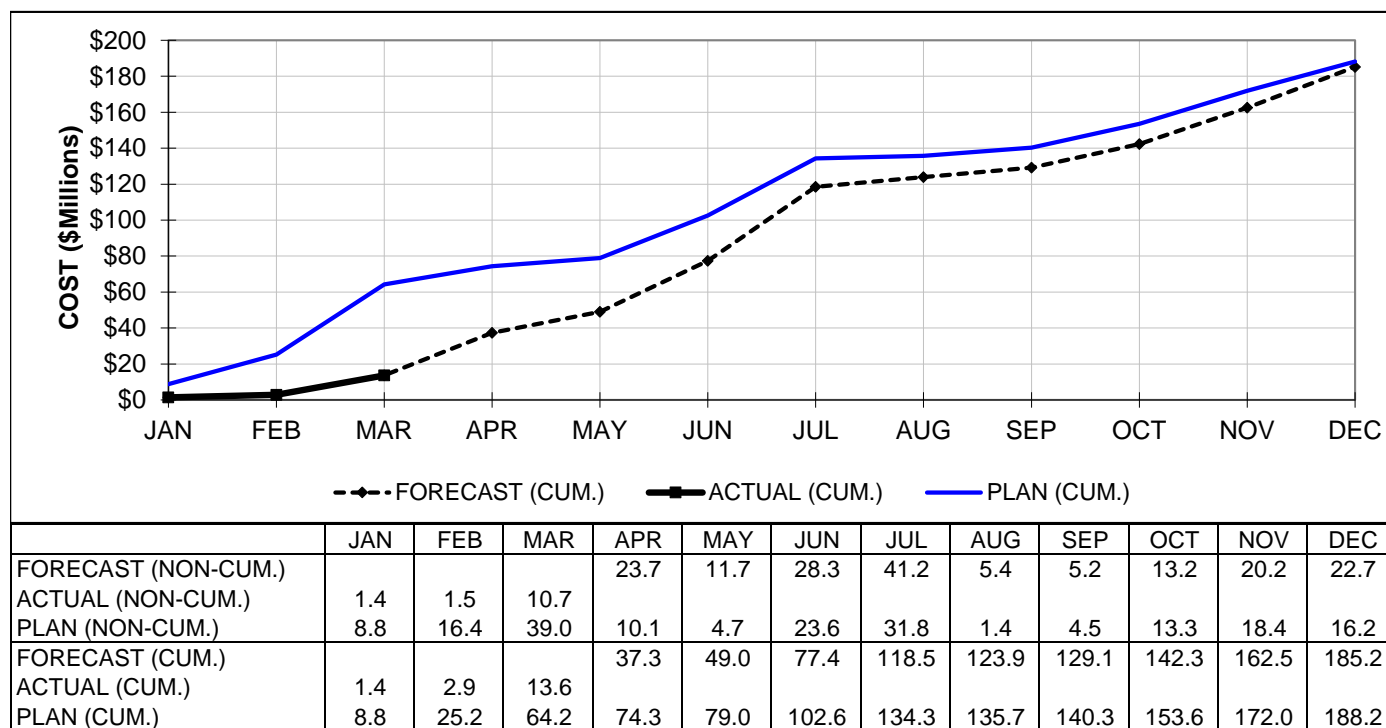
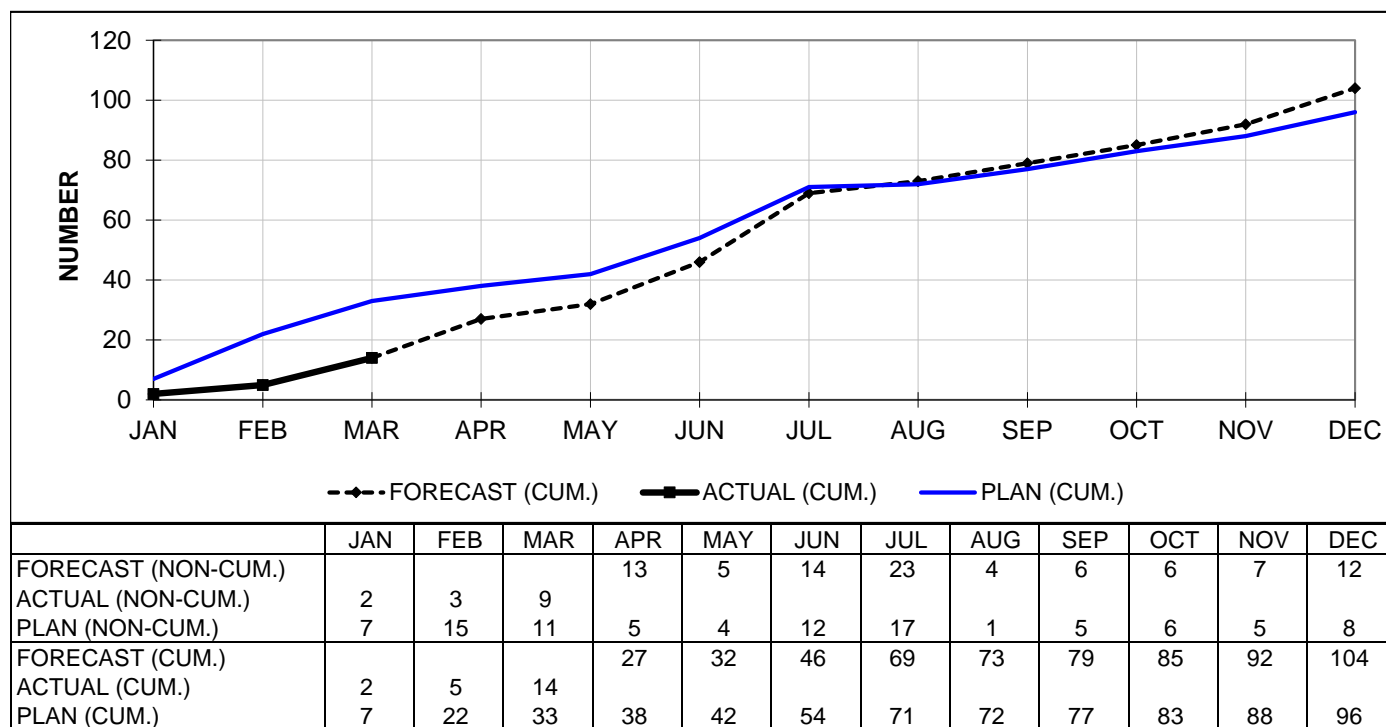
2015 Design Starts Charts

As of March 2015



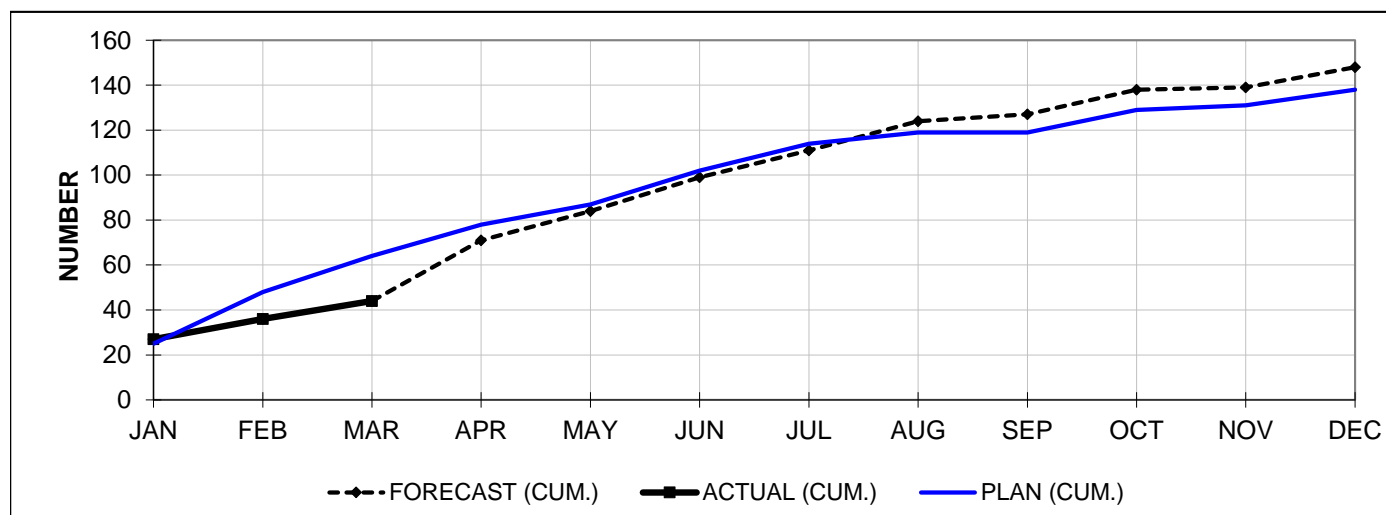
2015 Design Completions Charts

As of March 2015

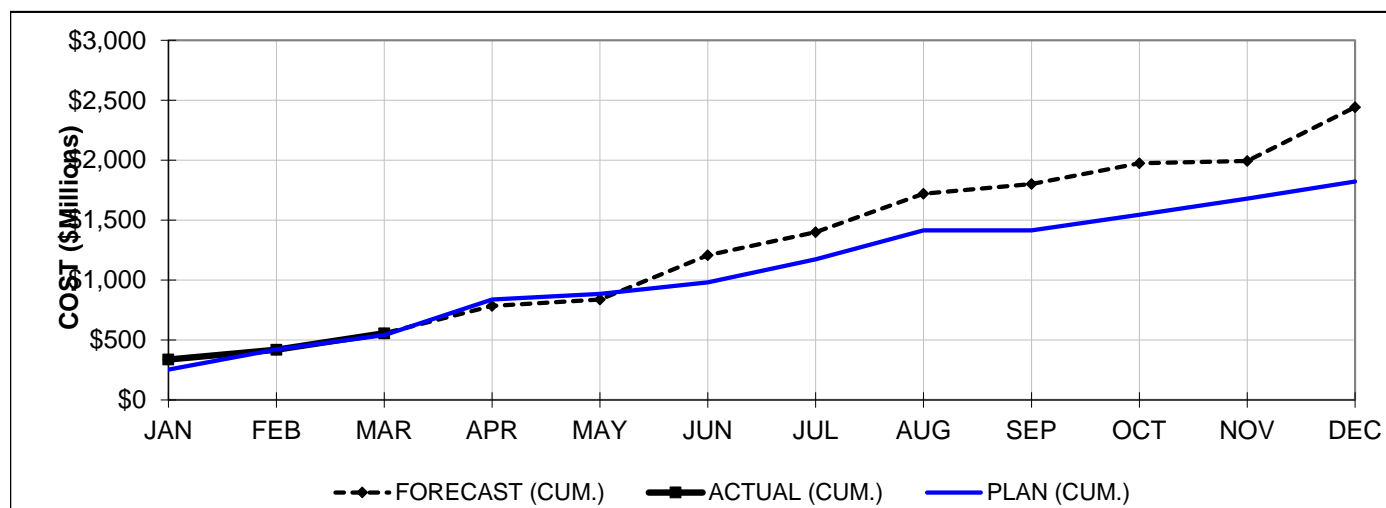


2015 Awards Charts

As of March 2015



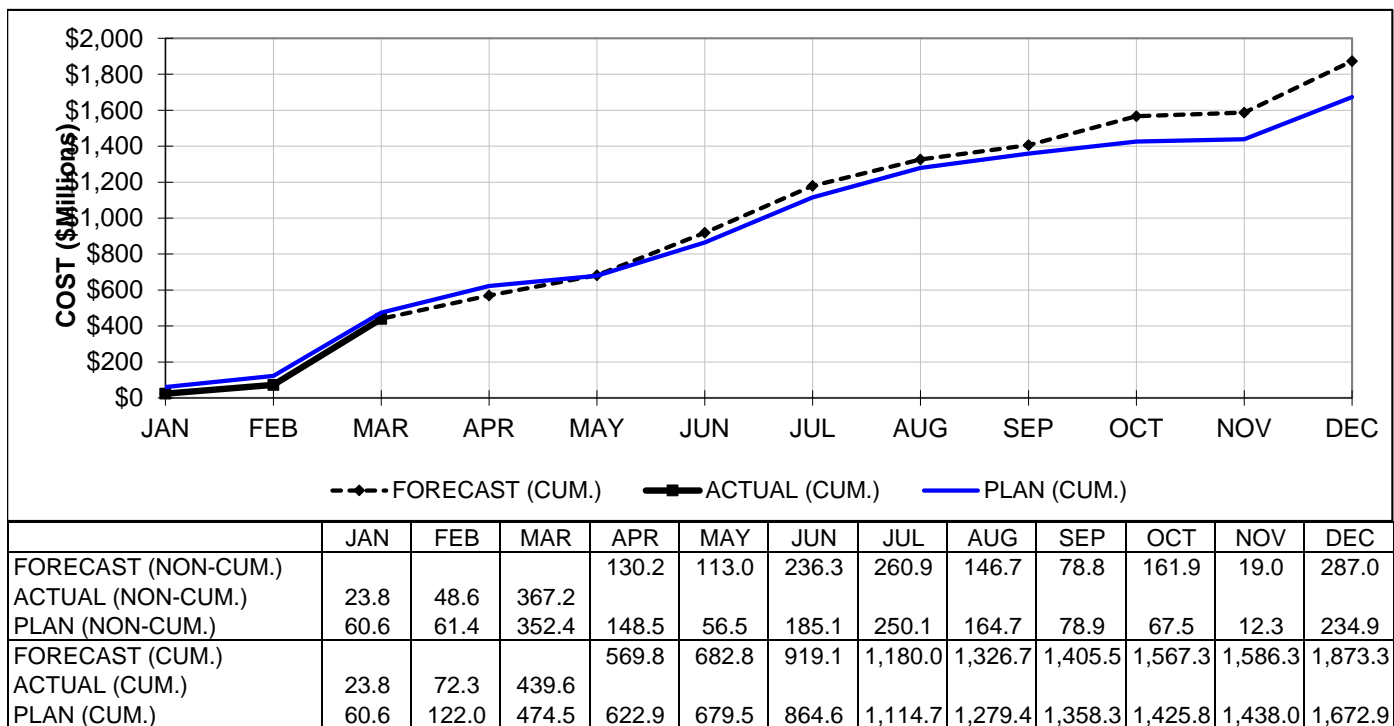
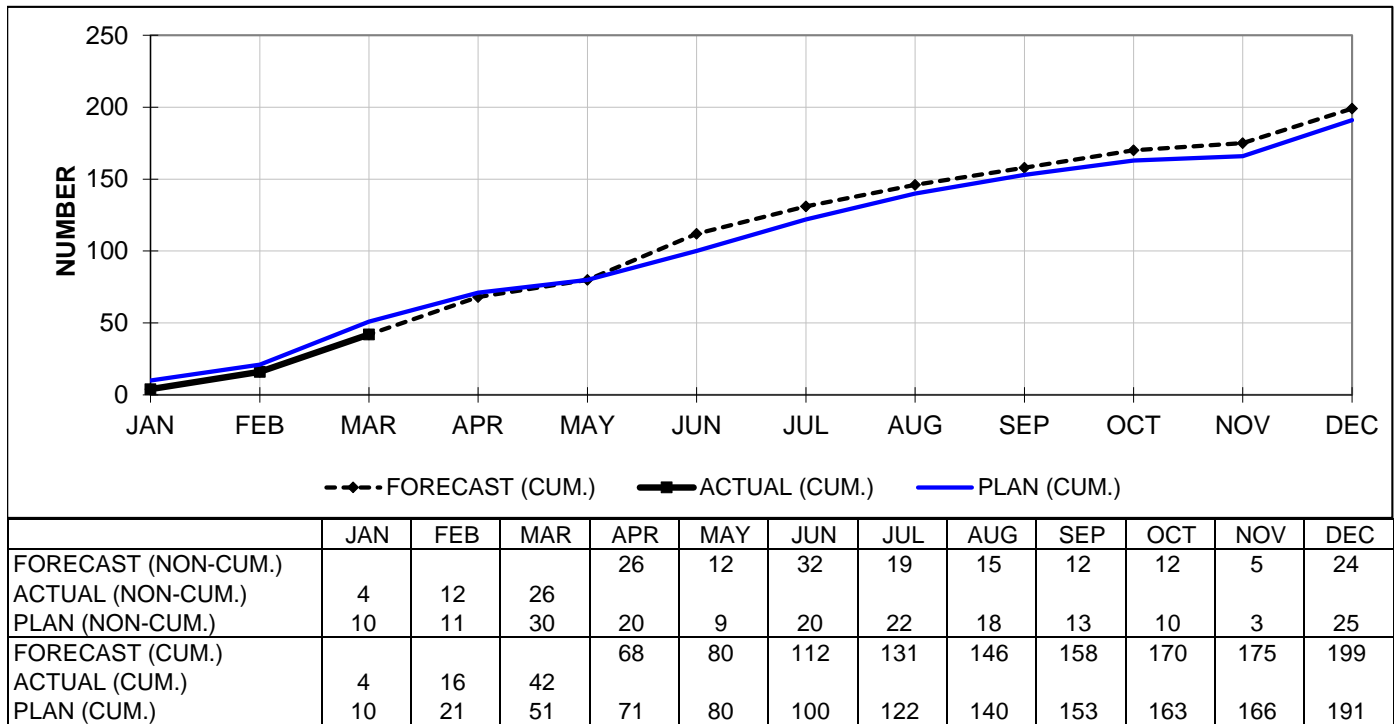
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				27	13	15	12	13	3	11	1	9
ACTUAL (NON-CUM.)	27	9	8									
PLAN (NON-CUM.)	25	23	16	14	9	15	12	5	0	10	2	7
FORECAST (CUM.)				71	84	99	111	124	127	138	139	148
ACTUAL (CUM.)	27	36	44									
PLAN (CUM.)	25	48	64	78	87	102	114	119	119	129	131	138



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)				228.3	53.2	369.5	191.5	321.2	80.4	174.4	18.8	448.3
ACTUAL (NON-CUM.)	337.0	81.5	137.9									
PLAN (NON-CUM.)	253.1	167.3	120.1	296.4	47.7	95.4	193.6	241.5	0.0	129.7	135.1	142.3
FORECAST (CUM.)				784.6	837.9	1,207.4	1,398.9	1,720.1	1,800.5	1,974.9	1,993.7	2,442.0
ACTUAL (CUM.)	337.0	418.5	556.4									
PLAN (CUM.)	253.1	420.5	540.5	836.9	884.6	980.0	1,173.5	1,415.0	1,415.0	1,544.7	1,679.8	1,822.1

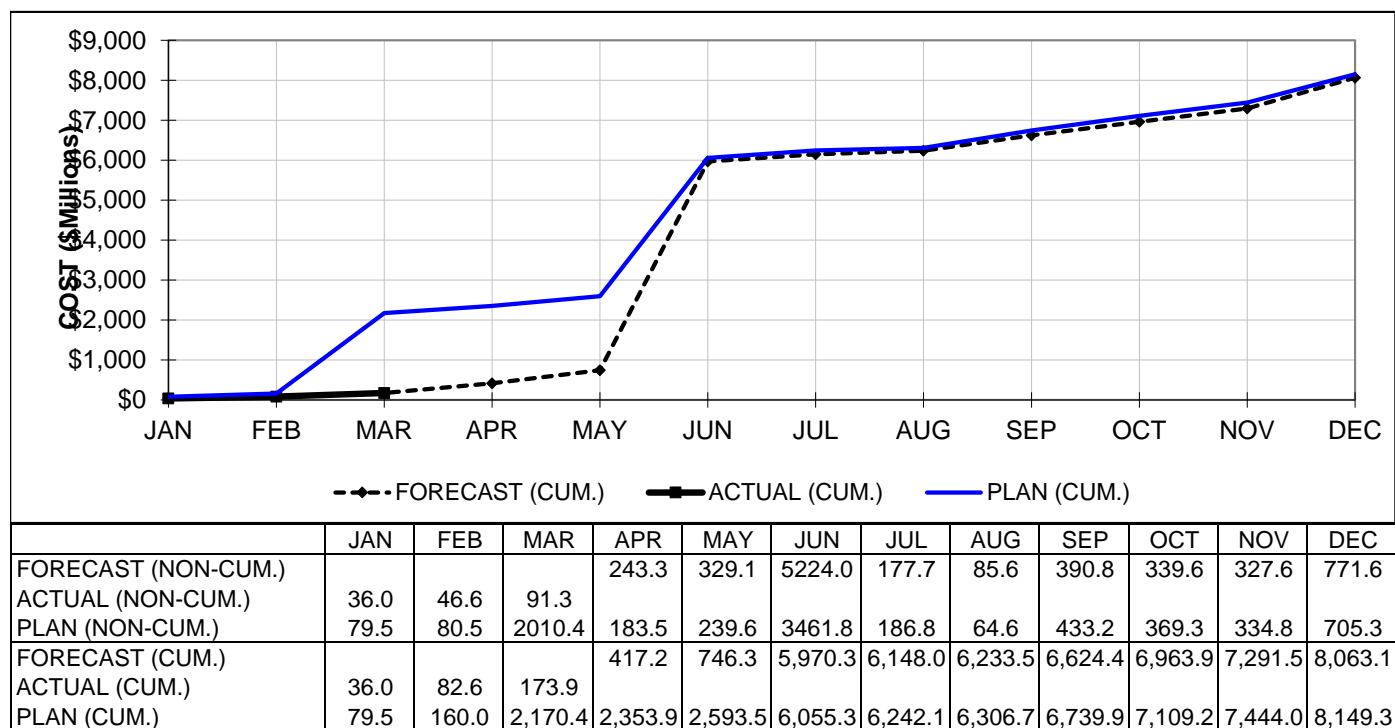
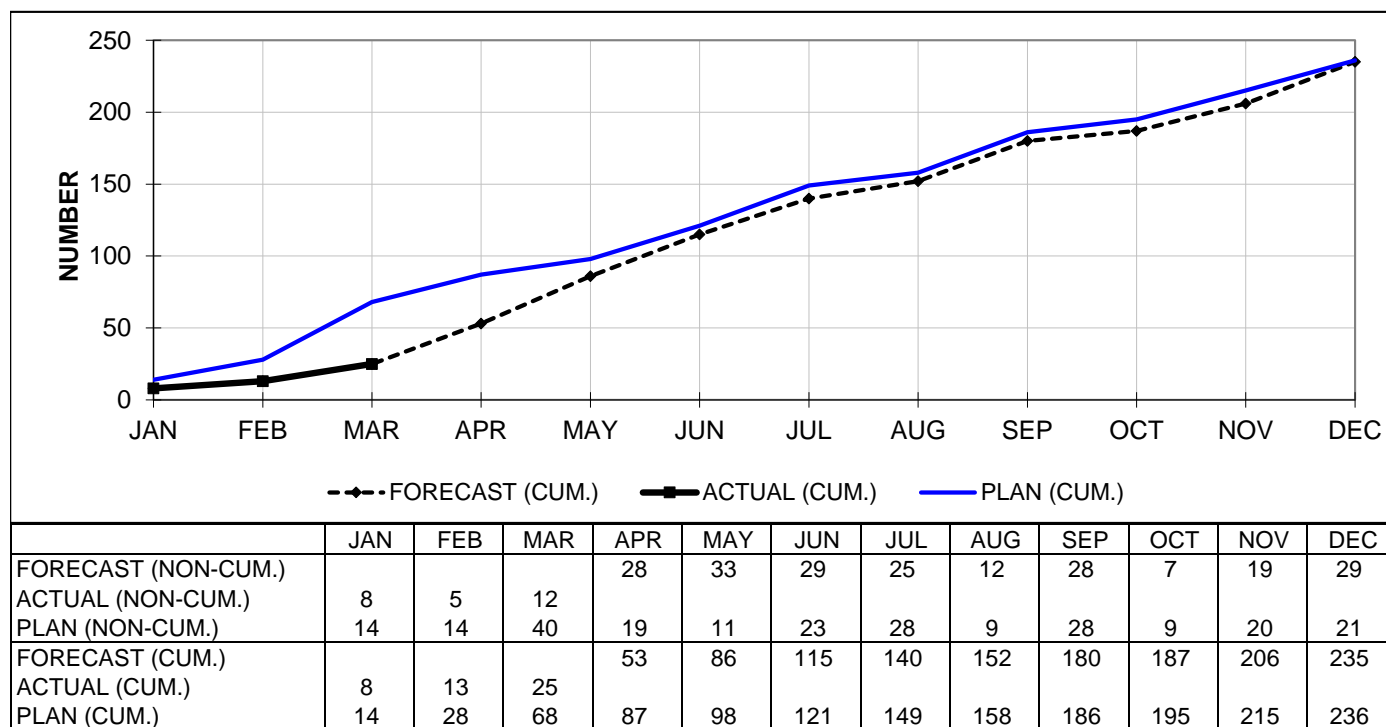
2015 Substantial Completions Charts

As of March 2015



2015 Closeouts Charts


As of March 2015

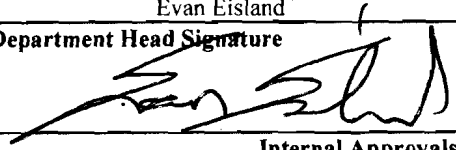





Report

PROCUREMENTS

The Procurement Agenda this month includes 15 actions for a proposed expenditure of \$83.8M.

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	5/18/15			
2	Board	5/20/15			

May 8, 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:

Procurements Requiring Two Thirds Vote:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ 5.0 M
• Bombardier Mass Transit Corp.		\$ 5.0 M

Schedules Requiring Majority Vote:

Schedule F: Personal Service Contracts	1	\$ 1.6 M
• Microsoft Corp.		\$ 1.6 M
Schedule I: Modification to Purchase and Public Work Contracts	1	\$ 15.8 M
• Clever Devices LTD		\$ 15.8 M
SUBTOTAL		3 \$ 22.4 M

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	6	\$ 30.0 M
<u>Schedules Requiring Majority Vote:</u>		
Schedule F: Personal Service Contracts	3	\$ 26.3 M
Schedule G: Miscellaneous Service Contracts	1	\$ 0.4 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 1.1 M
SUBTOTAL	11	\$ 57.8 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

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

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

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

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$ 3.6 M
SUBTOTAL	1	\$ 3.6 M
TOTAL	15	\$ 83.8 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.

MAY 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. Bombardier Mass Transit Corp. | \$5,000,000 (Est.) | <u>Staff Summary Attached</u> |
| Sole Source - Three-year omnibus | | |
| Purchase of inventory and non-inventory replacement truck components, undercarriage equipment, HVAC and other car body parts. | | |

Procurements Requiring Majority Vote:

F. Personal Service Contracts

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

- | | | |
|--|--------------------------|--------------------------------------|
| 2. Microsoft Corporation | \$1,595,320 (NTE) | <u>Staff Summary Attached</u> |
| Sole Source – Four-year contract | | |
| Contract# 96648 | | |
| All-Agency contract for Microsoft Premier Support to manage various Microsoft software applications. | | |

I. Modifications to Purchase and Public Work Contracts

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

- | | | |
|---|----------------------------|--------------------------------------|
| 3. Clever Devices LTD | \$15,811,083 (Est.) | <u>Staff Summary Attached</u> |
| Contract# B-40642.7 | | |
| Modification to the contract for the purchase and installation of an Intelligent Vehicle Network (IVN), in order to purchase additional IVN depot equipment at four additional depots; purchase 40 additional mobile diagnostic kits; incorporate language to upgrade the IVN platform; and extend the contract term through December 31, 2019. | | |

Item Number: 1

Vendor Name (& Location) Bombardier Mass Transit Corporation (Mississauga, Ontario, Canada)	Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Purchase of non-inventory and inventory replacement truck components, undercarriage equipment, HVAC and car body parts for subway cars	Total Amount: \$5,000,000 (Est.)	
Contract Term (including Options, if any) July 2, 2015 – July 1, 2018		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	Requesting Dept/Div & Dept/Div Head Name: Division of Materiel, Stephen M. Plochochi	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval		

Discussion:

This is an omnibus approval request for items identified as obtainable only from Bombardier Mass Transit Corporation (Bombardier), and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the \$15,000 small purchase threshold. NYC Transit is not obligated to generate any purchase orders pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9(b) of Public Authorities Law 1209, which allows for purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

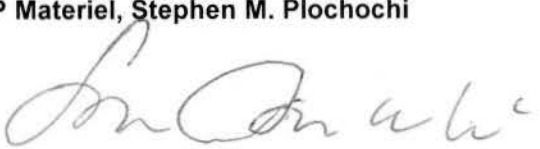
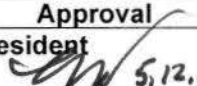
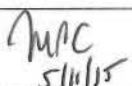
There are approximately 2,470 items covered by this approval for the purchase of replacement truck components, undercarriage equipment, heating, ventilation and air conditioning (HVAC) parts and car body parts used on NYC Transit subway cars. These items are identified as obtainable only from Bombardier for the following reasons: sole pre-qualified item on the Qualified Products List and not available from any distributor or other source; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to Bombardier. These items are advertised a minimum of once every twelve months to seek competition. A list of Bombardier sole source items, as well as NYC Transit's intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source parts will be used by the Division of Car Equipment (DCE) for normal maintenance and Scheduled Maintenance System (SMS) requirements for 1,854 subway cars (824 R62A and 1,030 R142) in the NYC Transit fleet.

The current omnibus approval for \$5,000,000 was approved by the Board in June 2012 and expires on July 1, 2015. There is a remaining balance of \$2,254,191 of unexpended funds on the current omnibus approval. The reason for the remaining funds is attributed to work scope changes made to DCE's SMS plans that resulted in forecast revisions since the current omnibus was approved.

Procurement performed an analysis on the 41 sole source items issued via contract during the term of the current omnibus approval that exceeded the \$15,000 threshold, which represents a total contract value of \$4,011,490. Of the 41 items, 18 items have comparative history. A price analysis of those 18 items revealed an annual weighted average price increase of approximately 0.6%. These 18 items amount to a total of \$2,061,368 or 51% of the \$4,011,490 of contracts issued under the current omnibus approval. This compares favorably with the Producer Price Index used for the analysis over the same time period, which revealed an annual average price increase of approximately 1.9%.

Based on current forecasts and projections for 2015 through 2018 as provided by DCE, it is anticipated that DCE will require approximately \$5,000,000 for sole source items from Bombardier during the term of this omnibus approval request. Procurement believes that the amount requested will be sufficient to procure all sole source materials from Bombardier for the next three-year period. Procurement and DCE will continue to research alternate sources of supply wherever possible. Under this omnibus approval, pricing for any procurement is established by requesting a quotation for each item from Bombardier on an as-required basis. Each item to be purchased under this approval will be subject to a cost and/or price analysis and determination that the negotiated price is found to be fair and reasonable.

Staff Summary

Item Number 2			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1 STS	Materiel	6	President  5.12.15
2 X	Law		
3 X	MTA-IT		
4 X	Budget		
5	EVP (ACTING)  5/11/15		

SUMMARY INFORMATION	
Vendor Name Microsoft Corporation	Contract No. 96648
Description Four year subscription for Microsoft Premier Support	
Total Amount \$1,595,320 (Est.)	
Contract Term (including Options, if any) Four years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non-competitive	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval from the Board to award a four-year multi-agency, sole-source personal service contract to Microsoft Corporation (Microsoft) for Microsoft Premier Support Services for MTA-IT utilizing New York State Office of General Services (NYS OGS) Contract PS65963 in the estimated amount of \$1,595,320, for the term June 28, 2015 through June 27, 2019.

DISCUSSION:

MTA IT has requested a renewal of the contract for Microsoft Premier Support to assist in managing various Microsoft applications such as Exchange, Microsoft Office, SQL, SharePoint, Lync, Visual Studio, SCCM, SCOM, MS-Project Server and End Point Protection. Exchange is the standard email system for MTA and is classified as critical by MTA IT. SQL is a standard database which is used by many MTA applications. Problems with Microsoft products which cannot be resolved by internal staff are referred to Microsoft Premier Support for resolution.

Microsoft is the developer and author of the software code and applications, which are proprietary to Microsoft. Microsoft is the sole provider of Microsoft Premier Services; these services are not available through a third party. Microsoft Premier Support is the only form of technical assistance from Microsoft that is available on a 24/7 basis. 24/7 support is needed to address problems that arise with email or other critical applications on nights, weekends or holidays.

NYS OGS has established a centralized contract for Premier Support Services through NYS OGS Contract No. PS65963. The terms of this contract were reviewed and found to be acceptable. NYC Transit Procurement determined that the most advantageous procurement method to obtain these services was to utilize the NYS OGS Contract because it offered more favorable pricing than would otherwise be available to MTA. This contract includes planning services, technical assistance and problem escalation management on a 24/7 basis utilizing a yearly pool of hours established for MTA agencies. Unlimited user access to Microsoft's Premier website, problem resolution support, on-line training and on-site support for critical situations, if required, are also included.

Staff Summary

Page 2 of 2

The total price of \$1,595,320 reflects the combined requirements for MTA-IT across all MTA agencies. Service includes support by Microsoft technicians for the various Microsoft applications, as well as newly added support for Microsoft cloud-based Microsoft Office 365 and for cloud storage.

Sixty-nine percent of the work in this contract is comparable to the work in the previous contract (support for Office 365 and cloud storage was not included in the previous contract). For the portion of the contract where the work is comparable, rates for this contract are on average 2.4% per hour less than those in the previous contract. The price has been found to be fair and reasonable.

A background search and review of the documents submitted by Microsoft have disclosed no significant adverse information within the meaning of the All-Agency Responsibility Guidelines. Having evaluated all available facts, Procurement finds Microsoft fully responsible for award and MTA-IT agrees.

MBE/WBE PARTICIPATION:

NYS OGS has determined that the Contract does not offer sufficient subcontracting opportunities to set goals for participation by MBE/WBEs. Therefore, 0% MBE and 0%WBE goals were established by NYS OGS.

ALTERNATIVES:

None recommended. MTA-IT lacks access to software code and other proprietary information that would be necessary to provide these services.

IMPACT ON FUNDING:

Funds are available under MTA-IT's Operating Budget under General Ledger Account No. 711557, Responsibility Center 791701, Activity Code 6110172.

RECOMMENDATION:

It is recommended that the Board approve the award of the contract as described in the "Purpose" Section.

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 3

Vendor Name (& Location) Clever Devices LTD (Woodbury, NY)
Description Purchase and installation of an Intelligent Vehicle Network
Contract Term (including Options, if any) March 19, 2009 – June 30, 2015
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:
Requesting Dept/Div & Dept/Div Head Name: Department of Buses, Darryl C. Irick

Contract Number	AWO/Mod. #
B-40642	7
Original Amount:	\$ 1,021,180
Prior Modifications:	\$ 10,987,213
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 12,008,393
This Request:	\$ 15,811,083 (Est.)
% of This Request to Current Amount:	131.7%
% of Modifications (including This Request) to Original Amount:	2624.3%

Discussion:

This modification will include the extension of the existing contract (software maintenance, AVM optimization; repair and return and on-site technical services) until December 31, 2019; the provision and installation of the Clever Devices Intelligent Vehicle Network (IVN) depot equipment at four additional depots; the upgrade of the Automatic Vehicle Monitoring (AVM) software including a new central server system; and the purchase of additional mobile diagnostic kits. In addition, the IVN software platform will be upgraded to the Open IVN platform which will enable the installation of third party software onto the on-board IVN units. The total estimated amount of this modification is \$15,811,083. Clever Devices is the manufacturer of the hardware and software and does not have any authorized agents that can provide the required items.

IVN was originally purchased by NYC Transit and MTA Bus Company (MTABC) in 2008, in order to address concerns associated with the active, high temperature regeneration exhaust process being used on buses purchased from both Motor Coach Industries (MCI) and Daimler Buses North America (DBNA). EPA 2007 and later model diesel engines generate extremely high exhaust temperatures and as such after extensive analysis and evaluation, NYC Transit and MTABC strategically determined to use the IVN system to automatically disable and enable the regeneration process based on geographic location. IVN is also used to assist in maintenance strategies through the collection and upload of data from key systems (eg. engine, transmission, multiplex and exhaust system controls) when buses return to the depot.

Since 2008, specifications for all new buses purchased for NYC Transit and MTABC have included the IVN system. This contract, B-40642, was awarded on a sole source basis and covered the installation of IVN on MCI buses and provides IVN equipment for depots as well as software maintenance and post warranty product support. There are presently 2,485 buses in service that are equipped with the IVN system. An additional 1,000 IVN-equipped buses are on order and will be delivered within approximately 14 months. Approximately 1,900 IVN-equipped buses are part of the proposed 2015-2019 Capital Plan.

Under this modification, the provisions of the existing contract continue to be required to address necessary maintenance and elective updates to the IVN systems. The additional depot equipment is required to monitor IVN-equipped buses that will be assigned to the Baisley Park, Eastchester, Far Rockaway and Yonkers depots. Once these IVN systems have been installed, all NYC Transit and MTABC depots will be equipped. The upgrade of the AVM software, including the new central server system to host the upgraded AVM software, will provide advanced features and functionality. The mobile diagnostic kits are required to provide depot staff and Department of Bus Technical Engineering staff with the ability to evaluate the health of, and diagnose problems with the on-bus IVN units. The upgrade of the IVN software platform to the Open IVN software platform will allow NYC Transit and MTABC to leverage the existing computer hardware and software platform currently installed on 2,485 buses for use by competitively procured or Authority developed third party software applications for emerging technologies.

Clever Devices submitted an initial proposal of \$18,068,202. As part of the negotiations, Clever Devices provided cost information for review by the MTA's Internal Audit group. Subsequent to the negotiations as well as Scope of Work clarifications and revisions, the price proposal was reduced to \$15,811,083. The prices in this contract modification have been deemed fair and reasonable based on the results of a cost audit conducted by MTA Audit Services. Savings of \$2,257,119 (12.5%) was achieved.

MAY 2015

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

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

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

Contractors To Be Determined **\$30,000,000 (Aggregate)** **Staff Summary Attached**

Three-year contracts

1-6. Contract #'s: C-31693, C-31694 and C-31695 (Federally Funded)

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

RFP Authorizing Resolution for indefinite quantity contracts for asbestos abatement and other environmental remediation services.



Procurements Requiring Majority Vote:

F. Personal Service Contracts

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

7. HNTB New York Engineering and Architecture, PC **\$22,317,684 (NTE)** **Staff Summary Attached**

Four-Proposals – Fifty-four month contract

Contract# CM-6072R

CCM Services for the Construction of nine station renewals and rehabilitation of the retaining walls on the Sea Beach Line in Brooklyn.

8. Geocomp, P.C./moergeli consulting, JV **\$4,000,000 (Aggregate)** **Staff Summary Attached**

9. Henningson, Durham & Richardson Architecture and Engineering, P.C.

Four-Proposals – Four-year contract

Contract #'s CM-1561/ CM-1562

Indefinite quantity risk assessment consultant services.

MAY 2015

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote cont'd:

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.)



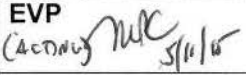

10. Dependable Repair, Inc. \$409,950 (Est.) Staff Summary Attached
Two Bids/Low Bidder – Five-year contract
IFB# 84318
Repair and service of Vactor fan truck-mounted units.

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services

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

11. CH2M HILL New York, Inc. \$1,139,263 (Est.) Staff Summary Attached
Contract# CM-1868.3
Modification to the contract for consulting services for the R211 subway cars, in order to provide consultant support services for additional scope of work tasks and to extend the contract term by an additional nine months from March 2016 to December 2016.

Staff Summary

Item Number 1-6			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Order	Approval
1	Materiel 	6	EVP (Acting)  5/11/15
2 X	Law	7	President  5.12.15
3 X	Budget		
4 X	DDCR		
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name	Contract No.
RFP Authorizing Resolution	C-31693 - C-31698
Description IQ Asbestos Abatement and Other Environmental Remediation Services	
Total Amount \$30,000,000 (Aggregate pool)	
Contract Term (including Options, if any) Three Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to issue a competitive Request for Proposals (RFP), pursuant to subdivision 9(f) of Section 1209 of the Public Authorities Law, for procurement of up to three contractors to perform Indefinite Quantity (IQ) Asbestos Abatement and Other Environmental Remediation Services at various NYC Transit facilities. Six contracts will be awarded, two to each firm, one Federal and one State with an estimated aggregate value of \$30 million and a three year duration. These will be "zero-dollar" based contracts with no minimum guarantee of any assignments.

DISCUSSION:

Asbestos, lead, PCBs, mercury and other substances that pose environmental issues can result in lengthy project delays if they are discovered after construction contract award. To prevent such delays, Capital Program Management (CPM) is seeking to award up to six contracts for on-call asbestos abatement and environmental remediation services. These contracts will replace six previous contracts that will be used until award of the new contracts. These contracts will be extended until award of the new replacement contracts. In the past, the Federal and State funded RFPs were solicited separately, and, as a result, up to six different contractors could be retained. However, by now combining the requirements into one solicitation, three contractors will be retained that can perform all services. This will provide for a more efficient task order management and issuance process. A market survey has revealed that there are a sufficient number of firms with the capacity to meet all of NYC Transit's requirements. Three new contracts (C-31693/94/95) will be federally funded and three (C-31696/97/98) will be State funded. The Federal Contracts will also support Superstorm Sandy-Related Repair and Resiliency Projects.

Past experience has shown that it takes significantly longer to find qualified asbestos abatement contractors through the bidding process due to the number of firms that fail to meet NYC Transit's requirements. To avoid this delay, the Board has approved award of these contracts through the competitive RFP process for many years.

To provide an efficient best value award process, a one-step RFP is recommended. Firms will be notified by advertisement and may obtain the RFP package which contains specifications, terms and conditions, evaluation criteria and price proposal format.

Staff Summary

Page 2 of 2

Selection criteria will be based on qualifications, experience, unit prices, staffing, equipment, and project management. Three firms will be selected. Each firm will be awarded two IQ contracts, one Federal and one State funded.

The six contracts will be for three years with an estimated aggregate total of \$30 million. This will provide NYC Transit flexibility in assigning work based upon price, contractor staff availability at the time of assignment, and performance on current and prior assignments under these contracts. The intent is to ensure that NYC Transit will be able to respond rapidly and effectively to asbestos abatement and environmental remediation requirements while prudently managing these contracts.

As specific projects are developed, the unit prices will be applied, and the firm with the lowest price for that specific work will receive the work order, unless NYC Transit determines that the contractor has too much work to perform adequately, or that one of the selected contractors is uniquely qualified to perform a specific project. Additionally, NYC Transit will have the right to consider the contractor's performance on prior Work Orders under these contracts as one of the criteria for the assignment of new projects. Since three firms will already be qualified and unit prices established, the Work Order award process will be shortened considerably. A similar procedure was used for the previous contracts providing these services and has been proven to be successful in issuing Work Orders in an expeditious manner.

M/W/DBE:

To be determined in the course of the RFP.

IMPACT ON FUNDING:

The total estimated funding required for these contracts is \$30 million. Funding for these contracts is presently not in place, but will be made available by WAR Certificate chargeable to the particular capital project for which the asbestos abatement and environmental remediation will be done. A WAR Certificate will be received prior to the award of any Work Order.


ALTERNATIVES:

To solicit firms to provide indefinite quantity asbestos removal and other environmental remediation services using the formal competitive bidding (IFB) process. Not recommended, as the process would cause delays in qualifying contractors and issuance of work orders to perform environmental remediation work. Separate RFPs for Federal and local funding would not likely result in more qualified contractors or better pricing.

RECOMMENDATION:

That the Board determine that competitive bidding is impractical or inappropriate and that it is in the public interest to issue a competitive Request for Proposals (RFP), pursuant to subdivision 9(f) of Section 1209 of the Public Authorities Law, for procurement of up to three contractors to perform Indefinite Quantity (IQ) Asbestos Abatement and Other Environmental Remediation Services at various NYC Transit facilities. The six contracts, two to each firm, have an estimated aggregate value of \$30 Million and a duration of three years.

Staff Summary

Item Number 7			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel	6	EVP (Acting) <i>5/11/15</i>
2 X	Law	7	President <i>5/12/15</i>
3 X	Budget		
4 X	DDCR		
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name HNTB New York Engineering and Architecture, PC	Contract No. CM-6072R
Description CCM Services for the Construction of Nine Station Renewals and Rehabilitation of the Retaining Walls on the Sea Beach Line (BMT), Borough of Brooklyn	
Total Amount \$22,317,684 (NTE)	
Contract Term (including Options, if any) 54 months	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE

To obtain Board approval to award a competitively solicited Federally-funded Contract for Consultant Construction Management (CCM) Services for the Construction of Nine Station Renewals and Rehabilitation of the Retaining Walls on the Sea Beach Line (BMT), Borough of Brooklyn to HNTB New York Engineering and Architecture, P.C. (HNTB) for a not-to-exceed amount of \$22,317,684 with a duration of 54 months.

DISCUSSION

Under this contract the consultant will provide CCM Services for the construction of nine station renewals and rehabilitation of the retaining walls on the Sea Beach Line. The construction work involves the use of architectural, structural, civil, mechanical, electrical, signal and communication disciplines. The construction effort also includes extensive concrete repairs to walls, ceilings and floors, chemical grouting, repair of deteriorated steel structural members, construction of a new ADA elevator at the New Utrecht Station and the rehabilitation of station drainage systems. Two construction contracts have been awarded. Contract A-36090 was awarded on December 30, 2014 for six stations – 8th Avenue, Fort Hamilton, New Utrecht, 18th Avenue, 20th Avenue and Bay Parkway and Contract A-36094 was awarded on January 15, 2015 for three stations – Kings Highway, Avenue U and 86th Street.

The CCM consultant will support the in-house Construction Manager's office. Acting through its on-site Project Manager, the CCM shall act as, and with the authority of, the NYC Transit's Construction Manager (CM) for this project. The CCM will provide a range of construction inspection and closeout services which will include coordinating with the design consultant. The CCM will also oversee the performance of the construction contractors throughout the duration of the project and manage coordinated efforts with other agencies and utility companies. The CCM is responsible for maintaining current copies and submittal logs of all contract and shop drawings, RFIs, AWOs and as-built drawings and monitoring and confirming the Contractor's compliance with all applicable specifications and guidelines referenced in the contract documents.

This procurement was initially advertised as Federal non-Brooks. However, upon further review it was determined that CCM is included under the categories of services defined under the Federal Brooks Act. An official public notification was issued advising

all potential respondents of this change and the procurement process was subsequently continued utilizing Federal Brooks Act guidelines. The CCM consultant was selected via a 1-step qualifications based procurement process established by the Federal Brooks Act. Under the Brooks Act, contracts for A/E and other federally defined services are negotiated with the firm that is determined to be the most technically qualified by the Selection Committee (SC) based on established evaluation criteria. Price is not a consideration in the selection or ranking of the firm. Since one award was planned under this RFP, negotiations were conducted with the most technically preferred firm.

In response to NYC Transit's advertisement, 4 firms submitted Technical Proposals. The 4 firms were: HNTB, AECOM USA, Inc., (AECOM), ARCADIS of New York, Inc., (ARCADIS) and HAKS Engineers, Architects and Land Surveyors, P.C. (HAKS). The proposals were reviewed by the SC, based on the evaluation criteria contained in the RFP, to determine the firm most technically qualified to provide the required CCM Services. Oral presentations were held with all four firms. Following the SC review, evaluation and oral presentations, HNTB was selected as the most preferred firm based on their strong technical qualifications and their understanding of the coordination and oversight effort required for the success and completion of the project. The HNTB team brings a broad array of CCM expertise and knowledge of NYC Transit's infrastructure, processes and procedures. Based on these strengths, coupled with a Project Manager with extensive NYC Transit experience, the SC believes that the HNTB team will perform well on this project.

After being selected and approved for negotiations, HNTB's cost proposal was opened and evaluated. To ensure a fair and equitable evaluation of cost, the Price Schedule in the RFP required that proposals be based on a fixed amount and distribution of hours and a fixed value for out-of-pocket costs. HNTB's initial cost proposal was \$26,983,940. The engineer's estimate was \$23,703,464. Since the labor hours were provided, negotiations focused on direct labor rates, overhead rates and fixed fee. The overhead rates were reviewed and approved by MTA Audit.

At the conclusion of negotiations, a Best and Final Offer (BAFO) was requested and received in the amount of \$22,317,684. HNTB's BAFO is \$1,385,780 or 6.1% less than the engineer's estimate and represents a reduction of \$4,666,256 from its initial proposal. Based on the competitive nature of the RFP and the cost analysis performed, the BAFO was determined to be fair and reasonable.

Background investigations and materials submitted by HNTB disclosed no "significant adverse information" (SAI) within the meaning of the All-Agency Responsibility Guidelines. HNTB was found responsible for award.

M/W/DBE INFORMATION

The Department of Diversity and Civil Rights (DDCR) has established a Disadvantaged Business Enterprise (DBE) goal of 17%. HNTB has submitted their DBE Utilization Plan to achieve the 17% DBE goal which has been approved by DDCR. HNTB has achieved its M/W/DBE goals on recently substantially completed MTA contracts.

IMPACT ON FUNDING

This contract will be funded with 100% Federal funds. A WAR Certificate will be requested and the contract will not be executed until a WAR Certificate is received.

ALTERNATIVES

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


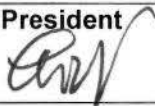
CAPITAL PROGRAM REPORTING

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

RECOMMENDATION

That the Board approve the award of a competitively solicited Federally-funded contract for CCM services for the Construction of Nine Station Renewals and Rehabilitation of the Retaining Walls on the Sea Beach Line in Brooklyn to HNTB for the not-to-exceed amount \$22,317,684 with a duration of 54 months.

Staff Summary

Item Number 8-9			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel	6	EVP (Approved) MJC 5/14/15
2 X	Law	7	President 
3 X	Budget	8	
4 X	DDCR	9	
5 X	CPM	10	

SUMMARY INFORMATION	
Vendor Name	Contract Nos.
Geocomp/moergeli Joint Venture Henningson, Durham & Richardson	CM-1561 CM-1562
Description Indefinite Quantity Risk Assessment Consultant Services	
Total Amount \$4 Million (Aggregate)	
Contract Term (including Options, if any) 4 Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE

To obtain Board approval to award two competitively negotiated Indefinite Quantity (IQ) contracts to perform Risk Assessment Consultant Services within a total aggregate budget of \$4 Million over a four-year contract term. MTA Headquarters Office of Construction Oversight (MTAOCO) will be a participant along with NYC Transit on these contracts. NYC Transit's budget is estimated at \$3.95M and MTAOCO's budget is estimated at \$50K. Each contract is 100% MTA funded and will be a "zero-dollar" based contract with no minimum guarantee of any assignments. The awardees are as follows:

Consultants

1. Geocomp, P.C./moergeli consulting, LLC Joint Venture (GmJV)
2. Henningson, Durham & Richardson Architecture and Engineering, P.C. (HDR)

Contract No.

CM-1561
CM-1562

DISCUSSION

Under these contracts, the two consultants will provide integrated cost and schedule risk assessment studies and/or updates to an assessment previously performed for capital construction projects. Assignments will be performed on an as-needed task order basis. Generally, task orders will not exceed \$100K and Consultants will be selected on a rotation basis. Typical projects upon which risk assessments are performed include those that require development of new technology, have complex phasing plans or significant customer impact, as well as large projects with budgets exceeding \$100 Million. Contracts CM-1561 and CM-1562 will replace three contracts currently in place for IQ Risk Assessment Consultant Services. The number of awards has been reduced based on past requirements and future projections.

Risk Assessments quantify the positive or negative impacts in terms of time and cost of the various risks to the budget and schedule, and identify corrective actions that can be taken to mitigate these risks and keep projects on schedule and within budget. The Consultants will review project documents, attend key meetings with project team members, develop presentation materials identifying cost and schedule risks, and conduct collaborative risk workshops with all project stakeholders at which quantification of cost and schedule risks and possible mitigation strategies will be discussed.

A 2-Step Request for Proposal (RFP) was advertised in various publications and direct notices were sent to potential providers. The following 10 firms submitted Qualification Packages during Step 1: Arcadis US, Inc. (Arcadis); GmJV; Golder Associates Inc. (Golder); HDR; Jacobs Civil Consultants, Inc. (Jacobs); Jois Construction Management System (JCMS); The Louis Berger Group, Inc. (Berger); PMA Consultants, LLC (PMA); STV Incorporated (STV); and Value Management Strategies, Inc. (VMS).

The Selection Committee (SC) reviewed the submittals and based on the criteria, recommended the following nine firms to advance to Step 2 and receive the RFP: Arcadis; GmJV; Golder; HDR; Jacobs; JCMS; Berger; PMA; and VMS. STV was not recommended because the SC believed, based on the information submitted, that they lacked sufficient qualifications and experience to successfully perform the contract.

An RFP was issued to the shortlisted firms and proposals were received from Arcadis, GmJV, Golder, HDR, Jacobs, Berger, PMA, and VMS. JCMS informed Procurement they would not be submitting a proposal but did not provide an explanation when questioned. The SC reviewed the written technical proposals in accordance with the established Evaluation Criteria and conducted oral presentations with the respondents to the RFP and subsequently recommended GmJV, Golder, HDR, and Jacobs for negotiations. In their technical proposals and oral presentations, these firms demonstrated their extensive relevant work experience, including the required staffing of experienced risk assessment workshop facilitators. Arcadis, Berger, PMA, and VMS were not recommended for negotiations as their proposals were deficient in key areas.

The initial cost proposals from the four selected firms were based on pre-determined labor titles and associated hours and were as follows: GmJV - \$1,897,558, Golder - \$2,631,556, HDR - \$2,013,875 and Jacobs - \$2,347,737. The in-house estimate is \$2,100,000, including an allowance of \$100,000 for Out-of-Pocket (OOP) expenses.

Several negotiations were held which focused on labor rates, overhead rates, and fixed fee. After conclusion of negotiations, Best and Final Offers (BAFOs) were requested and received as follows: GmJV - \$1,832,486, Golder - \$2,252,004, HDR - \$2,008,442 and Jacobs - \$1,929,861.

The BAFOs for GmJV, HDR and Jacobs were deemed fair and reasonable based on the competitive nature of the RFP. Golder was not considered Fair and Reasonable as it was outside the competitive range. The SC unanimously voted to recommend award of the contracts to GmJV and HDR. GmJV was selected due to their qualifications and extensive transit experience, including work with MTACC, and had the lowest overall cost. Although HDR was 4% higher than Jacobs, which is only a difference of \$19,645 per year over the four year contract term, HDR was preferred based on their extensive knowledge of the Risk Assessment process and track record in performing these services for NYCT.

Reference checks were made on these firms and revealed that their performance is satisfactory. Background investigations and materials submitted by these firms disclosed no "Significant Adverse Information" (SAI) within the meaning of the All Agency Responsibility Guidelines.

M/W/DBE

The Department of Diversity and Civil Rights (DDCR) has established goals of 0% MBE and 0% WBE for this contract. On its most recently completed contract, HDR achieved its WBE goal but fell short of its MBE goal. However, HDR has demonstrated a good faith effort towards meeting the MBE goal. GmJV has not completed any MTA contracts; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

IMPACT ON FUNDING

These contracts will be funded with 100% MTA funds on an individual task order basis. A WAR certificate will be issued for each task order prior to award. No task order will be awarded without an approved WAR certificate.

ALTERNATIVES

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

CAPITAL PROGRAM REPORTING

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

RECOMMENDATION

That the Board approve the award of two competitively negotiated Indefinite Quantity (IQ) contracts to GmJV for CM-1561 and HDR for CM-1562 to perform Risk Assessment Consultant Services for NYC Transit and the MTAHQ Office of Construction Oversight within a total aggregate budget of \$4 Million over a four-year contract term.

Schedule G: Miscellaneous Service Contracts

Item Number: 10

Vendor Name (& Location) Dependable Repair, Inc. (Amityville, NY)		Contract Number IFB 84318	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Repair and service of Vactor fan truck-mounted units		Total Amount: \$409,950 (Est.)	
Contract Term (including Options, if any) Five years		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept./Div. & Dept./Div. Head Name: Department of Subways, Joseph Leader	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:			

Discussion:

This is a competitively solicited miscellaneous service contract with Dependable Repair, Inc. (Dependable) to repair and service seven NYC Transit-owned Vactor Model 2100 fan truck-mounted units in the estimated amount of \$409,950 for a term of five years.

The Department of Subways currently operates these high-powered vacuum systems mounted on heavy-duty trucks, which are utilized to remove accumulated refuse from vents, air passages, emergency escape stair wells and sewer lines throughout the NYC Transit subway system at the street level. The Contractor is required to perform heavy and light duty services, which include the supply of all labor, materials, transportation, and equipment necessary to repair and service these Vactor equipment units. The Contractor is also required to furnish and install replacement parts, perform equipment adjustments, and other necessary corrective actions to the fleet in accordance with the Original Equipment Manufacturer's (OEM) specifications. Under this contract, the Contractor must be certified by the OEM (Vactor) to ensure they are qualified to work on this equipment.

Eight vendors were contacted during an extensive market outreach and, following an on-site pre-bid conference, two bids were received. Some vendors who declined to bid cited their inability to establish an account with Vactor to obtain parts pricing information, while others were unable to take on additional work. Dependable is the incumbent for this contract and possesses both the facilities and the qualified personnel required to perform this work. During a qualification hearing, Dependable confirmed that it could meet all contract requirements and that the work would be performed by certified technicians.

The total price of \$409,950 submitted by Dependable is 27% lower than the total price of \$562,002 offered by the second low bidder. Based on effective price competition, Procurement has determined that Dependable's price is fair and reasonable.

Item Number: 11

Vendor Name (& Location) CH2M HILL New York, Inc. (New York, NY)	
Description Consulting Services for the R211 Subway Cars	
Contract Term (including Options, if any) December 14, 2012 – March 14, 2016	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div. & Dept./Div. Head Name: Department of Subways, Joseph Leader	

Contract Number	AWO/Mod. #
CM-1868	3
Original Amount:	\$ 4,321,069
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 640,000
Current Amount:	\$ 4,961,069
This Request:	\$ 1,139,263 (Est.)
% of This Request to Current Amount:	23%
% of Modifications (including This Request) to Original Amount:	41.2%

Discussion:

This modification will provide consultant support services for additional scope of work tasks and extend the contract term by an additional nine months from March 2016 to December 2016, in the estimated amount of \$1,139,263.

The base contract, CM-1868, approved by the October/November 2012 Board, was awarded to CH2M HILL New York, Inc. (CH2M HILL) as the result of a competitive RFP to provide consultant services for the Development of Specifications and Pre-Award Support for the R211 Subway Car contract. The services include support in defining the car class that will be deployed as a model vehicle for the next several subway car orders. This includes assistance in the selection of car/train type, system/components and overall design as well as the development of the technical specifications for the R211 subway cars. CH2M HILL is also providing consultant support for the loan/test agreements which includes assisting NYC Transit in the qualification of alternative suppliers for new technologies and subsystems as well as new carbuilders to expand the range of competition for the R211 subway car contract. This also includes the provision of design and equipment reviews, First Article Inspection support, as well as preparation of final reports. Additionally, CH2M HILL will be supporting NYC Transit in the upcoming Request for Proposal process for the procurement of the R211 cars by assisting with the evaluation of proposals, negotiations with prospective carbuilders and Buy-America audits. To date, contract expenditures have totaled approximately \$2,345,065 and the remaining contract balance is \$1,976,004.

Modification No. 1 was executed to reallocate certain labor hours within the project without a change to the estimated contract value. Modification No. 2, a budget adjustment, increased the estimated contract value to continue the provision of consultant services for additional loan/test agreements that have come under consideration during the development of the R211 contract specification.

Under this Modification No. 3, the Division of Car Equipment is requesting additional design/engineering consultant support for the following tasks: 1) addition of Staten Island Railway (SIR) subway car fleet replacement to the R211 project scope (\$146,816); 2) preparation of the R211 car virtual and physical mock-ups and support for the public outreach program (\$746,132); 3) addition of open gangway test train to the R211 project scope (\$149,056); 4) extension of the contract term by an additional nine months to December 2016 to ensure the continuity of consultant support through the award of the R211 car contract (\$97,259).

CH2M HILL's proposal was \$1,193,226. Negotiations resulted in the final estimated price of \$1,139,263 which represents a 4.5% decrease from the initial pricing and savings of \$53,963. Procurement and Cost Price have determined the pricing for Modification No. 3 to be fair and reasonable.

MAY 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. Hill International, Inc.
LiRo Engineering, Inc.
Henningson, Durham & Richardson
Architecture and Engineering, P.C. JV
Company, JV, LLC
Contract # CM-1311.10 | \$3,556,443 | <u>Staff Summary Attached</u> |
|--|--------------------|--------------------------------------|
- Modification to the contract for Consultant Construction Management services for the No. 7 Subway Line Extension Project, in order to provide additional Consultant Construction Management services.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (& Location) Hill International, Inc., LiRO Eng., Inc., & Henningson, Durham & Richardson, Architecture and Engineering, P.C., JV (New York, NY)	
Description Consultant Construction Management (CCM) Services for the No. 7 Subway Line Extension Project	
Contract Term (including Options, if any) April 23, 2007 – December 31, 2015	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div. & Dept./Div. Head Name: MTA Capital Construction, Dr. Michael Horodniceau	

Contract Number	AWO/Mod. #
CM-1311	10
Original Amount:	\$ 35,842,302
Prior Modifications:	\$ 22,544,735
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 58,387,037
This Request:	\$ 3,556,443
% of This Request to Current Amount:	6.1%
% of Modifications (including This Request) to Original Amount:	72.8%

Discussion:

This retroactive modification is for additional funding to support Consultant Construction Management (CCM) services through the current contract expiration date of December 31, 2015.

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

In April 2007, the base contract for CCM services was awarded to Hill International, Inc., LiRo Engineers, Inc., and Henningson Durham & Richardson Architecture and Engineering P.C., Joint Venture (HLH7). CCM services under this contract include the monitoring/managing of all construction activities such as coordination with contractors and other agencies, quality assurance inspections and reporting non-conformances, adherence to environmental specifications, reviewing contractor submittals, and performing administrative, payment and scheduling services.


Under this Modification No. 10, HLH7 will provide additional CCM services for the remaining two No. 7 construction contracts; C-26505 (Systems & Finishes) and C-26512 (Site P). Contract C-26505 has essentially completed all physical construction and testing and commissioning of various systems is ongoing. However, various delays during the project resulted in the need for the construction contractor to work extended hours. As a result, the CCM also had to work additional hours, including overtime, weekend and second shift work. Additional CCM support was also required for unanticipated services including CCM inspection for installation of flood protection measures at Site A and the development of the Building Information Model (BIM). As a result, existing CCM funding was exhausted by April 2015.

A total of 30 Full Time Employees (FTEs) are working on CCM services as of April 1, 2015 which has been reduced from 50 FTEs previously utilized on the project. By December 31, 2015, this staffing will be further reduced to 20 FTEs focusing on closing out C-26505 and continuing CCM support for the ongoing construction of C-26512.

A retroactive memo was approved by the MTACC President on March 24, 2015 authorizing CCM services to continue as of April 1, 2015, pending approval of this modification. Although CCM services will be required through 2016, this modification only covers the existing contract term from April 1, 2015 to December 31, 2015. A subsequent modification will be issued for 2016 CCM services. A reduction in the average contract rates is expected for services utilized in 2016.

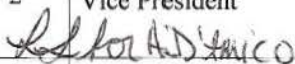

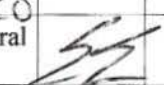
HLH7's initial proposal was in the amount of \$3,964,214; MTACC's revised estimate was \$3,442,487. Negotiations with HLH7 focused on labor hours, hourly rates and other direct costs. HLH7 submitted a BAFO in the amount of \$3,556,443. HLH7's BAFO is \$407,771 or 10.3% lower than their initial proposal. Savings were achieved primarily through the redistribution of hours. The HLH7 BAFO of \$3,556,443 was deemed fair and reasonable.

Staff Summary

Subject Access & Work Agreement for 1066 Third Avenue (Block 1398, Lot 345)
Department Second Avenue Subway Project
Department Head Name Anil Parikh, P.E.
Department Head Signature 

Date April 29, 2015
Vendor Names 63/64th Street Associates, L.P. and A&P Real Property, LLC.
Contract Number N/A
Project Manager Name Manan Garg

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT & Bus Committee	5/18/15	X		
2	Board	5/20/15	X		

Internal Approvals			
Order	Approval	Order	Approval
2	Interim Executive Vice President 	3	President 
1	Sr. Vice & General Counsel 		

PURPOSE:

To seek Board Authorization to enter into an agreement with 63/64th Street Associates, L.P., ("Landlord") and A&P Real Property, LLC, ("Tenant") for a not-to-exceed amount of \$71,000. Under this agreement, MTA will reimburse Landlord's costs of replacing its existing freight entrance door and will reimburse Tenant for the labor costs that are necessary to secure and maintain the Tenant's supermarket operations during MTACC's work.

BACKGROUND:

The Second Avenue Subway ("SAS") Project has acquired permanent and temporary easements for entrances, ancillary facilities and other support functions to be built partially or entirely within privately-owned commercial and residential spaces along the subway alignment. As project construction has progressed, it has become necessary in some cases to enter into agreements with property owners to secure their full cooperation and minimize potential impacts and consequential damages associated with project-related utility relocation and/or structural modification work in the affected buildings. Therefore, the project periodically has entered into cooperative arrangements with building owners to cover the owners' costs for modification to their building to assist MTACC and its contractors through all phases of utility relocation, structural and other project-related work.

DISCUSSION:

As part of the SAS Project, MTACC acquired a temporary easement over a privately-owned public Plaza in order to accommodate construction of a vent for the 63rd Street/Lexington Avenue subway station. As part of its work, MTACC razed the entire Plaza. After vent construction was completed, MTACC planned to restore the Plaza to its original condition and return it to the owner. But the Plaza owner and community groups requested that MTACC change the Plaza design because the original configuration encouraged homeless people to seek shelter there and vermin to nest. As part of MTACC's initiative to be a good neighbor, it agreed to restore the Plaza to the new specifications.

The new design, however, restricted access to the freight entrance of a supermarket that is adjacent to the Plaza. If the freight entrance door was changed from one that opened out into the Plaza to one that slides against the building or rolls up, then the supermarket would have unrestricted access. This agreement reimburses the Landlord its costs for replacing the freight entrance door.

The new design also requires MTACC to relocate the Plaza's existing drainage pipes, which run above the architectural ceiling of the Tenant's supermarket, and install new electrical conduits and wire in the supermarket's back storage area for the Plaza's new electrical feeders. MTACC will access the supermarket during off-hours to perform this work. In consideration for access to the supermarket, Tenant requires that MTACC reimburse its costs for having a supermarket manager and security guard in place to protect and secure the supermarket's operations, inventory and premises while MTACC performs the work.

ALTERNATIVES:

The alternative is to restore the Plaza to its original condition, which would expose the Project to delays and would likely be met with strong opposition by the Plaza owner and the impacted Community Board.

Staff Summary

FUNDING IMPACT:

The work will be funded from the MTA's 2005-2009 Capital Plan.

RECOMMENDATIONS:

MTACC recommends that the Board authorize MTACC to enter into an agreement with 63/64th Street Associates, L.P., and A&P Real Property, LLC, owner of the premises and tenant located at 1066 Third Avenue, for a not-to-exceed amount of \$71,000, to assist MTACC and its contractor with the utility relocation work and other project-related work associated with MTACC's design and planned construction of a revised subway entrance at that location.



SERVICE CHANGES: IMPLEMENT B46 SELECT BUS SERVICE

Service Issue

The B46 serves 46,000 daily riders, making it the second-busiest bus route in New York City. The current B46 connects the dense neighborhoods of Williamsburg, Bushwick, Bedford-Stuyvesant, Crown Heights, East Flatbush, and Flatlands. It serves as an important subway feeder to the **3 4 A C** trains and also serves the Kings Plaza Mall. In recent years, it has experienced significant delays and a lack of reliability.

Recommendation

Implement B46 Select Bus Service (SBS) on Malcolm X Boulevard and Utica Avenue, replacing B46 Limited service.


Budget Impact

Approximately \$2.6 million. This is included in the approved operating budget.

Proposed Implementation Date







Fall 2015

Staff Summary

Subject	Implement B46 Select Bus Service in Brooklyn
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	April 27, 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	Acting Executive VP  mfc 5/1/15	3	Director OMB 
6	SVP Buses  4/30/15	2	VP GCR  4/30
X 5	VP Corp. Comm.	1	Chief OP  4/29

Purpose

To obtain Presidential approval to implement B46 Select Bus Service in Brooklyn. This staff summary also addresses the required schedule and fare collection changes.

Discussion

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

Making buses travel faster and more reliably is a goal for NYCT and NYCDOT. One way to do this is with SBS. There have been numerous public participation workshops regarding the development of the next series of SBS routes. The B46 is the second-busiest bus route in New York City, with 46,000 customers on an average weekday, and it has the highest ridership of any route not yet upgraded to SBS. The B46 is a primary feeder to the **3 4 A C** trains. It also connects riders to the **J M Z** trains as well as 36 other bus routes.

The B46 is a 7.9 mile, north-south route that provides local and limited-stop service in Brooklyn. The local service travels between Kings Plaza Mall and DeKalb Avenue via Flatbush Avenue, Utica Avenue, and Malcolm X Boulevard. The limited-stop service travels between Kings Plaza Mall and Williamsburg Bridge Plaza via Flatbush Avenue, Utica Avenue, Malcolm X Boulevard, and Broadway.

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

Limited stops are only made between Avenue H and DeKalb Avenue; both north and south of that central section, the B46 Limited makes all local stops.

The Broadway section of the route is only served by the B46 Limited making all local stops. The **J M Z** elevated subway is overhead and its pillars allow only one travel lane in each direction. Bus speeds in this segment are the slowest on the entire corridor. In addition, ridership in this section is relatively light, as only 9% of B46 customers travel between the Broadway section and the rest of the route.

The B46 SBS will provide service between Kings Plaza Mall and DeKalb Avenue, maintaining its current routing on Flatbush Avenue, Utica Avenue, and Malcolm X Boulevard. An extended B46 Local will provide service on Broadway. The B46 SBS will thereby better serve the 22,000 B46 Limited customers who board at future B46 SBS stations from DeKalb Avenue south.

The B46 SBS will make all current B46 Limited stops between DeKalb Avenue and Avenue H, with the exception of St Johns Place. The St Johns Place stop is only 730 feet from the Eastern Parkway stop, shorter than what is generally aimed for with SBS stop spacing. South of Avenue H, where the B46 Limited currently makes all local stops, the B46 SBS will stop only at the higher-ridership stops at Avenue K, Avenue N, and Kings Plaza Mall.

The B46 SBS will include the following station locations as shown in Figure 1:

Northbound

Kings Plaza Mall
Utica Ave/Ave N
Utica Ave/Ave K
Utica Ave/Ave H
Utica Ave/Ave D
Utica Ave/Church Ave
Utica Ave/Winthrop St
Utica Ave/Empire Blvd
Utica Ave/Eastern Pkwy
Utica Ave/Fulton St
Malcolm X Blvd/Halsey St
Malcolm X Blvd/Gates Ave
Malcolm X Blvd/DeKalb Ave (*drop off only*)

Southbound

Malcolm X Blvd/DeKalb Ave
Malcolm X Blvd/Gates Ave
Malcolm X Blvd/Halsey St
Utica Ave/Fulton St
Utica Ave/Eastern Pkwy
Utica Ave/Empire Blvd
Utica Ave/Winthrop St
Utica Ave/Church Ave
Utica Ave/Ave D
Utica Ave/Ave H
Utica Ave/Flatlands Ave
Utica Ave/Ave N
Kings Plaza Mall (*drop off only*)

In 2014, NYCDOT installed 1.3 miles of bus lanes on Utica Avenue between St Johns Place and Church Avenue. These are primarily offset bus lanes, or one lane away from the curb, which better accommodate deliveries, community parking needs, and right turns.

As part of the 2015 implementation of B46 SBS, NYCDOT is looking to extend the offset bus lanes south to Fillmore Avenue, an additional 2.6 miles. Twelve stations on Utica Avenue, from Avenue N to Empire Boulevard, will have bus bulbs, which will extend the existing sidewalk into the parking lane to meet the offset bus lane. New York City Department of Design and Construction will build these in 2016 and 2017.

The B46 SBS will also include several other features found on other SBS routes including off-board fare collection, specially branded buses, and transit signal priority. NYCDOT will install wayfinding signs with real time bus arrival information at the majority of SBS stations.

NYCT and NYCDOT staff have attended approximately 15 community meetings on the B46 SBS project. Every affected Community Board has had at least one presentation, and two informational open houses were held. Additionally, a Community Advisory Committee (CAC) was convened to provide guidance in the design and implementation of SBS in this corridor. The CAC is comprised of a broad range of stakeholders, from elected officials to Community Boards to major area institutions. There has been thorough discussion of all the issues, and many points of concern have been addressed through changes to the project.

A service equity analysis, conducted in accordance with Title VI of the Civil Rights Act of 1964 and related Federal Transit Administration guidance materials, found that the B46 Select Bus Conversion would not result in a disproportionate impact on either minority or below-poverty populations. The President has considered the analysis of this service change prepared in accordance with Title VI requirements, and has considered the impacts of this proposed change upon riders of mass transportation services, including minority and low-income users of such services.

Recommendation

In order to provide the fastest, most reliable bus service, implement SBS service on the B46, replacing the B46 Limited with the B46 SBS.

Alternatives

1. *Do nothing.* If no action is taken, B46 bus service will continue to be slow and inefficient, discouraging ridership.


Staff Summary

Budget Impact

Approximately \$2.6 million. This is included in the approved operating budget.

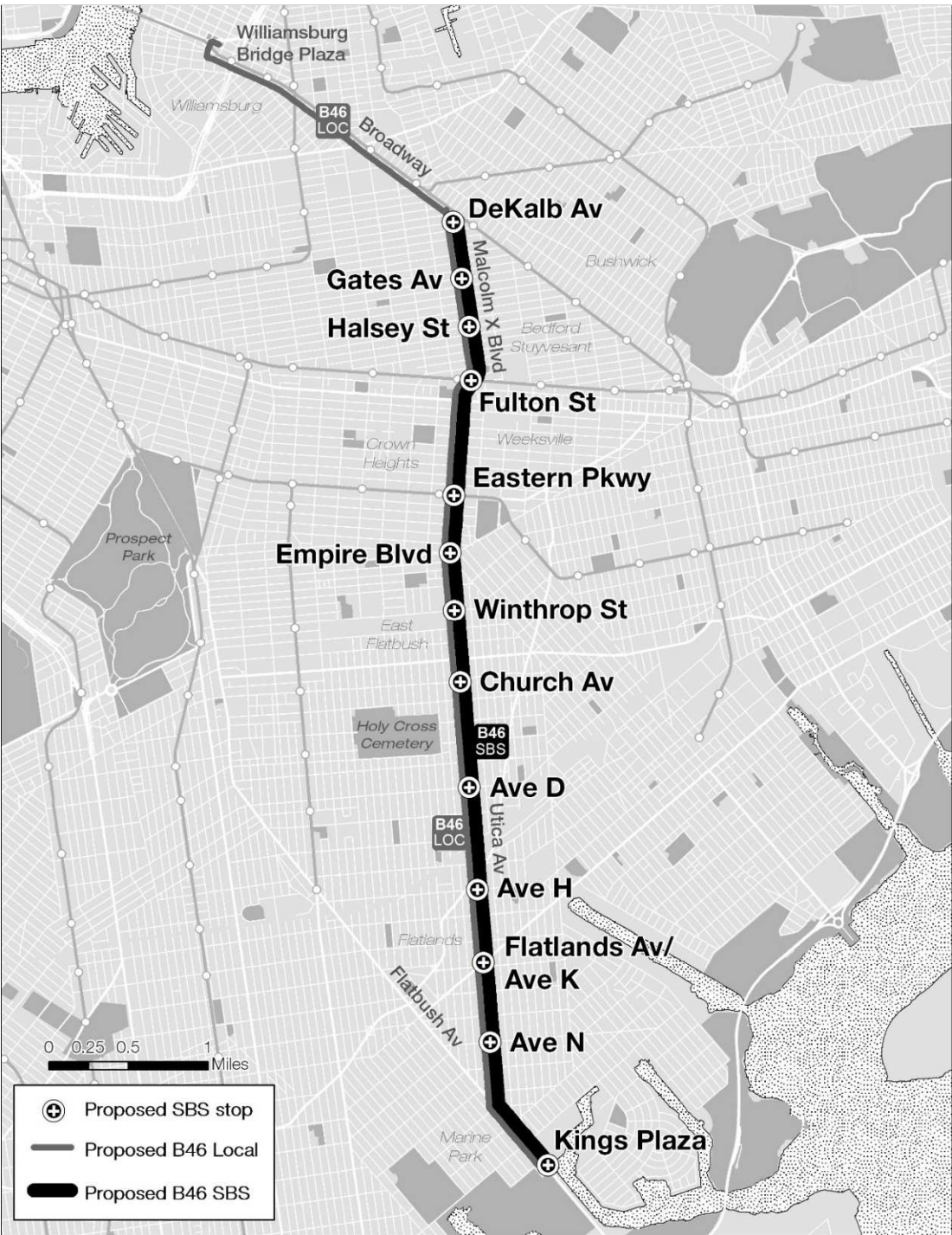
Implementation Date

Fall 2015

Approved: 

Carmen Bianco
President

Figure 1 – Proposed B46 Select Bus Service



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



SERVICE CHANGES: REVISE B48 SERVICE IN WILLIAMSBURG

Service Issue

The B48 travels along Wallabout Street in both directions. The street is very congested and constantly blocked by delivery vehicles, school buses, and double-parked automobiles. The street has also had a large number of accidents and pedestrian injuries. At the request of the community board, NYCDOT will convert Wallabout Street to a one-way eastbound street under the City of New York's Vision Zero Plan in Summer 2015.

Recommendation

Revise B48 bus service on Wallabout Street in Williamsburg.


Budget Impact

The net operational cost associated with this service is cost neutral.

Proposed Implementation Date


Summer 2015.

Staff Summary

Subject	Revise B48 Service in Williamsburg
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	April 28, 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 approval of a recommendation to permanently revise the B48 route in Williamsburg.

Discussion

The B48 is a north-south route that provides local bus service between Lefferts Gardens and Greenpoint. The B48 travels along Franklin Avenue, Classon Avenue, Wallabout Street, Lorimer Street, and Nassau Avenue. The B48 operates at all times.

The Wallabout Street corridor is very congested and there have been many accidents and injuries along these blocks. In accordance with the City of New York's Vision Zero Plan, NYCDOT will convert Wallabout Street to a one-way eastbound street from Classon Avenue to Lee/Nostrand Avenue. Once the street is converted, southbound B48 buses would have to be rerouted from Wallabout Street to Union and Flushing Avenues.


Currently, northbound buses travel via Lynch Street and Lee Street to bypass congestion on Wallabout Street. Congestion on Wallabout Street should be reduced with its one-way conversion and this would allow the northbound B48 to travel on Wallabout Street from Classon Avenue to Lorimer Street.

Recommendation

It is recommended to revise B48 bus service in Williamsburg by discontinuing southbound routing on Wallabout Street and discontinuing northbound routing on Lynch Street and Lee Avenue. Northbound B48 trips would travel along their previous route to Wallabout Street, merge left to Lorimer Street to existing route. Southbound B48 trips would travel along

Staff Summary

Lorimer Street, left on Union Avenue, right on Flushing Avenue, left on Franklin Avenue to previous route. The B57 currently operates on this segment of Flushing Avenue.

If the southbound B48 is permanently rerouted, two bus stops on Lorimer Street, two bus stops on Wallabout Street, and one bus stop on Franklin Avenue would be discontinued. A new southbound B48 bus stop would be located on Flushing Avenue, connecting to the  Flushing Avenue station, and the B48 would share existing B57 bus stops on Flushing Avenue. One northbound B48 stop would be relocated from Lynch Street to Wallabout Street at Bedford Avenue.

Alternatives to the Proposed Service Change

1. *Continue to operate the B48 on Wallabout Street in both directions.* NYCT would not be able to travel westbound (southbound B48) on Wallabout Street after DOT street changes are made.

Budget Impact

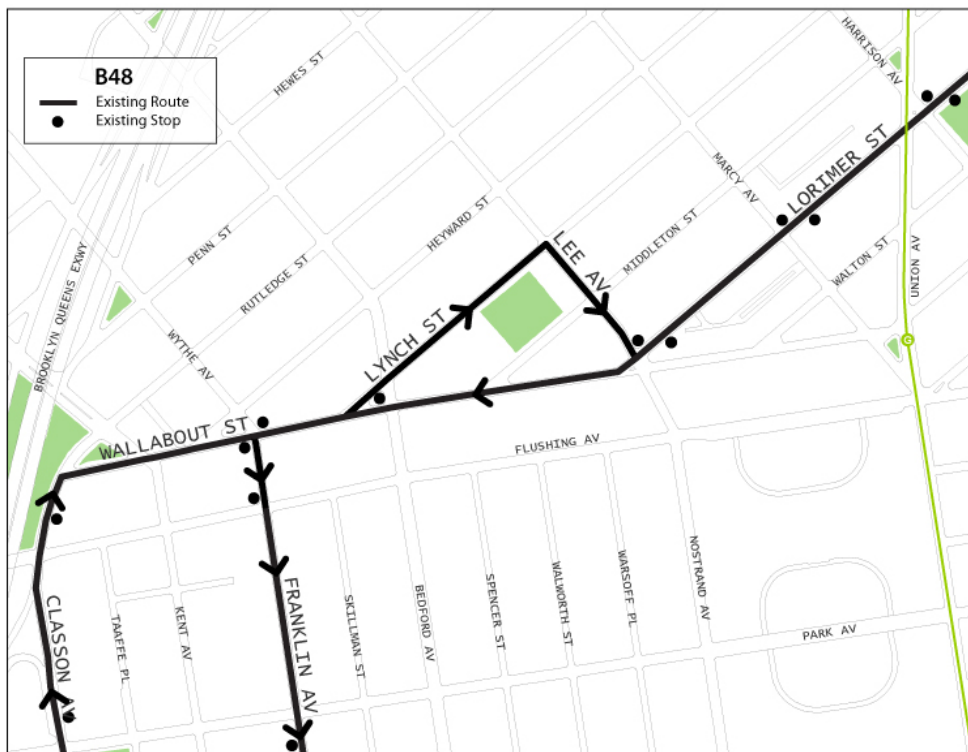
The net operational cost associated with this service is cost neutral.

Proposed Implementation Date

Summer 2015.

Approved: 
Carmen Bianco
President

Existing B48 Route



Proposed B48 Route



Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>March 2014</u>	<u>March 2015*</u>	<u>Difference</u>
Cash	2.6%	2.2%	(0.4%)
Single-Ride Ticket	0.8%	0.7%	(0.1%)
Bonus Pay-Per-Ride	42.8%	41.5%	(1.3%)
Non-Bonus Pay-Per-Ride	3.1%	3.9%	0.8%
7-Day Farecard	20.4%	21.1%	0.8%
30-Day Farecard	<u>30.3%</u>	<u>30.5%</u>	0.2%
Total	100.0%	100.0%	

* Preliminary

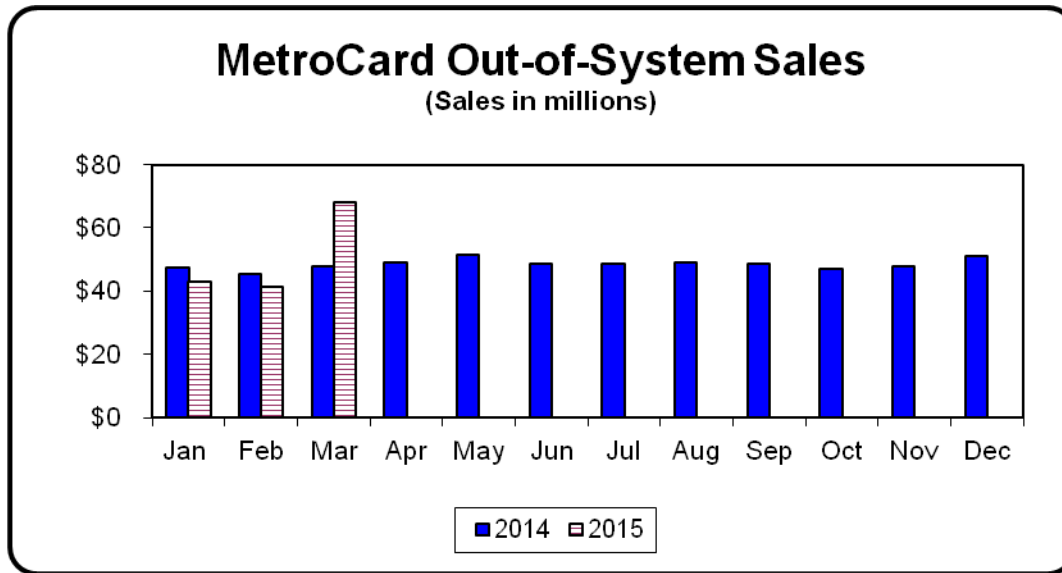
Note: Percentages may not add due to rounding.

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 March 2015 was 5,285, a 2.26 percent decrease from the same period last year. The average value of a credit issued was \$69.09.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$68.4 million in March 2015, a 43.4 percent increase compared to March of 2014. The 2015 fare increase was implemented in March. Year to date sales totaled \$152.8 million, an 8.8 percent increase compared to the same period last year.



Retail Sales

There were 4,523 active out-of-system sales and distribution locations for MetroCards, generating \$24.8 million in sales revenue during March 2015.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 298,785 MetroCards valued at approximately \$25.7 million were made in March 2015 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$86.07. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 83,179 for March 2015, generating an additional \$9.3 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$78.6 million, a 17 percent decrease when compared to last year.

Mobile Sales Program

In March 2015, the Mobile Sales unit completed 192 site visits, of which 131 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$105,000 in revenue was generated. In March 2015, the Mobile Sales unit assisted and enabled 1,699 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at the Rustin House Hall (NY, NY).

Reduced-Fare Program

During March 2015 enrollment in the Reduced-Fare Program increased by 6,038 new customers, while 775 customers left the program. The total number of customers in the program is 950,359. Seniors account for 777,321 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 173,038 customers. Of those, a total of 37,357 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$7.7 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In March 2015, the EasyPay Reduced Fare program enrollment totaled 146,493 accounts. During the month, active EasyPay customers accounted for approximately 2.1 million subway and bus rides with \$2.2 million charged to their accounts. Each active account averaged 29 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In March 2015, the EasyPay Xpress PPR program enrollment totaled 74,819 accounts. During this month, active Xpress PPR customers accounted for approximately 1.4 million subway, express bus and local bus rides with \$3.6 million charged to their accounts. Each active account averaged 24 trips per month, with an average monthly bill of \$61.

EasyPay Xpress Unlimited Program

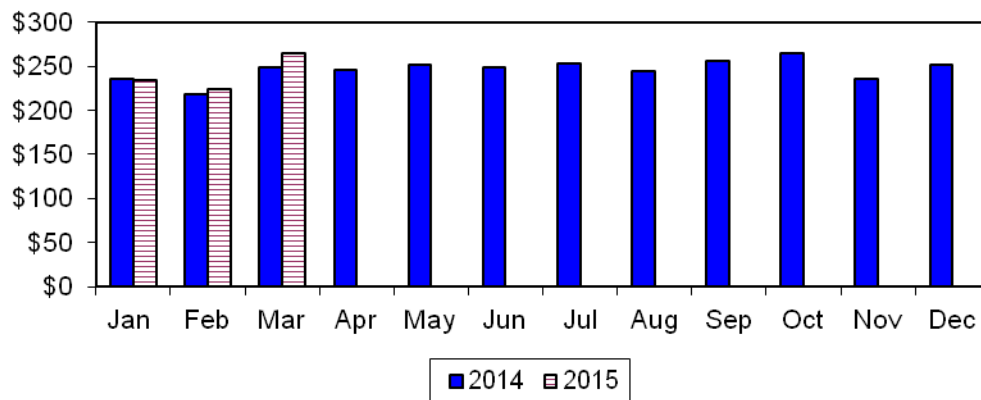
In March 2015, the EasyPay Xpress Unlimited program enrollment totaled 15,107 accounts. During this month, active Xpress Unlimited customers accounted for approximately 728,000 subway and local bus rides with \$1.4 million charged to their accounts. Each active account averaged 51 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during March 2015 totaled \$264.6 million, on a base of 14.9 million customer transactions. This represents a 1.9 percent decrease in vending machine sales compared to the same period last year. During March 2015, MEMs accounted for 2,039,604 transactions resulting in \$53,462,466 in sales. Debit/credit card purchases accounted for 77.4 percent of total vending machine revenue, while cash purchases accounted for 22.6 percent. Debit/credit card transactions account for 53.0 percent of total vending machine transactions, while cash transactions account for 47.0 percent. The average credit sale was \$29.56, more than three times the average cash sale of \$8.48. The average debit sale was \$20.94.

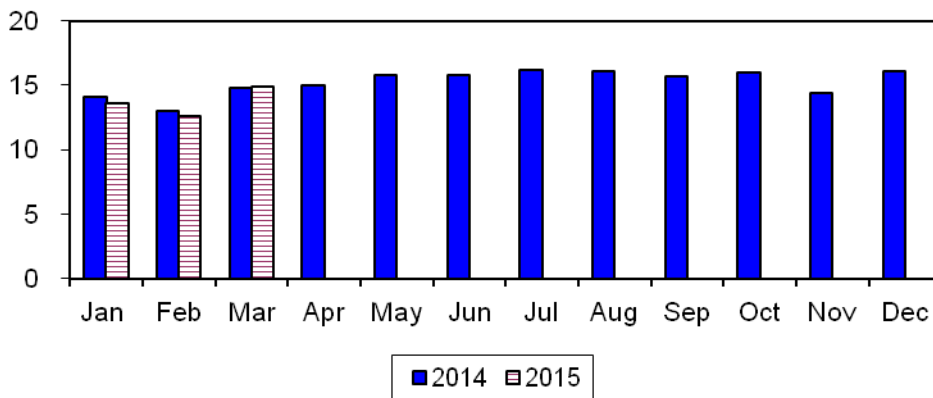
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)

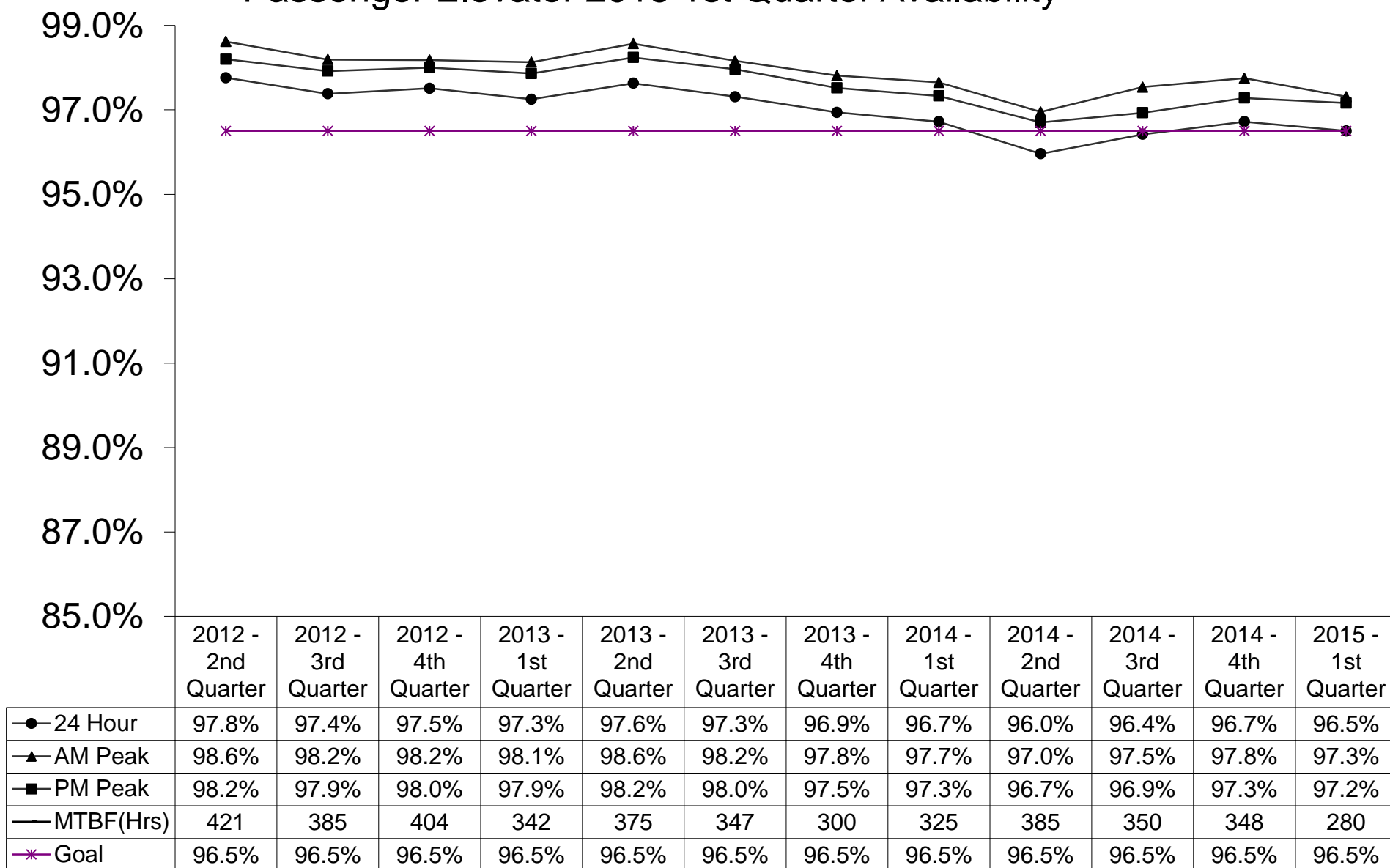


ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

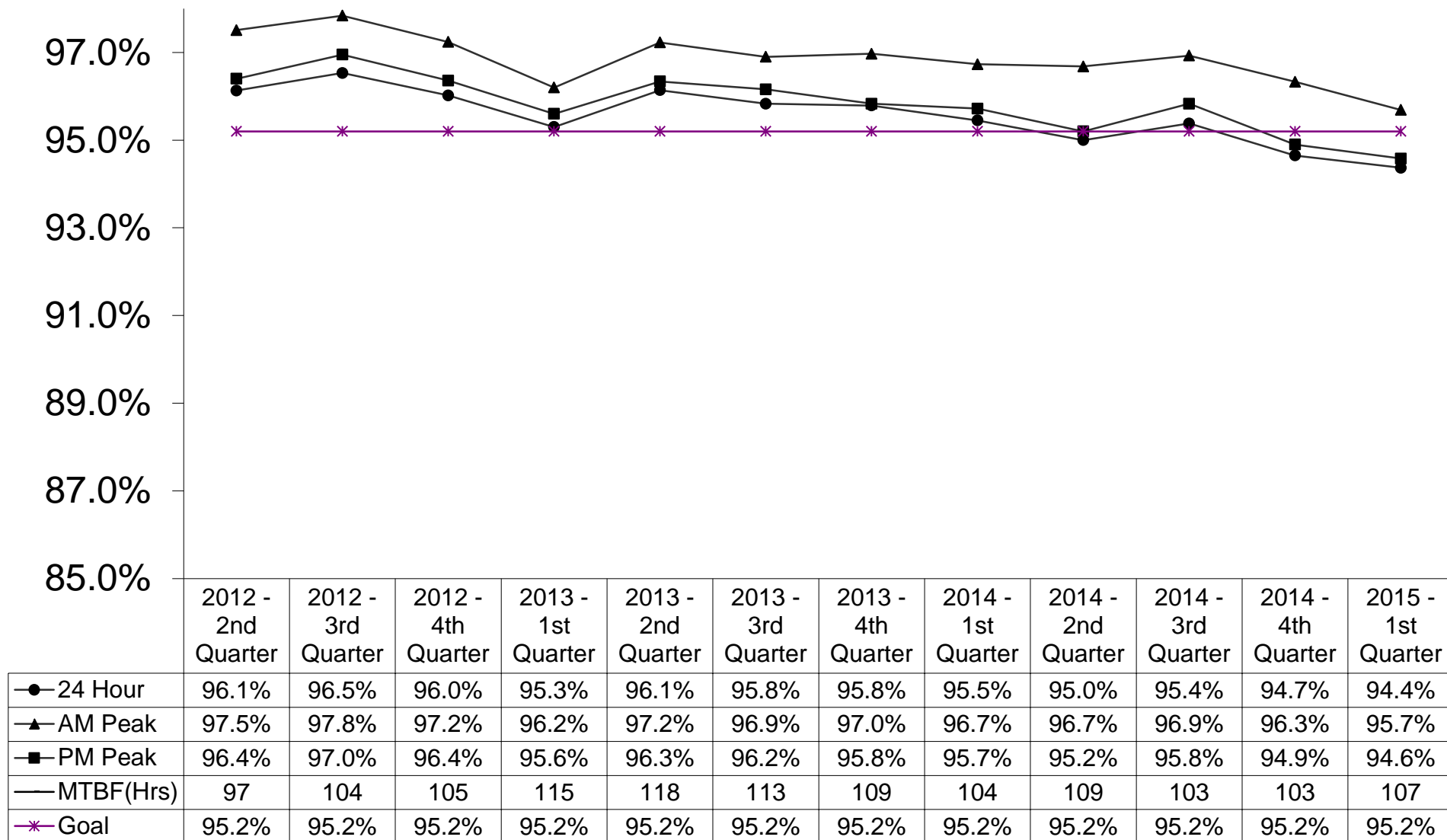
First Quarter - 2015

Passenger Elevator 2015 1st Quarter Availability



Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Escalator 2015 1st Quarter Availability



Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

Elevator and Escalator Quarterly Performance Summary First Quarter - 2015

Elevator Performance

Borough	No. Units	Avg Age	2015 1st Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Scheduled	Scheduled	
Bronx	32	8.6	96.1%	96.3%	96.5%	381	253	128	30
Brooklyn	54	9.7	96.5%	97.3%	97.2%	758	468	290	32
Manhattan	104	11.6	96.4%	97.4%	97.2%	1601	1040	561	81
Queens	34	13.4	97.2%	98.0%	97.7%	514	324	190	14
System	224	10.8	96.5%	97.3%	97.2%	3254	2085	1169	157

Escalator Performance

Borough	No. Units	Avg Age	2015 1st Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non	Scheduled	
Bronx	12	15.9	93.1%	93.8%	93.0%	278	208	70	0
Brooklyn	33	13.8	90.6%	92.9%	89.7%	1663	1351	312	0
Manhattan	88	14.0	94.7%	95.8%	95.3%	3433	1865	1568	0
Queens	42	12.8	97.0%	98.1%	97.3%	922	627	295	0
System	175	14.2	94.4%	95.7%	94.6%	6296	4051	2245	0

Definitions : Availability measures the percent of time that a unit is running and available for customer service. All service outages, regardless of cause, count as downtime in the availability calculation. (Note: Units out of service for capital rehabilitation are excluded from the calculations)

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2015

Borough: Bronx											
	Unit ID	Age	Station	2015 1st Quarter Availability			2014 1st Qtr. Availability	Outages			Entrapments
		(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	EL132	13	161 St-Yankee Stadium 4	73.5%	74.1%	73.9%	97.1%	15	14	1	1
2	EL134	13	161 St-Yankee Stadium B D	87.9%	88.6%	86.7%	97.8%	17	13	4	0
3	EL184	8	231st St 1	88.0%	87.2%	84.8%	96.8%	22	19	3	1
4	EL182	8	Gun Hill Rd 2 5	91.9%	91.4%	88.7%	90.0%	23	19	4	6
5	EL194	7	233rd St 2 5	92.3%	92.2%	93.0%	98.9%	9	6	3	1
6	EL138	7	Pelham Pkwy 2 5	94.3%	94.6%	94.6%	96.8%	13	10	3	2
7	EL129	18	3rd Ave-149 St 2 5	94.5%	95.6%	95.3%	88.1%	10	5	5	3
8	EL192	7	233rd St 2 5	95.1%	92.9%	97.6%	94.3%	21	19	2	3
9	EL135	13	161 St-Yankee Stadium B D	95.6%	95.4%	96.7%	96.1%	13	6	7	0
10	EL188	9	Fordham Rd 4	96.4%	97.1%	97.9%	98.0%	9	4	5	1
11	EL136	7	Pelham Pkwy 2 5	97.1%	97.1%	98.9%	94.0%	15	9	6	1
12	EL183	8	Gun Hill Rd 2 5	97.3%	94.8%	98.4%	90.5%	12	10	2	2
13	EL133	13	161 St-Yankee Stadium 4	97.4%	99.3%	97.9%	94.9%	15	7	8	1
14	EL127	10	Simpson St 2 5	97.5%	98.9%	98.8%	97.8%	9	4	5	0
15	EL122	25	Pelham Bay Park 6	97.7%	97.7%	99.3%	96.9%	15	10	5	3
16	EL189	0	Kingsbridge Rd B D	97.8%	98.1%	96.4%	0.0%	10	8	2	0
17	EL130	18	3rd Ave-149 St 2 5	97.9%	98.1%	96.7%	97.2%	20	15	5	2
18	EL128	9	Simpson St 2 5	98.1%	99.1%	98.9%	98.1%	12	6	6	0
19	EL197	0	Hunts Point Av 6	98.4%	98.3%	98.9%	0.0%	7	4	3	1
20	EL196	0	Hunts Point Av 6	98.5%	99.2%	98.0%	0.0%	15	13	2	0
21	EL195	0	Hunts Point Av 6	98.5%	99.2%	99.9%	0.0%	9	5	4	0
22	EL137	7	Pelham Pkwy 2 5	98.8%	100.0%	100.0%	98.6%	7	1	6	0
23	EL187	9	Fordham Rd 4	98.8%	99.6%	100.0%	98.7%	9	3	6	0
24	EL160	2	180th Street 2 5	98.8%	99.6%	99.7%	99.3%	7	3	4	0
25	EL185	8	231st St 1	98.8%	99.0%	99.1%	99.3%	4	2	2	0
26	EL190	0	Kingsbridge Rd B D	98.9%	96.9%	100.0%	0.0%	20	15	5	1
27	EL131	13	161 St-Yankee Stadium 4 B D	99.0%	100.0%	100.0%	99.1%	8	2	6	0
28	EL186	9	Fordham Rd 4	99.0%	98.6%	99.6%	99.1%	7	4	3	0
29	EL121	25	Pelham Bay Park 6	99.1%	99.4%	99.7%	98.7%	7	4	3	1
30	EL159	2	180th Street 2 5	99.2%	99.3%	100.0%	98.3%	5	1	4	0
31	EL193	7	233rd St 2 5	99.3%	100.0%	99.5%	99.3%	7	4	3	0
32	EL191	0	Kingsbridge Rd B D	99.7%	99.8%	99.6%	0.0%	9	8	1	0
	32	8.6	Elevator Subtotal:	96.1%	96.3%	96.5%	96.7%	381	253	128	30
1	ES114	16	161 St-Yankee Stadium 4	71.9%	71.7%	73.1%	97.9%	58	47	11	0
2	ES108	22	Intervale Av 2 5	85.0%	85.5%	82.0%	95.4%	31	26	5	0
3	ES105	9	Gun Hill Rd 2 5	92.1%	93.4%	89.3%	95.4%	37	32	5	0
4	ES112	13	Norwood-205 St D	93.6%	92.7%	94.7%	98.3%	15	11	4	0
5	ES121	25	Pelham Bay Park 6	94.5%	95.6%	95.1%	98.0%	9	5	4	0
6	ES106	10	West Farms Sq-E Tremont Av 2 5	94.8%	95.1%	95.2%	95.4%	16	13	3	0
7	ES104	9	Gun Hill Rd 2 5	95.6%	97.8%	95.7%	96.9%	32	25	7	0
8	ES122	18	Pelham Pkwy 2 5	95.7%	96.8%	96.4%	94.7%	17	10	7	0
9	ES113	13	161 St-Yankee Stadium 4	98.1%	98.7%	99.1%	91.1%	23	14	9	0
10	ES111	13	Parkchester 6	98.1%	99.2%	97.7%	95.6%	18	13	5	0
11	ES123	18	Pelham Pkwy 2 5	98.6%	99.4%	98.9%	95.2%	15	9	6	0
12	ES120	25	Pelham Bay Park 6	98.7%	100.0%	98.7%	87.3%	7	3	4	0
	12	15.9	Escalator Subtotal:	93.1%	93.8%	93.0%	95.1%	278	208	70	0
*Note the number of entrapments are included in the non scheduled outages count.											

Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2015

Borough:		Manhattan										
		Age		2015 1st Quarter Availability			2014 1st Qtr. Availability	Outages			Entrapments	
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
					Peak	Peak						
1	EL120	29	190 St A	73.2%	68.3%	76.2%	97.6%	48	43	5	7	
2	EL119	29	181 St A	85.0%	85.8%	86.0%	96.7%	32	30	2	1	
3	EL103	11	191 St 1	85.0%	84.9%	86.7%	88.4%	28	22	6	7	
4	EL279	5	59th St-Columbus Circle A B C D 1	86.4%	87.5%	86.3%	97.8%	21	16	5	4	
5	EL114	17	168 St 1	88.4%	88.4%	85.3%	96.3%	73	66	7	2	
6	EL710	7	Bowling Green 4 5	89.3%	92.3%	89.3%	95.8%	40	34	6	3	
7	EL113	17	168 St 1	89.3%	93.8%	89.0%	98.2%	44	38	6	0	
8	EL716	0	Fulton St A C J Z 2 3 4 5	90.6%	91.0%	91.5%	0.0%	27	22	5	0	
9	EL225	12	34 St-Penn Station C E	92.0%	97.0%	92.1%	94.1%	27	18	9	2	
10	EL277	5	59th St-Columbus Circle A B C D 1	92.0%	93.2%	93.1%	98.7%	33	29	4	3	
11	EL144	9	125 St A B C D	92.3%	92.2%	93.1%	96.7%	8	5	3	0	
12	EL220	14	14 St-Union Sq N Q R	92.5%	95.9%	91.9%	97.5%	22	12	10	4	
13	EL143	9	125 St A B C D	92.7%	94.9%	91.9%	99.2%	14	8	6	0	
14	EL213	21	34 St-Herald Sq B D F M N Q R	93.1%	96.7%	94.7%	95.3%	20	9	11	1	
15	EL109	15	181 St 1	94.1%	94.9%	97.1%	89.4%	24	16	8	2	
16	EL244	13	Grand Central-42 St 7	94.4%	95.5%	96.0%	79.7%	33	16	17	3	
17	EL720	0	Fulton St A C J Z 2 3 4 5	94.4%	95.9%	94.6%	0.0%	30	24	6	0	
18	EL218	14	14 St-Union Sq L	94.5%	96.8%	95.1%	97.0%	18	9	9	2	
19	EL325	13	Canal St 6	94.7%	97.6%	96.0%	97.8%	18	9	9	0	
20	EL328	2	Bleecker St D F B M 6	95.1%	96.3%	93.6%	96.3%	39	34	5	1	
21	EL110	15	181 St 1	95.2%	97.4%	96.8%	97.4%	21	16	5	2	
22	EL107	15	181 St 1	95.3%	95.9%	97.4%	98.0%	17	9	8	0	
23	EL201	14	51 St 6	95.5%	98.8%	94.9%	97.8%	13	8	5	1	
24	EL314	22	Brooklyn Bridge 4 5 6	95.5%	98.3%	97.3%	97.5%	16	8	8	0	
25	EL206	24	Grand Central-42 St 4 5 6	95.6%	96.0%	96.2%	95.6%	21	13	8	1	
26	EL202	14	51 St 6	95.8%	98.5%	95.9%	98.2%	18	11	7	0	
27	EL224	12	8 Av L	96.0%	96.0%	97.1%	87.9%	14	10	4	3	
28	EL211	21	34 St-Herald Sq N Q R	96.2%	97.0%	96.7%	97.8%	28	24	4	1	
29	EL125	11	125 St 4 5 6	96.5%	98.3%	96.9%	99.2%	10	6	4	1	
30	EL732	7	Fulton St 2 3	96.5%	97.3%	98.1%	97.9%	13	10	3	0	
31	EL281	5	57 St-7 Av N Q R	96.6%	98.6%	97.3%	95.4%	29	25	4	2	
32	EL719	1	Fulton St A C J Z 2 3 4 5	96.6%	98.5%	95.7%	97.7%	16	13	3	2	
33	EL108	15	181 St 1	96.6%	98.4%	97.0%	96.9%	21	13	8	3	
34	EL237	15	66 St-Lincoln Center 1	96.6%	97.5%	96.9%	97.6%	11	5	6	1	
35	EL402	25	Lexington Av-63 St F	96.7%	99.4%	97.6%	94.0%	21	12	9	1	
36	EL111	17	168 St 1	96.8%	98.9%	98.4%	74.2%	20	11	9	1	
37	EL233	8	Times Sq-42 St 1 2 3	96.9%	97.3%	96.5%	97.6%	10	6	4	1	
38	EL238	15	66 St-Lincoln Center 1	97.2%	98.3%	98.2%	94.6%	12	6	6	0	
39	EL226	12	34 St-Penn Station C E	97.3%	99.8%	98.6%	97.9%	12	5	7	0	
40	EL204	24	Grand Central-42 St 4 5 6 7 S	97.3%	99.0%	98.5%	97.9%	15	9	6	1	
41	EL228	12	34 St-Penn Station C E	97.3%	97.2%	97.8%	98.9%	13	8	5	0	
42	EL104	11	191 St 1	97.4%	99.6%	99.3%	98.7%	16	7	9	1	
43	EL205	24	Grand Central-42 St 4 5 6	97.5%	96.8%	99.0%	98.5%	17	8	9	0	
44	EL142	9	125 St A B C D	97.5%	98.0%	99.4%	98.8%	16	12	4	3	

Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2015

Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2015 1st Quarter Availability			2014 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		Total	Non Scheduled	Scheduled	
					Peak	Peak					
45	EL337	5	Chambers St 1 2 3	97.6%	98.8%	100.0%	97.7%	15	7	8	0
46	EL112	17	168 St 1	97.6%	100.0%	98.1%	94.0%	14	5	9	1
47	EL229	11	Times Sq-42 St N Q R	97.6%	97.7%	99.2%	96.1%	11	5	6	0
48	EL240	11	72 St 1 2 3	97.6%	97.0%	99.9%	96.9%	13	9	4	0
49	EL219	14	14 St-Union Sq N Q R	97.8%	98.3%	98.9%	91.4%	10	4	6	0
50	EL335	9	West 4 St A B C D E F M	97.8%	98.2%	99.1%	98.9%	8	5	3	0
51	EL223	12	14 St A C E	97.8%	99.6%	98.9%	95.6%	14	8	6	0
52	EL234	6	47-50 Sts-Rockefeller Center B D F M	97.8%	98.0%	98.3%	98.7%	14	9	5	0
53	EL126	25	125 St 4 5 6	97.8%	98.3%	98.3%	98.8%	8	4	4	0
54	EL139	8	168 St 1 A C	97.9%	97.1%	99.3%	96.2%	12	9	3	3
55	EL721	1	Fulton St A C J Z 2 3 4 5	97.9%	99.8%	98.5%	78.9%	15	9	6	1
56	EL315	22	Brooklyn Bridge 4 5 6	98.0%	99.0%	98.9%	95.7%	10	5	5	0
57	EL106	12	191 St 1	98.0%	99.4%	99.2%	98.4%	8	2	6	1
58	EL215	15	34 St-Penn Station 2 3	98.1%	98.9%	100.0%	98.7%	10	4	6	0
59	EL232	8	Times Sq-42 St 1 2 3 7	98.1%	98.4%	99.8%	98.1%	15	8	7	1
60	EL117	12	181 St A	98.1%	98.8%	98.2%	98.6%	8	7	1	1
61	EL236	6	47-50 Sts-Rockefeller Center B D F M	98.2%	98.9%	98.9%	99.1%	5	2	3	0
62	EL118	10	181 St A	98.2%	100.0%	97.5%	95.8%	13	10	3	0
63	EL324	13	Canal St 6	98.2%	100.0%	100.0%	97.1%	12	5	7	0
64	EL181	6	135 St 2 3	98.3%	98.4%	99.2%	98.3%	10	4	6	0
65	EL230	11	Times Sq-42 St N Q R	98.3%	96.9%	99.8%	99.5%	12	7	5	0
66	EL332	2	Bleecker St D F B M 6	98.3%	100.0%	99.2%	94.6%	8	1	7	0
67	EL280	5	59th St-Columbus Circle A B C D 1	98.3%	98.6%	99.6%	97.7%	10	6	4	0
68	EL221	12	14 St/8 Av A C E L	98.4%	98.3%	98.3%	98.9%	12	7	5	0
69	EL210	21	34 St-Herald Sq B D F M	98.4%	98.7%	100.0%	99.0%	14	9	5	0
70	EL212	21	34 St-Herald Sq N Q R	98.4%	99.8%	99.6%	99.1%	11	5	6	0
71	EL116	10	190 St A	98.5%	100.0%	98.8%	99.4%	14	10	4	0
72	EL209	21	34 St-Herald Sq B D F M	98.5%	98.7%	100.0%	98.4%	9	4	5	0
73	EL245	10	Lexington Av-53 St E M	98.5%	98.4%	100.0%	95.2%	17	12	5	0
74	EL338	5	Chambers St 1 2 3	98.5%	100.0%	100.0%	97.7%	8	0	8	0
75	EL148	15	Inwood-207 St A	98.6%	98.3%	99.6%	98.9%	11	7	4	1
76	EL178	1	Dyckman St 1	98.6%	98.3%	99.1%	97.6%	11	8	3	0
77	EL149	15	Inwood-207 St A	98.6%	98.1%	99.8%	99.1%	11	8	3	0
78	EL115	13	190 St A	98.6%	98.7%	99.1%	99.0%	8	3	5	0
79	EL723	1	Fulton St 2 3	98.6%	100.0%	98.3%	98.3%	16	13	3	0
80	EL105	12	191 St 1	98.6%	100.0%	100.0%	97.5%	6	0	6	0
81	EL333	9	West 4 St A B C D E F M	98.6%	99.4%	99.6%	97.7%	10	6	4	0
82	EL711	7	Bowling Green 4 5	98.6%	100.0%	98.9%	99.0%	7	4	3	0
83	EL239	11	72 St 1 2 3	98.7%	99.5%	99.4%	99.4%	7	2	5	1
84	EL331	2	Bleecker St D F B M 6	98.7%	99.7%	100.0%	98.4%	8	1	7	0
85	EL227	12	34 St-Penn Station A	98.7%	100.0%	100.0%	98.8%	6	1	5	0
86	EL146	4	96th St 1 2 3	98.7%	98.7%	97.9%	97.8%	10	9	1	2
87	EL217	14	14 St-Union Sq L N Q R	98.7%	100.0%	99.4%	99.1%	11	5	6	0
88	EL316	22	Brooklyn Bridge 4 5 6	98.7%	100.0%	100.0%	98.2%	6	0	6	0
89	EL722	1	Fulton St J Z	98.8%	100.0%	98.9%	99.1%	5	2	3	0
90	EL123	25	175 St A	98.8%	100.0%	98.3%	98.9%	10	7	3	0
91	EL329	2	Bleecker St D F B M 6	98.9%	99.6%	100.0%	98.9%	8	2	6	0
92	EL180	6	135 St 2 3	98.9%	98.9%	99.7%	97.7%	10	8	2	0
93	EL216	11	34 St-Penn Station 1	98.9%	100.0%	100.0%	99.2%	10	4	6	0
94	EL222	12	14 St A C E	98.9%	99.6%	100.0%	97.3%	10	4	6	0
95	EL278	5	59th St-Columbus Circle A B C D 1	98.9%	99.0%	100.0%	98.4%	6	2	4	1
96	EL124	25	175 St A	99.0%	99.5%	97.9%	97.8%	12	10	2	0
97	EL214	11	34 St-Penn Station 1	99.0%	100.0%	100.0%	98.8%	7	1	6	0
98	EL336	5	Chambers St 1 2 3	99.0%	100.0%	100.0%	97.4%	8	4	4	0
99	EL334	9	West 4 St A B C D E F M	99.0%	99.6%	99.6%	90.8%	7	5	2	0
100	EL141	8	168 St A C	99.1%	100.0%	98.5%	99.7%	11	9	2	1
101	EL145	4	96th St 1 2 3	99.1%	98.1%	100.0%	91.9%	7	5	2	0
102	EL235	6	47-50 Sts-Rockefeller Center B D F M	99.2%	99.7%	100.0%	98.4%	9	5	4	0
103	EL330	2	Bleecker St D F B M 6	99.3%	100.0%	99.0%	95.5%	5	4	1	0

Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2015

First Quarter - 2016											
	Borough:		Manhattan								
		Age	Station	2015 1st Quarter Availability			2014 1st Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
104	EL140	8	168 St A C	99.6%	100.0%	99.6%	99.2%	5	3	2	0
	104	11.6	Elevator Subtotal:	96.4%	97.4%	97.2%	96.7%	1601	1040	561	81

Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2015

Borough:		Manhattan											
		Age		2015 1st Quarter Availability		2014 1st Qtr. Availability	Outages			Entrapments			
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled			
1	ES117	18	181 St A	58.5%	55.7%	59.3%	95.1%	45	39	6	0		
2	ES118	17	181 St A	71.0%	71.6%	70.9%	97.2%	14	11	3	0		
3	ES406	25	Lexington Av-63 St F	71.3%	71.2%	71.7%	98.1%	11	8	3	0		
4	ES368	1	Fulton St A C J Z 2 3 4 5	80.5%	80.5%	78.5%	82.7%	45	35	10	0		
5	ES101	13	125 St 1	81.3%	83.0%	80.3%	86.5%	54	50	4	0		
6	ES300	2	Bleecker St D F B M 6	83.2%	83.7%	83.5%	89.3%	20	13	7	0		
7	ES364	0	Fulton St 4 5	87.0%	86.7%	89.3%	0.0%	39	35	4	0		
8	ES221	8	34 St-Herald Sq B D F M N Q R	87.9%	91.3%	88.3%	98.4%	63	57	6	0		
9	ES336	11	Bowling Green 4 5	90.8%	92.9%	91.0%	97.8%	25	19	6	0		
10	ES329	1	East Broadway F	91.5%	92.5%	92.7%	98.4%	24	14	10	0		
11	ES217	8	Times Sq-42 St 7	91.6%	95.0%	92.4%	95.1%	70	60	10	0		
12	ES338	11	Bowling Green 4 5	91.8%	92.1%	91.7%	96.0%	25	23	2	0		
13	ES119	18	181 St A	92.1%	93.6%	93.7%	94.5%	19	11	8	0		
14	ES232	8	34 St-Herald Sq B D F M	92.2%	92.6%	93.7%	96.9%	84	71	13	0		
15	ES256	25	Grand Central-42 St 4 5 6 7 S	92.4%	94.1%	93.4%	97.0%	37	14	23	0		
16	ES328	15	Delancey St F	92.7%	93.9%	94.6%	90.7%	51	49	2	0		
17	ES230	8	34 St-Herald Sq B D F M	93.0%	92.0%	95.2%	97.1%	46	36	10	0		
18	ES409	25	Lexington Av-63 St F	93.0%	93.1%	90.1%	97.2%	58	53	5	0		
19	ES403	25	Lexington Av-63 St F	93.6%	96.3%	91.5%	95.0%	34	28	6	0		
20	ES102	13	125 St 1	93.8%	92.8%	90.5%	90.4%	50	44	6	0		
21	ES218	9	Times Sq-42 St 7	93.9%	92.7%	96.5%	97.2%	28	21	7	0		
22	ES367	1	Fulton St A C J Z 2 3 4 5	94.3%	97.0%	94.4%	83.3%	46	32	14	0		
23	ES115	14	145 St B D	94.3%	94.2%	94.7%	97.1%	17	16	1	0		
24	ES326	15	West 4 St A B C D E F M	94.4%	95.1%	92.7%	98.2%	25	21	4	0		
25	ES302	15	Park Pl 2 3	94.5%	96.5%	94.0%	97.7%	21	13	8	0		
26	ES345	19	Bowling Green 4 5	94.9%	97.1%	94.8%	99.0%	26	21	5	0		
27	ES211	17	59 St 4 5 6	95.1%	97.8%	95.8%	96.0%	70	56	14	0		
28	ES116	13	145 St B D	95.2%	93.8%	95.9%	98.7%	18	16	2	0		
29	ES301	15	Park Pl 2 3	95.3%	96.9%	97.8%	96.1%	33	28	5	0		
30	ES407	25	Lexington Av-63 St F	95.4%	96.1%	94.8%	97.7%	16	13	3	0		
31	ES351	14	Whitehall St R	95.7%	96.2%	96.0%	89.4%	24	18	6	0		
32	ES269	11	Lexington Av-53 St E M	95.9%	98.7%	94.8%	96.5%	49	32	17	0		
33	ES231	8	34 St-Herald Sq B D F M	96.1%	97.2%	95.5%	91.7%	50	41	9	0		
34	ES229	8	34 St-Herald Sq B D F M	96.2%	96.6%	99.2%	95.3%	36	26	10	0		
35	ES401	25	Lexington Av-63 St F	96.2%	96.8%	97.5%	96.8%	20	13	7	0		
36	ES369	6	South Ferry 1	96.3%	98.2%	96.3%	93.6%	28	22	6	0		
37	ES241	16	5 Av-53 St E M	96.3%	99.2%	96.1%	98.2%	35	26	9	0		
38	ES222	8	34 St-Herald Sq B D F M N Q R	96.4%	97.1%	98.3%	98.5%	26	20	6	0		
39	ES244	18	Lexington Av-53 St E M	96.5%	98.9%	94.2%	95.7%	142	40	102	0		
40	ES255	25	Grand Central-42 St 4 5 6 7 S	96.6%	98.3%	97.5%	97.9%	125	18	107	0		
41	ES327	15	Delancey St F	96.6%	98.1%	96.0%	96.9%	20	15	5	0		
42	ES233	7	34 St-Herald Sq B D F M	96.7%	98.1%	95.9%	94.8%	45	37	8	0		
43	ES245	17	Lexington Av-53 St E M	96.7%	96.4%	98.7%	98.0%	45	36	9	0		
44	ES224	8	34 St-Herald Sq B D F M N Q R	96.8%	97.3%	99.8%	99.5%	33	22	11	0		
45	ES342	10	Bowling Green 4 5	96.8%	99.9%	97.3%	97.7%	22	17	5	0		
46	ES311	13	Whitehall St R	96.9%	97.2%	97.3%	87.0%	18	12	6	0		

Elevator and Escalator
Quarterly Performance By Borough
First Quarter - 2015

Borough:		Manhattan											
		Age (Yrs)	Station	2015 1st Quarter Availability			2014 1st Qtr. Availability	Outages			Entrap ments		
	Unit ID			24 Hr	AM	PM		24 Hr	Total	Non Scheduled		Scheduled	
					Peak	Peak							
47	ES213	15	59 St 4 5 6	97.0%	98.6%	99.3%	97.8%	35	26	9	0		
48	ES236	7	34 St-Herald Sq B D F M	97.1%	97.7%	98.9%	92.0%	29	20	9	0		
49	ES103	19	125 St 1	97.1%	99.6%	97.4%	93.4%	23	19	4	0		
50	ES238	15	7 Av B D E	97.1%	99.4%	98.8%	90.4%	47	22	25	0		
51	ES337	11	Bowling Green 4 5	97.1%	98.4%	97.9%	98.6%	29	20	9	0		
52	ES343	11	Bowling Green 4 5	97.2%	99.5%	98.0%	93.8%	22	17	5	0		
53	ES402	25	Lexington Av-63 St F	97.3%	98.4%	98.3%	97.9%	20	12	8	0		
54	ES325	15	West 4 St A B C D E F M	97.3%	98.8%	99.6%	95.2%	27	21	6	0		
55	ES204	15	Grand Central-42 St 7	97.4%	99.4%	98.4%	95.6%	132	14	118	0		
56	ES208	14	Grand Central-42 St 7	97.4%	99.6%	99.5%	95.9%	134	16	118	0		
57	ES341	11	Bowling Green 4 5	97.5%	100.0%	97.3%	97.7%	18	12	6	0		
58	ES239	15	5 Av-53 St E M	97.5%	99.3%	98.3%	98.4%	24	16	8	0		
59	ES234	7	34 St-Herald Sq B D F M	97.5%	98.5%	98.0%	93.0%	30	20	10	0		
60	ES240	15	5 Av-53 St E M	97.5%	97.6%	99.2%	95.8%	100	14	86	0		
61	ES249	11	Lexington Av-59 St N Q R	97.5%	98.1%	97.3%	97.2%	26	20	6	0		
62	ES243	18	Lexington Av-53 St E M	97.6%	99.2%	98.4%	98.8%	20	12	8	0		
63	ES405	25	Lexington Av-63 St F	97.6%	99.0%	96.7%	98.6%	19	16	3	0		
64	ES212	15	59 St 4 5 6	97.7%	99.5%	99.4%	87.2%	26	10	16	0		
65	ES404	25	Lexington Av-63 St F	97.7%	99.6%	98.7%	97.0%	16	10	6	0		
66	ES252	25	51 St 6	97.8%	99.8%	99.3%	97.9%	18	9	9	0		
67	ES246	17	Lexington Av-53 St E M	97.9%	99.3%	99.1%	79.9%	113	19	94	0		
68	ES408	25	Lexington Av-63 St F	98.0%	98.9%	98.5%	98.7%	9	5	4	0		
69	ES215	18	Lexington Av-59 St N Q R	98.0%	98.6%	99.4%	95.8%	30	21	9	0		
70	ES203	15	Grand Central-42 St 7	98.0%	98.7%	97.6%	71.0%	19	8	11	0		
71	ES216	8	Times Sq-42 St 7	98.1%	99.1%	97.7%	94.9%	33	24	9	0		
72	ES207	14	Grand Central-42 St 7	98.1%	99.2%	99.6%	97.2%	132	14	118	0		
73	ES248	11	Lexington Av-59 St N Q R	98.1%	99.2%	99.4%	97.6%	16	10	6	0		
74	ES334	1	Bowery J Z	98.2%	99.9%	99.6%	97.0%	27	10	17	0		
75	ES340	10	Bowling Green 4 5	98.2%	99.2%	98.3%	96.7%	12	7	5	0		
76	ES214	16	59 St 4 5 6	98.3%	99.5%	99.9%	97.2%	19	7	12	0		
77	ES205	13	Grand Central-42 St 7	98.3%	99.5%	99.8%	96.7%	21	10	11	0		
78	ES206	13	Grand Central-42 St 7	98.4%	98.7%	98.3%	96.9%	127	13	114	0		
79	ES235	7	34 St-Herald Sq B D F M	98.4%	98.8%	98.8%	95.5%	28	16	12	0		
80	ES223	8	34 St-Herald Sq B D F M N Q R	98.5%	99.2%	99.3%	98.5%	22	16	6	0		
81	ES237	15	7 Av B D E	98.5%	99.9%	99.8%	98.2%	12	6	6	0		
82	ES312	1	Whitehall St R	98.5%	99.3%	99.8%	98.5%	13	7	6	0		
83	ES209	13	Grand Central-42 St 7	98.6%	99.7%	97.1%	98.2%	28	18	10	0		
84	ES370	6	South Ferry 1	98.6%	100.0%	98.1%	94.6%	9	5	4	0		
85	ES410	25	Lexington Av-63 St F	98.6%	98.9%	100.0%	98.3%	11	6	5	0		
86	ES242	16	5 Av-53 St E M	98.7%	99.5%	100.0%	97.6%	99	4	95	0		
87	ES339	11	Bowling Green 4 5	98.8%	99.8%	98.9%	95.1%	10	6	4	0		
88	ES210	13	Grand Central-42 St 7	98.9%	99.6%	99.7%	98.3%	16	5	11	0		
	88	14.0	Escalator Subtotal:	94.7%	95.8%	95.3%	95.2%	3433	1865	1568	0		
*Note the number of entrapments are included in the non scheduled outage count.													

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Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2015 1st Quarter Availability			2014 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	EL706	4	Jay St A C F R	76.0%	78.1%	74.5%	95.4%	30	26	4	4
2	EL340	15	Franklin Av C S	87.8%	88.7%	87.6%	95.4%	11	6	5	0
3	EL311	14	Clark St 2 3	89.6%	92.4%	92.3%	85.4%	32	26	6	1
4	EL395	12	Flushing Av J M	90.2%	92.1%	90.1%	99.1%	23	15	8	3
5	EL342	9	Euclid Av A C	92.2%	93.7%	92.7%	93.9%	10	5	5	0
6	EL393	12	Flushing Av J M	92.6%	94.3%	92.3%	97.0%	35	27	8	3
7	EL396	7	Myrtle-Wyckoff Avs L M	92.6%	93.2%	91.6%	89.6%	35	32	3	0
8	EL702	9	Coney Island-Stillwell Av D F N Q	92.9%	94.3%	93.7%	96.5%	11	7	4	1
9	EL306	10	Atlantic Av 2 3	93.1%	93.4%	94.4%	97.7%	12	5	7	0
10	EL304	10	Atlantic Av 2 3	93.8%	94.4%	94.8%	98.9%	12	5	7	2
11	EL707	4	Jay St A C F R	94.3%	95.7%	95.7%	97.2%	30	21	9	1
12	EL308	13	Court St R	95.1%	97.1%	96.1%	98.5%	22	12	10	0
13	EL310	14	Clark St 2 3	95.2%	97.5%	97.9%	97.2%	19	10	9	1
14	EL344	0	Utica Ave A C	95.6%	97.1%	93.6%	0.0%	18	15	3	3
15	EL320	16	Church Av 2 5	95.7%	97.5%	97.5%	98.4%	18	13	5	3
16	EL391	10	Marcy Av J M Z	96.5%	98.0%	94.7%	96.9%	20	17	3	0
17	EL378	2	Bay Parkway D	96.6%	96.7%	97.8%	98.6%	8	3	5	0
18	EL370	9	DeKalb Av B Q R	96.6%	97.2%	98.8%	97.9%	19	11	8	4
19	EL382	11	Prospect Park B O S	96.8%	97.3%	98.3%	98.0%	12	7	5	0
20	EL376	2	Bay Parkway D	97.1%	95.3%	97.1%	98.6%	16	14	2	0
21	EL383	11	Prospect Park B O S	97.2%	98.9%	98.1%	95.9%	12	9	3	0
22	EL339	15	Franklin Av C S	97.4%	96.0%	98.9%	92.9%	15	10	5	0
23	EL321	16	Church Av 2 5	97.4%	98.5%	100.0%	98.8%	12	5	7	0
24	EL303	10	Pacific St-Atlantic Av D N R	97.6%	99.8%	99.1%	98.1%	14	8	6	1
25	EL312	14	Clark St 2 3	97.9%	98.9%	99.3%	85.7%	11	5	6	0
26	EL343	9	Euclid Av A C	97.9%	99.2%	96.3%	89.3%	11	6	5	0
27	EL317	20	Borough Hall 2 3 4 5	97.9%	99.9%	99.2%	96.6%	16	7	9	0
28	EL323	10	Crown Hts-Utica Av 3 4	98.0%	98.3%	98.8%	94.5%	12	8	4	0
29	EL301	10	Pacific St-Atlantic Av D N R	98.0%	99.0%	99.4%	98.4%	16	7	9	0
30	EL319	17	Brooklyn College-Flatbush Av 2 5	98.1%	98.7%	98.3%	98.7%	12	8	4	0
31	EL341	9	Euclid Av A C	98.2%	98.8%	98.6%	97.5%	13	9	4	0
32	EL318	20	Borough Hall 2 3 4 5	98.2%	99.7%	97.6%	97.2%	16	9	7	0
33	EL392	10	Marcy Av J M Z	98.2%	98.3%	98.9%	95.9%	11	8	3	1
34	EL309	13	Court St R	98.3%	99.1%	100.0%	96.1%	16	7	9	0
35	EL346	0	Utica Ave A C	98.4%	97.8%	98.9%	0.0%	7	3	4	0
36	EL302	10	Pacific St-Atlantic Av D N R	98.5%	99.8%	98.9%	98.4%	7	1	6	1
37	EL398	7	Myrtle-Wyckoff Avs M	98.6%	99.9%	98.5%	98.1%	9	5	4	1
38	EL307	11	Atlantic Av B O	98.6%	99.4%	100.0%	97.4%	11	4	7	0
39	EL761	3	Kings Highway B O	98.6%	97.9%	99.1%	96.1%	17	14	3	0
40	EL305	10	Atlantic Av 4 5	98.7%	99.4%	100.0%	92.4%	11	4	7	0
41	EL372	9	DeKalb Av B Q R	98.7%	99.1%	99.3%	99.7%	17	12	5	0
42	EL377	2	Bay Parkway D	98.8%	98.6%	99.8%	98.2%	8	2	6	1
43	EL394	12	Flushing Av J M	98.8%	99.4%	99.9%	99.4%	11	4	7	0
44	EL760	3	Kings Highway B O	98.8%	99.3%	99.7%	97.9%	8	5	3	0
45	EL345	0	Utica Ave A C	98.9%	98.8%	100.0%	0.0%	9	5	4	1
46	EL373	6	Church Av F G	99.0%	99.7%	99.2%	98.1%	10	5	5	0
47	EL708	4	Jay St A C F R	99.0%	99.8%	100.0%	99.4%	7	2	5	0
48	EL701	9	Coney Island-Stillwell Av D F N Q	99.0%	97.8%	100.0%	98.7%	7	4	3	0
49	EL709	4	Jay St A C F R	99.0%	99.5%	100.0%	99.6%	8	4	4	0
50	EL397	7	Myrtle-Wyckoff Avs L	99.2%	100.0%	99.3%	98.7%	6	2	4	0
51	EL374	6	Church Av F G	99.2%	99.3%	100.0%	99.4%	6	2	4	0

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	Borough:		Brooklyn								
	Unit ID	Age (Yrs)	Station	2015 1st Quarter Availability			2014 1st Qtr. Availability	Outages			Entrap ments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled	
52	EL322	10	Crown Hts-Utica Av 3 4	99.4%	100.0%	100.0%	85.7%	4	0	4	0
53	EL375	6	Church Av F G	99.5%	100.0%	100.0%	99.2%	4	0	4	0
54	EL371	9	DeKalb Av B Q R	99.6%	100.0%	99.5%	95.8%	11	7	4	0
	54	9.7	Elevator Subtotal:	96.5%	97.3%	97.2%	96.4%	758	468	290	32

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Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2015 1st Quarter Availability			2014 1st Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		Total	Non	Scheduled	
					Peak	Peak			Scheduled		
1	ES335	11	West 8 St-NY Aquarium F Q	60.7%	63.3%	53.0%	67.3%	46	45	1	0
2	ES346	12	Brighton Beach B Q	67.8%	71.7%	66.5%	87.8%	144	127	17	0
3	ES305	11	Court St R	74.4%	76.7%	75.1%	98.0%	39	34	5	0
4	ES308	14	DeKalb Av B Q R	82.5%	87.6%	81.4%	97.3%	101	96	5	0
5	ES333	12	Myrtle-Wyckoff Aves L M	84.4%	89.9%	78.9%	91.8%	69	59	10	0
6	ES348	16	Smith 9th St F G	86.9%	89.8%	85.6%	95.6%	75	71	4	0
7	ES324	15	High St A C	87.6%	89.5%	89.9%	89.9%	61	50	11	0
8	ES307	14	Lawrence St R	88.0%	94.6%	77.8%	86.5%	133	125	8	0
9	ES319	17	Jay St A C F	90.0%	88.1%	91.1%	92.1%	92	86	6	0
10	ES310	12	Atlantic Av B Q	91.5%	94.2%	92.6%	92.3%	42	29	13	0
11	ES352	15	Franklin Av S	91.7%	96.6%	96.4%	96.1%	57	45	12	0
12	ES322	16	High St A C	91.9%	93.4%	94.4%	97.1%	31	13	18	0
13	ES323	16	High St A C	93.0%	98.0%	91.1%	80.5%	54	41	13	0
14	ES304	13	President St 2 5	93.0%	95.0%	89.3%	98.0%	58	47	11	0
15	ES332	12	Myrtle-Wyckoff Aves L M	93.2%	94.7%	91.5%	96.7%	52	42	10	0
16	ES349	16	Smith 9th St F G	93.3%	94.9%	91.2%	81.0%	38	34	4	0
17	ES357	4	Jay St A C F R	93.6%	95.9%	94.9%	89.3%	49	22	27	0
18	ES347	18	Broadway Junction A C J L Z	93.7%	98.1%	89.9%	95.4%	37	32	5	0
19	ES306	11	Court St R	94.2%	95.5%	94.7%	98.2%	49	40	9	0
20	ES303	11	Borough Hall 2 3 4 5	94.4%	96.3%	92.7%	93.9%	42	33	9	0
21	ES320	17	Jay St A C F	94.4%	94.4%	95.6%	96.9%	30	26	4	0
22	ES309	14	DeKalb Av B Q R	94.7%	95.7%	94.0%	96.3%	35	28	7	0
23	ES316	14	Smith 9th St F G	95.4%	96.7%	95.7%	95.8%	24	17	7	0
24	ES330	18	Broadway Junction A C J L Z	96.0%	97.9%	93.8%	96.0%	62	53	9	0
25	ES356	4	Jay St A C F R	96.5%	97.6%	97.9%	96.2%	50	27	23	0
26	ES321	16	High St A C	96.5%	98.5%	98.9%	98.6%	28	16	12	0
27	ES314	14	Smith 9th St F G	96.8%	98.9%	95.2%	97.4%	23	16	7	0
28	ES331	19	Broadway Junction A C J L Z	96.9%	98.1%	96.2%	97.7%	30	27	3	0
29	ES350	17	High St A C	96.9%	98.0%	98.9%	99.5%	20	8	12	0
30	ES318	15	Jay St A C F	97.3%	98.9%	97.1%	95.5%	27	19	8	0
31	ES317	15	Jay St A C F	97.5%	98.5%	95.8%	98.9%	29	21	8	0
32	ES313	14	Smith 9th St F G	97.8%	100.0%	98.3%	94.9%	17	11	6	0
33	ES315	14	Smith 9th St F G	98.0%	100.0%	97.6%	92.3%	19	11	8	0
	33	13.8	Escalator Subtotal:	90.6%	92.9%	89.7%	93.4%	1663	1351	312	0
*Note the number of entrapments are included in the non scheduled outage count.											

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	Borough:		Queens								
		Age	Station	2015 1st Quarter Availability			2014 1st Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	EL412	26	Jamaica Center E J Z	90.3%	91.0%	91.0%	93.9%	20	12	8	2
2	EL497	3	Mott Avenue A	93.3%	91.2%	96.1%	94.8%	49	40	9	0
3	EL431	9	Jamaica-179 St F	94.1%	95.3%	94.6%	98.0%	14	8	6	0
4	EL405	25	21 St-Queensbridge F	94.2%	94.1%	93.4%	98.8%	17	10	7	0
5	EL427	8	Junction Blvd 7	94.3%	94.0%	93.1%	96.7%	43	36	7	1
6	EL425	8	Junction Blvd 7	94.7%	93.7%	95.5%	94.0%	31	25	6	1
7	EL409	26	Jamaica-Van Wyck E	94.7%	96.3%	94.7%	98.9%	18	12	6	0
8	EL408	26	Jamaica-Van Wyck E	95.9%	99.6%	94.2%	98.0%	20	13	7	2
9	EL414	15	Flushing-Main St 7	96.4%	98.6%	94.9%	97.9%	25	15	10	1
10	EL404	25	Roosevelt Island F	96.5%	97.0%	97.9%	98.7%	14	6	8	0
11	EL411	26	Sutphin Blvd-Archer Av-JFK E J Z	97.0%	99.2%	98.6%	98.7%	13	5	8	0
12	EL420	9	74 St-Broadway 7	97.2%	97.1%	99.9%	97.4%	17	10	7	0
13	EL413	26	Jamaica Center E J Z	97.3%	98.4%	98.2%	96.8%	17	13	4	3
14	EL422	9	Jackson Hts-Roosevelt Av E F M R	97.3%	98.9%	96.9%	98.8%	9	4	5	0
15	EL437	0	Forest Hills E F M R	97.4%	97.8%	98.0%	0.0%	21	15	6	1
16	EL403	25	Roosevelt Island F	97.7%	99.4%	97.8%	97.9%	12	6	6	0
17	EL406	25	21 St-Queensbridge F	97.8%	98.7%	100.0%	98.6%	18	8	10	0
18	EL426	8	Junction Blvd 7	97.9%	99.4%	99.0%	99.1%	11	5	6	2
19	EL423	9	74 St-Broadway 7	98.1%	99.6%	97.5%	96.4%	16	12	4	0
20	EL434	6	Kew Gardens-Union Tpke E F	98.2%	99.3%	98.9%	98.1%	13	8	5	0
21	EL439	0	Forest Hills E F M R	98.2%	98.8%	97.9%	0.0%	13	8	5	0
22	EL498	3	Mott Avenue A	98.4%	98.2%	99.0%	94.3%	14	9	5	1
23	EL433	9	Jamaica-179 St F	98.7%	99.9%	100.0%	97.7%	9	3	6	0
24	EL421	9	Jackson Hts-Roosevelt Av E F M R	98.7%	99.9%	100.0%	93.7%	9	2	7	0
25	EL435	6	Kew Gardens-Union Tpke E F	98.8%	99.9%	98.9%	98.9%	7	5	2	0
26	EL447	3	CitiCorp/Court Square 7 E G	98.8%	100.0%	99.1%	97.2%	10	7	3	0
27	EL428	9	Queens Plaza E M R	98.9%	99.8%	100.0%	97.6%	8	5	3	0
28	EL430	9	Queens Plaza E M R	98.9%	98.1%	100.0%	99.3%	6	3	3	0
29	EL446	3	CitiCorp/Court Square 7 E G	98.9%	100.0%	98.9%	98.9%	6	3	3	0
30	EL407	25	21 St-Queensbridge F	99.0%	99.5%	98.5%	96.8%	13	8	5	0
31	EL429	9	Queens Plaza E M R	99.1%	99.8%	100.0%	99.2%	5	0	5	0
32	EL438	0	Forest Hills E F M R	99.1%	99.4%	100.0%	0.0%	4	2	2	0
33	EL432	9	Jamaica-179 St F	99.2%	100.0%	100.0%	97.4%	6	2	4	0
34	EL436	6	Kew Gardens-Union Tpke E F	99.3%	100.0%	98.6%	98.8%	6	4	2	0
	34	13.4	Elevator Subtotal:	97.2%	98.0%	97.7%	97.5%	514	324	190	14

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	Borough:		Queens								
		Age	Station	2015 1st Quarter Availability			2014 1st Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	ES455	16	Flushing-Main St 7	89.0%	91.0%	84.3%	96.9%	67	59	8	0
2	ES456	16	Flushing-Main St 7	91.6%	94.8%	89.3%	95.5%	47	38	9	0
3	ES457	16	Flushing-Main St 7	92.4%	93.9%	91.8%	96.4%	20	14	6	0
4	ES413	18	Roosevelt Island F	92.6%	92.9%	93.4%	98.6%	16	7	9	0
5	ES450	15	74 St-Broadway 7	93.0%	95.4%	91.9%	93.8%	75	65	10	0
6	ES437	26	Sutphin Blvd-Archer Av-JFK E J Z	95.6%	98.7%	95.6%	98.1%	30	22	8	0
7	ES448	15	Woodside-61 St 7	95.7%	98.5%	95.9%	96.5%	27	19	8	0
8	ES412	6	Roosevelt Island F	95.9%	95.6%	98.9%	98.5%	25	11	14	0
9	ES441	7	Jamaica Center E J Z	96.2%	95.8%	97.0%	97.2%	17	11	6	0
10	ES421	25	21 St-Queensbridge F	96.6%	97.8%	95.8%	98.8%	29	25	4	0
11	ES416	18	Roosevelt Island F	96.8%	97.6%	99.1%	98.2%	18	7	11	0
12	ES425	25	21 St-Queensbridge F	97.0%	98.7%	95.2%	98.3%	31	21	10	0
13	ES434	26	Sutphin Blvd-Archer Av-JFK E J Z	97.1%	97.5%	97.8%	98.7%	18	12	6	0
14	ES438	6	Jamaica Center E J Z	97.1%	99.7%	96.5%	97.8%	35	28	7	0
15	ES439	7	Jamaica Center E J Z	97.2%	97.0%	99.5%	97.7%	27	21	6	0
16	ES422	25	21 St-Queensbridge F	97.3%	98.5%	98.2%	99.3%	26	21	5	0
17	ES429	6	Jamaica-Van Wyck E	97.3%	99.6%	98.1%	98.4%	18	13	5	0
18	ES423	25	21 St-Queensbridge F	97.3%	99.1%	98.1%	97.9%	13	5	8	0
19	ES442	7	Jamaica Center E J Z	97.6%	99.7%	97.6%	98.2%	16	9	7	0
20	ES414	7	Roosevelt Island F	97.6%	96.9%	99.4%	97.8%	22	16	6	0
21	ES411	7	Roosevelt Island F	97.7%	97.3%	98.8%	98.1%	17	12	5	0
22	ES449	15	74 St-Broadway 7	97.7%	99.6%	99.1%	94.5%	22	14	8	0
23	ES431	6	Jamaica-Van Wyck E	97.7%	97.7%	99.4%	98.0%	12	6	6	0
24	ES426	25	21 St-Queensbridge F	97.8%	99.3%	93.1%	99.1%	35	30	5	0
25	ES419	7	Roosevelt Island F	97.9%	97.4%	98.3%	97.8%	21	12	9	0
26	ES446	5	Jamaica Center E J Z	97.9%	99.1%	97.9%	98.1%	17	10	7	0
27	ES424	25	21 St-Queensbridge F	98.0%	99.1%	98.6%	99.2%	11	5	6	0
28	ES418	7	Roosevelt Island F	98.0%	98.0%	97.8%	97.9%	15	9	6	0
29	ES415	6	Roosevelt Island F	98.1%	98.8%	99.0%	99.3%	19	8	11	0
30	ES445	5	Jamaica Center E J Z	98.1%	99.1%	98.4%	97.7%	19	14	5	0
31	ES428	6	Jamaica-Van Wyck E	98.2%	98.6%	98.9%	97.5%	15	11	4	0
32	ES447	7	Jamaica Center E J Z	98.3%	99.2%	99.3%	98.0%	26	22	4	0
33	ES451	17	74 St-Broadway 7	98.4%	99.8%	99.5%	93.2%	18	9	9	0
34	ES435	26	Sutphin Blvd-Archer Av-JFK E J Z	98.5%	100.0%	99.2%	98.5%	11	5	6	0
35	ES440	5	Jamaica Center E J Z	98.5%	100.0%	99.6%	90.3%	10	5	5	0
36	ES430	6	Jamaica-Van Wyck E	98.5%	99.0%	100.0%	98.1%	10	4	6	0
37	ES436	26	Sutphin Blvd-Archer Av-JFK E J Z	98.5%	99.4%	99.6%	98.2%	10	1	9	0
38	ES443	6	Jamaica Center E J Z	98.5%	99.9%	99.9%	98.0%	12	7	5	0
39	ES427	26	Jamaica-Van Wyck E	98.6%	100.0%	99.7%	94.7%	12	6	6	0
40	ES444	6	Jamaica Center E J Z	98.7%	99.4%	99.4%	98.4%	9	4	5	0
41	ES417	6	Roosevelt Island F	98.8%	99.5%	99.3%	99.2%	13	7	6	0
42	ES420	6	Roosevelt Island F	98.8%	99.7%	100.0%	99.4%	11	2	9	0
	42	12.8	Escalator Subtotal:	97.0%	98.1%	97.3%	97.5%	922	627	295	0
*Note the number of entrapments are included in the non scheduled outage count.											

2015 1ST QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
EL132	161 St-Yankee Stadium 4	73.5%	This elevator was out of service from 12/17/14 thru 1/3/15 due to the outer piston seals being worn. There was a long lead time to purchase the correct replacement seals (metric) from the vendor because these seals are not standard.. The proper size seals were received and replaced; the elevator was tested and returned to service. This elevator was out of service again from 2/1/15 thru 2/15/15 due to the second stage piston becoming air bound due to defective internal seals and check valves. The inner seals and check valves had to be imported from Germany. They were replaced; the elevator was tested and returned to service.
BROOKLYN			
EL706	Jay St A C F R	76.0%	This elevator was out of service from 1/25/15 thru 2/2/15 to facilitate the replacement of the hydraulic control valve, rupture valve and pressure switch. The elevator was tested and returned to service.
MANHATTAN			
EL120	190 St A	73.2%	This elevator was out from 1/18/15 thru 1/26/15 to facilitate the replacement of the hoist ropes. The hoist ropes, and the motor starter relays (star/delta) were replaced. The elevator was tested and returned to service. Various outages were also recorded throughout the quarter due to control relay failures and car / hall call circuit problems. These issues were corrected; however the controller is outdated and replacement parts are obsolete. Currently we are planning the replacement of the controller and drive system until a major overhaul contract is issued in the Capital Program. The elevator was tested and returned to service. This elevator is out of service since 3/27/15 due to water damage in the shaft way that corroded the concrete walls and rail supports. New rail supports are being fabricated and shaft way work will be done to correct these issues. The expected return to service date is April 30th.

2015 1ST QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES108	Intervale Av 2 5	85.0%	This escalator was out of service from 3/9/15 thru 3/14/15 as a result of the steps jamming against one another at the upper landing causing them to break. The upper landing step load and chain load guide tracks were adjusted. In addition the upper landing step chain transitional guides were replaced. The escalator was tested and returned to service.
ES114	161 St-Yankee Stadium 4	71.9%	This escalator was out of service from 2/24/15 thru 3/13/15 due to a handrail drive system overhaul. The drive sprockets, handrail tensioning sprockets, and drive chains were replaced. The escalator was tested and returned to service.
BROOKLYN			
ES305	Court St R	74.4%	This escalator was out of service from 12/22/14 to 1/17/2015 as a result of a defective main drive shaft bearing. The bearing was replaced and the machine was reassembled. The escalator was tested and returned to service.
ES308	DeKalb Av B Q R	82.5%	This escalator was out of service on numerous occasions due to the intermittent failure of the control computer. The controller 401 module (computer) was replaced, in addition a loose wiring connection in the brake wear circuit was corrected. The bottom right side handrail inlet switch was also repaired. The escalator was tested and returned to service.
ES333	Myrtle-Wyckoff Aves L M	84.4%	This escalator was out of service from 1/15/15 thru 1/16/15 as a result of a broken wire connection in the inspection circuit board. The connection was repaired; the escalator was tested and returned to service. This escalator was again out of service from 1/27/15 thru 1/28/15 to allow for the adjustment of the left and right handrail drive chains. The handrail drive chains were adjusted; the escalator was tested and returned to service. This escalator was out of service once again from 2/3/15 thru 2/6/15 to replace a defective left side handrail. The handrail was replaced; the escalator was tested and returned to service.
ES335	West 8 St-NY Aquarium F Q	60.7%	This escalator has been out of service since 2/20/2015 due to the failure of the main drive assembly bearings and shaft. The main drive assembly was removed from the machine and delivered to a machine shop vendor for repair. The repair of the assembly is completed and the machine is being reassembled. The expected return to service date is April 28th.
ES346	Brighton Beach B Q	67.8%	This escalator was out of service on numerous occasions as a result of the activation of the upper landing emergency stop button. This escalator provides service between the street and the station entrance on the mezzanine. Due to the only egress being on the other end of the mezzanine customers activate the emergency stop button so they can exit down this escalator to the bus stop located below. NYCT is in the process of installing a video camera monitoring system in the hopes of controlling this vandalism.
MANHATTAN			
ES101	125 St 1	81.3%	This escalator was out of service from 1/25/15 thru 2/4/15 as a result of worn handrail drive components. The handrail drive chains, countershaft chain and tensioner were replaced and properly adjusted. The escalator was tested and returned to service. This escalator was out of service again from 3/3/15 thru 3/5/15 due to a water condition that corroded the wires in a junction box. The terminal strips were replaced and the junction box was sealed. The escalator was tested and returned to service.

2015 1ST QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY				
Borough/ Unit	Location	24 Hr Availability	Comments	
ES117	181 St A	58.5%	This escalator was out of service from 1/2/15 thru 1/15/15 due to improper alignment of the guide tracks which caused the steps to bind and eventually break at the lower landing. Additional support brackets for the lower landing step load tracks were fabricated and installed; the broken steps and extension tracks were replaced. In addition the landing plate and carriage assembly was adjusted. The escalator was tested and returned to service. This escalator was out of service again from 1/22/15 to 2/8/15 due to a reoccurrence of the lower landing step binding problem. Stronger step load track support members were fabricated and installed to absorb the impact of customers running down the incline of the escalator. The escalator was tested and returned to service.	
ES118	181 St A	71.0%	This escalator was out of service from 3/6/15 thru 4/2/15 due to worn carriage assembly bearings and drive shaft. The carriage assembly was sent out to our machine shop vendor for repairs. The assembly was returned and installed; the escalator was tested and returned to service.	
ES300	Bleecker St D F B M 6	83.2%	This escalator was out of service from 2/8/15 thru 2/17/15 as a result of a defective step band speed sensor and excessive play in the transmission shaft. The transmission shaft was removed and rebuilt and the speed sensor was replaced. The escalator was tested and returned to service.	
ES368	Fulton St A C J Z 2 3 4 5	80.5%	This escalator was out of service on numerous occasions to allow the contractor to correct various defects that are covered under the warranty.	
ES406	Lexington Av-63 St F	71.3%	This escalator was out of service from 1/3/15 thru 1/28/15 to allow for the replacement of worn steps and step chain. The step chain and steps were installed; the escalator was tested and returned to service.	

2015 1ST QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL121	Pelham Bay Park ⑥	1	The entrapment that occurred on 2/16/15 was a result of debris in the hoist way door saddle at the lower level that prevented doors from opening. The debris was removed; the elevator was tested and returned to service.
EL122	Pelham Bay Park ⑥	3	The entrapment that occurred on 2/1/15 was a result of debris in the upper landing hoist way door saddle that prevented the doors from opening. The debris was removed, the door interlocks were also cleaned; the elevator was tested and returned to service. The entrapment that occurred on 2/13/15 was a result of a rear door gate switch having dirty contacts that did not allow the elevator to move. The contacts were cleaned and debris was also cleaned from the door saddle; the elevator was tested and returned to service. The entrapment that occurred on 3/9/15 was a result of door trouble with the electrical contacts on the car and hatch doors. The contacts were inspected and cleaned, the door sills were also cleaned; the elevator was tested and returned to service.
EL129	3rd Ave-149 St ② ⑤	3	The entrapment that occurred on 1/1/15 was a result of a defective door open contact and interlock that did not allow doors to open. The door open contact was cleaned and the interlock was adjusted for proper alignment; the elevator was tested and returned to service. The entrapment that occurred on 3/12/15 was a result of the release rollers being out of adjustment not allowing the doors to open. The release rollers were adjusted, the interlocks at the top and bottom landings and the door sills were also cleaned; the elevator was tested and returned to service. The entrapment that occurred on 3/29/15 was a result of the car not leveling correctly. The strainers in the valve body were removed and cleaned. Relays for high speed and leveling "HSX", "HS", "VD", and VCX were also replaced ; the elevator was tested and returned to service
EL130	3rd Ave-149 St ② ⑤	2	The entrapment that occurred on 3/9/15 was a result of the doors being knocked off the track coupled with snow and ice in the elevator. The snow and ice was cleaned up, the doors were put back on track and the valve body was also adjusted for proper leveling ; the elevator was tested and returned to service. The entrapment that occurred on 3/16/15 was a result of the activation of the reverse phase fault. The reverse phase relay was inspected for proper operation and reset, a 6 amp fuse for the hall and car position indicators was also replaced, upper and lower landing door sills were also cleaned; the elevator was tested and returned to service.
EL132	161 St-Yankee Stadium ④	1	The entrapment that occurred on 1/30/15 was a result of air entering the hydraulic system not allowing the car to level properly. The air was bled from the hydraulic system and oil was added to the tank; the elevator was tested and returned to service. A post inspection revealed that a special internal seal in the piston was defective allowing air into the hydraulic system. The seal was replaced ; the elevator was tested and returned to service.
EL133	161 St-Yankee Stadium ④	1	The entrapment that occurred on 1/11/15 was a result of the main circuit breaker tripping which caused a loss of power to the controller. The main breaker was reset. The elevator was tested and returned to service.
EL136	Pelham Pkwy ② ⑤	1	The entrapment that occurred on 3/2/15 was a result of partially melted snow causing the elevator doors not to open. The snow was cleaned from the door sill at the lower landing ; The elevator was tested and returned to service.

2015 1ST QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL138	Pelham Pkwy 2 5	2	The entrapment that occurred on 2/16/15 was the result of ice accumulating at the upper landing door sill not allowing the doors to open. The ice was removed, the door sills were cleaned; the elevator was tested and returned to service. The entrapment that occurred on 3/18/15 was the result of the door operator not allowing the doors to open and close correctly. The door operator was reset, the door gate switch was replaced and the upper landing hatch door interlocks were also cleaned; the elevator was tested and returned to service.
EL182	Gun Hill Rd 2 5	6	The two entrapments that occurred on 2/24/15 & 3/1/15 were a result of worn guide rail shoes that caused the interlock contacts to open and stop the elevator. The guide shoes were replaced, the hatch door release rollers were adjusted and the car door linkage bearings were also replaced. The elevator was tested and returned to service. The three entrapments that occurred on 1/27/15 , 2/16/15 & 2/22/15 were caused by weather related issues. The hydraulic fluid was too cold; which affected the operation of the car. In addition the slowdown switches were not operating correctly; resulting in a leveling problem. The oil tank heaters were turned on and the elevator was operated continuously until the oil temperature increased. The top and bottom slow down switches were also replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/23/15 was the result of debris caught between the hoist way and car doors that did not allow the doors to operate correctly. The debris was removed; the elevator was tested and returned to service.
EL183	Gun Hill Rd 2 5	2	The entrapment that occurred on 3/6/15 was a result of the pump motor belt being out of alignment which caused the elevator not to level correctly. The pump belt was properly aligned and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/15/15 was a result of the release roller being out of adjustment at the lower landing as well as debris in the door sill. The release roller was adjusted and the door sill was cleaned; the elevator was tested and returned to service.
EL184	231st St 1	1	The entrapment that occurred on 3/11/15 was a result of a low oil condition, in addition the door operator cams were out of adjustment. Oil was added to the tank , the door operator cams were adjusted; the elevator was tested and returned to service.
EL188	Fordham Rd 4	1	The entrapment that occurred on 3/14/15 was the result of a defective control relay in the door re-open circuit. The relay was replaced; the elevator was tested and returned to service.
EL190	Kingsbridge Rd B D	1	The entrapment that occurred on 2/6/15 was a result of customers entering the elevator cab while maintainers were testing a safety pit switch. The maintainers deactivated the safety pit switch; the elevator was tested and returned to service.
EL192	233rd St 2 5	3	The entrapment that occurred on 2/20/15 was a result of the hydraulic oil in the piston being too cold; this prevented the elevator from leveling correctly. The tank heater was turned on and the elevator was operated continuously to increase the oil temperature. The elevator was tested and returned to service. The entrapment that occurred on 2/6/15 was a result of a defective up level switch. The switch was replaced; the elevator was tested and returned to service. The entrapment that occurred on 1/7/15 was a result of the door zone switch not working correctly. The door zone switch was replaced; the elevator was tested and returned to service.

2015 1ST QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL194	233rd St 2 5	1	The entrapment that occurred on 2/2/15 was a result of a defective power supply that prevented the elevator from moving. The power supply was replaced and the programmable logic controller was re-programmed; the elevator was tested and returned to service.
EL197	Hunts Point Av 6	1	The entrapment that occurred on 1/28/15 was a result of the lower landing car door contacts not working correctly which affected the operation of the doors. The contacts were cleaned , debris was also cleaned from the door sills. The elevator was tested and returned to service.
BROOKLYN			
EL302	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 3/18/2015 was a result of a broken door operator drive belt. The belt was replaced; the elevator was tested and returned to service.
EL303	Pacific St-Atlantic Av D N R	1	The Station Agent reported passengers were entrapped on 3/8/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL304	Atlantic Av 2 3	2	The entrapment that occurred on 2/26/15 was a result of a worn bottom car guide shoe. The guide shoes were replaced and the car guide rails were shimmed; the elevator was tested and returned to service. The entrapment that occurred on 3/12/15 was a result of the upper landing hatch door interlock being out of adjustment. The interlock was adjusted; the elevator was tested and returned to service.
EL310	Clark St 2 3	1	The entrapment that occurred on 1/4/2015 was a result of a broken door operator drive belt. The belt was replaced; the elevator was tested and returned to service.
EL311	Clark St 2 3	1	The entrapment that occurred on 3/16/15 was a result of the lower landing release roller assembly being out of adjustment. The release roller assembly was properly adjusted; the elevator was tested and returned to service.
EL320	Church Av 2 5	3	The entrapment that occurred on 1/08/2015 was a result of the lower landing door interlock being out of adjustment. The interlock was adjusted; the elevator was tested and returned to service. MOW control operator # 56 reported passengers were entrapped on 1/9/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 1/15/2015 was a result of the door operator cam being out of adjustment. The door operator cam was adjusted; the elevator was tested and returned to service.
EL344	Utica Ave A C	3	The entrapment that occurred on 1/27/2015 was a result of the lower landing hatch door being vandalized. The door hanger rollers, gib shoes, interlock, and release rollers were replaced. The elevator was tested and returned to service. The entrapment that occurred on 3/17/2015 was a result of a blown fuse in the door operator circuit. The fuse was replaced and the circuit was checked. The elevator was tested and returned to service. The entrapment that occurred on 3/31/2015 was again a result of a blown fuse in the door operator circuit. The fuse was replaced and the circuit was checked. The elevator was tested and returned to service.
EL345	Utica Ave A C	1	The entrapment that occurred on 1/15/2015 was a result of debris in the lower landing door saddles that prevented the doors from opening. The debris was removed; and the elevator was tested and returned to service.

2015 1ST QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL370	DeKalb Av BQR	4	The entrapment that occurred on 1/05/2015 was caused by a loose wiring connection to control fuse #8. The loose connection was repaired; the elevator was tested and returned to service. The entrapment that occurred on 1/06/2015 was a result of the car door clutch not releasing properly. The clutch was lubricated and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/18/2015 was caused by a door operator fault. The fault was reset; the elevator was tested and returned to service. The Station Agent reported passengers were entrapped on 1/25/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL377	Bay Parkway D	1	The entrapment that occurred on 3/5/2015 was a result of debris in the upper landing door saddles that prevented the doors from opening. The debris was removed; and the elevator was tested and returned to service.
EL392	Marcy Av JMZ	1	The entrapment that occurred on 2/03/2015 was a result of snow and ice buildup in the door saddles. The door saddles were cleared; the elevator was tested and returned to service.
EL393	Flushing Av JM	3	The entrapment that occurred on 2/02/2015 was a result of debris in the door saddles that prevented the doors from opening. The debris was removed; and the elevator was tested and returned to service. MOW control operator # 16 reported passengers were entrapped on 3/11/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 3/27/15 was caused by a blown fuse in the door operator circuit. The fuse was replaced and the circuit was checked. The elevator was tested and returned to service.
EL395	Flushing Av JM	3	The Entrapment that occurred on 1/04/2015 was a result of a defective car door clutch. The clutch was replaced; the elevator was tested and returned to service. The entrapment that occurred on 1/08/2015 was a result of the door open relay not making a proper connection with the relay base. The relay was replaced; the elevator was tested and returned to service. The entrapment that occurred on 03/09/2015 was caused by the lower level hatch door interlock being out of adjustment. The interlock was properly adjusted; the elevator was tested and returned to service.
EL398	Myrtle-Wyckoff Ave M	1	The entrapment that occurred on 3/19/2015 was a result of the activation of a "door close time out" fault. The fault was corrected; the elevator was tested and returned to service.
EL702	Coney Island-Stillwell Av DEFNQ	1	The entrapment that occurred on 1/5/2015 was caused by a defective door zone switch. The switch was replaced; the elevator was tested and returned to service.
EL706	Jay St ACFR	4	The entrapment that occurred on 1/2/15 was a result of a defective control relay. The relay was replaced; the elevator was tested and returned to service. The entrapment that occurred on 1/12/15 was caused by a loose wiring connection within the controller. The wire was tightened; the elevator was tested and returned to service. The entrapment that occurred on 1/13/15 was a result of defective hydraulic control valve solenoid coils. The defective coils were replaced; the elevator was tested and returned to service. The entrapment that occurred on 1/16/2015 was a result of an activation of the rupture valve. The rupture valve was reset, the speed in the down direction was adjusted. The elevator was tested and returned to service.

2015 1ST QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL707	Jay St A C F R	1	The entrapment that occurred on 2/28/2015 was a result of debris in the door saddle that prevented the doors from opening and also broke the safety edge. The debris was removed and the safety edge was replaced. The elevator was tested and returned to service.
MANHATTAN			
EL103	191 St 1	7	The entrapment that occurred on 1/7/15 was a result of a defective relay in the "run" circuit. Two control relays were replaced; the elevator was tested and returned to service. The four entrapments that occurred on 1/12/15, 1/14/15, 1/17/15 and 2/4/15 were the result of the car intermittently overshooting the upper landing due to an elevator control feedback problem and the brakes not operating correctly causing overload to trip and drive fuses to open. The tach wheel and fuses were replaced, a defective resistor was replaced in the brake circuit, hoist motor brushes were replaced and in addition a defective door operator was replaced. The elevator was tested and returned to service. The entrapment that occurred on 3/4/15 was the result of a defective control circuit for the brakes. The relays in the control circuit were repaired, the brake switch was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/17/15 was the result of an unknown issue at this time. The maintainers inspected the elevator and could not determine a root cause that could have caused an entrapment; the elevator was tested and returned to service.
EL104	191 St 1	1	The entrapment that occurred on 2/3/15 was the result of a faulty electrical contact in the door circuit. The hoist way and car gate contacts were cleaned and checked for alignment; the elevator was tested and returned to service.
EL106	191 St 1	1	The entrapment that occurred on 1/23/15 was a result of the door clutch release rollers being out of alignment and an intermittent issue with the leveling unit. The release rollers were adjusted, the leveling unit magnets were inspected and cleaned; the elevator was tested and returned to service.
EL108	181st IRT 1 line	3	The three entrapments that occurred on 1/18/15, 2/1/15 and 2/9/15 were the result of faulty door contacts and worn elevator leveling unit guide shoes. The car gate switch was adjusted, the hatch door interlocks at the top and bottom landings were adjusted, the release rollers were replaced and adjusted and the leveling unit guide shoes were replaced; the elevator was tested and returned to service.
EL109	181 St 1	2	The entrapment that occurred on 1/11/15 was a result of a faulty brake circuit and door operator support member. A 15 amp fuse in the brake circuit was replaced, the support plate for the door operator was replaced; the elevator was tested and returned to service. The entrapment on 2/18/15 was caused by a faulty brake pivot pin. The pin was adjusted and secured. The top landing release rollers was also adjusted; the elevator was tested and returned to service.
EL110	181 St 1	2	The two entrapments that occurred on 1/15/15 and 1/28/15 were the result of faulty relays and components in the door circuit. Various relays were replaced in the door circuit, the door operator chain was adjusted; the elevator was tested and returned to service.
EL111	168 St 1	1	The entrapment that occurred on 1/14/15 was the result of door and brake trouble. Faulty brake circuit relays were replaced, the brakes were adjusted, the door operator support plate linkages were replaced. The door operator open and close speed was adjusted; the elevator was tested and returned to service.

2015 1ST QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL112	168 St ①	1	The entrapment that occurred on 3/29/15 was a result of the " MLT" motor limit timer fault. The fault was reset. The elevator was inspected and the root cause of the activation of the "MLT " fault could not be discovered ; the elevator was tested and returned to service.
EL114	168 St ①	2	The entrapment that occurred on 1/20/15 was the result of a loose connection in the hoist motor drive circuit. The connection was secured and a relay board was replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/6/15 was the result of faulty relay in the brake circuit. A faulty brake relay was replaced; the elevator was tested and returned to service.
EL117	181 St A	1	The entrapment that occurred on 2/16/15 was the result of a brake circuit failure that did not allow brakes to lift. Faulty relays were replaced in the brake circuit; the elevator was tested and returned to service.
EL119	181 St A	1	The entrapment that occurred on 2/2/15 was caused by the doors having trouble and not opening. The relay contacts associated with the door open circuit were cleaned and adjusted; the elevator was tested and returned to service.
EL120	190 St A	7	The three entrapments that occurred on 1/15/15, 1/16/15 and 1/18/15 were the result of worn hoist ropes and a defective (outdated) star / delta motor control relay. The elevator hoist ropes were replaced, the star delta relay was replaced, hoist motor brushes were also replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/15/15 was the result of a defective governor switch. The governor switch was replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/6/15 was the result of an elevator operator error. The Elevator operator mistakenly put the elevator on inspection control while the elevator was running. This caused the elevator to go out of sequence and did not allow the doors to operate. The elevator was taken off inspection and the controller was recycled to get back into sequence. The elevator was tested and returned to service. The entrapment that occurred on 3/10/15 was the result of defective contacts in the speed control relays used to strengthen the hoist motor fields. The contacts were replaced and the door circuit contacts were also cleaned; the elevator was tested and returned to service. The entrapment that occurred on 3/27/15 was the result of the rail guide rollers getting damaged due to a water condition in the shaft way. The water corroded the shaft way rail guide support members causing them to pull away from the wall damaging the rail guide roller system. The elevator is currently out of service while we fabricate new rail guide support members and correct the water condition in the shaft way.
EL125	125 St ④⑤⑥	1	The entrapment on 2/1/15 was the result of a defective up direction control relay, BX relay and faulty wires on the controller. The UX and BX relays were replaced, the faulty wiring was corrected on the controller and the valve body was also adjusted for proper leveling. The elevator was tested and returned to service.
EL139	168 St ①A C	3	The entrapment that occurred on 2/7/15 was a result of the leveling circuit not responding due to defective control relays. The up , down and door zone relays were replaced. The upper and lower landing interlocks were cleaned, the door sills were also cleaned; the elevator was tested and returned to service. The two entrapments on 1/26/15 and 1/27/15 were the result of snow accumulating on the door sills not allowing the doors to open. The snow was cleaned from the sills :the elevator was tested and returned to service.

2015 1ST QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL141	168 St A C	1	The entrapment that occurred on 2/21/15 was the result of a blown door operator fuse that did not allow the doors to open. The door operator fuse was replaced; the elevator was tested and returned to service.
EL142	125 St A B C D	3	The entrapment that occurred on 2/5/15 was the result of the doors coming off the tracks not allowing the doors to open. The doors were put back on track, frozen grease was cleaned off the door tracks and a door tensioning device was replaced; the elevator was tested and returned to service. The two entrapments on 1/15/15 and 1/16/15 were the result of door trouble with the door restrictor that prevented the doors from opening. The door restrictor was adjusted , hatch door contacts at both landings were cleaned; the elevator was tested and returned to service.
EL146	96th St 1 2 3	2	The entrapment that occurred on 2/3/15 was a result of a faulty hatch door interlock assembly at the upper landing that did not allow the doors to open. The hatch door interlock was adjusted, hardware was replaced, and door sills were cleaned; the elevator was tested and returned to service. The entrapment on 1/27/15 was due to a door tensioner being out of adjustment that did not allow interlocks to connect and allow elevator to move. The tensioner was adjusted, the hangar rollers were cleaned and lubricated; the elevator was tested and returned to service.
EL148	Inwood-207 St A	1	The entrapment that occurred on 3/14/15 was the result of customers forcing doors open and entering the elevator while the elevator was reported out of service. The top landing hoist way interlocks were adjusted; the elevator was tested and returned to service.
EL201	51 St 6	1	The entrapment that occurred on 2/11/15 was the result of a defective door operator drive unit that did not allow the doors to open. The drive was replaced; the elevator was tested and returned to service.
EL204	Grand Central-42 St 4 5 6 7 S	1	The entrapment that occurred on 1/14/15 was a result of a defective wire on the reverse phase relay that did not allow the elevator to run. The wire was repaired; the elevator was tested and returned to service.
EL206	Grand Central-42 St 4 5 6	1	The entrapment that occurred on 3/29/15 was the result of door trouble not allowing the doors to operate correctly and the elevator not leveling correctly. The up leveling switch was replaced a damaged resistor in the door operator was replaced. Hardware for the door clutch was also secured; the elevator was tested and returned to service.
EL211	34 St-Herald Sq N Q R	1	The entrapment that occurred on 1/11/15 was the result of the doors not opening due to defective control relays. The "OX" and "DO" relays were replaced; the elevator was tested and returned to service.
EL213	34 St-Herald Sq B D F M N Q R	1	The entrapment that occurred on 3/23/15 was the result of homeless people jamming the doors with wet tissue. The debris was removed; the elevator was tested and returned to service.

2015 1ST QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL218	14 St-Union Sq L	2	The entrapment that occurred on 2/5/15 was the result of door trouble that did not allow the doors to open. Maintainers adjusted the hangar rollers, door operator stop roller, and adjusted interlocks; the elevator was tested and returned to service. The entrapment that occurred on 3/13/15 was the result of a defective stop roller and lower landing interlock that did not allow the elevator to move. The stop roller was replaced and the interlock was adjusted; the elevator was tested and returned to service.
EL220	14 St-Union Sq N Q R	4	The entrapment that occurred on 1/10/15 was the result of a defective upper landing hoist way release rollers and interlock keepers that did not allow the doors to open. The release rollers and interlock keeper were replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 1/14/15 was the result of a blown soft starter fuse and doors not opening. The soft starter fuse was replaced, the door zone relay was replaced and adjusted tension on the doors; the elevator was tested and returned to service. The result of the entrapment that occurred on 1/16/15 could not be determined. The elevator was inspected , tested and returned to service. The entrapment that occurred on 2/11/15 was the result of a glass switch that was not properly secured. The glass switch was secured and adjusted; the elevator was tested and returned to service.
EL224	8 Av L	3	The entrapment that occurred on 1/5/15 was the result of a defective pump motor that did not allow the elevator to level correctly. The pump motor belt was replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/20/15 was the result of teenagers horse playing inside the elevator. No known cause was determined as to what caused the elevator to fail while teenagers were horse playing; the elevator was tested and returned to service. The entrapment that occurred on 3/21/15 was the result of the elevator stopping in the shaft way when it activated a slowdown switch. This did not allow the elevator to level correctly. The controller was reset and no known cause was determined as to what caused the failure. The elevator was tested and returned to service.
EL225	34 St-Penn Station C E	2	The entrapment that occurred on 2/5/15 was the result of the top landing hoist way doors not operating correctly. Two hangar rollers, the car gate switch and the rear car guide shoe were replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/15/15 was the result of debris in the door sill that did not allow the doors to operate correctly. The debris was removed; the elevator was tested and returned to service.
EL232	Times Sq-42 St 1 2 3 7	1	The entrapment that occurred on 1/15/15 was the result of a defective pump motor belt that did not allow the elevator to level correctly. The pump motor belt was replaced as well as three hangar rollers and spirator tensioner for the doors; the elevator was tested and returned to service.
EL233	Times Sq-42 St 1 2 3	1	The entrapment that occurred on 2/18/15 was the result of the fast speed doors coming off the tracks. The doors were placed back on track. The hangar rollers and eccentric rollers were adjusted, the spirator door tensioner was also adjusted; the elevator was tested and returned to service.
EL237	66 St-Lincoln Center 1	1	The entrapment on 2/18/15 was the result of debris (salt) on the door sills due to the snow. The debris was removed; the elevator was tested and returned to service.

2015 1ST QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL239	72 St ①②③	1	The entrapment that occurred on 1/28/15 was the result of debris wedge on the door sill that did not allow the doors to operate correctly. The debris was removed; the elevator was tested and returned to service.
EL244	Grand Central-42 St ⑦	3	The entrapment that occurred on 2/14/15 was the result of door trouble at the upper landing. The hoist way release rollers and car door clutch were adjusted, the upper landing door guide shoes were also replaced; the elevator was tested and returned to service. The entrapment that occurred on 2/20/15 was the result of the lower landing interlock and car gate switch that did not allow doors to operate correctly. The interlock and gate switch were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/21/15 was the result of a loose wire in the inspection circuit on the controller that did not allow the elevator to operate correctly. The wire was secured; the elevator was tested and returned to service.
EL277	59th St-Columbus Circle ①②③④⑤	3	The entrapment that occurred on 1/6/15 was the result of doors not operating correctly. The release rollers at the upper landing and the spirator door tensioner were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/21/15 was the result of the governor switch tripping not allowing the elevator to move. The governor rope was adjusted, the governor switch was reset; the elevator was tested and returned to service. The cause of the entrapment that occurred on 2/23/15 was not determined; the elevator was tested and returned to service.
EL278	59th St-Columbus Circle ①②③④⑤	1	The cause of the entrapment that occurred on 3/14/15 was not determined. The elevator was inspected and no defects were found; the elevator was tested and returned to service.
EL279	59th St-Columbus Circle ①②③④⑤	4	The entrapment that occurred on 2/28/15 was the result of doors not opening due to a shaft way switch being out of adjustment. The switch was adjusted, the door sills were cleaned and the controller was checked for loose wiring; the elevator was tested and returned to service. The entrapment that occurred on 3/8/15 was the result of a defective upper landing door clutch that did not allow the doors to operate correctly. The door clutch was repaired and the car gate switch was cleaned; the elevator was tested and returned to service. The entrapment that occurred on 3/9/15 was the result of worn rail guide shoes and rollers that did not allow the elevator to function correctly. The rail guide shoes and rollers were replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 3/10/15 was the result of door related problems and a defective slowdown switch that did not allow elevator to level correctly and open doors. An overhaul of all the door components was done, the slowdown switch was replaced and the valve body was also adjusted; the elevator was tested and returned to service.
EL281	57 St-7 Av ①②③④	2	The entrapment that occurred on 1/13/15 was the result of a defective door operator belt that did not allow the doors to operate correctly. The belt was replaced, the selector guide shoes were also replaced and the guide rollers were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 2/14/15 was the result of the door restrictor preventing the doors from opening. The door restrictor was replaced and adjusted; the elevator was tested and returned to service.

2015 1ST QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL328	Bleecker St D F B M 6	1	The entrapment that occurred on 3/9/2015 was a result of a stuck upper landing door interlock. The Interlock was freed and adjusted, the elevator was tested and returned to service.
EL402	Lexington Av-63 St F	1	The entrapment that occurred on 2/23/15 was a result of a broken lower landing door hanger bolt. The bolt and hangar were replaced; the elevator was tested and returned to service.
EL710	Bowling Green 4 5	3	The entrapment that occurred on 1/10/2015 was a result of unknown circumstances. The elevator was inspected, however no defects were discovered. The elevator was tested and returned to service. The entrapment that occurred on 1/20/2015 was a result of defective door interlocks. The door interlocks were replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/13/2015 was a result of worn leveling unit guide shoes. The guide shoes were replaced; the elevator was tested and returned to service.
EL719	Fulton St A C J Z 2 3 4 5	2	The entrapment that occurred on 2/2/2015 was a result of debris in door saddle, that prevented the doors from closing. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 3/20/2015 was also a result
EL721	Fulton St A C J Z 2 3 4 5	1	The entrapment that occurred on 2/5/2015 was a result of the door operator cams being out of adjustment. The door operator cams were adjusted; the elevator was tested and returned to service.
QUEENS			
EL408	Jamaica-Van Wyck E	2	The entrapment that occurred on 2/23/15 was a result of corroded lower landing interlock contacts. The defective contacts were cleaned and adjusted; the elevator was tested and returned to service. Station Agent Taylor reported passengers were entrapped on 2/27/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL412	Jamaica Center E J Z	2	MOW control operator # 5 reported passengers were entrapped on 1/22/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 02/07/2015 was a result of two defect control relays (UC and UA2). The relays were replaced; the elevator was tested and returned to service.
EL413	Jamaica Center E J Z	3	MOW control operator # 40 reported passengers were entrapped on 1/17/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 2/9/15 was a result of the door restrictor being out of adjustment; preventing the doors from opening. The door restrictor was adjusted and debris was removed from the door saddle. The elevator was tested and returned to service. The entrapment that occurred on 3/10/15 was a result of the activation of the door motor timer fault. The timer fault was reset; the elevator was tested and returned to service.
EL414	Flushing-Main St 7	1	MOW control operator # 52 reported passengers were entrapped on 2/27/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The elevator was tested and returned to service.

2015 1ST QUARTER ENTRAPMENT FINDINGS

Borough/ Unit	Location	# of Entrapments	Comments
EL425	Junction Blvd 7	1	The entrapment that occurred on 3/27/2015 was a result of the car not leveling properly due to the high temperature of the hydraulic oil. The hydraulic oil cooler was turned on which allowed the oil to cool down; the elevator was tested and returned to service.
EL426	Junction Blvd 7	2	The entrapment that occurred on 3/06/2015 was a result of a defective control relay (SUD). The relay was replaced; the elevator was tested and returned to service. The entrapment that occurred on 3/07/2015 was caused by a loose upper landing door interlock. The interlock was secured and adjusted; the elevator was tested and returned to service.
EL427	Junction Blvd 7	1	The entrapment that occurred on 3/24/2015 was a result of the activation of the final limit switch fault. The final limit switch fault was cleared; the elevator was tested and returned to service.
EL437	Forest Hills E F M R	1	The entrapment that occurred on 1/26/2015 was a result of snow build up in the door saddles. The snow was removed; the elevator was tested and returned to service.
EL498	Mott Avenue A	1	The entrapment that occurred on 2/25/2015 was a result of the main circuit breaker being tripped. The circuit breaker was re-set; the elevator was tested and returned to service.

2015 1ST QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES						
New Equip #	Plate #	Station Name:	Station / Line	# of Inspections (01/01/15)	# of	%Available
EL200X		34 St - Herald Square	6AV	270	2	99.26%
EL203X	900490	Lexington Av - 53 St	QNS	270	1	99.63%
EL207X		50 Street	8AV	270	2	99.26%
EL208X		50 Street	8AV	270	0	100.00%
EL231X	#25	Times Square - 42 St	7AV	270	1	99.63%
EL268X	#26	49th Street (Uptown)	BWY	270	1	99.63%
EL276X	IP42213	59 St - Columbus Circle	8AV	270	5	98.15%
EL287X	TE46	42nd St - Bryant Park	6AV	270	3	98.89%
EL288X	ELP6	42nd St - Port Authority Bus Terminal	8AV	270	0	100.00%
EL289X	ELP7	42nd St - Port Authority Bus Terminal	8AV	270	0	100.00%
EL290X	Lift	42nd St - Port Authority Bus Terminal	8AV	270	3	98.89%
EL291X		42nd St - Port Authority Bus Terminal	8AV	270	9	96.67%
EL300X		Atlantic Avenue - Barclays Center	EPK	270	6	97.78%
EL415X		61 St - Woodside	FLU	270	270	0.00%
EL416X		61 St - Woodside	FLU	270	1	99.63%
EL417X		61 St - Woodside	FLU	270	0	100.00%
EL418X		61 St - Woodside	FLU	270	0	100.00%
EL419X		61 St - Woodside	FLU	270	1	99.63%
EL445X	to 4-2-12	Court Square	FLU	270	16	94.07%
EL448X	PE11	Sutphin Blvd - Archer Av JFK	ARC	270	0	100.00%
EL449X		Sutphin Blvd - Archer Av JFK	ARC	270	0	100.00%
EL450X		Sutphin Blvd - Archer Av JFK	ARC	270	0	100.00%
EL490X	EL1	Howard Beach - JFK Airport	RKY	270	2	99.26%
EL491X	EL2	Howard Beach - JFK Airport	RKY	270	46	82.96%
EL492X	EL3	Howard Beach - JFK Airport	RKY	270	0	100.00%
EL493X	EL4	Howard Beach - JFK Airport	RKY	270	0	100.00%
EL494X	EL5	Howard Beach - JFK Airport	RKY	270	0	100.00%
EL495X	EL6	Howard Beach - JFK Airport	RKY	270	0	100.00%
EL700X		ATLANTIC AVENUE - BARCLAYS CTR	EPK	270	0	100.00%
EL717x	PE-53	FULTON Street	LEX	270	0	100.00%
EL718X	PE-56	FULTON Street	LEX	270	0	100.00%
EL726X	PE-01	CORTLANDT Street	BWY	270	0	100.00%
EL727X	PE-02	Cortlandt Street	Bwy	270	0	100.00%
EL728X		FULTON St.*	NAS	270	0	100.00%
EL729X	PE-05	FULTON St.	NAS	270	0	100.00%
EL737X		Atlantic Avenue - Barclays Center	EPK	270	1	99.63%
ES250X		59 St - Columbus Circle	8AV	270	5	98.15%
ES251X		59 St - Columbus Circle	8AV	270	12	95.56%
ES253X	1908 Otis	Lexington Av - 53 St	QNS	270	0	100.00%
ES254X	E20759	Lexington Av - 53 St	QNS	270	0	100.00%
ES257X	IE20859	14 St - Union Square	LEX	270	30	88.89%
ES258X	IE20860	14 St - Union Square	LEX	270	19	92.96%

2015 1ST QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES						
New Equip #	Plate #	Station Name:	Station / Line	# of Inspections (01/01/15)	# of	%Available
ES261X	IE20313	Times Square - 42 St	7AV	270	38	85.93%
ES262X	IE20312	Times Square - 42 St	7AV	270	70	74.07%
ES263X	IE20663	50 Street	8AV	270	33	87.78%
ES264X	IE20664	50 Street	8AV	270	9	96.67%
ES265X	ES002X	Court Square	XTN	270	29	89.26%
ES266X	ES001X	Court Square	XTN	270	13	95.19%
ES267X	IE20079	Times Square - 42 St	7AV	270	7	97.41%
ES268X	IE20080	Times Square - 42 St	7AV	270	3	98.89%
ES358X		ATLANTIC AVENUE - BARCLAYS CTR	EPK	270	70	74.07%
ES359X		ATLANTIC AVENUE - BARCLAYS CTR	EPK	270	4	98.52%
ES360X	E-61	FULTON St *	LEX	270	1	99.63%
ES361X	E-62	FULTON Street	LEX	270	20	92.59%
ES362X	E-63	FULTON Street	LEX	270	1	99.63%
ES363X	E-53	FULTON Street	LEX	270	6	97.78%
ES365X	E-55	FULTON Street	LEX	270	5	98.15%
ES366X	E-57	FULTON Street	LEX	270	13	95.19%
ES376X	IE1342 Otis	Fulton St *	NAS	270	0	100.00%
ES377X	IE1343 Otis	Fulton St *	NAS	270	1	99.63%
ES378X	IE1552 Otis	Wall St	CLK	270	0	100.00%
ES379X	IE1553 Otis	Wall St	CLK	270	0	100.00%
ES380X	IE209111	Cortlandt Street	Bwy	270	0	100.00%
ES383X	E-60	FULTON Street	LEX	270	0	100.00%
ES432X	ES008X	Sutphin Blvd - Archer Av JFK	ARC	270	1	99.63%
ES433X	ES009X	Sutphin Blvd - Archer Av JFK	ARC	270	0	100.00%
ES457X		Court Square	XTN	270	0	100.00%
ES461X	ES1	COURT SQUARE	FLU	270	55	79.63%
ES462X	to 4-2-12	Court Square	FLU	270	60	77.78%
ES496X	ES1	Howard Beach - JFK Airport	RKY	270	0	100.00%
ES497X	ES2	Howard Beach - JFK Airport	RKY	270	3	98.89%
ES498X	ES3	Howard Beach - JFK Airport	RKY	270	2	99.26%
ES499X	ES4	Howard Beach - JFK Airport	RKY	270	0	100.00%
ES600X		Lexington Av - 53 St	QNS	270	5	98.15%
ES606X	IE20813	42nd St - Port Authority Bus Terminal	8AV	270	51	81.11%
ES607X	ie20814	42nd St.. - Port Authority	8 av	270	27	90.00%
ES608X	IE1208	Grand Central - 42nd St	LEX	270	21	92.22%
ES609X	IE1209	Grand Central - 42nd St	LEX	270	13	95.19%
ES610X	IE234	Grand Central - 42nd St	LEX	270	2	99.26%
79		GRAND TOTALS		21330	999	95.32%



Department of Law – Transit Adjudication Bureau

177 Livingston Street – 4th Floor
Brooklyn, NY 11201

**STANDARD FOLLOW-UP REPORTS: TRANSIT ADJUDICATION BUREAU
FIRST QUARTER 2015**

The following is a comparison of the key indicators for the first quarter of 2015 as compared to the same period in 2014:

- Summons issuance decreased by 17.37% (from 35,990 in 2014 to 29,738 in 2015).
- TAB received 22,840 payments in 2015, a 5.35% decrease from the 24,131 received in 2014. Direct payments decreased by 2.49% (20,657 to 20,143) from the first quarter of 2014 and payments received from state tax refunds decreased 22.37% from 3,474 to 2,697.
- Overall total revenue for the quarter totaled \$2,284,100, a 9.07% decrease from the 2014 first quarter revenue of \$2,511,886. This includes \$388,677 in receipts from state tax refunds relating to outstanding judgments from prior years and represents a 19.83% decrease from total state tax refunds of \$484,807 in 2014. Receipts from direct payments decreased by 2.31% to \$1,903,593 in 2015 as compared to \$1,948,536 in the first quarter of 2014.
- Expenses increased by 0.92% (\$1,554,147 compared to \$1,568,607) from the first quarter of 2014.
- TAB revenue exceeded expenses by \$729,953 compared to \$943,279 for the first quarter of 2014.

<http://www.mta.info/nyc/TransitAdjudicationBureau.html>

**MTA NEW YORK CITY TRANSIT
TRANSIT ADJUDICATION BUREAU
KEY INDICATORS
FIRST QUARTER 2015**

INDICATOR	1st QTR 2015	1st QTR 2014	Y-T-D 2015	Y-T-D 2014
ISSUANCE DATA				
Violations Issued	29,738	35,990	29,738	35,990
% With Telephone Data	60.36%	62.49%	60.36%	62.49%
% With Employer Data	32.10%	26.68%	32.10%	26.68%
PAYMENT DATA				
Number of Payments	22,840	24,131	22,840	24,131
Regular	20,143	20,657	20,143	20,657
State Tax Refund	2,697	3,474	2,697	3,474
Amount Paid	\$2,292,270	\$2,433,343	\$2,292,270	\$2,433,343
Regular	\$1,903,593	\$1,948,536	\$1,903,593	\$1,948,536
State Tax Refund	\$388,677	\$484,807	\$388,677	\$484,807
Average Payment	\$100.36	\$100.84	\$100.36	\$100.84
Yield per NOV	\$77.08	\$67.61	\$77.08	\$67.61
REVENUE/EXPENSE DATA				
Revenue	\$2,284,100	\$2,511,886	\$2,284,100	\$2,511,886
Expenses	\$1,554,147	\$1,568,607	\$1,554,147	\$1,568,607
ADJUDICATIONS				
Total Cases Adjudicated	5,543	7,360	5,543	7,360
Admin Dismissals	321	586	321	586
Hearings	5,222	6,774	5,222	6,774

NYC Transit and MTA Bus Company EEO and Diversity Report

Data as of March 31, 2015

OVERVIEW

MTA NYC Transit and MTA Bus Company have conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA NYC Transit and MTA Bus Company's **March 31, 2015** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

The following numbers and information do not reflect availability for specific job groups. In addition, the numbers and information provided do not show statistical disparities or explain the reasons or provide a root cause for any identified failure to meet availability. Nothing in this report constitutes a finding or admission of unlawful discrimination.

2015-Q1 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

WORKFORCE UTILIZATION ANALYSIS
As of March 31, 2015

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	29%	16%	No	23%	36%	Yes	7%	12%	Yes	5%	14%	Yes	0%	0%	Yes	1%	0%	No	1%	3%	Yes
Professionals	36%	36%	Yes	10%	32%	Yes	8%	9%	Yes	7%	26%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes
Technicians	39%	51%	Yes	11%	51%	Yes	12%	12%	Yes	5%	13%	Yes	0%	0%	Yes	12%	0%	No	2%	3%	Yes
Protective Services	21%	23%	Yes	31%	60%	Yes	18%	16%	No	1%	7%	Yes	1%	0%	No	3%	0%	No	1%	1%	Yes
Paraprofessionals	52%	45%	No	20%	45%	Yes	16%	26%	Yes	2%	7%	Yes	0%	0%	Yes	6%	0%	No	2%	0%	No
Administrative Support	54%	43%	No	21%	56%	Yes	23%	14%	No	4%	16%	Yes	0%	0%	Yes	6%	0%	No	2%	2%	Yes
Skilled Craft	21%	5%	No	22%	38%	Yes	16%	12%	No	5%	13%	Yes	0%	0%	Yes	8%	0%	No	2%	2%	Yes
Service Maintenance	15%	18%	Yes	33%	56%	Yes	28%	21%	No	3%	5%	Yes	0%	0%	Yes	2%	0%	No	1%	2%	Yes

* Females are also included in the percentage totals for each of the minority groups.

** American Indian/Alaskan Native

*** Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

Occupations in which employees set broad policies, exercise overall responsibility for execution of these policies, or direct individual departments or special phases of the agency's operations, or provide specialized consultation on a regional, district or area basis.

Professionals

Occupations which require specialized and theoretical knowledge which is usually acquired through college training or through work experience and other training which provides comparable knowledge.

Technicians

Occupations which require a combination of basic scientific or technical knowledge and manual skill which can be obtained through specialized post-secondary school education or through equivalent on-the-job training.

Protective Services

Occupations in which workers are entrusted with public safety , security and protection from destructive forces.

Paraprofessionals

Occupations in which workers perform some of the duties of a professional or technician in a supportive role, which usually require less formal training and/or experience normally required for professional or technical status.

Administrative Support

Occupations in which workers are responsible for internal and external communication, recording and retrieval of data and/or information and other paperwork required in an office.

Skilled Craft

Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

Service Maintenance

Occupations in which workers perform duties which result in or contribute to the comfort, convenience, hygiene or safety of the general public or which contribute to the upkeep and care of buildings, facilities or grounds of public property.

2015-Q1 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

NEW HIRES
January 1, 2015 to March 31, 2015

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	19	4	21%	2	11%	2	11%	7	37%	0	0%	0	0%	0	0%
Professionals	75	25	33%	19	25%	11	15%	19	25%	0	0%	0	0%	0	0%
Technicians	4	1	25%	1	25%	2	50%	0	0%	0	0%	0	0%	0	0%
Protective Services	20	3	15%	8	40%	4	20%	3	15%	0	0%	0	0%	0	0%
Paraprofessionals	1	1	100%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	142	67	47%	64	45%	16	11%	45	32%	0	0%	1	1%	0	0.0%
Skilled Craft	178	10	6%	67	38%	28	16%	26	15%	1	1%	0	0%	3	2%
Service Maintenance	677	109	16%	343	51%	160	24%	80	12%	1	0.1%	0	0%	5	1%
Total	1,116	220	20%	505	45%	223	20%	180	16%	2	0.2%	1	0.1%	8	1%

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2015-Q1 EEO & DIVERSITY REPORT**NEW YORK CITY TRANSIT****EEO AND TITLE VI COMPLAINTS
January 1, 2015 to March 31, 2015**

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	90	43	34	54	17	51	59	108	456	239	233
External Complaints	39	5	24	24	7	19	51	62	231	130	128
Internal Complaints	51	38	10	30	10	32	8	46	225	109	105

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	9	1	37	47	44	37

¹ This chart includes all pending matters as of the date of the report; some matters were filed prior to the reporting period.

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

³ In some instances, a single complaint may involve two or more EEO protected classifications.

2015-Q1 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 3/31/15
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	2	0	0	0	0	0	2
TOTAL	2	0	0	0	0	0	2

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 3/31/15
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	3	0	1	0	0	0	4
TOTAL	3	0	1	0	0	0	4

TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 to 3/31/15

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	4	0	3	0	0	0	7
TOTAL	4	0	3	0	0	0	7

2015-Q1 EEO & DIVERSITY REPORT
MTA BUS COMPANY

WORKFORCE UTILIZATION ANALYSIS
As of March 31, 2015

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	22%	11%	No	14%	30%	Yes	8%	15%	Yes	5%	6%	Yes	0%	0%	Yes	0%	0%	Yes	2%	4%	Yes
Professionals	32%	48%	Yes	10%	25%	Yes	6%	11%	Yes	11%	18%	Yes	0%	0%	Yes	2%	0%	No	1%	4%	Yes
Technicians	20%	60%	Yes	8%	13%	Yes	8%	20%	Yes	14%	13%	No	0%	0%	Yes	4%	0%	No	1%	0%	No
Protective Services	16%	17%	Yes	34%	67%	Yes	18%	17%	No	2%	0%	No	0%	0%	Yes	2%	0%	No	2%	17%	Yes
Paraprofessionals	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Administrative Support	59%	42%	No	21%	28%	Yes	22%	13%	No	4%	6%	Yes	0%	0%	Yes	5%	0%	No	3%	8%	Yes
Skilled Craft	1%	1%	Yes	23%	30%	Yes	25%	14%	No	2%	11%	Yes	0%	0%	Yes	3%	2%	No	1%	5%	Yes
Service Maintenance	11%	13%	Yes	27%	51%	Yes	31%	21%	No	4%	6%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes

* Females are also included in the percentage totals for each of the minority groups.

** American Indian/Alaskan Native

*** Native Hawaiian Other Pacific Islander

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Occupations in which workers perform jobs which require special manual skill and a thorough and comprehensive knowledge of the process involved in the work which is acquired through on-the-job training and experience or through apprenticeship or other formal training programs.

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2015-Q1 EEO & DIVERSITY REPORT
MTA BUS COMPANY

NEW HIRES
January 1, 2015 to March 31, 2015

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	12	0	0%	3	25%	3	25%	0	0%	0	0%	0	0%	0	0%
Professionals	1	1	100%	1	100%	0	0%	0	0%	0	0%	0	0%	0	0%
Technicians	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Protective Services	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Paraprofessionals	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Administrative Support	0	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%	0	0%
Skilled Craft	19	0	0%	7	37%	3	16%	5	26%	0	0%	0	0%	1	5%
Service Maintenance	24	7	29%	10	42%	9	38%	1	4%	0	0%	0	0%	1	4%
Total	56	8	14%	21	38%	15	27%	6	11%	0	0%	0	0%	2	4%

¹ Total includes males and females, both minority and non-minority.

² Total includes females, both minority and non-minority.

2015-Q1 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO AND TITLE VI COMPLAINTS
January 1, 2015 to March 31, 2015

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases ⁴	Status (# Open) ⁵
EEO	1	0	2	1	0	0	6	3	13	10	8
External Complaints	1	0	1	1	0	0	6	3	12	9	7
Internal Complaints	0	0	1	0	0	0	0	0	1	1	1

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	1	0	0	1	1	1

¹ This chart includes all pending matters as of the date of the report; some matters were filed prior to the reporting period.

² "Other" contains all EEO categories not otherwise specifically mentioned on the chart.

³ In some instances, a single complaint may involve two or more EEO protected classifications.

2015-Q1 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 3/31/15
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	2	0	0	0	0	0	2
TOTAL	2	0	0	0	0	0	2

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 3/31/15
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 to 3/31/15

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0

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 - May 2015

data thru April 2015; \$s in million

	Budget	Expenditures
Construction	\$ 927.7	\$ 868.3
Design	106.7	104.7
Construction Management	144.7	119.6
Real Estate	220.9	207.1
Total	\$ 1,400.0	\$ 1,299.8

	Schedule
Project Design Start	August-2003
Project Design Completion	May-2010
Project Construction Start	December-2004
Fulton Center Opening	November-2014

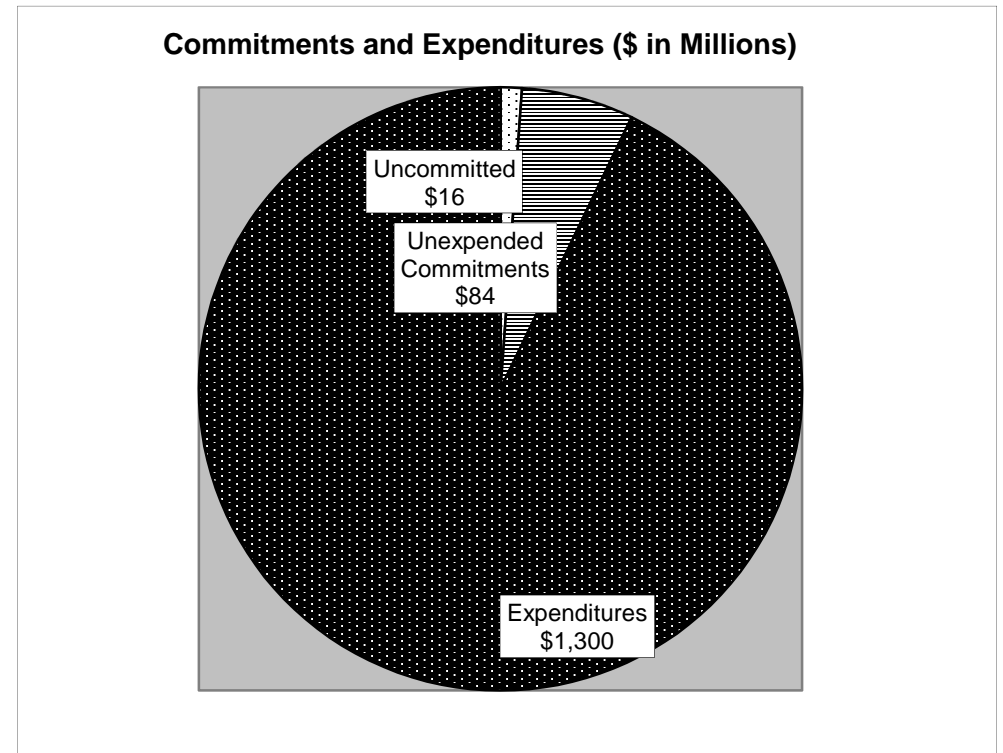
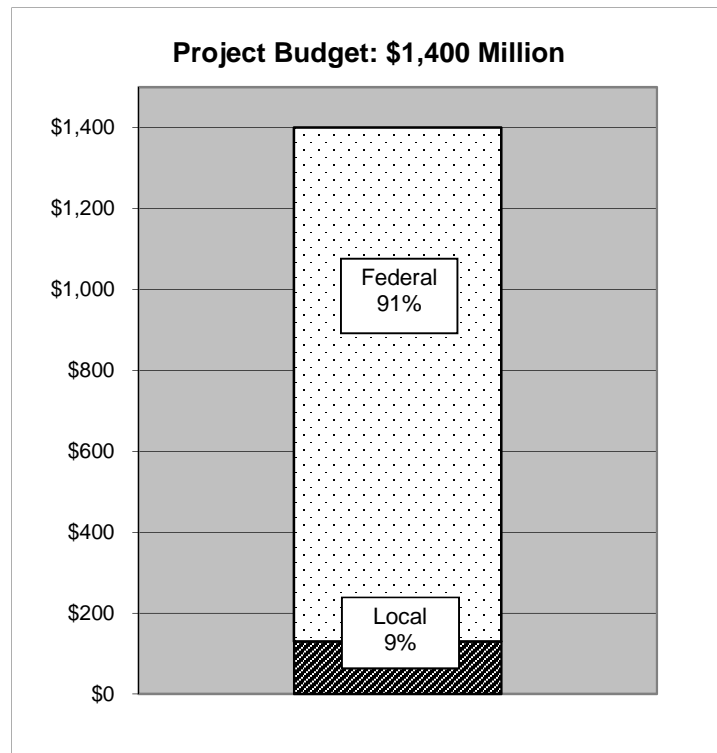
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone	Forecast Substantial Completion
4F: Transit Center Building Plaza - Schiavone, JV	\$221.4	\$207.8	\$13.5	\$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

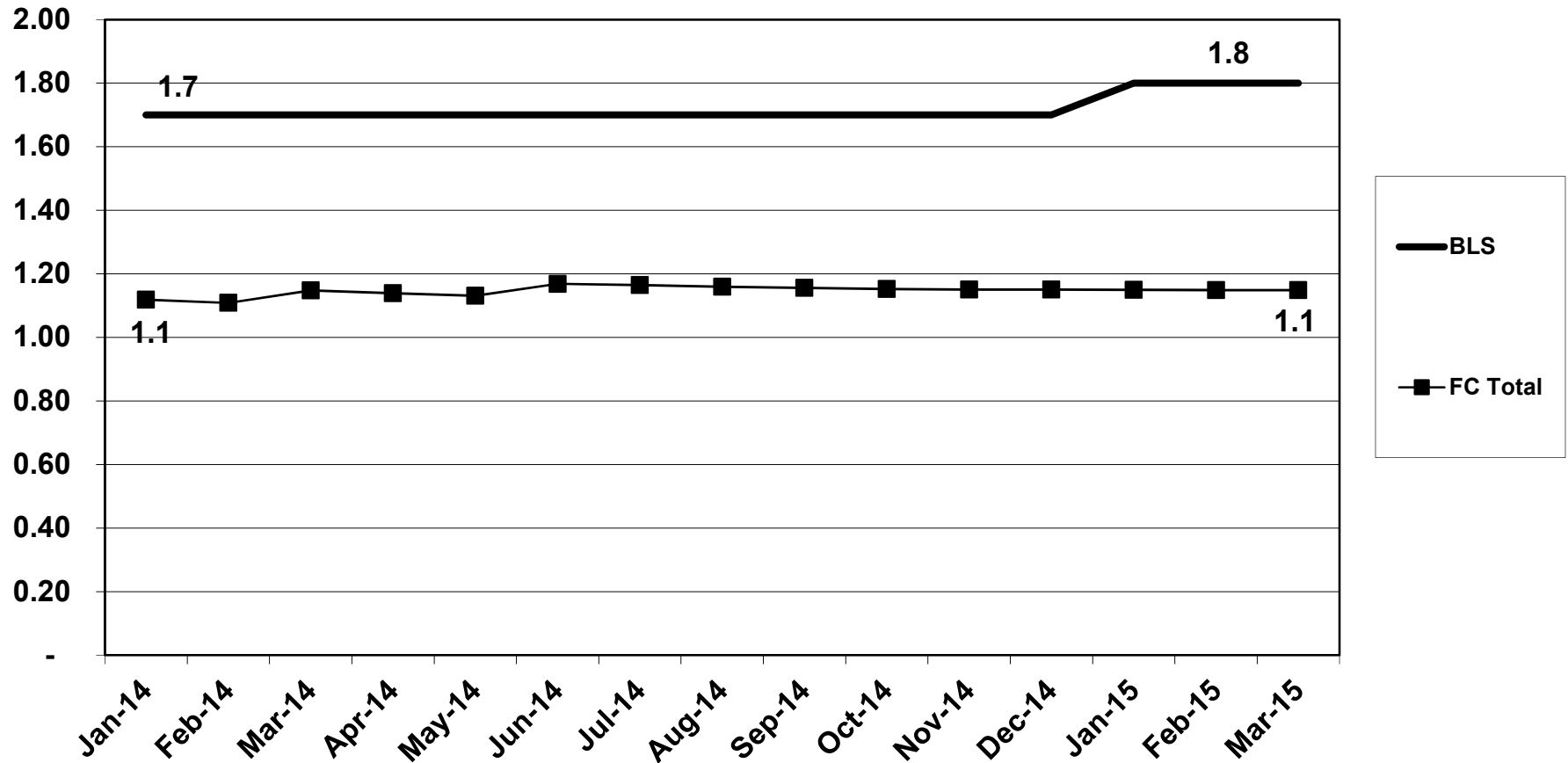
Fulton Center Status

Report to the Transit Committee - May 2015
data thru April 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	\$ 961	\$ 16	\$ 876
ARRA (Federal Stimulus)	423	-	423	423	423	-	423
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,270	\$ 1,384	\$ 16	\$ 1,300



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 - May 2015

data thru April 2015; \$s in million

	Budget	Expenditures
Final Design	\$ 118.0	117.2
Construction	1,904.9	1,818.9
Construction Management	44.5	39.8
Subway Project Reserve	33.4	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,975.9
HYDC-Funded Non-Subway Work [†]	266.0	238.8
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,214.6
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,267.6

	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	\$551.4	\$4.4	\$530.1	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	\$7.2	\$34.6	Sep-2012	Apr-2016	Dec-2016

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

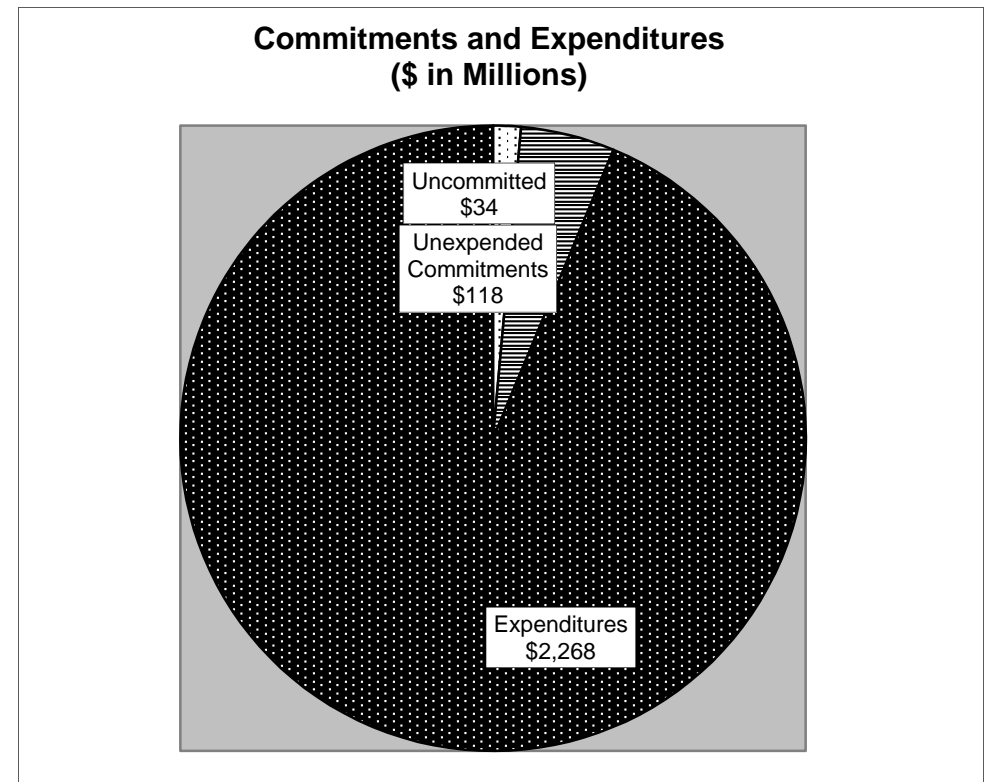
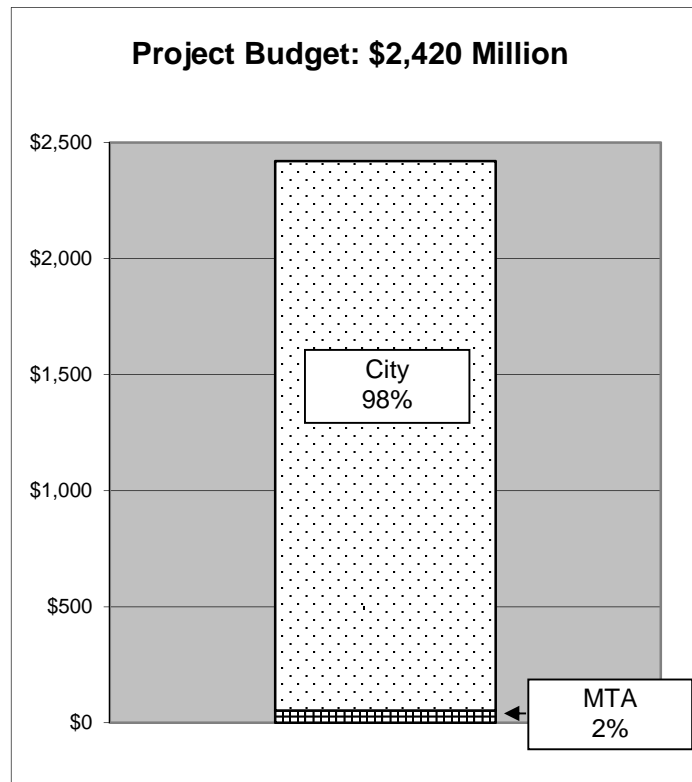
† Non-subway work includes design, construction management, and construction tasks.

†† 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.

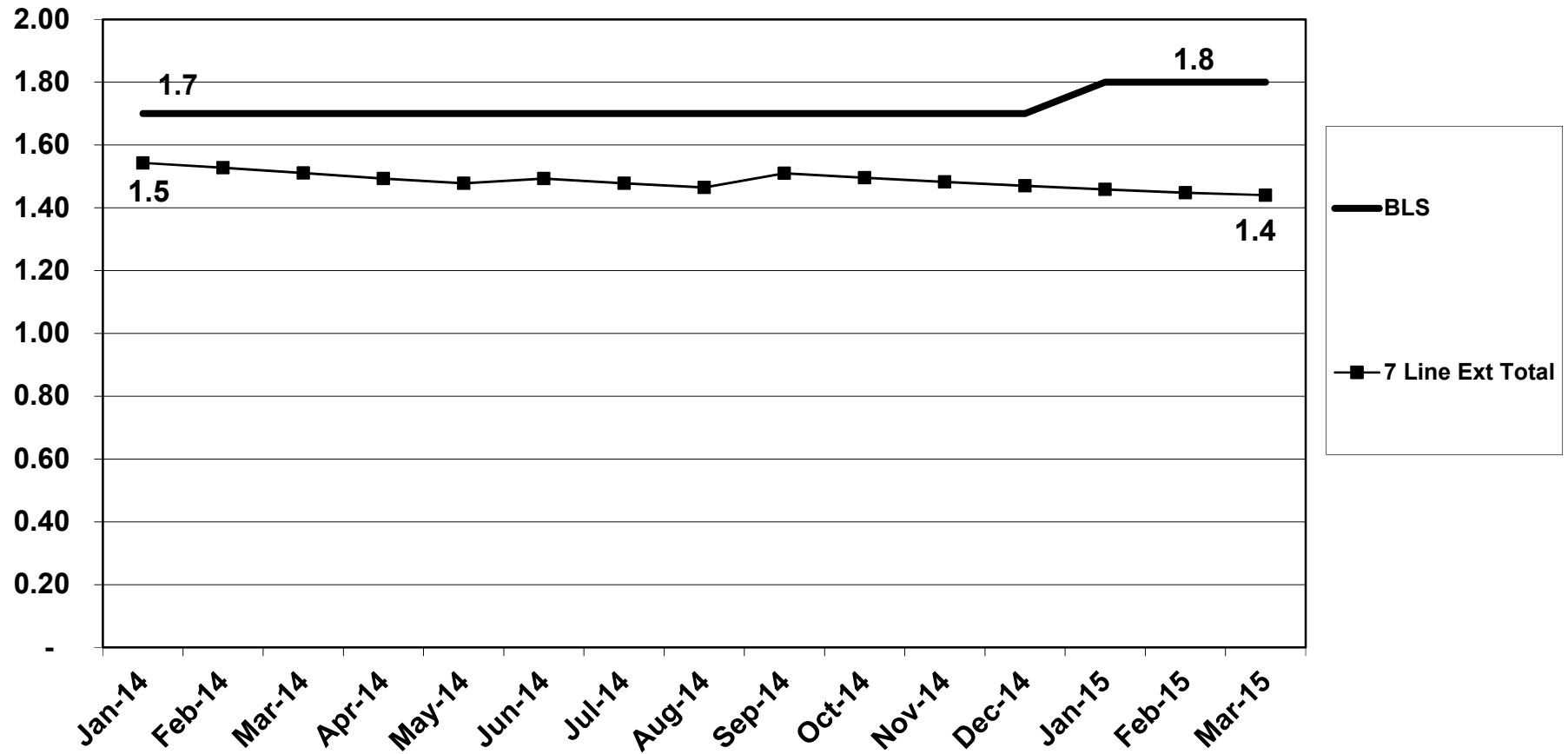
7 Line Extension Status **Report to the Transit Committee - May 2015** *data thru April 2015*

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	2,215
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,332	\$ 2,385	\$ 34	\$ 2,268

* 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 - May 2015

data thru April 2015; \$s in million

	Budget	Expenditures
Construction	\$ 3,393.9	\$ 2,451.6
Design	\$ 508.2	483.2
Construction Management	\$ 267.4	159.0
Real Estate	\$ 281.5	226.6
Total	\$ 4,451.0	\$ 3,320.3

	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>	\$196.4	\$192.2	\$4.1	\$163.5	Jul-2010	Jan-2011	May-2014	Sep-2015
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$268.7	\$14.2	\$131.0	Mar-2011	Jan-2012	Aug-2016	Oct-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$362.3	\$350.6	\$11.7	\$205.2	Mar-2011	Jun-2012	Dec-2015	Oct-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$289.3	\$282.8	\$6.5	\$123.1	Nov-2012	Feb-2013	Nov-2015	Sep-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$211.5	\$11.5	\$63.3	Oct-2013	Jun-2013	May-2016	Aug-2016

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

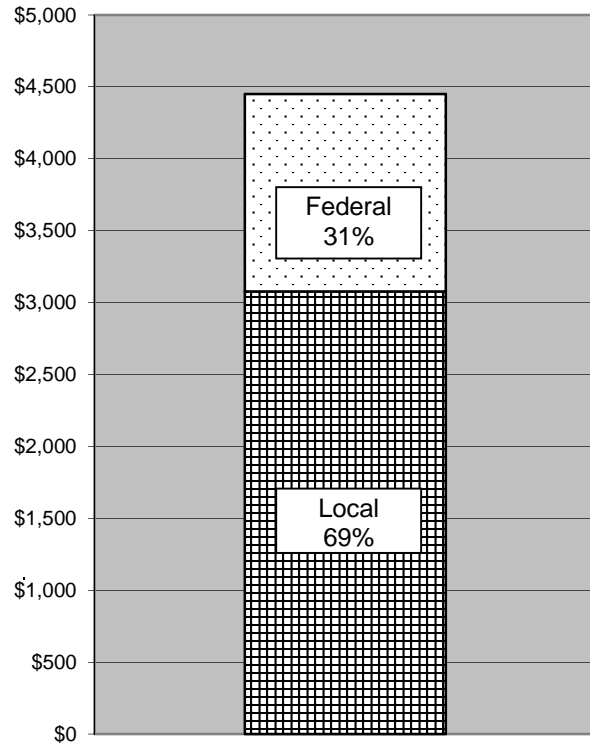
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - May 2015

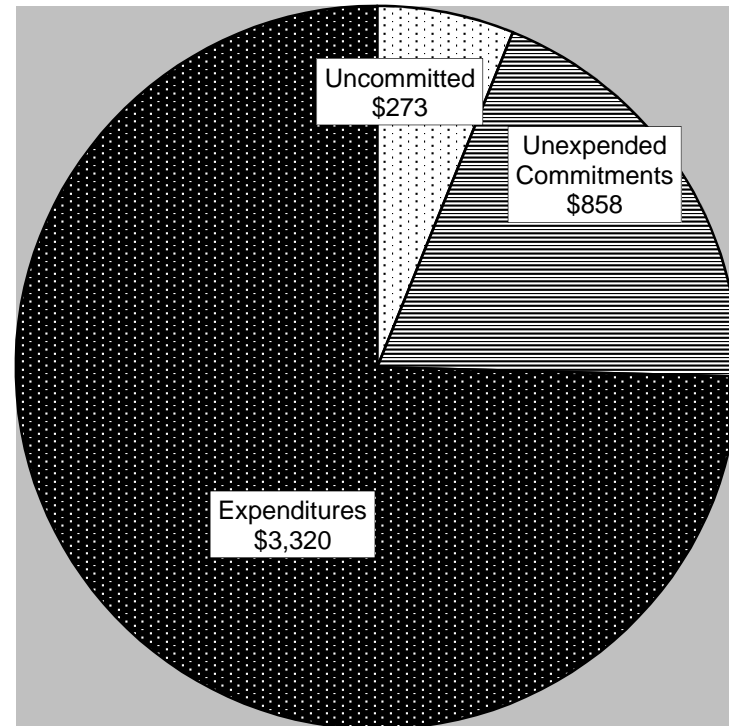
data thru April 2015

MTA Capital Program \$ in Millions	Budgeted	Funding Sources			Status of Commitments		
		Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,049	\$ 1	\$ 1,040
2005-2009	1,914	846	1,068	944	1,867	47	1,597
2010-2014	1,487	1,487	-	-	1,262	225	683
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,178	\$ 273	\$ 3,320

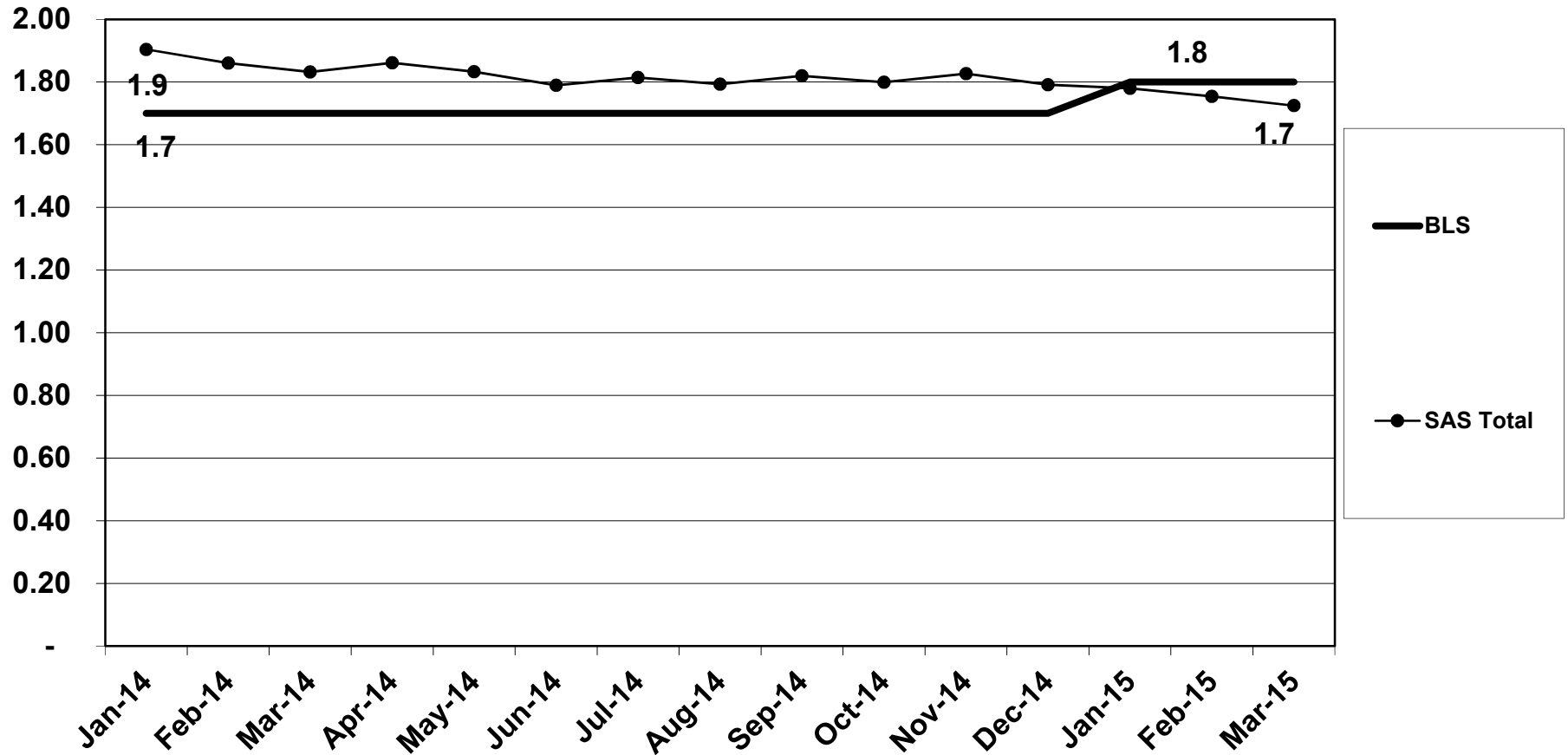
Project Budget: \$4,451 Million



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)