



New York City Transit
Bus Company

Transit & Bus Committee Meeting

June 2015

Committee Members

F. Ferrer, Committee Chairman

J. Banks III, Committee Vice Chairman

A. Albert

J. Ballan

A. Cappelli

J. Kay

S. Metzger

C. Moerdler

J. Molloy

P. Trottenberg

E. Watt

New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Board Room

New York, NY 10004

Monday, 6/22/2015

10:00 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – MAY 18, 2015

May Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Workplan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. April Operations Report

April Operations Report - Page 19

5. FINANCIAL REPORTS

a. April NYCT Financial & Ridership Report

NYCT Financial Report - Page 56

b. April SIR Financial & Ridership Report

SIR Financial Report - Page 77

c. April MTA Bus Financial & Ridership Report

MTA Bus Financial Report - Page 88

d. Capital Program Status Report

Capital Program Status Report - Page 101

6. PROCUREMENTS

NYCT June Procurement Staff Summary and Resolution - Page 110

a. Non-Competitive (None)

b. Competitive

NYCT Competitive Actions - Page 114

c. Ratifications

NYCT and MTACC Ratifications - Page 122

7. SERVICE CHANGES

a. NYCT Bus Schedules Changes

NYCT Bus Schedule Changes - Page 126

b. NYCT Bx5 Weekend Only Extension to Bay Plaza Mall

Bx5 Extension to Bay Plaza - Page 131

c. NYCT Q44 Conversion to SBS

NYCT Q44 Conversion to SBS - Page 135

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 145

9. MTACC Report

MTACC Report - Page 149

Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority, Manhattan
and Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Capital Construction Company and Bus Company
May 18, 2015

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

The following Members were present:

Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. Jonathan A. Ballan
Hon. Robert C. Bickford
Hon. Allen P. Cappelli
Hon. Ira Greenberg
Hon. 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
Michael Chubak, Acting 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
Craig Cipriano, Executive Vice President, MTA Bus
Michael Horodniceanu, President, MTA Capital Construction

I. Chair Ferrer opened the meeting.

II. Public Speakers

There were no public speakers.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the April 27, 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.

Member Albert requested that the term "signal based communications system" in the Operations Report section of the Minutes be changed to "Communications Based Train Control" for greater clarity. There were no changes to the Work Plan.

IV. Agenda Items

A. Operations Report

President Bianco announced that a special presentation would be made later in the Meeting on subway service reliability.

EVP Cipriano reported to the Committee on bus operating performance for both NYCT and MTA Bus, highlighting a modification to the contract with Clever Devices for the expansion of the Intelligent Vehicle Network (IVN) at four additional bus depots, as well as the upgrade of the Automatic Vehicle Monitoring (AVM) software, noting that the modifications include migrating IVN to a new open software platform.

VP Kennedy presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to a request by Member Cappelli, Chief Fox agreed to keep the Committee informed of the District Attorneys' progress in prosecuting recidivist transit offenders. Member Moerdler further stressed the importance of following up on the prosecution of Transit Bureau cases, suggesting that the MTA take an active role in ensuring that District Attorneys are giving transit related offenses the requisite attention.

B. Financial Reports

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

EVP Cipriano reported to the Committee on MTA Bus' finances.

SVP Smith presented Members with the Capital Program Status report.

In response to a question from Member Cappelli, VP Plochochi informed the Committee that the three vacuum trains being procured are scheduled for delivery in March, October and February of 2017.

In response to a question from Member Albert, SVP Smith and President Bianco noted that without direct observation it is difficult to determine conclusively whether elevators have been damaged by contractors using them to transport heavy equipment. SVP Leader agreed to provide Member Albert with whatever statistics are available on this issue.

Details on the following are provided in the Agenda materials:

- Financial and Ridership Report
- Capital Program Status

In response to questions from Member Moerdler, VP Plochochi informed the Committee of the efforts made during the procurement process to secure an expedited delivery schedule for the vacuum trains, noting, however, that the trains are being custom built, and that proper fabrication is vital. VP Plochochi added that the total cost for the three trains is \$34 million.

At Member Moerdler's request, SVP Leader agreed to update the Committee on the status of the garbage receptacle removal pilot program. President Bianco agreed to review media footage on the littering issue, noting, however, that overall station cleanliness has not been negatively impacted by removing the garbage receptacles.

Member Ballan expressed his view that the garbage receptacles which have been removed should be restored to the applicable subway stations.

C. Procurements

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 15 action items totaling \$83.8 million in expenditures.

VP Plochochi highlighted for the Committee two procurement Agenda items: (1) a modification to a contract with Clever Devices in the estimated amount of \$15.8 million which extends the existing purchase, installation and maintenance contract by 54 months from July 1, 2015 through December 31, 2019, and (2) a competitive engineering consultant contract for Construction Management Services in connection with the Nine Station Renewals Project on the Sea Beach Line in Brooklyn.

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

NYCT's non-competitive procurements requiring a two-thirds vote (Schedule A in the Agenda) and those requiring a majority vote (Schedules F and I in the Agenda) as well as

its competitive procurements requiring a two-thirds vote (Schedule B in the Agenda) and those requiring a majority vote (Schedules F, G and H in the Agenda), were approved and forwarded to the full Board for consideration.

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.

Member Ballan abstained from the vote on non-competitive procurement item A.1 (Bombardier) and competitive procurement item F.7 (HNTB), and Member Moerdler voted "no" on non-competitive procurement item I.3 (Clever Devices).

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 Moerdler regarding IVN, VP Plochochi noted that the large increase in the contract price attributable to modifications was not unanticipated, and that the majority of the additional expenses are associated with mitigating the impact of the high bus exhaust heat, and equipping bus depots with the ability to download information to better control the situation.

Member Moerdler expressed his opinion that an independent consultant should evaluate the fairness, transparency, efficiency and competitiveness of the procurement process. He also suggested that alternatives to existing vendors such as Microsoft be considered to promote more competitive pricing.

VP Plochochi explained that Microsoft's premier support services are required to manage various Microsoft software applications and protect NYCT's IT investment. Wael Hibri, Senior Director of the MTA Business Service Center, further addressed relevant IT considerations and the need to properly maintain existing Microsoft products.

In response to Member Ballan's request that a commitment be made to pursue a competitive solicitation in advance of the expiration of the Clever Devices contract in December 31, 2019, VP Plochochi explained that the Contract covers the maintenance of the Agency's multi-million dollar investment in the underlying Clever Devices product and that since the contract implicates proprietary software no other company could provide such services. Chair Ferrer suggested that the full impact of pursuing a wholesale change in hardware and software be presented when making recommendations on procurement issues.

In response to a question from Member Greenberg, VP Plochochi explained that the Clever Devices contract expires in 2019, and not at the end of the useful life of the product, so that technological advances can be considered and an exit strategy developed if a better product is considered to have emerged.

V. Action Item

David Cannon, Chief Procurement Officer for MTACC, requested the Committee's authorization to enter into an access and work agreement with 63/64th Street Associates, L.P., and A&P Real Property, LLC, owner of 1066 Third Avenue for a not-to-exceed amount of \$71,000.

In response to a question from Member Cappelli, President Horodniceanu noted that the local Community Board participated in the decision making process on this Action Item.

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

VI. Service Changes

Peter Cafiero presented two service changes to the Committee for its information: (1) the implementation of Select Bus Service (SBS) on the B46 bus route in Brooklyn, and (2) a proposed reroute of the southbound B48 bus from Wallabout Street to Union and Flushing Avenues in Williamsburg.

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

President Bianco presented the MetroCard Report to the Committee for its information, as well as the Transit Adjudication Bureau report, the Elevator and Escalator performance report, and the NYC Transit and MTA Bus Company EEO & Diversity Reports.

VIII. Subway Service Special Presentation

SVP Leader, and Chief of Operations Planning, Peter Cafiero, made a presentation to the Committee on subway service reliability, addressing immediate steps being taken to reduce the number of service interruptions and minimize their impact, and setting forth the specific challenges faced by NYCT. The presentation stressed the importance of taking action now to improve performance in the face of growing ridership and capacity constraints, in addition to focusing on the implementation of long term measures such as CBTC, the addition of subway cars, and the implementation of future phases of the Second Avenue Subway.

In response to a question from Member Moerdler, SVP Leader noted that signal system modernization is a contemplated use of Capital Program funds and that the continued roll out of CBTC should further improve wait assessment statistics. Member Moerdler also suggested that platform controllers should wear distinctive clothing so that they are readily recognizable.

IX. MTA CC Project Report

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

In response to a question from Member Greenberg, President Horodniceanu informed the Committee that he would advise it of the forecasted revenue service date for the 7 Extension Project in the beginning of June.

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

Respectfully submitted,

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

Bettina Quintas
Assistant Secretary



2015 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

June 2015

No Items

July 2015

No Items

August 2015

No Meetings Held

September 2015

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

October 2015

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

Management & Budget
Management & Budget
Management & Budget

November 2015

Public comment/Committee review of budget
Charter for Transit Committee
2016 Preliminary NYC Transit Budget
2016 Preliminary SIR Budget
2016 Preliminary MTA Bus Budget
Elevator & Escalator Service Report, 3rd Qtr, 2015
Transit Adjudication Bureau Report, 3rd Qtr, 2015

Law
Management & Budget
Management & Budget
Management & Budget
Subways
Law

December 2015

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

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

January 2016

Approval of 2016 NYC Transit
Committee Work Plan

Committee Chair & Members

February 2016

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

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

March 2016

No Items

April 2016

Final Review of NYC Transit 2014 Operating Results
Final Review of SIR 2014 Operating Results
Final Review of MTA Bus 2014 Operating Results

Management & Budget
Management & Budget
Management & Budget

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

May 2016

Transit Adjudication Bureau Report, 1st Qtr, 2016

Elevator & Escalator Service Report, 1st Qtr, 2016

NYCT & MTA Bus EEO & Diversity Report, 1st Qtr, 2016

Law

Subways

EEO & Human Resources



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

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

2016 MTA Bus Preliminary Budget

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

Charter for Transit Committee

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

DECEMBER 2015

NYCT 2016 Adopted Budget/Financial Plan 2016-2019

NYCT 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.

III. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

IV. SPECIFIC AGENDA ITEMS (con't)

MAY 2016

Transit Adjudication Bureau Report, 1st Qtr, 2016

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

Elevator & Escalator Service Report, 1st Qtr, 2016

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

EEO & Diversity Report, 1st Qtr, 2016

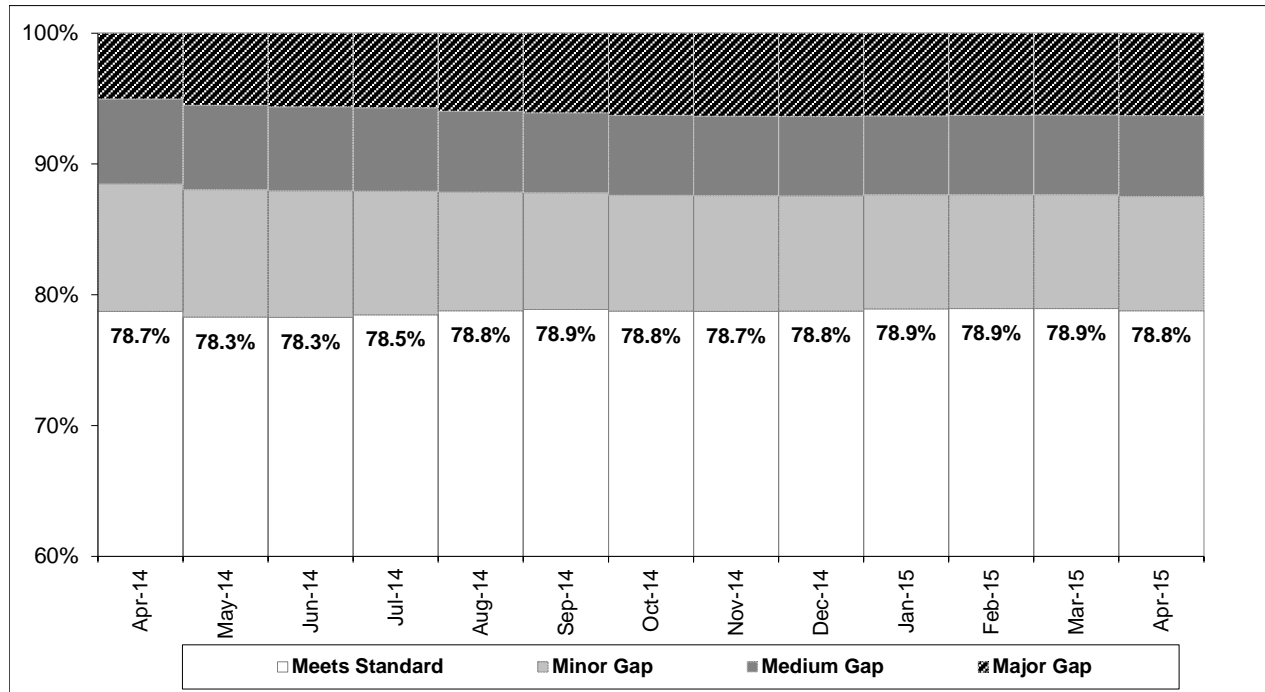
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: April 2015			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				78.8%	78.7%	+0.1%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	72.9%	74.3%	-1.4%	72.9%	74.1%	-1.2%
A Division Weekday Wait Assessment - (All Lines)				75.6%	76.5%	-0.9%
B Division Weekday Wait Assessment	78.0%	80.5%	-2.5%	80.5%	79.9%	+0.6%
System Weekend Wait Assessment (Charts 3)				85.9%	84.3%	+1.6%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	82.1%	82.4%	-0.3%	82.5%	84.5%	-2.0%
A Division Weekend Wait Assessment - (All Lines)				84.7%	85.2%	-0.5%
B Division Weekend Wait Assessment	87.3%	81.4%	+5.9%	86.7%	83.8%	+2.9%
System Weekday Terminal On-Time Performance (Charts 4-5)	71.4%	75.7%	-4.3%	73.0%	78.3%	-5.3%
A Division Weekday Terminal On-Time Performance	65.4%	69.2%	-3.8%	68.6%	72.2%	-3.6%
B Division Weekday Terminal On-Time Performance	76.3%	80.9%	-4.6%	76.5%	83.1%	-6.6%
System Number of Terminal Delays (Charts 6)	48,984	42,471	+15.3%	44,689	36,242	+23.3%
System Weekend Terminal On-Time Performance (Charts 7-8)	74.3%	81.2%	-6.9%	79.3%	84.1%	-4.8%
A Division Weekend Terminal On-Time Performance	68.9%	79.4%	-10.5%	76.4%	80.9%	-4.5%
B Division Weekend Terminal On-Time Performance	77.7%	82.4%	-4.7%	81.3%	86.3%	-5.0%
System Number of Weekend Terminal Delays (Charts 9)	11,128	8,347	+33.3%	10,521	8,073	+30.3%
Mean Distance Between Failures (Charts 10-11)	157,519	149,042	+5.7%	142,799	139,139	+2.6%
A Division Mean Distance Between Failures	130,885	140,737	-7.0%	126,982	125,138	+1.5%
B Division Mean Distance Between Failures	185,949	155,858	+19.3%	157,132	151,826	+3.5%
System Weekday Service-KPI (Charts 12-13)	77.6%	78.3%	-0.7%	78.0%	79.1%	-1.1%
A Division Weekday Service-KPI	72.9%	74.2%	-1.3%	73.8%	75.1%	-1.3%
B Division Weekday Service-KPI	80.9%	81.4%	-0.5%	81.0%	82.0%	-1.0%
System Weekday PES-KPI (Charts 14-16)				91.0%	91.9%	-0.9%
Staten Island Railway						
24 Hour On-Time Performance	95.8%	94.2%	+1.6%	92.0%	94.1%	-2.1%
AM Rush On-Time Performance	98.2%	99.7%	-1.5%	92.6%	95.8%	-3.2%
PM Rush On-Time Performance	95.8%	93.5%	+2.3%	94.6%	96.3%	-1.7%
Percentage of Completed Trips	99.7%	99.8%	-0.1%	99.7%	99.7%	0.0%
Mean Distance Between Failures	103,252	50,638	+103.9%	54,321	61,960	-12.3%
Staten Island Railway PES-KPI (Charts 17)				91.4%	91.5%	-0.1%

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

Systemwide*					Annual Results (Meets Standard)
12-Month Average					
	Meets Standard	GAP			
		Minor	Medium	Major	
May '14 - Apr '15	78.8%	8.7%	6.2%	6.3%	2015 GOAL: 80.7%
May '13 - Apr '14	78.7%	9.7%	6.5%	5.0%	2014 ACTUAL: 78.8%

Chart 1

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

May '14 - Apr '15					May '13 - Apr '14				
Line	Meets	GAP			Meets	Headways*			Standard Difference
	Standard	Minor	Medium	Major		Standard	Minor	Medium	
①	79.8%	8.7%	6.2%	5.3%	80.7%	8.1%	5.6%	5.5%	-0.9%
②	72.7%	9.9%	8.9%	8.5%	71.5%	10.6%	9.4%	8.5%	+1.2%
③	78.3%	9.4%	6.8%	5.5%	76.8%	10.1%	7.2%	5.9%	+1.5%
④	71.6%	9.6%	8.6%	10.3%	72.4%	9.7%	8.5%	9.4%	-0.8%
⑤	67.3%	9.9%	10.3%	12.5%	69.2%	10.1%	9.3%	11.3%	-1.9%
⑥	67.6%	9.2%	10.0%	13.2%	73.9%	8.1%	7.6%	10.4%	-6.3%
⑦	76.1%	9.7%	6.8%	7.4%	76.6%	10.7%	7.6%	5.1%	-0.5%
⑤ 42nd	91.3%	3.8%	2.2%	2.6%	91.2%	4.1%	1.9%	2.8%	+0.1%
Subdivision A	75.6%	8.8%	7.5%	8.2%	76.5%	8.9%	7.2%	7.4%	-0.9%
① A	69.5%	9.9%	8.5%	12.1%	70.4%	10.8%	9.2%	9.7%	-0.9%
① B	79.9%	9.4%	5.7%	5.1%	78.3%	11.1%	6.4%	4.2%	+1.6%
① C	80.8%	9.6%	5.2%	4.4%	79.5%	10.8%	6.3%	3.4%	+1.3%
① D	81.0%	8.7%	6.1%	4.2%	79.7%	11.3%	6.2%	2.8%	+1.3%
① E	75.2%	9.4%	7.3%	8.1%	74.6%	11.7%	9.1%	4.6%	+0.6%
① F	72.2%	9.1%	7.6%	11.2%	73.6%	10.0%	8.7%	7.7%	-1.4%
⑤ Fkln	95.6%	1.8%	1.0%	1.6%	96.5%	2.2%	0.9%	0.4%	-0.9%
① G	81.3%	10.7%	5.0%	3.0%	78.6%	11.4%	7.0%	3.0%	+2.7%
⑤ Rock	91.2%	5.3%	1.7%	1.8%	90.8%	6.4%	1.5%	1.4%	+0.4%
① J Z	81.0%	9.9%	5.2%	3.9%	78.5%	11.0%	6.5%	4.0%	+2.5%
① L	81.5%	9.6%	5.3%	3.6%	79.6%	11.6%	4.7%	4.1%	+1.9%
① M	78.0%	10.1%	7.4%	4.6%	79.3%	11.6%	5.9%	3.2%	-1.3%
① N	80.7%	8.8%	5.3%	5.2%	79.2%	10.0%	7.0%	3.7%	+1.5%
① Q	80.5%	9.4%	5.4%	4.7%	78.1%	12.1%	7.3%	2.5%	+2.4%
① R	78.9%	9.2%	6.0%	5.9%	82.0%	10.5%	5.1%	2.4%	-3.1%
Subdivision B	80.5%	8.7%	5.5%	5.3%	79.9%	10.2%	6.1%	3.8%	+0.6%
Systemwide	78.8%	8.7%	6.2%	6.3%	78.7%	9.7%	6.5%	5.0%	+0.1%

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

*** Headway
Definitions**

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

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

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

Subway Weekend Wait Assessment (6 am - midnight)

May '14 - Apr '15					May '13 - Apr '14				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	87.8%	6.6%	3.5%	2.0%	89.1%	6.3%	2.9%	1.8%	-1.3%
②	79.8%	10.2%	6.4%	3.6%	82.3%	10.0%	5.4%	2.3%	-2.5%
③	88.1%	7.0%	3.1%	1.8%	88.5%	6.9%	2.7%	1.8%	-0.4%
④	76.8%	9.8%	7.3%	6.1%	79.5%	9.7%	6.4%	4.4%	-2.7%
⑤	83.4%	7.5%	5.0%	4.1%	83.1%	8.3%	4.7%	3.9%	+0.3%
⑥	79.3%	9.1%	6.6%	5.0%	84.3%	7.9%	4.6%	3.2%	-5.0%
⑦	83.5%	8.8%	3.7%	4.0%	76.6%	12.4%	6.9%	4.2%	+6.9%
Ⓢ 42nd	98.8%	0.7%	0.2%	0.2%	98.0%	1.0%	0.4%	0.6%	+0.8%
Sub Division A	84.7%	7.5%	4.5%	3.4%	85.2%	7.8%	4.3%	2.8%	-0.5%
Ⓐ	76.5%	9.9%	6.3%	7.3%	78.7%	11.7%	6.8%	2.8%	-2.2%
Ⓒ	82.8%	8.7%	4.8%	3.6%	77.4%	9.3%	8.5%	4.8%	+5.4%
Ⓓ	85.0%	6.3%	3.9%	4.7%	82.0%	12.4%	4.9%	0.7%	+3.0%
Ⓔ	84.0%	7.4%	4.3%	4.4%	83.2%	11.9%	4.3%	0.6%	+0.8%
Ⓕ	85.4%	7.4%	2.4%	4.7%	80.0%	11.8%	6.3%	2.0%	+5.4%
Ⓢ Fkln	94.8%	3.6%	0.6%	1.0%	97.1%	2.9%	0.0%	0.0%	-2.3%
Ⓖ	93.1%	3.4%	1.6%	2.0%	84.8%	9.7%	3.2%	2.2%	+8.3%
Ⓙ	91.3%	6.5%	1.5%	0.7%	89.3%	6.8%	3.3%	0.6%	+2.0%
Ⓛ	87.5%	6.2%	3.2%	3.2%	83.2%	9.3%	4.9%	2.5%	+4.3%
Ⓝ	88.8%	5.7%	3.6%	2.0%	81.3%	10.6%	5.6%	2.5%	+7.5%
Ⓠ	88.0%	6.8%	3.4%	1.9%	85.6%	8.6%	4.7%	1.2%	+2.4%
Ⓡ	83.8%	7.1%	3.5%	5.6%	82.7%	12.0%	4.4%	0.9%	+1.1%
Sub Division B	86.7%	6.6%	3.3%	3.4%	83.8%	9.7%	4.7%	1.7%	+2.9%
Systemwide	85.9%	6.9%	3.8%	3.4%	84.3%	9.0%	4.5%	2.2%	+1.6%

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

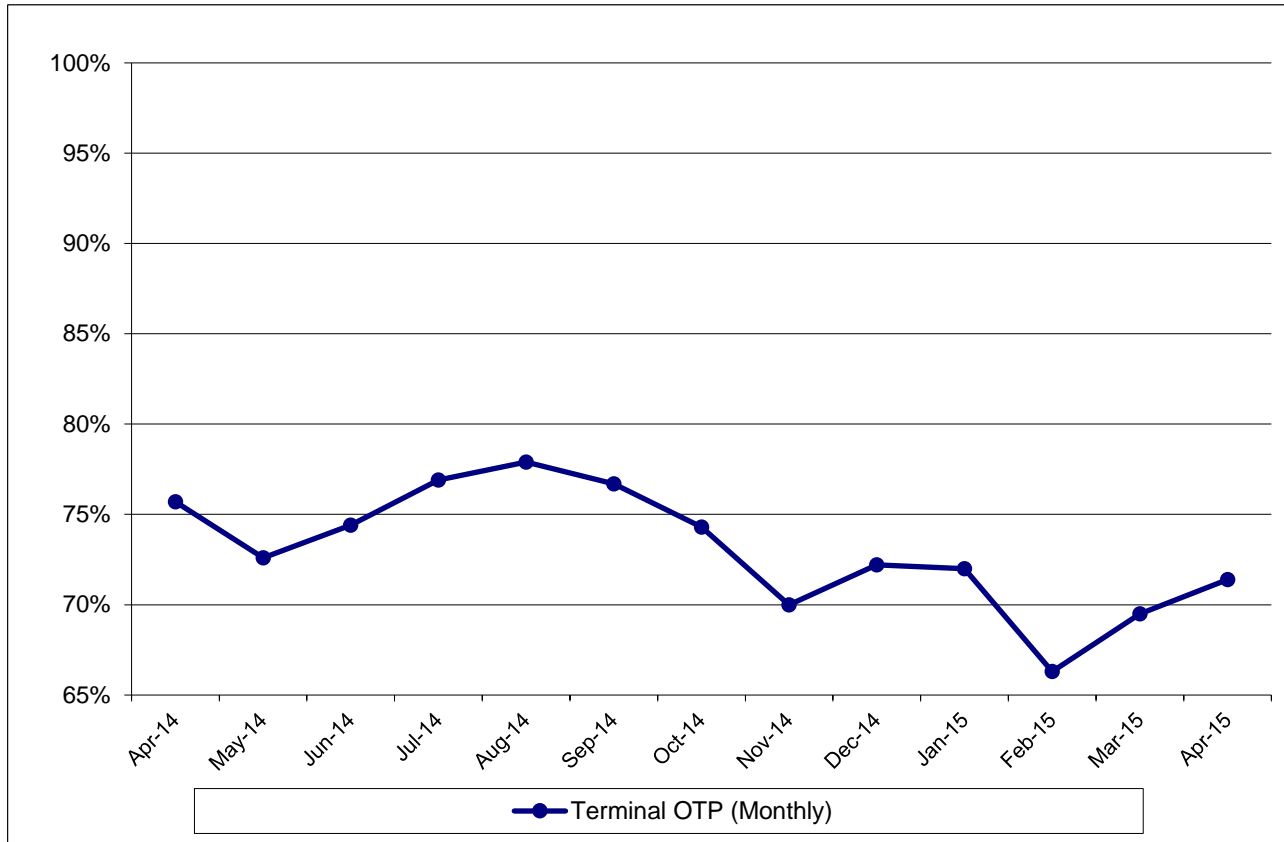
* Headway
Definitions

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

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

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

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

Apr 2015: 71.4%
 Apr 2014: 75.7%
 12-Mon Avg: 73.0%
 (May '14-Apr '15)

Subdivision A Monthly Results

Apr 2015: 65.4%
 Apr 2014: 69.2%
 12-Mon Avg: 68.6%
 (May '14-Apr '15)

Subdivision B Monthly Results

Apr 2015: 76.3%
 Apr 2014: 80.9%
 12-Mon Avg: 76.5%
 (May '14-Apr '15)

Discussion of Results

In April 2015, Over Crowding (17,052 delays), ROW Delays (7,700 delays), and Track Gangs (7,217 delays) were the highest categories of delays, representing 65.3% of the total 48,984 delays.

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>May '14 - Apr '15</u>	<u>May '13 - Apr '14</u>	<u>% Difference</u>
①	78.2%	81.2%	-3.0%
②	48.2%	49.5%	-1.3%
③	67.9%	67.4%	+0.5%
④	46.8%	47.8%	-1.0%
⑤	44.0%	49.8%	-5.8%
⑥	50.9%	64.7%	-13.8%
⑦	85.8%	88.1%	-2.3%
⑤ 42 St	98.4%	97.8%	+0.6%
Subdivision A	68.6%	72.2%	-3.6%
①	70.2%	78.1%	-7.9%
②	75.4%	78.3%	-2.9%
③	83.2%	88.3%	-5.1%
④	74.7%	79.3%	-4.6%
⑤	71.8%	76.8%	-5.0%
⑥	56.3%	64.3%	-8.0%
⑤ Fkln	99.5%	98.8%	+0.7%
⑦	73.5%	84.4%	-10.9%
⑤ Rock	95.5%	95.7%	-0.2%
① ②	83.4%	91.7%	-8.3%
③	93.2%	93.6%	-0.4%
④	72.6%	82.1%	-9.5%
⑤	70.9%	78.1%	-7.2%
⑥	74.8%	83.0%	-8.2%
⑦	74.6%	88.8%	-14.2%
Subdivision B	76.5%	83.1%	-6.6%
Systemwide	73.0%	78.3%	-5.3%

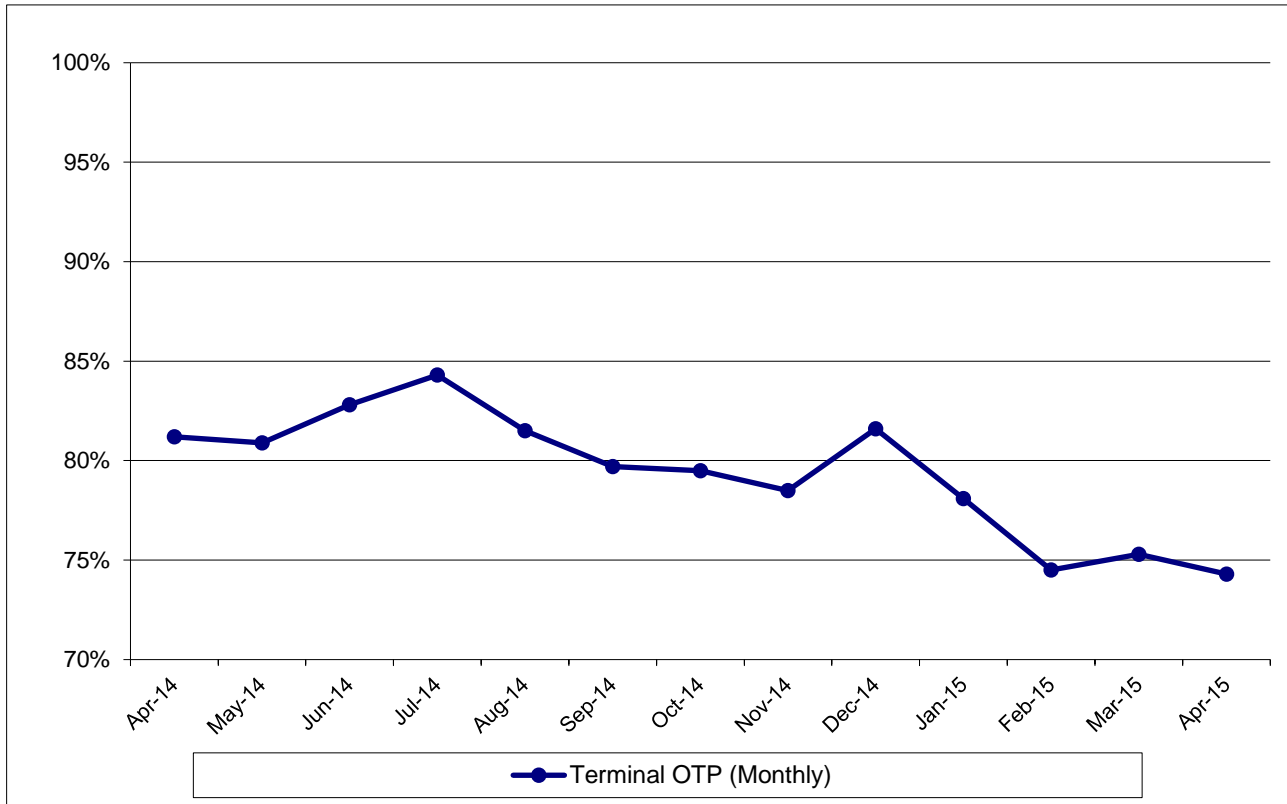
Chart 5

April 2015 Weekday Terminal Delays Systemwide Summary

<u>Categories</u>	<u>Delays</u>
Over Crowding	17,052
ROW Delays	7,700
Track Gangs	7,217
Sick Customer	3,877
Work Equipment/G. O.	2,975
Car Equipment	2,704
Unruly Customer	2,052
Police	1,455
Operational Diversions	1,134
Employee	973
Fire	601
Infrastructure	480
Inclement Weather	477
External	287
Total Delays	<u><u>48,984</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

Apr 2015: 74.3%
 Apr 2014: 81.2%
 12-Mon Avg: 79.3%
 (May '14-Apr '15)

Subdivision A Monthly Results

Apr 2015: 68.9%
 Apr 2014: 79.4%
 12-Mon Avg: 76.4%
 (May '14-Apr '15)

Subdivision B Monthly Results

Apr 2015: 77.7%
 Apr 2014: 82.4%
 12-Mon Avg: 81.3%
 (May '14-Apr '15)

Discussion of Results

In April 2015, Work Equipment/G.O.(2,970 delays), Over Crowding (2,451 delays), and Track Gangs (2,391 delays) were the highest categories of delays, representing 70.2% of the total 11,128 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>May '14 - Apr '15</u>	<u>May '13 - Apr '14</u>	<u>% Difference</u>
①	86.8%	88.9%	-2.1%
②	39.7%	57.4%	-17.7%
③	72.3%	81.0%	-8.7%
④	57.2%	68.0%	-10.8%
⑤	73.3%	74.4%	-1.1%
⑥	68.0%	71.6%	-3.6%
⑦	91.9%	91.5%	+0.4%
⑤ 42 St	99.7%	99.1%	+0.6%
Subdivision A	76.4%	80.9%	-4.5%
①	68.1%	80.2%	-12.1%
③	72.3%	76.1%	-3.8%
④	76.4%	85.5%	-9.1%
⑤	68.5%	79.6%	-11.1%
⑥	56.7%	62.1%	-5.4%
⑤ Fkln	99.5%	99.0%	+0.5%
⑦	87.2%	93.7%	-6.5%
⑤ Rock	97.3%	97.6%	-0.3%
① ②	94.0%	95.9%	-1.9%
③	95.1%	95.7%	-0.6%
④	97.5%	97.5%	0.0%
⑤	75.5%	79.3%	-3.8%
⑥	84.2%	91.4%	-7.2%
⑦	75.1%	80.9%	-5.8%
Subdivision B	81.3%	86.3%	-5.0%
Systemwide	79.3%	84.1%	-4.8%

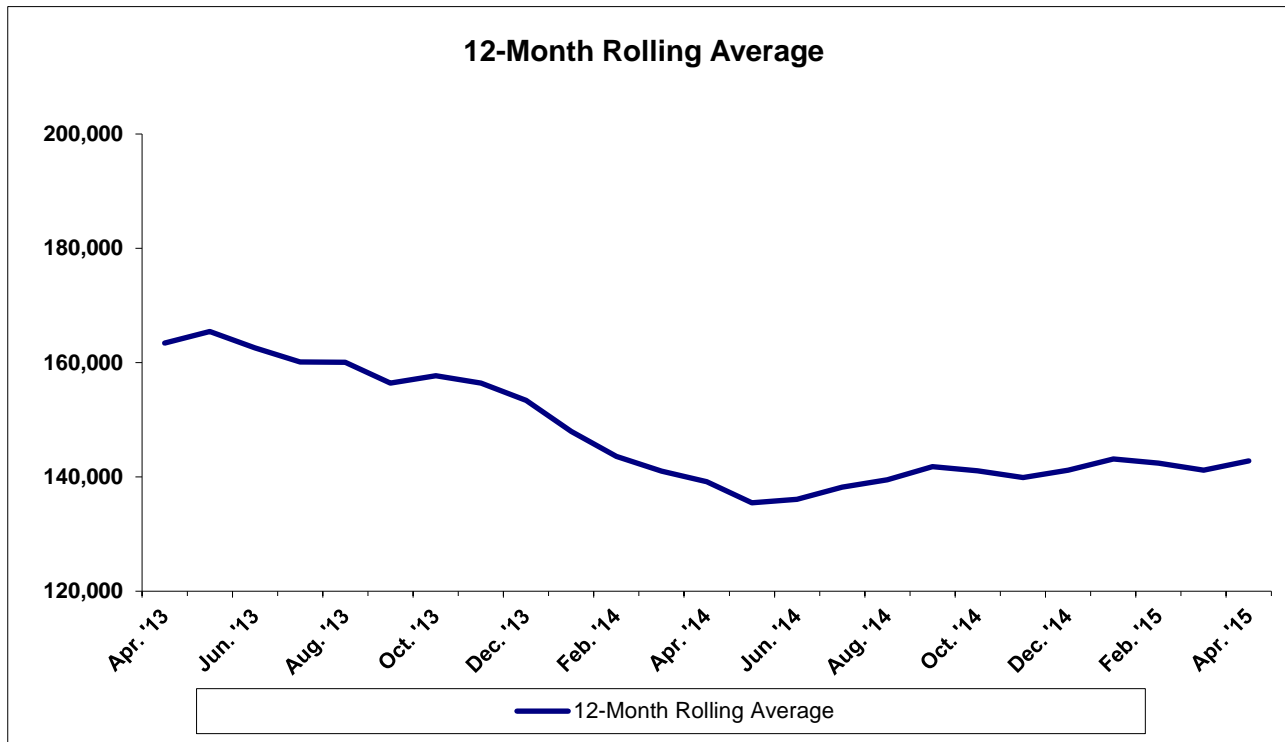
Chart 8

April 2015 Weekend Terminal Delays Systemwide Summary

Categories	Delays
Work Equipment/G. O.	2,970
Over Crowding	2,451
Track Gangs	2,391
ROW Delays	890
Sick Customer	527
Unruly Customer	439
Employee	368
Car Equipment	355
Operational Diversions	257
Police	190
Fire	141
External	78
Infrastructure	68
Inclement Weather	3
Total Delays	11,128

* 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

Apr 2015: 157,519

Apr 2014: 149,042

12-Month Average

May 14 - Apr 15: 142,799

May 13 - Apr 14: 139,139

Annual Result

2015 Goal: 150,000

2014 Actual: 141,202

Discussion of Results

MDBF in April 2015 increased 5.7% from April 2014. Over the past year, the MDBF 12-month average increased 2.6%.

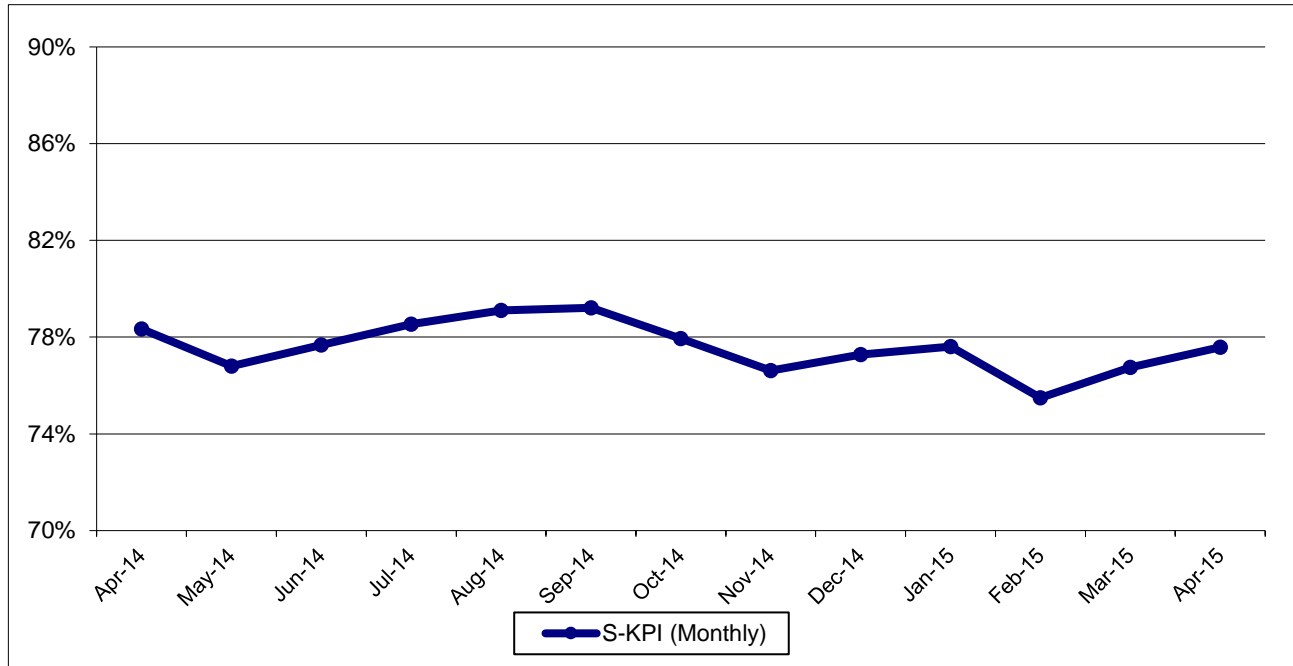
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	April '15	April '14	% Change
R32	222	59,547	49,007	21.51%
R42	50	55,119	38,460	43.32%
R46	752	91,119	93,634	-2.69%
R62	315	180,525	227,943	-20.80%
R62A	824	115,613	141,184	-18.11%
R68	425	151,111	149,307	1.21%
R68A	200	78,648	102,767	-23.47%
R142	1,030	154,921	128,168	20.87%
R142A	390	83,409	87,203	-4.35%
R143	212	91,540	71,276	28.43%
R160	1,662	377,858	397,321	-4.90%
R188	275	160,144	NA	NA
FLEET	6,357	142,799	139,139	2.63%

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

Apr. 2015: 77.6%
 Apr. 2014: 78.3%
 12 Mon Avg: 78.0%
 (May '14 - Apr '15)

Subdivision A

Monthly Results

Apr. 2015: 72.9%
 Apr. 2014: 74.2%
 12 Mon Avg: 73.8%
 (May '14 - Apr '15)

Subdivision B

Monthly Results

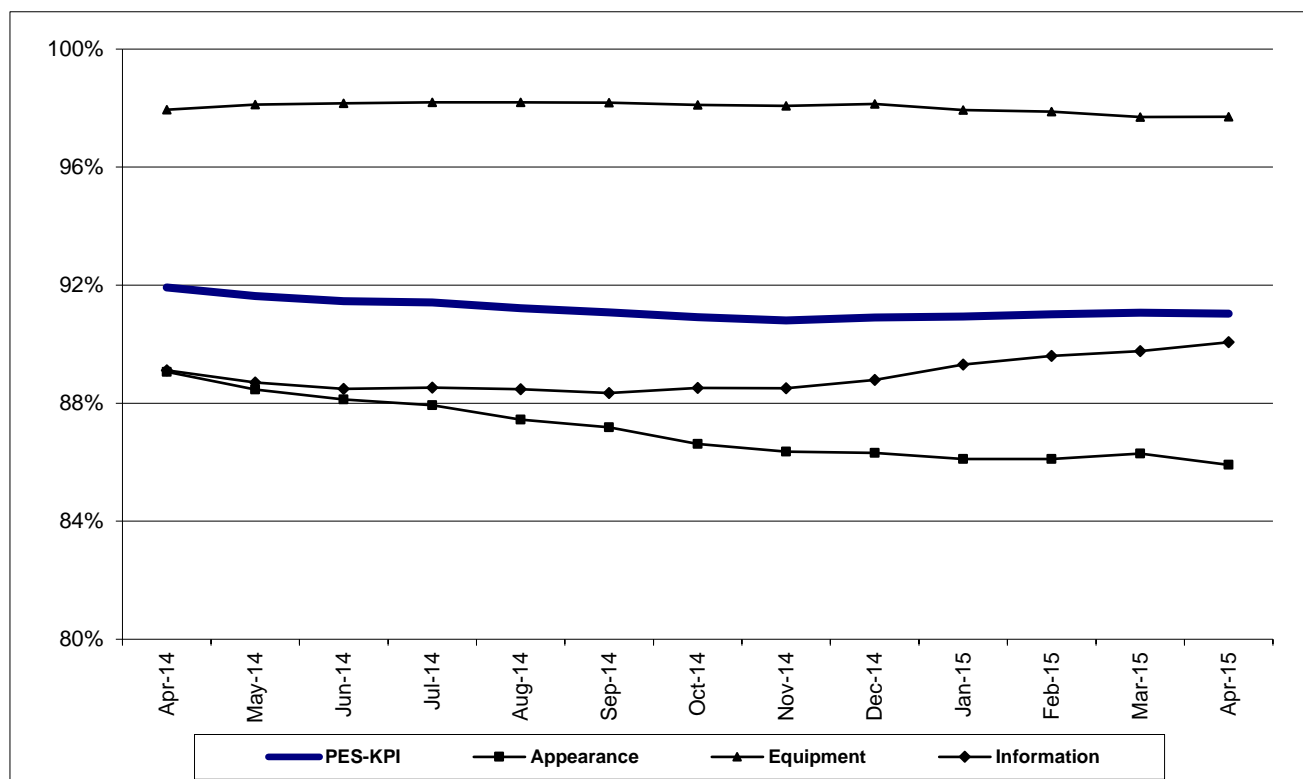
Apr. 2015: 80.9%
 Apr. 2014: 81.4%
 12 Mon Avg: 81.0%
 (May '14 - Apr '15)

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>May '14 - Apr '15</u>	<u>May '13 - Apr '14</u>	<u>% Difference</u>
①	79.0%	79.7%	-0.7%
②	66.7%	64.9%	+1.8%
③	77.3%	76.3%	+1.0%
④	64.8%	64.1%	+0.7%
⑤	63.3%	64.9%	-1.6%
⑥	60.9%	69.1%	-8.2%
⑦	81.4%	82.4%	-1.0%
⑤ 42nd	86.2%	85.1%	+1.1%
SubDivision A	73.8%	75.1%	-1.3%
①	68.4%	71.8%	-3.4%
②	75.9%	78.1%	-2.2%
③	77.7%	77.4%	+0.3%
④	81.0%	81.6%	-0.6%
⑤	76.7%	77.8%	-1.1%
⑥	70.2%	73.4%	-3.2%
⑤ Fkln	89.5%	91.0%	-1.5%
⑦	77.1%	76.5%	+0.6%
⑤ Rock	87.5%	88.7%	-1.2%
① ②	82.6%	83.0%	-0.4%
③	83.2%	80.3%	+2.9%
④	78.6%	82.2%	-3.6%
⑤	79.7%	81.0%	-1.3%
⑥	80.8%	81.8%	-1.0%
⑦	78.7%	85.3%	-6.6%
SubDivision B	81.0%	82.0%	-1.0%
Systemwide	78.0%	79.1%	-1.1%

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>
April 2015:	91.0%	85.9%	97.7%	90.1%
April 2014:	91.9%	89.1%	98.0%	89.1%
% Difference:	-0.9%	-3.2%	-0.3%	+1.0%

Chart 14

PES-KPI - Subway Car

<u>Line</u>	April 2015				April 2014				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
①	93.2%	94.3%	93.6%	91.6%	92.8%	93.8%	93.3%	91.2%	+0.4%
②	94.6%	90.2%	97.2%	96.7%	96.7%	93.6%	97.9%	98.6%	-2.1%
③	96.0%	96.3%	97.7%	93.9%	95.6%	95.0%	98.2%	93.5%	+0.4%
④	95.2%	93.0%	95.4%	97.2%	96.4%	93.2%	98.2%	97.8%	-1.2%
⑤	95.3%	92.5%	98.0%	95.5%	97.5%	96.4%	97.8%	98.4%	-2.2%
⑥	94.6%	91.5%	96.3%	96.1%	96.2%	91.5%	97.9%	99.4%	-1.6%
⑦	95.9%	96.6%	98.5%	92.5%	95.8%	96.1%	97.7%	93.7%	+0.1%
⑤ 42nd	95.4%	95.4%	97.5%	93.2%	96.2%	94.7%	99.0%	94.9%	-0.8%
SubDivision A	94.8%	93.3%	96.6%	94.6%	95.8%	94.2%	97.2%	95.9%	-1.0%
①	93.6%	93.0%	93.7%	94.1%	94.4%	94.7%	94.3%	94.2%	-0.8%
②	93.4%	92.7%	94.6%	92.9%	92.7%	91.8%	94.6%	91.5%	+0.7%
③	94.5%	94.3%	96.1%	93.2%	95.0%	95.5%	97.7%	91.7%	-0.5%
④	92.0%	91.3%	91.9%	92.7%	93.5%	90.5%	96.5%	93.6%	-1.5%
⑤	96.3%	94.2%	98.7%	96.1%	97.7%	94.9%	99.2%	99.3%	-1.4%
⑥	95.2%	91.8%	98.3%	95.4%	95.0%	92.4%	97.2%	95.4%	+0.2%
⑤ Fkn	92.7%	94.4%	94.8%	88.7%	94.7%	94.9%	95.0%	94.0%	-2.0%
⑦	93.9%	93.2%	94.2%	94.3%	95.1%	96.0%	96.6%	92.6%	-1.2%
①/②	97.4%	94.4%	99.6%	98.4%	95.3%	94.1%	93.6%	98.2%	+2.1%
③	94.9%	90.2%	97.3%	97.2%	97.0%	94.1%	98.0%	99.1%	-2.1%
④	95.5%	90.6%	97.5%	98.4%	96.6%	92.3%	98.1%	99.5%	-1.1%
⑤	95.3%	89.6%	98.4%	98.1%	95.6%	89.3%	99.0%	98.9%	-0.3%
⑥	94.9%	90.0%	98.3%	96.6%	96.6%	90.4%	99.9%	99.6%	-1.7%
⑦	94.9%	92.4%	97.1%	95.4%	95.5%	92.1%	98.0%	96.4%	-0.6%
SubDivision B	94.7%	92.1%	96.7%	95.5%	95.4%	92.9%	97.1%	96.2%	-0.7%
Systemwide	94.7%	92.5%	96.6%	95.1%	95.5%	93.4%	97.1%	96.1%	-0.8%

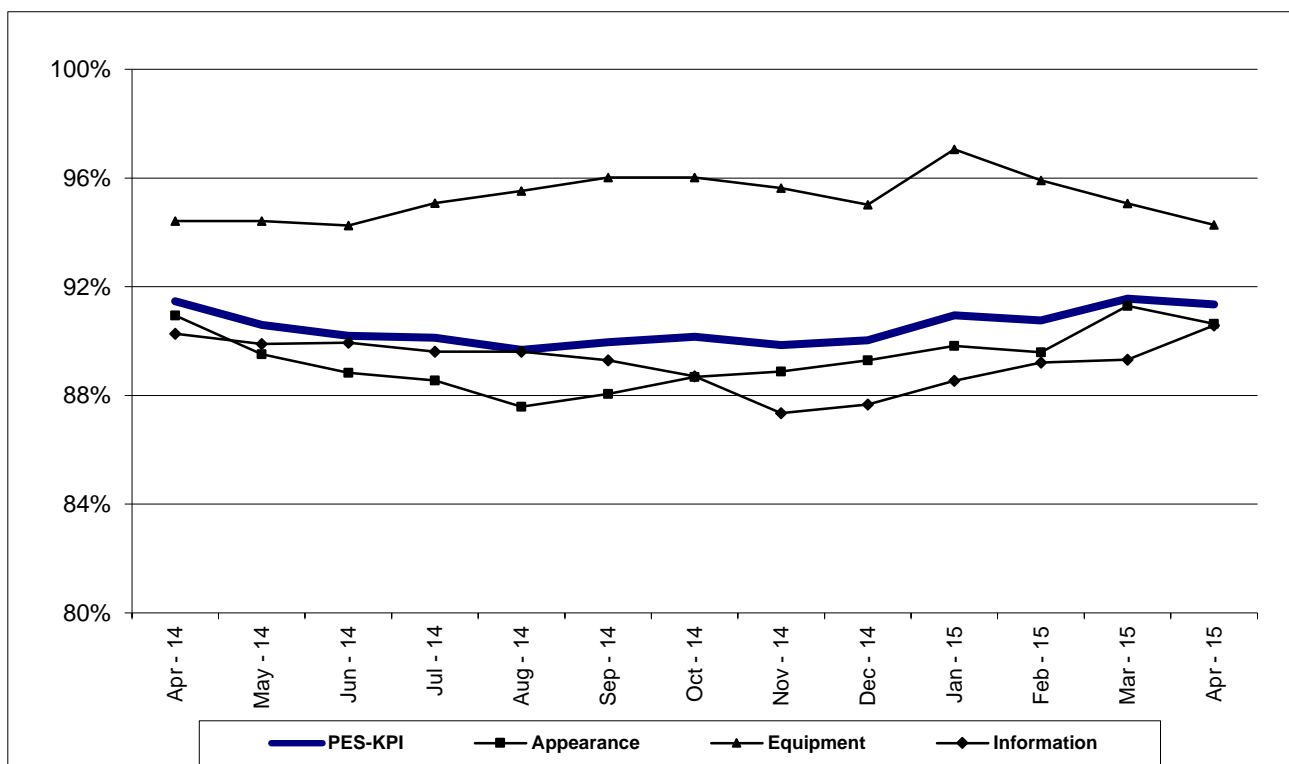
Chart 15

PES-KPI - Station

<u>Borough</u>	April 2015				April 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	85.7%	76.8%	98.7%	83.3%	87.3%	82.4%	97.9%	82.7%	-1.6%
Manhattan	86.4%	78.2%	99.0%	83.8%	87.6%	81.5%	98.7%	83.8%	-1.2%
Brooklyn	87.4%	80.7%	98.0%	84.8%	88.4%	88.0%	99.2%	78.5%	-1.0%
Queens	89.6%	82.9%	99.5%	87.8%	90.1%	87.8%	99.0%	84.0%	-0.5%
Systemwide	87.3%	79.8%	98.9%	84.8%	88.3%	85.1%	98.8%	81.9%	-1.0%

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>
April 2015:	91.4%	90.6%	94.3%	90.6%
April 2014:	91.5%	90.9%	94.4%	90.3%
% Difference:	-0.1%	-0.3%	-0.1%	+0.3%

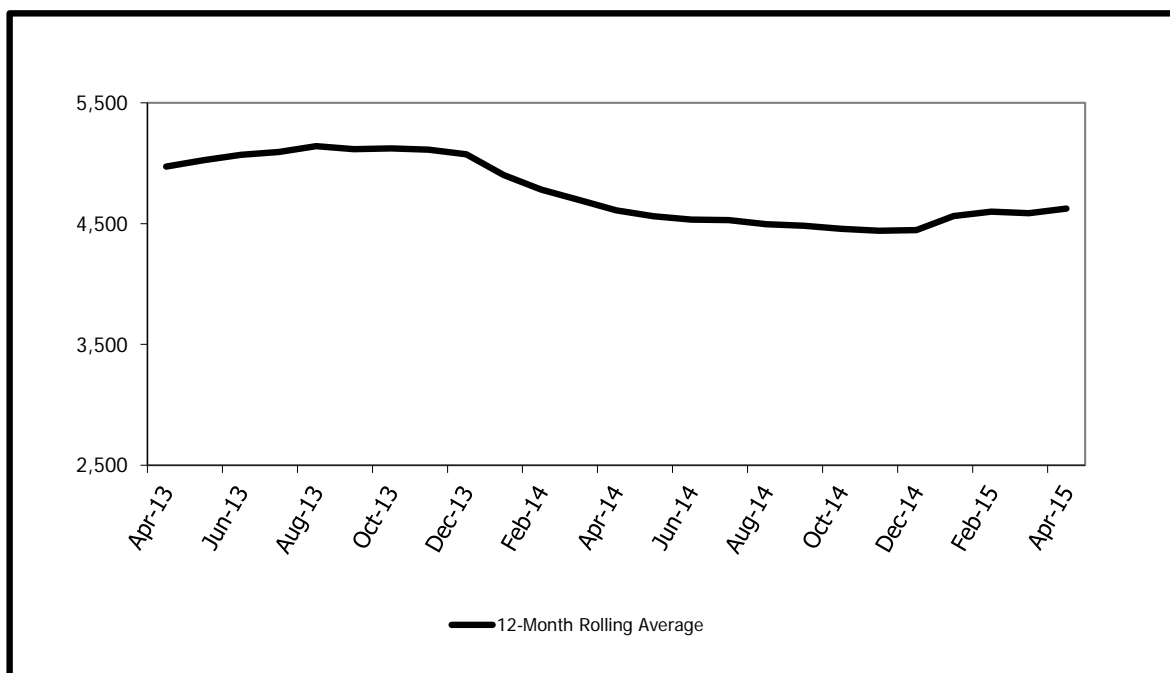
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: April 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	5,037	4,548	+10.8%	4,624	4,609	+0.3%
NYCT Bus	4,861	4,256	+14.2%	4,387	4,458	-1.6%
MTA Bus	5,690	5,821	-2.3%	5,594	5,167	+8.2%
System MDBSI (chart 2)	2,609	2,394	+9.0%	2,460	2,483	-0.9%
NYCT Bus	2,527	2,347	+7.7%	2,393	2,474	-3.3%
MTA Bus	2,908	2,559	+13.6%	2,704	2,510	+7.7%
System Trips Completed (chart 3)	99.12%	99.05%	+0.1%	98.81%	99.00%	-0.2%
NYCT Bus	99.22%	99.25%	-0.0%	98.93%	99.12%	-0.2%
MTA Bus	98.68%	98.25%	+0.4%	98.30%	98.52%	-0.2%
System AM Pull Out (chart 4)	99.53%	99.58%	-0.0%	99.40%	99.40%	+0.0%
NYCT Bus	99.62%	99.81%	-0.2%	99.52%	99.58%	-0.1%
MTA Bus	99.23%	98.79%	+0.4%	98.98%	98.75%	+0.2%
System PM Pull Out (chart 5)	99.74%	99.68%	+0.1%	99.62%	99.69%	-0.1%
NYCT Bus	99.94%	99.91%	+0.0%	99.84%	99.83%	+0.0%
MTA Bus	99.02%	98.88%	+0.1%	98.86%	99.21%	-0.3%
System Buses >= 12 years	26%	25%				
NYCT Bus	30%	30%				
MTA Bus	12%	10%				
System Fleet Age	8.81	8.19				
NYCT Bus	8.87	8.37				
MTA Bus	8.60	7.57				
Paratransit						
% of Trips Completed	94.88%	94.24%	+0.6%	94.46%	93.90%	+0.6%
Trips Requested	676,455	669,149	+1.1%	651,355	659,292	-1.2%
Trips Scheduled	588,971	588,537	+0.1%	566,035	582,138	-2.8%
Trips Completed	558,795	554,638	+0.7%	534,673	546,610	-2.2%
Early Cancellations as a Percentage of Trips Requested	12.09%	11.11%	+1.0%	12.31%	10.91%	+1.4%
Late Cancellations as a Percentage of Trips Scheduled	2.73%	3.59%	-0.9%	3.28%	4.00%	-0.7%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.47%	1.43%	+0.0%	1.47%	1.50%	-0.0%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.93%	0.74%	+0.2%	0.79%	0.60%	+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	0.84%	0.93%	-0.1%	0.79%	0.79%	+0.0%
New Applications Received	3,490	3,523	-0.9%	3,046	3,035	+0.4%

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

April 2015: 5,037
April 2014: 4,548

12-Month Average

May 14 - April 15: 4,624
May 13 - April 14: 4,609

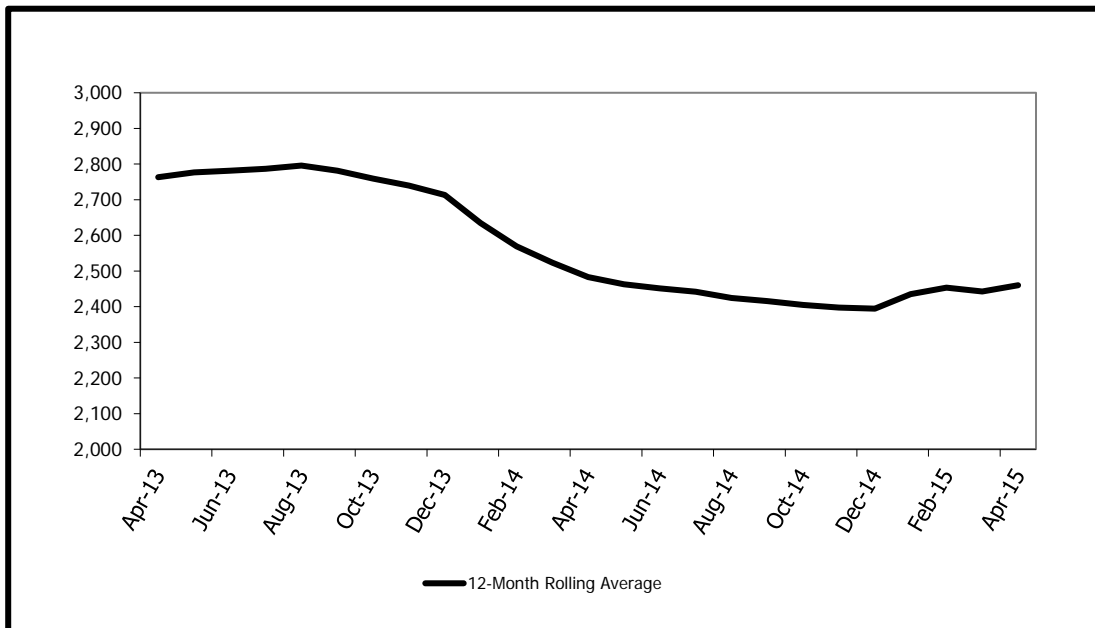
Annual Results

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

April 2015: 2,609
April 2014: 2,394

12-Month Average

May 14 - April 15: 2,460
May 13 - April 14: 2,483

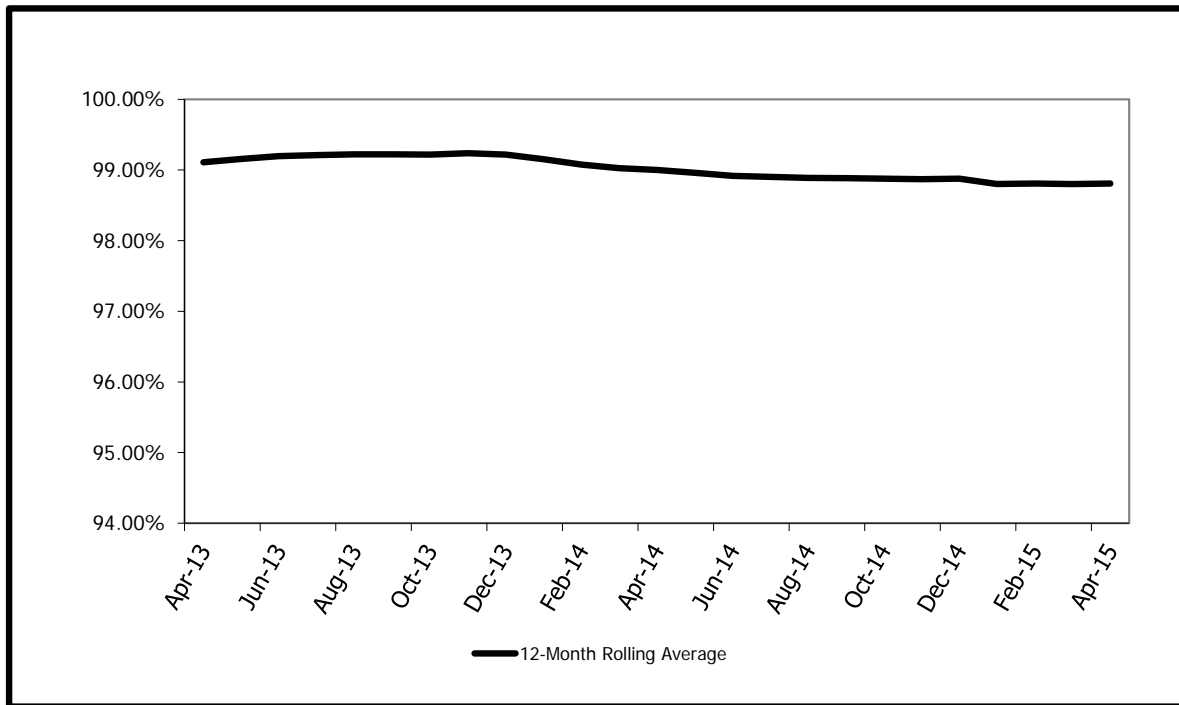
Annual Results

2015 YTD: 2,433
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

April 2015: 99.12%
April 2014: 99.05%

12-Month Average

May 14 - April 15: 98.81%
May 13 - April 14: 99.00%

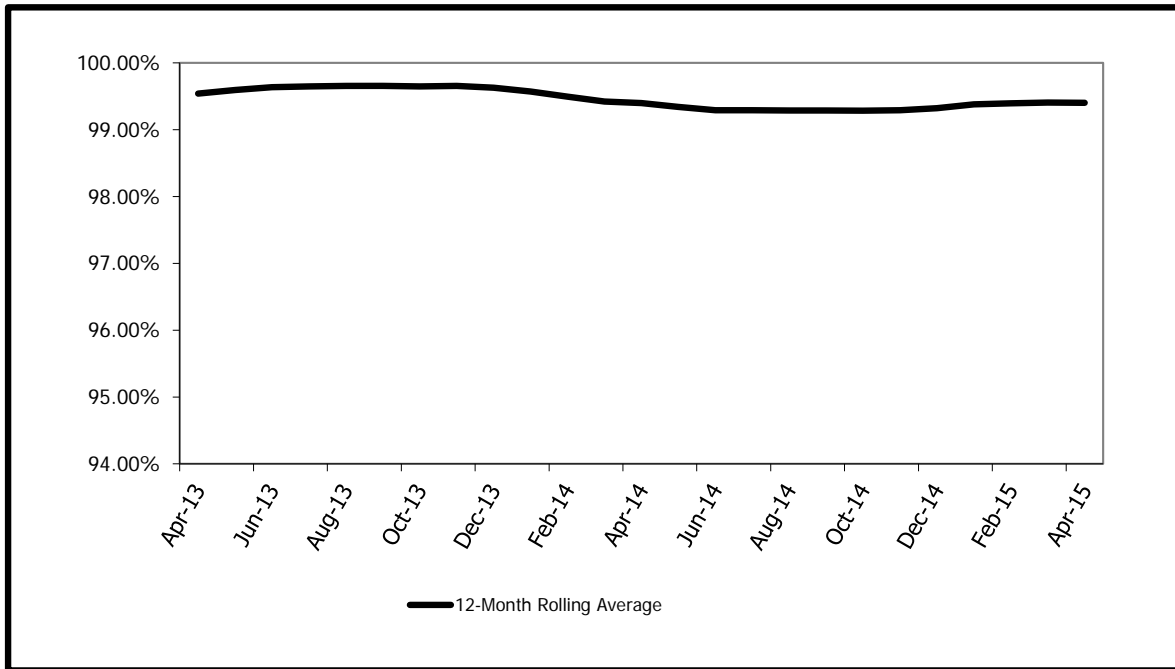
Annual Results

2015 YTD: 98.76%
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

April 2015: 99.53%
April 2014: 99.58%

12-Month Average

May 14 - April 15: 99.40%
May 13 - April 14: 99.40%

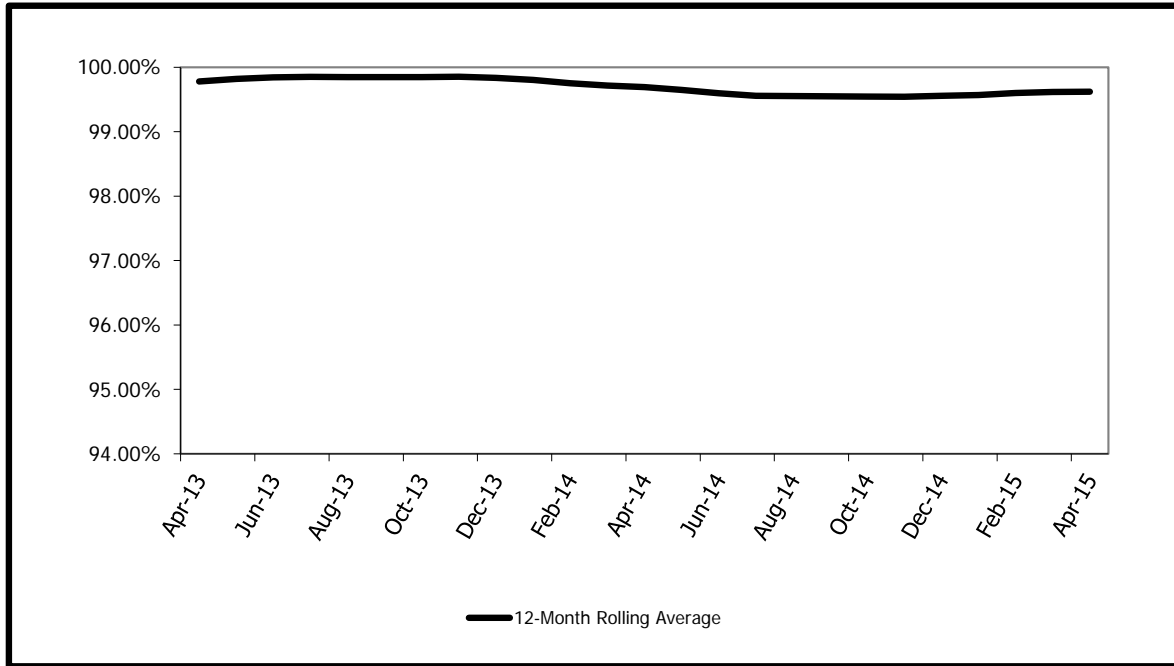
Annual Results

2015 YTD: 99.24%
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	
April 2015:	99.74%	May 14 - April 15	99.62%	2015 YTD:	99.65%
April 2014:	99.68%	May 13 - April 14	99.69%	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 April 2015 are shown below.

Safety Report						
Performance Indicator	Current Month: April 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	2.98	2.72	+9.4%	2.65	2.62	+1.1%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	2.94	2.73	+7.9%	2.66	2.62	+1.5%
Subway Collisions ^{2,4} (chart 3)	0	1	-100.0%	0	1	-100.0%
Subway Derailments ^{2,4} (chart 4)	0	1	-100.0%	2	1	+100.0%
Subway Fires ² (charts 5-6)	79	78	+1.3%	1,012	975	+3.8%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.66	1.91	+39.6%	2.61	2.83	-7.8%
Bus Collisions Per Million Miles (chart 7)						
Regional	49.32	47.43	+4.0%	49.56	50.44	-1.7%
NYCT Bus	51.89	49.14	+5.6%	50.54	51.74	-2.3%
MTA Bus	41.24	41.97	-1.7%	46.43	46.29	+0.3%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	4.12	4.59	-10.1%	6.35	7.07	-10.3%
NYCT Bus	4.83	5.52	-12.5%	6.69	7.73	-13.4%
MTA Bus	1.90	1.63	+17.0%	5.24	4.97	+5.4%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	0.91	0.96	-5.4%	1.09	1.04	+5.0%
NYCT Bus	1.00	1.05	-5.4%	1.14	1.08	+5.1%
MTA Bus	0.47	0.47	-1.1%	0.83	0.80	+4.8%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.02	1.05	-3.3%	1.14	1.12	+2.2%
NYCT Bus	1.11	1.16	-4.6%	1.18	1.16	+2.3%
MTA Bus	0.56	0.47	+18.7%	0.90	0.88	+2.3%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	4.80	4.98	-3.6%	5.77	5.45	+5.9%
MTA Bus	6.53	8.71	-25.0%	7.03	7.76	-9.5%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.14	2.70	+16.3%	3.39	3.40	-0.3%

Subways Crime Report						
Performance Indicator	Current Month: May 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	216	169	+27.8%	915	905	+1.1%
Robberies ^{3,4}	61	31	+96.8%	196	187	+4.8%

SIR Crime Report						
Performance Indicator	Current Month: May 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	4	3	+33.3%	9	5	+80.0%
Robberies ^{3,4}	2	1	+100.0%	6	2	+200.0%

¹ Current month data are for March 2015.

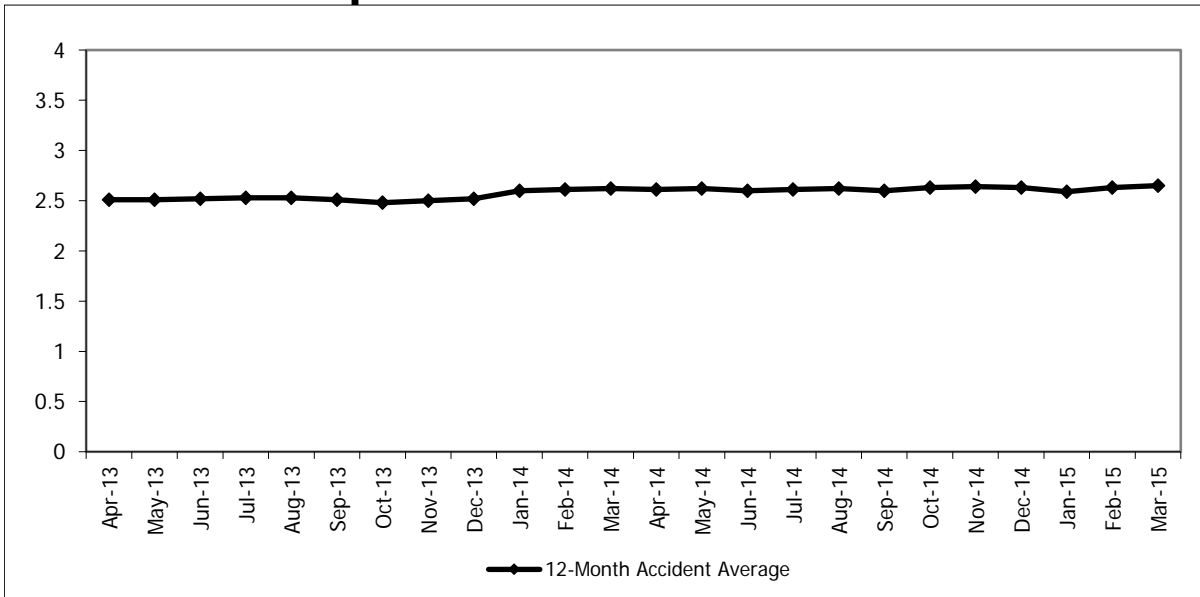
² 12-month figures shown are totals rather than averages.

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 May 2015.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

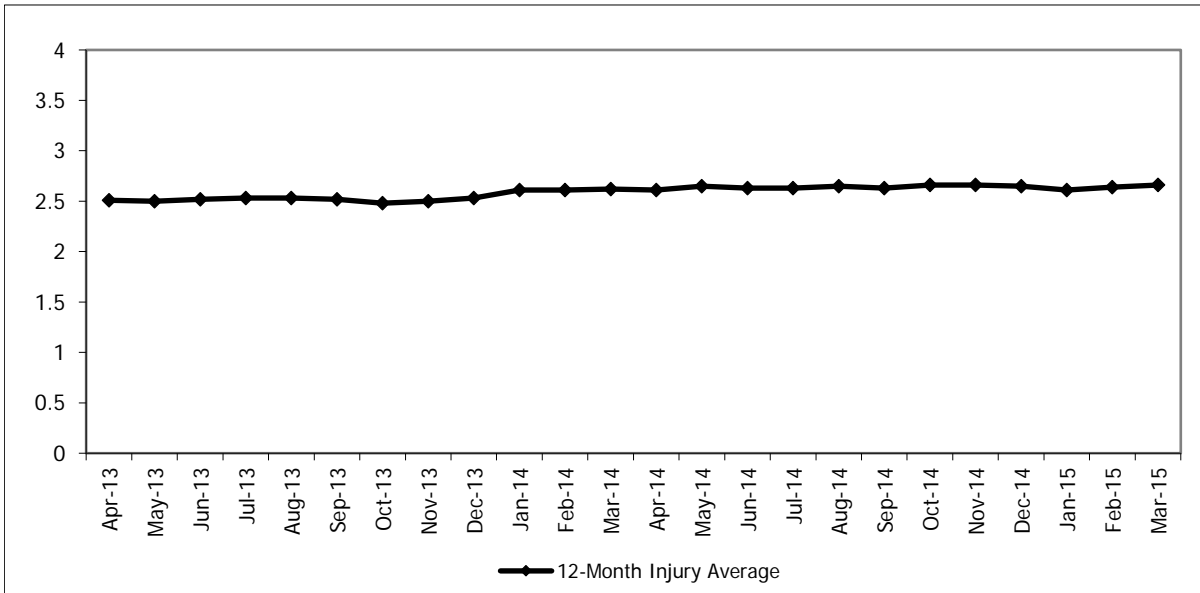
Mar 2015: 2.98
Mar 2014: 2.72

12-Month Average

Apr 14 – Mar 15: 2.65
Apr 13 – Mar 14: 2.62

Annual Results

2015 YTD: 3.27
2014 Actual: 2.63



Monthly Results

Mar 2015: 2.94
Mar 2014: 2.73

12-Month Average

Apr 14 – Mar 15: 2.66
Apr 13 – Mar 14: 2.62

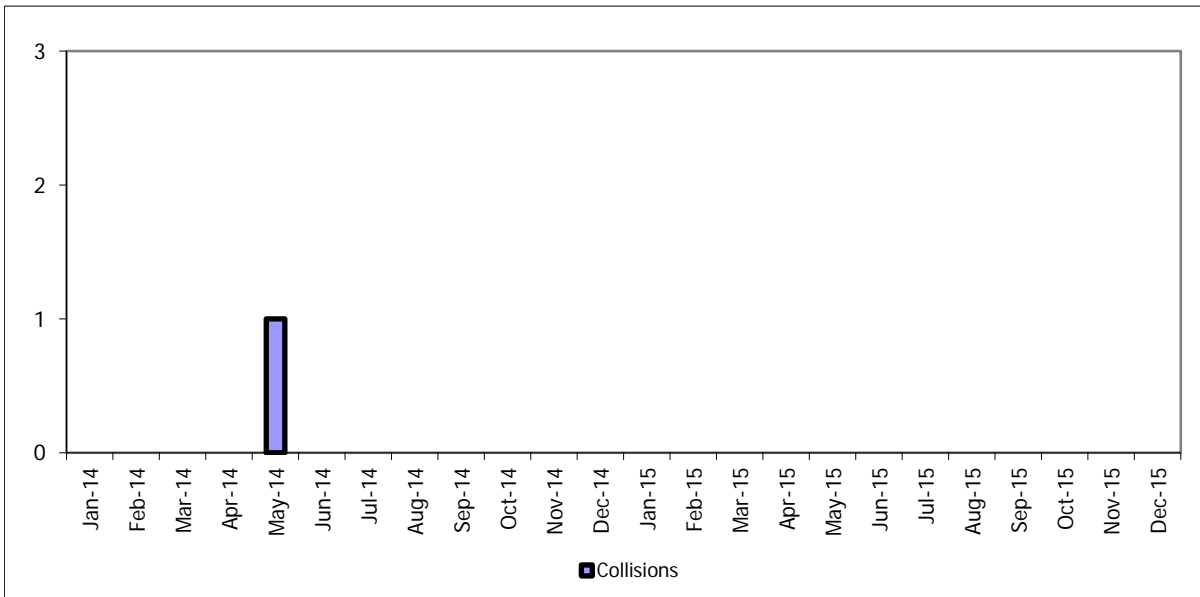
Annual Results

2015 YTD: 3.25
2014 Actual: 2.65

Definitions

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

Subway Collisions/Derailments



Monthly Results

May 2015: 0

May 2014: 1

12-Month Average

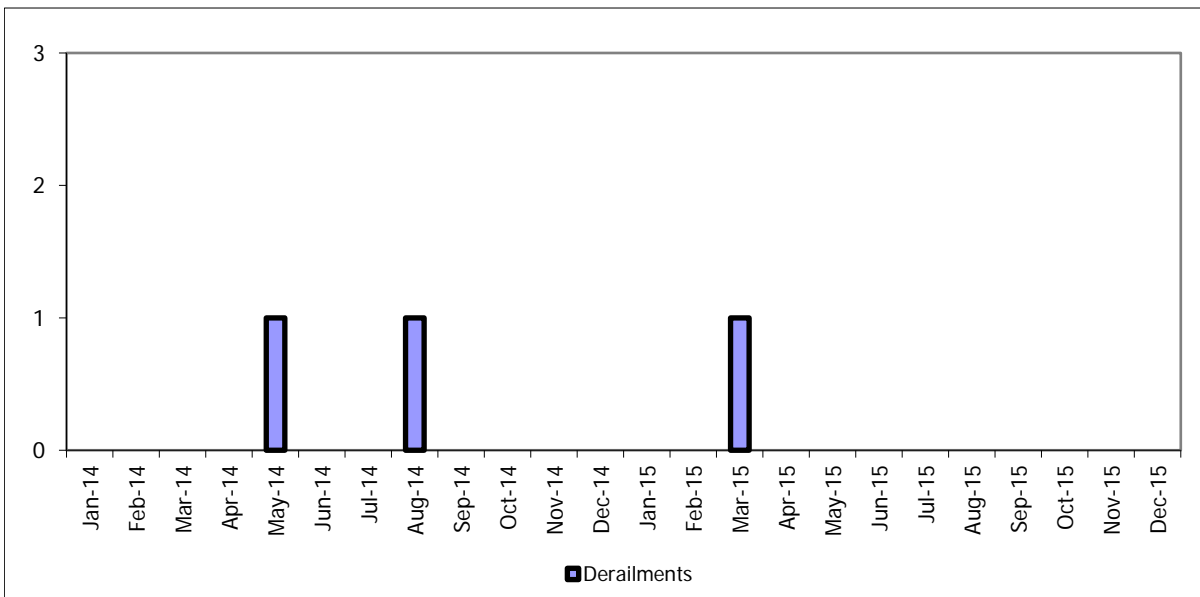
Jun 14 – May 15: 0

Jun 13 – May 14: 1

Annual Results

2015 YTD: 0

2014 Actual: 1



Monthly Results

May 2015: 0

May 2014: 1

12-Month Average

Jun 14 – May 15: 2

Jun 13 – May 14: 1

Annual Results

2015 YTD: 1

2014 Actual: 2

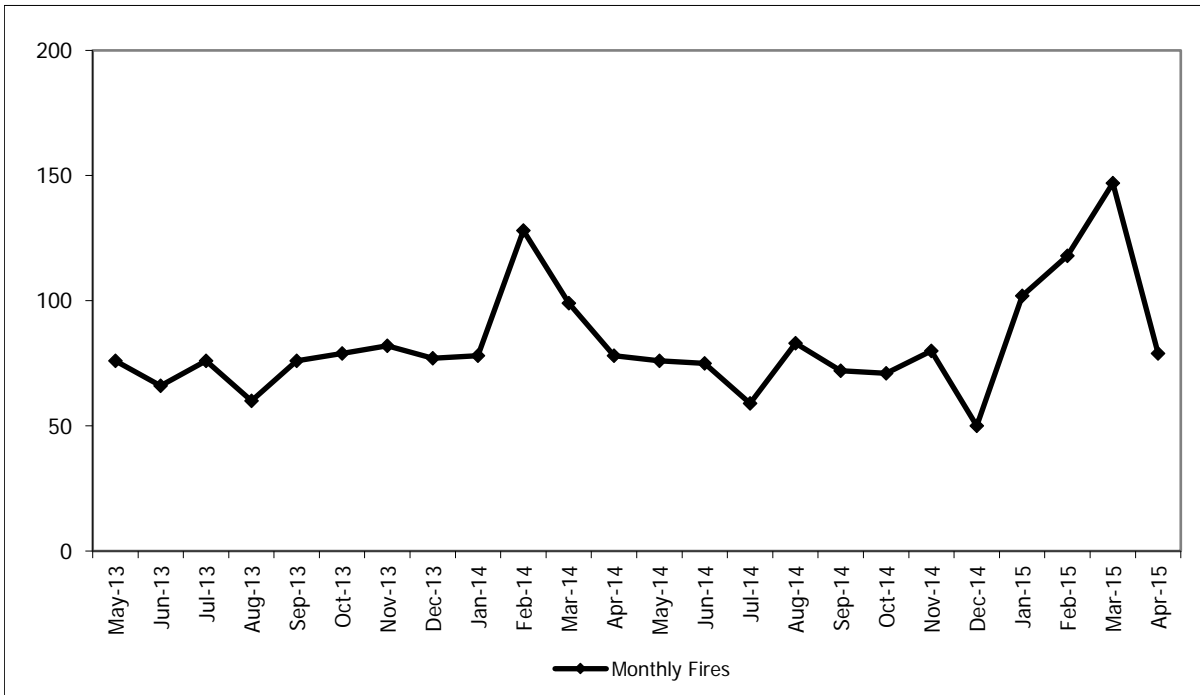
Definitions

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)

Charts 3-4

Subway Fires



Monthly Results

Apr 2015: 79
Apr 2014: 78

12-Month Average

May 14 – Apr 15: 1012
May 13 – Apr 14: 975

Annual Results

2015 YTD: 446
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:

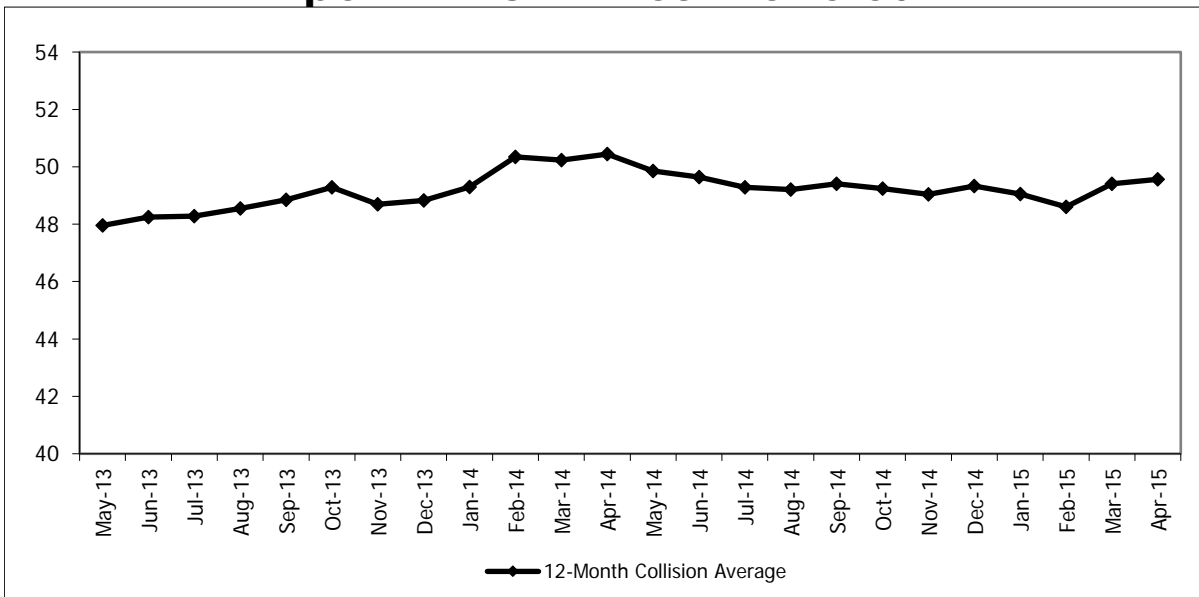
Low:	93.7%	Train:	13
Average:	6.3%	Right-of-way	55
Above Average:	0.0%	Station:	11
High:	0.0%	Other:	0
		Total:	79

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

Train:		Right-of-Way:		Station:	
Brake Shoes:	3	Debris:	35	Debris:	8
Debris:	3	Tie:	4	Electrical:	3
Hot Wheels:	2	Insulator:	4		
Grease:	2	Bank of Lights:	2		
High Volt Wiring:	1	Slating/Walkway:	2		

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

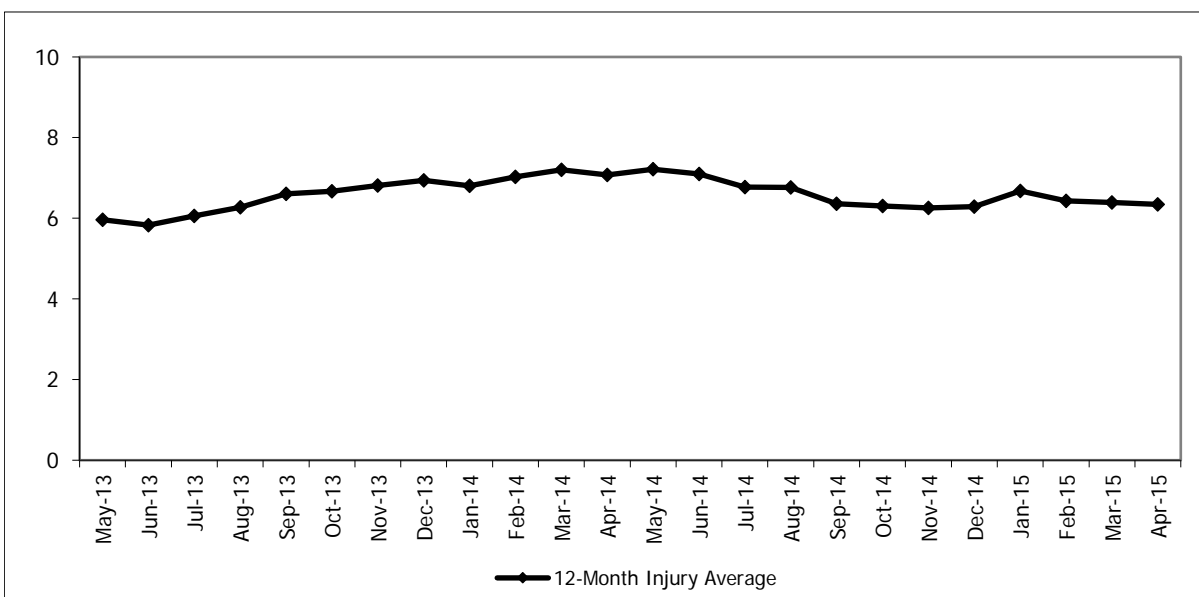
Apr 2015: 49.32
Apr 2014: 47.43

12-Month Average

May 14 – Apr 15: 49.56
May 13 – Apr 14: 50.44

Annual Results

2015 YTD: 50.98
2014 Actual: 49.33



Monthly Results

Apr 2015: 4.12
Apr 2014: 4.59

12-Month Average

May 14 – Apr 15: 6.35
May 13 – Apr 14: 7.07

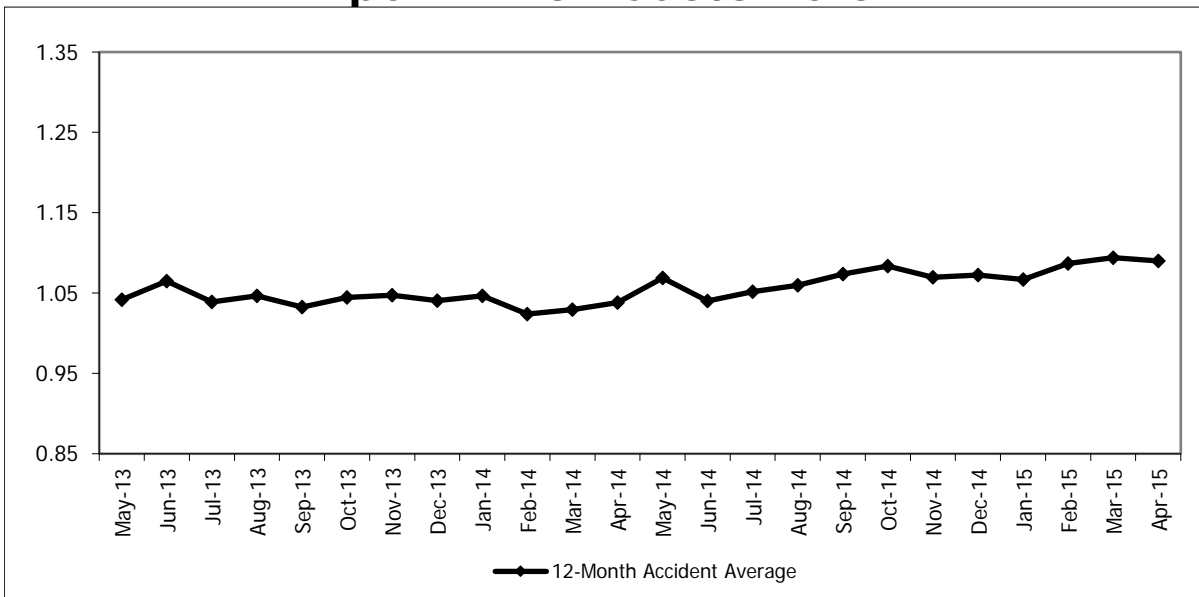
Annual Results

2015 YTD: 5.70
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

Apr 2015: 0.91

Apr 2014: 0.96

12-Month Average

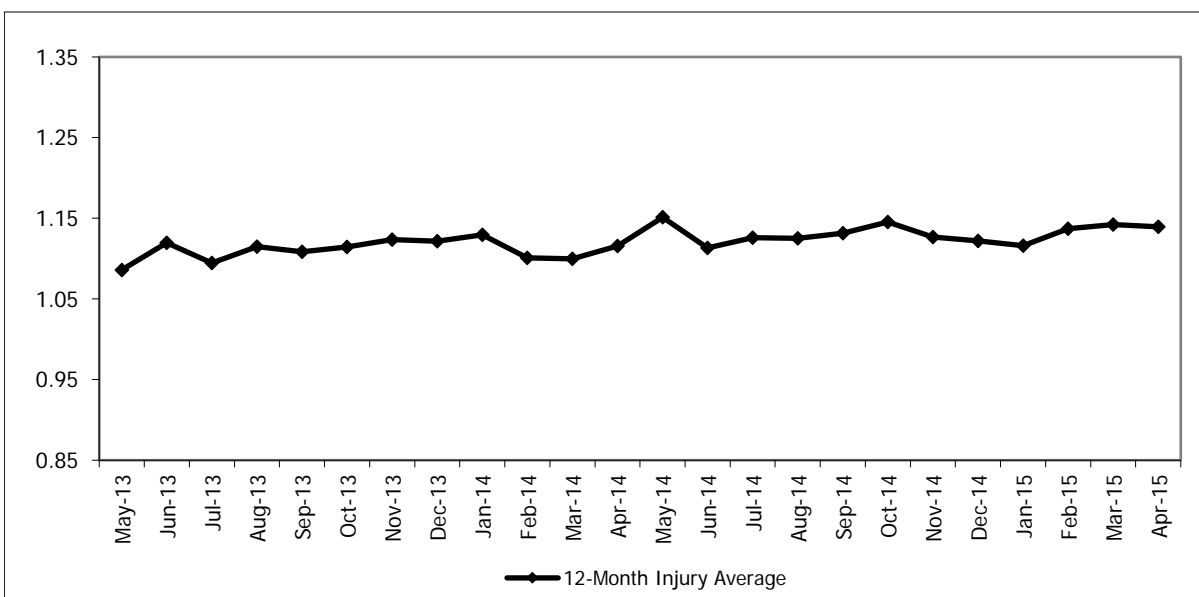
May 14 – Apr 15: 1.09

May 13 – Apr 14: 1.04

Annual Results

2015 YTD: 0.95

2014 Actual: 1.07



Monthly Results

Apr 2015: 1.02

Apr 2014: 1.05

12-Month Average

May 14 – Apr 15: 1.14

May 13 – Apr 14: 1.12

Annual Results

2015 YTD: 0.99

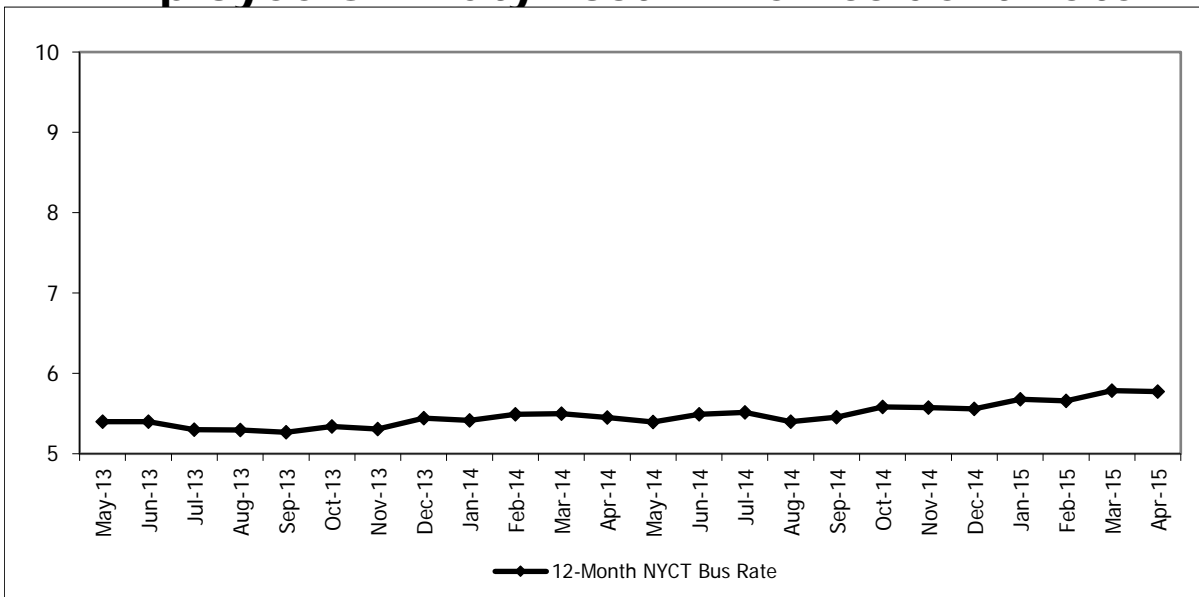
2014 Actual: 1.12

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

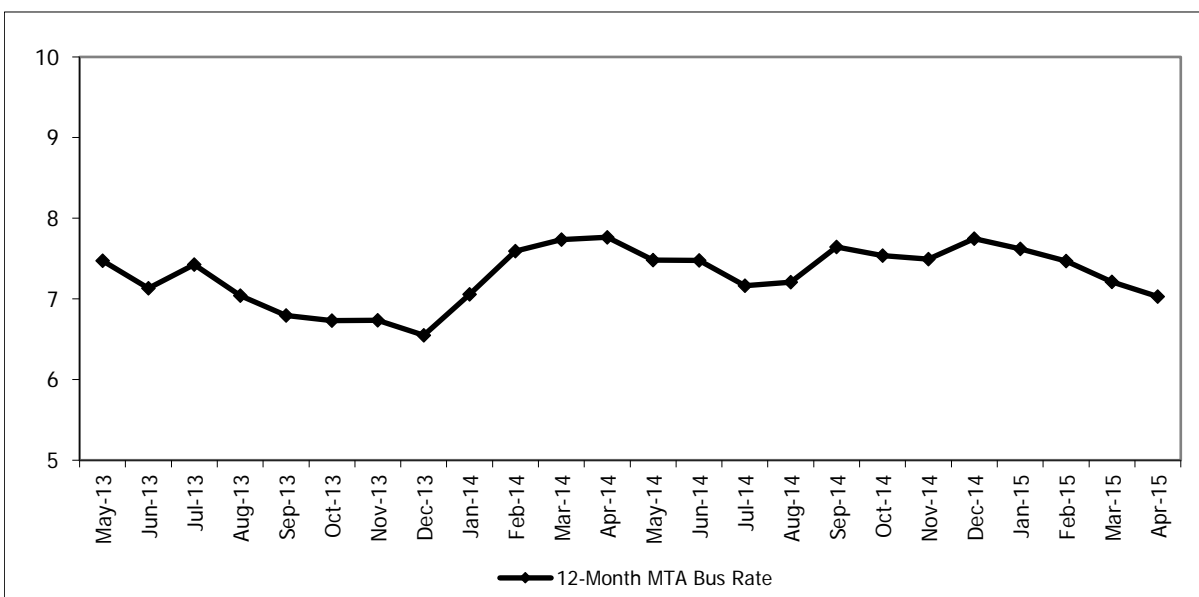
Apr 2015: 4.80
Apr 2014: 4.98

12-Month Average

May 14 – Apr 15: 5.77
May 13 – Apr 14: 5.45

Annual Results

2015 Goal: 5.49
2014 Actual: 5.56



Monthly Results

Apr 2015: 6.53
Apr 2014: 8.71

12-Month Average

May 14 – Apr 15: 7.03
May 13 – Apr 14: 7.76

Annual Results

2015 Goal: 7.36
2014 Actual: 7.75

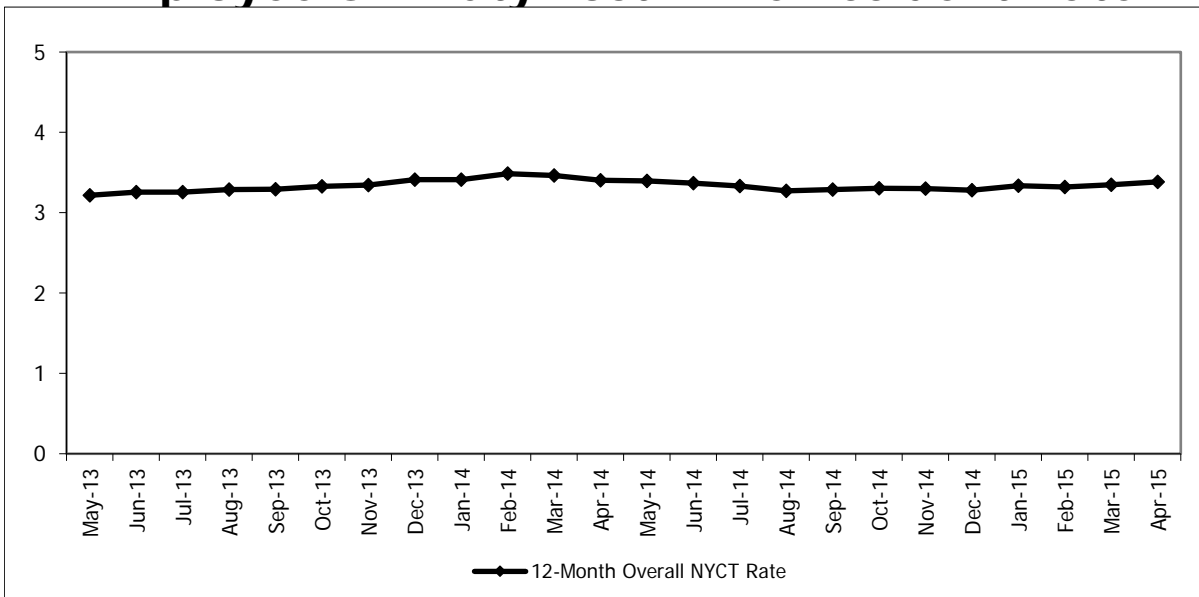
Definitions

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

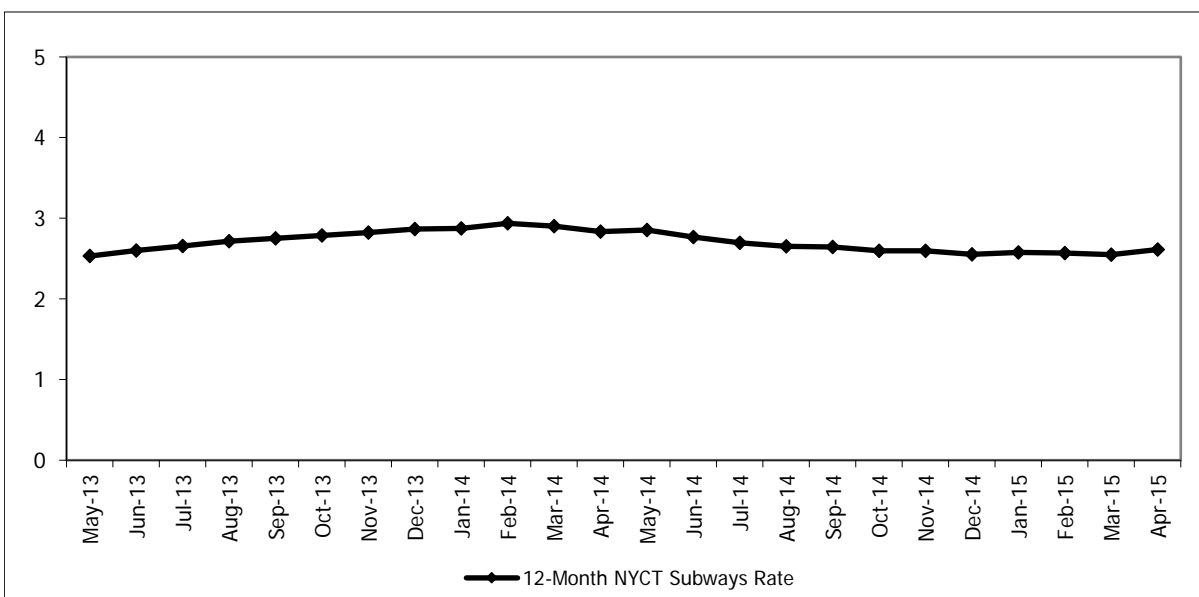
Apr 2015: 3.14
Apr 2014: 2.70

12-Month Average

May 14 – Apr 15: 3.39
May 13 – Apr 14: 3.40

Annual Results

2015 Goal: 3.20
2014 Actual: 3.28



Monthly Results

Apr 2015: 2.66
Apr 2014: 1.91

12-Month Average

May 14 – Apr 15: 2.61
May 13 – Apr 14: 2.83

Annual Results

2015 Goal: 2.47
2014 Actual: 2.55

Definitions

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



Police Department
City of New York

MTA Report

CRIME STATISTICS MAY

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	1	-1	-100.0%
ROBBERY	61	31	30	96.8%
GL	132	121	11	9.1%
FELASSAULT	23	16	7	43.8%
BURGLARY	0	0	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>216</u>	<u>169</u>	<u>47</u>	<u>27.8%</u>

During May, the daily Robbery average incleased from 1 to 2

During May, the daily Major Felony average incleased from 5.5 to 7

CRIME STATISTICS JANUARY THRU MAY

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	5	-5	-100.0%
ROBBERY	196	187	9	4.8%
GL	614	628	-14	-2.2%
FELASSAULT	99	78	21	26.9%
BURGLARY	6	7	-1	-14.3%
<u>TOTAL MAJOR FELONIES</u>	<u>915</u>	<u>905</u>	<u>10</u>	<u>1.1%</u>

Year to date the daily Robbery average incleased from 1.2 to 1.3

Year to date the daily Major Felony average incleased from 6 to 6.1

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

MAY ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	3791	4630	-839	-18.1%
TOS Arrests	2047	2380	-333	-14.0%
Summons	6607	7952	-1345	-16.9%

JANUARY THRU MAY ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	19417	23174	-3757	-16.2%
TOS Arrests	10165	12266	-2101	-17.1%
Summons	32759	42202	-9443	-22.4%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-MAY																		
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Murder	1	0	3	1	0	0	1	1	4	1	1	1	1	0	0	0	0	0	0
Rape	1	6	0	1	1	0	2	1	2	3	0	2	0	0	1	4	3	5	0
Robbery	890	843	697	560	547	536	480	444	514	403	306	317	292	310	301	368	251	187	196
Assault	188	213	168	151	110	127	116	118	108	81	83	78	71	92	92	73	76	78	99
Burglary	17	10	1	4	8	3	674	4	0	1	0	4	0	2	0	11	7	7	6
GL	1313	1056	918	963	873	837	393	746	755	528	503	527	480	455	560	687	640	628	614
TOTAL MAJOR FELONIES	2410	2128	1787	1680	1539	1503	1276	1314	1383	1017	893	929	844	859	954	1143	977	905	915
Major Fel Per Day	15.96	14.09	11.83	11.13	10.19	9.95	8.45	8.70	9.16	6.74	5.91	6.15	5.59	5.69	6.32	7.57	6.47	5.99	6.06



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

May 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	2	1	1	100%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	2	2	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	4	3	1	33%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	6	2	4	200%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	3	3	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	9	5	4	80%

FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	April Results		April Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(0.8)	(0.2)	1,391.3	1,364.7	(26.6)	(1.9)
Nonreimb. Exp. before Dep./OPEB	(14.4)	(2.6)	2,199.1	2,217.3	(18.2)	(0.8)
Net Cash Deficit*	(28.6)	(13.8)	(913.8)	(1,018.3)	(104.6)	(11.4)

*Excludes Subsidies and Debt Service

April 2015 **farebox revenue** was \$365.6 million, \$0.8 million (0.2 percent) below budget. Subway revenue was \$0.9 million (0.3 percent) above budget, bus revenue was \$1.6 million (1.9 percent) below budget, and paratransit revenue was \$0.1 million (6.3 percent) below budget. Accrued fare media liability was equal to the budget. Year-to-date revenue of \$1,364.7 million was \$26.6 million (1.9 percent) below budget. The April 2015 non-student **average fare** of \$1.858 increased 7.4¢ from April 2014; the subway fare increased 7.2¢, the local bus fare increased 6.9¢, and the express bus fare increased 14.1¢.

Total **ridership** in April 2015 of 206.3 million was 3.4 million trips (1.6 percent) below budget. Average weekday ridership in April 2015 was 7.8 million, an increase of 0.7 percent from April 2014. Average weekday ridership for the twelve months ending April 2015 was 7.8 million, an increase of 1.5 percent from the twelve months ending April 2014.

Nonreimbursable expenses before depreciation and OPEB in April were above budget by \$14.4 million (2.6 percent) and, year-to-date, expenses were higher by \$18.2 million (0.8 percent).

- For the month, labor expenses were unfavorable by \$11.7 million (2.9 percent), due primarily to overruns in health & welfare/OPEB current, overtime and payroll expenses, partly offset by favorable reimbursable overhead credits, resulting from higher reimbursable overtime requirements. Non-labor expenses were over budget by \$2.7 million (1.8 percent), including above-budget results in other business expenses, materials & supplies and electric power, partly offset by lower fuel prices.
- For the year-to-date, labor expenses exceeded budget by \$22.6 million (1.4 percent), representing mostly higher overtime costs caused mainly by adverse weather and vacancy/absentee coverage requirements, partly offset by health & welfare/OPEB current expense underruns. Non-labor expenses were less than budget by \$4.4 million (0.8 percent), due mostly to lower fuel prices, partly offset by the unfavorable timing of professional service contract expenses, including charge-backs of IT consolidated expenses to MTA.

The **net cash deficit** for April year-to-date was \$1,018.3 million, an overrun from budget of \$104.6 million (11.4 percent), due largely to the unfavorable timing of NYC partial reimbursement of paratransit expenses and professional service contract charge-backs to MTA, as well as increased overtime costs and higher payouts for public liability claims.

FINANCIAL RESULTS

Farebox Revenue

April 2015 Farebox Revenue - (\$ in millions)

	April				April Year-to-Date			
	Budget	Preliminary	Favorable/(Unfavorable)		Budget	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	278.3	279.2	0.9	0.3%	1,054.4	1,041.3	(13.1)	(1.2%)
NYCT Bus	82.8	81.3	(1.6)	(1.9%)	316.2	303.3	(12.9)	(4.1%)
Paratransit	1.5	1.4	(0.1)	(6.3%)	5.8	5.1	(0.7)	(11.4%)
Subtotal	362.6	361.9	(0.8)	(0.2%)	1,376.4	1,349.8	(26.6)	(1.9%)
Fare Media Liability	3.7	3.7	0.0	0.0%	14.9	14.9	0.0	0.0%
Total - NYCT	366.4	365.6	(0.8)	(0.2%)	1,391.3	1,364.7	(26.6)	(1.9%)
MTA Bus Company	17.8	17.9	0.1	0.3%	67.0	65.9	(1.1)	(1.7%)
Total - Regional Bus	100.6	99.1	(1.5)	(1.5%)	383.2	369.2	(14.0)	(3.7%)

Note: Totals may not add due to rounding.

- The negative year-to-date revenue variances are mainly due to multiple snowstorms and lower-than-normal temperatures reducing ridership throughout the first quarter of 2015.
- The negative April Paratransit variance was due to various incentives that continue to reduce ridership growth rates below historic rates.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2014	Prelim.	Change		2014	Prelim.	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	1.867	1.939	0.072	3.9%	1.502	1.577	0.075	5.0%
Local Bus	1.487	1.557	0.069	4.7%	1.502	1.577	0.075	5.0%
Subway & Local Bus	1.767	1.842	0.075	4.2%	1.502	1.577	0.075	5.0%
Express Bus	4.946	5.087	0.141	2.9%	4.943	5.107	0.164	3.3%
Total	1.784	1.858	0.074	4.2%	1.780	1.850	0.070	3.9%

- The average fare increases were mostly due to the March 22, 2015 fare increase.
- Average fares have not kept up with inflation since 1996, before MetroCard fare incentives began. In constant 1996 dollars, the preliminary April average fare of \$1.19 was 19¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

Other operating revenue in April exceeded budget by \$2.2 million (6.2 percent), due mostly to higher paratransit Urban Tax revenue. Year-to-date, revenues were favorable by \$11.3 million (7.9 percent), largely due to the favorable timing of advertising revenue and higher paratransit Urban Tax revenue.

Nonreimbursable Expenses

In the month of April, nonreimbursable expenses before depreciation and OPEB were above budget by \$14.4 million (2.6 percent). Year-to-date, expenses were higher than budget by \$18.2 million (0.8 percent). The major causes of these variances are reviewed below:

Labor expenses in the month were unfavorable by a net \$11.7 million (2.9 percent), including higher health & welfare/OPEB current expenses of \$5.6 million (6.1 percent), due to the unfavorable timing of expenses. Overtime expenses were over budget by \$5.3 million (17.0 percent), resulting mainly from the unfavorable timing of expenses and vacancy/absentee coverage for bus operators and maintainers, and signal maintainers. Payroll expenses overran by \$2.2 million (0.9 percent), due primarily to the unfavorable timing of expenses and higher employee earned separation payments, partly offset by vacancies. Reimbursable overhead credits were favorable by \$2.3 million (14.1 percent), resulting from higher reimbursable overtime requirements. Year-to-date, labor expenses overran budget by \$22.6 million (1.4 percent), including an overtime overrun of \$29.7 million (22.7 percent), caused by adverse weather, vacancy/absentee coverage requirements, and service delays. Payroll expenses were above budget by \$2.9 million (0.3 percent), due primarily to the unfavorable timing of expenses and higher employee earned separation payments, partly offset by vacancies. Health & welfare/OPEB current expenses were below budget by \$6.8 million (1.9 percent), due mostly to lower rates. Reimbursable overhead credits were favorable by \$3.1 million (4.9 percent), resulting from higher reimbursable overtime requirements.

Non-labor expenses in the month were in excess of budget by \$2.7 million (1.8 percent). Other business expenses were higher by \$3.9 million (54.4 percent), mainly from the unfavorable timing of reimbursable job closing adjustments. Electric power expenses were over by \$3.8 million (16.0 percent), largely due to unfavorable billing adjustments, partly offset by the favorable timing of expenses. Materials & supplies expenses overran by \$3.2 million (13.0 percent), due primarily to the unfavorable timing of maintenance material requirements. Fuel expenses were lower than budget by \$6.4 million (39.0 percent), due largely to lower prices. Paratransit service contracts were under by \$1.3 million (3.9 percent), due mostly to lower trips. Maintenance contract expenses were less by \$1.2 million (7.3 percent), caused principally by the favorable timing of operating contract expenses. Year-to-date, non-labor expenses were under budget by \$4.4 million (0.8 percent), including the following:

- Fuel expenses were below budget by \$20.3 million (32.6 percent), due mostly to lower prices.
- Paratransit service contract expenses were less than budget by \$5.0 million (3.9 percent), due mainly to lower trips, call center activity and vehicle rehabs.
- Maintenance contract expenses were under by \$3.5 million (5.7 percent), primarily from the favorable timing of uniform, tires & tubes and building-related expenses.
- Professional service contract expenses overran budget by \$17.2 million (48.3 percent), principally 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.

- Electric power expenses were above budget by \$6.1 million (6.0 percent), mostly due to unfavorable billing adjustments and higher prices, partly offset by the favorable timing of expenses.
- Materials and supplies expenses were over by \$1.7 million (1.8 percent), largely due to the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments and increased scrap/surplus sales.

Depreciation expenses year-to-date were \$510.7 million, \$3.6 million (0.7 percent) above budget.

GASB #45 Other-Post Employment Benefits was adopted by the MTA in 2007. For April year-to-date, \$404.6 million of accrued expenses were recorded, an increase of \$0.5 million (0.1 percent) above budget, based on current actuarial information.

Net Cash Deficit

The net cash deficit for April year-to-date was \$1,018.3 million, an overrun from budget of \$104.6 million (11.4 percent), due largely to the unfavorable timing of NYC partial reimbursement of paratransit expenses and professional service contract charge-backs to MTA, as well as increased overtime costs and higher payouts for public liability claims.

Incumbents

There were 46,565 full-time paid incumbents at the end of April, an increase of 83 from March, and a decrease of 176 from December 2014 (excluding 115 temporary December paid incumbents). This net decrease included effective 1/1/15 a transfer of 409 IT consolidation incumbents to MTA.

RIDERSHIP RESULTS

April 2015 Ridership vs. Budget - (millions)

	April				April Year-to-Date			
	Budget	Preliminary	More/(Less)		Budget	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	151.3	150.3	(0.9)	(0.6%)	583.2	568.0	(15.2)	(2.6%)
NYCT Bus	57.6	55.2	(2.4)	(4.2%)	223.1	209.7	(13.4)	(6.0%)
Subtotal	208.9	205.5	(3.3)	(1.6%)	806.3	777.7	(28.6)	(3.5%)
Paratransit	0.8	0.8	(0.0)	(6.0%)	3.2	2.8	(0.4)	(12.5%)
Total - NYCT	209.7	206.3	(3.4)	(1.6%)	809.5	780.5	(29.0)	(3.6%)
MTA Bus Company	10.7	10.7	(0.0)	(0.5%)	41.5	40.2	(1.4)	(3.3%)
<i>Total - Regional Bus</i>	<i>68.3</i>	<i>65.9</i>	<i>(2.5)</i>	<i>(3.6%)</i>	<i>264.7</i>	<i>249.9</i>	<i>(14.8)</i>	<i>(5.6%)</i>

Notes: Totals may not add due to rounding.

- April bus ridership was below budget throughout the month, possibly due to a larger than expected impact from the March 22, 2015 fare increase.
- Paratransit ridership was affected by various initiatives that have reduced the growth rate below historic rates.

April Average Weekday and Weekend Ridership vs. Prior Year

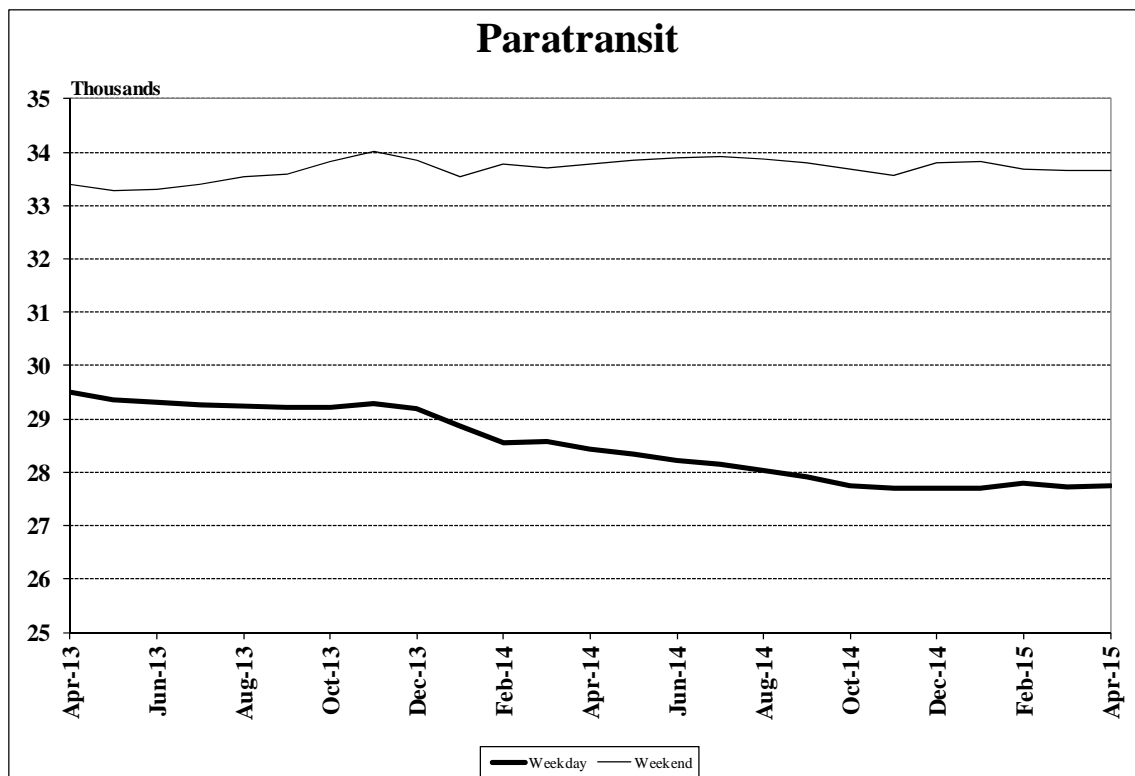
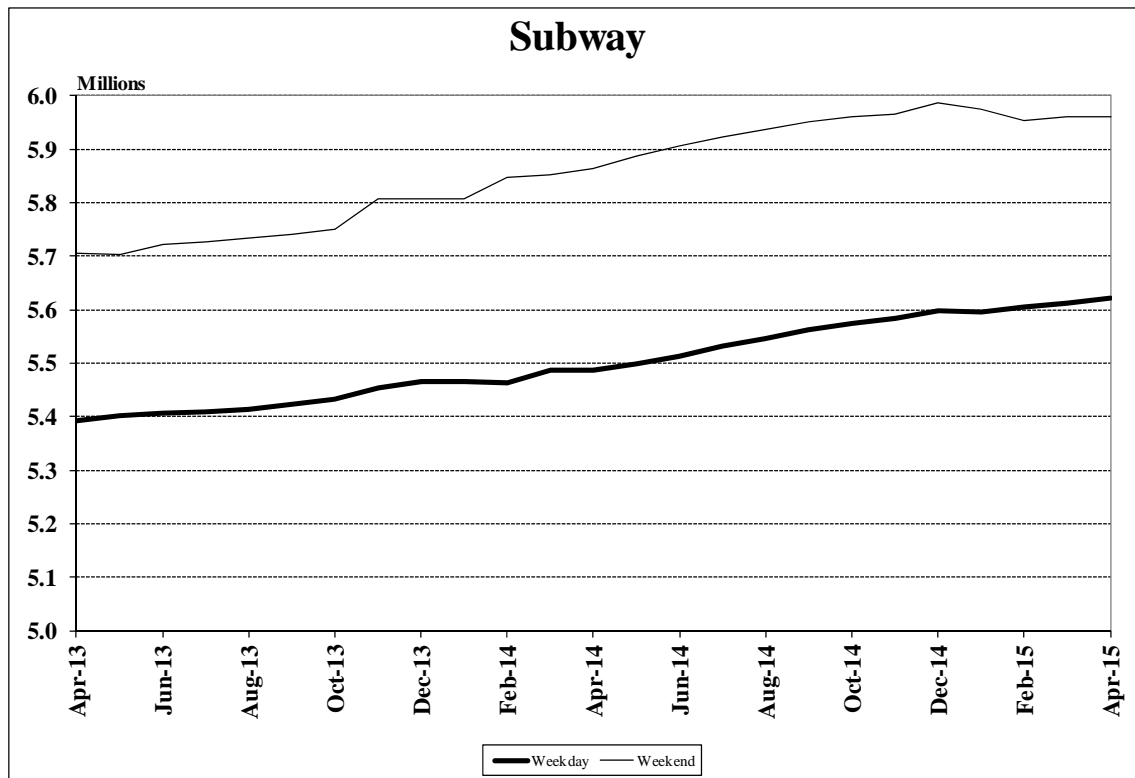
<u>Month</u>	Average Weekday (thousands)				Average Weekend (thousands)			
	2014	Preliminary	Change		2014	Preliminary	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	5,608	5,719	+111	+2.0%	6,134	6,118	-17	-0.3%
NYCT Local Bus	2,102	2,043	-59	-2.8%	2,426	2,316	-110	-4.5%
NYCT Express Bus	43	42	-2	-3.5%	13	12	-0	-3.5%
Paratransit	28	29	+0	+1.0%	36	36	+0	+0.2%
TOTAL - NYCT	7,781	7,832	+51	+0.7%	8,609	8,482	-127	-1.5%
MTABC Local Bus	372	379	+7	+1.7%	403	400	-3	-0.8%
MTABC Express Bus	32	31	-1	-3.2%	13	13	-0	-2.6%
Total - MTA Bus	405	410	+5	+1.4%	416	413	-4	-0.8%
<i>Total - Regional Bus</i>	<i>2,550</i>	<i>2,495</i>	<i>-55</i>	<i>-2.2%</i>	<i>2,855</i>	<i>2,741</i>	<i>-114</i>	<i>-4.0%</i>
12-Month Rolling Average								
Subway	5,487	5,623	+135	+2.5%	5,864	5,960	+96	+1.6%
Local Bus	2,085	2,067	-18	-0.9%	2,307	2,280	-27	-1.2%
Express Bus	42	42	-0	-0.8%	12	12	+0	+0.7%
Paratransit	28	28	-1	-2.4%	34	34	-0	-0.3%
TOTAL - NYCT	7,643	7,759	+116	+1.5%	8,217	8,286	+69	+0.8%
MTABC Local Bus	368	378	+9	+2.6%	382	389	+7	+1.8%
MTABC Express Bus	32	32	-0	-0.9%	13	13	-0	-0.9%
Total - MTA Bus	400	409	+9	+2.3%	395	401	+7	+1.7%
<i>Total - Regional Bus</i>	<i>2,527</i>	<i>2,518</i>	<i>-9</i>	<i>-0.4%</i>	<i>2,713</i>	<i>2,693</i>	<i>-20</i>	<i>-0.7%</i>

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

- April 2015 average weekday subway ridership was the highest of any April in over forty-five years.
- Subway ridership exceeded 6 million riders on three weekdays in April 2015.

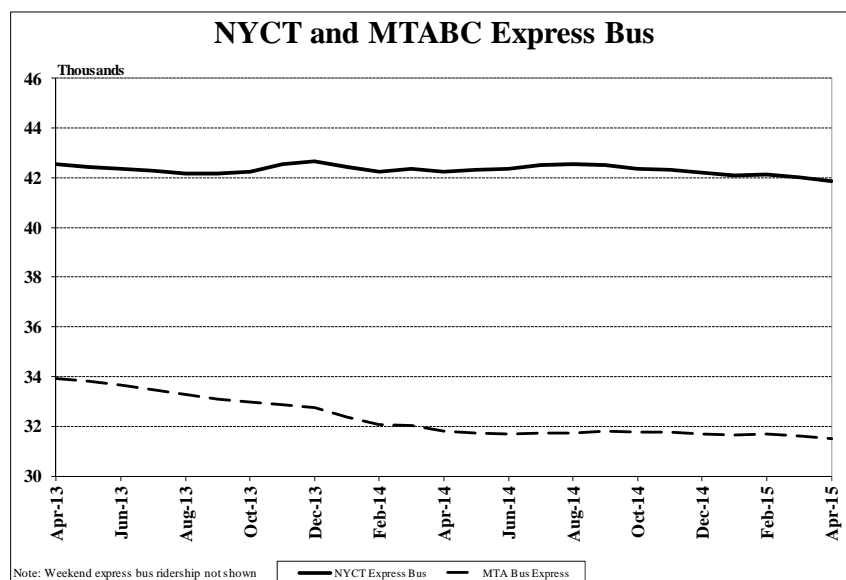
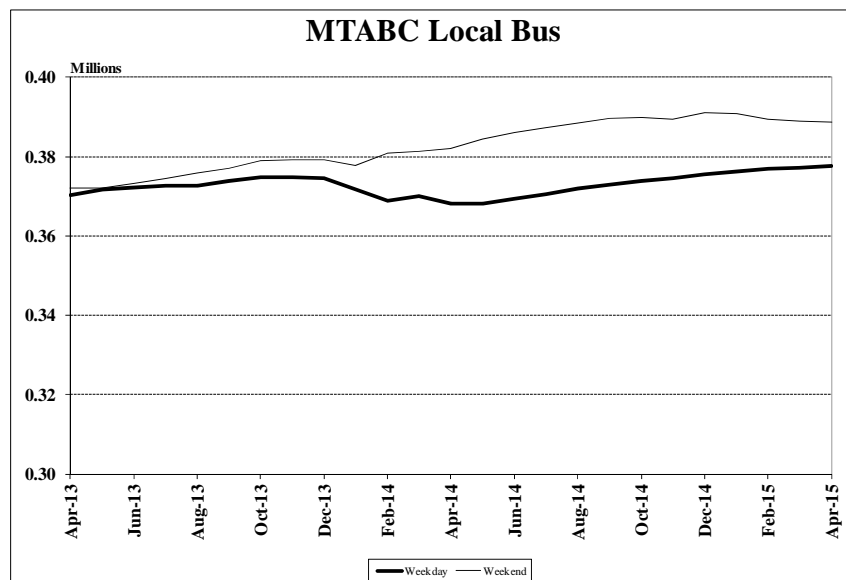
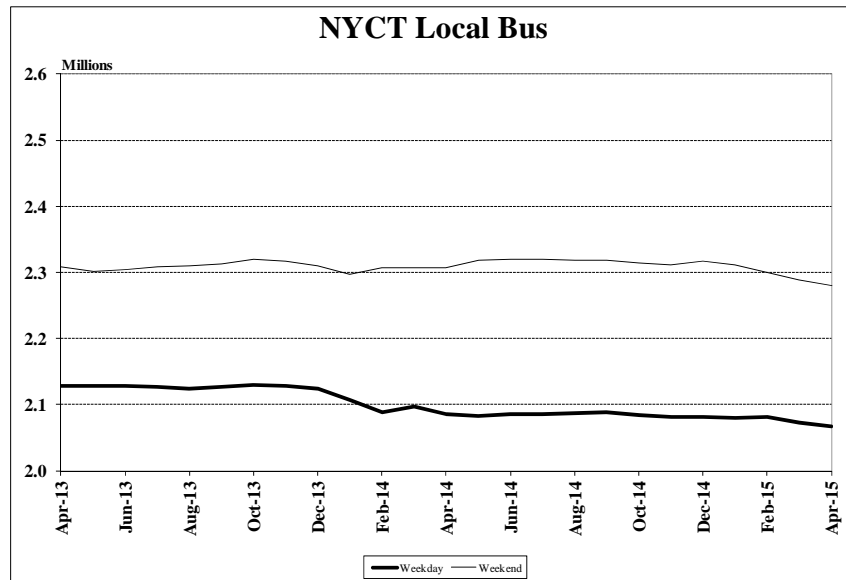
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From April 2014 to April 2015, weekday ridership increased on all area rail services, with the largest increase (4.3 percent) on the Staten Island Railway. Bus ridership decreased on all bus services except MTA Local Bus on weekdays, and on all bus services on weekends. The bus ridership decreases occurred despite only 2.1 inches of rain in April 2015, compared to 7.8 inches of rain in April 2014.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Apr-14	Preliminary Apr-15	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,608	5,719	+2.0%	+2.5%
NYCT Local Bus	2,102	2,043	-2.8%	-0.9%
NYCT Express Bus	43	42	-3.5%	-0.8%
NYCT Paratransit	28	29	+1.0%	-2.4%
Staten Island Railway	15	16	+4.3%	+2.8%
MTA Local Bus	372	379	+1.7%	+2.6%
MTA Express Bus	32	31	-3.2%	-0.9%
Long Island Rail Road	290	295	+1.7%	+2.9%
Metro-North Railroad	278	283	+1.6%	+1.9%
Staten Island Ferry	69	67	-2.7%	+4.0%
PATH	252	258	+2.4%	+1.8%
<u>Average Weekend</u>				
NYCT Subway	6,134	6,118	-0.3%	+1.6%
NYCT Local Bus	2,426	2,316	-4.5%	-1.2%
NYCT Express Bus	13	12	-3.5%	+0.7%
NYCT Paratransit	36	36	+0.2%	-0.3%
Staten Island Railway	8	8	+5.0%	+8.9%
MTA Local Bus	403	400	-0.8%	+1.8%
MTA Express Bus	13	13	-2.6%	-0.9%
Long Island Rail Road	186	190	+1.9%	+4.6%
Metro-North Railroad	225	229	+1.8%	+3.1%
Staten Island Ferry	98	97	-1.0%	+4.3%
PATH	196	213	+8.5%	-6.7%

MTA Bridges and Tunnels (thousands)				
Average Weekday	806	837	+3.9%	+2.5%
Average Weekend	1,528	1,576	+3.1%	+2.7%

Note: Percentages are based on unrounded data.

Economy

From April 2014 to April 2015, New York City employment increased 2.4 percent (96,600 jobs). Private sector employment increased 2.7 percent (93,900 jobs) and government employment increased 0.5 percent (2,700 jobs). All of the private employment sub-sectors increased except manufacturing (down 1,200 jobs or 1.6 percent). The sub-sector with the largest absolute increase was educational & health services (up 23,600 jobs or 2.8 percent), and the sub-sector with the largest percentage increase was professional & business services (up 3.5 percent or 23,200 jobs). The professional & business services, educational & health services, and leisure & hospitality sub-sectors accounted for 59,500 new jobs or 63.4 percent of the April private sector job growth.

The chart below shows that, although New York City employment is still growing, the growth rate has slowed in recent months. Total employment increased by more than three percent each month from May to October 2014, but has been below three percent since November 2014. On the other hand, after several years of declines, government employment has increased by approximately one-half percent each month since September 2014.

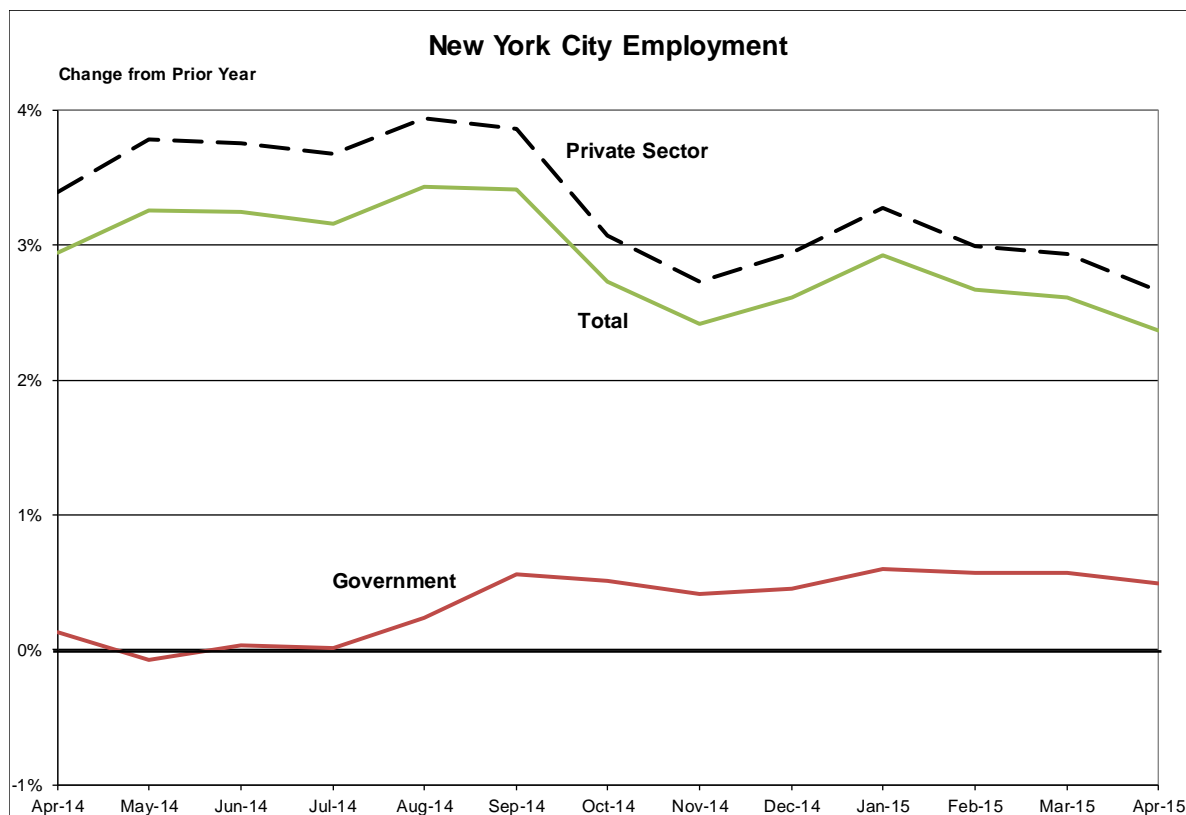


Table 1

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 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	\$278.325	\$279.222	\$0.897	0.3	\$0.000	\$0.000	\$0.000	-	\$278.325	\$279.222	\$0.897	0.3
Bus	82.839	81.279	(1.560)	(1.9)	0.000	0.000	0.000	-	82.839	81.279	(1.560)	(1.9)
Paratransit	1.478	1.385	(0.093)	(6.3)	0.000	0.000	0.000	-	1.478	1.385	(0.093)	(6.3)
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	366.373	365.617	(0.756)	(0.2)	0.000	0.000	0.000	-	366.373	365.617	(0.756)	(0.2)
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	7.989	7.990	0.001	0.0	0.000	0.000	0.000	-	7.989	7.990	0.001	0.0
Paratransit Reimbursement	15.206	17.661	2.455	16.1	0.000	0.000	0.000	-	15.206	17.661	2.455	16.1
Other	12.717	12.473	(0.244)	(1.9)	0.000	0.000	0.000	-	12.717	12.473	(0.244)	(1.9)
Total Other Operating Revenue	35.912	38.124	2.212	6.2	0.000	0.000	0.000	-	35.912	38.124	2.212	6.2
Capital and Other Reimbursements	0.000	0.000	0.000	-	76.297	81.782	5.485	7.2	76.297	81.782	5.485	7.2
Total Revenue	\$402.285	\$403.741	\$1.456	0.4	\$76.297	\$81.782	\$5.485	7.2	\$478.582	\$485.523	\$6.941	1.5
Expenses												
Labor:												
Payroll	254.054	256.251	(2.197)	(0.9)	32.901	32.944	(0.043)	(0.1)	286.955	289.195	(2.240)	(0.8)
Overtime	30.924	36.188	(5.264)	(17.0)	5.550	10.958	(5.408)	(97.4)	36.474	47.146	(10.672)	(29.3)
Total Salaries & Wages	284.978	292.439	(7.461)	(2.6)	38.451	43.902	(5.451)	(14.2)	323.429	336.341	(12.912)	(4.0)
Health and Welfare	61.324	63.439	(2.115)	(3.4)	1.649	1.480	0.169	10.2	62.973	64.919	(1.946)	(3.1)
OPEB Current Payment	30.205	33.678	(3.473)	(11.5)	0.703	0.662	0.041	5.8	30.908	34.340	(3.432)	(11.1)
Pensions	17.983	17.693	0.290	1.6	0.355	0.527	(0.172)	(48.5)	18.338	18.220	0.118	0.6
Other Fringe Benefits	26.388	27.615	(1.227)	(4.6)	11.051	13.255	(2.204)	(19.9)	37.439	40.870	(3.431)	(9.2)
Total Fringe Benefits	135.900	142.425	(6.525)	(4.8)	13.758	15.924	(2.166)	(15.7)	149.658	158.349	(8.691)	(5.8)
Reimbursable Overhead	(16.026)	(18.284)	2.258	14.1	16.026	18.284	(2.258)	(14.1)	0.000	0.000	0.000	-
Total Labor Expenses	\$404.852	\$416.580	(\$11.728)	(2.9)	\$68.235	\$78.110	(\$9.875)	(14.5)	\$473.087	\$494.690	(\$21.603)	(4.6)
Non-Labor:												
Electric Power	23.794	27.611	(3.817)	(16.0)	0.021	0.063	(0.042)	(200.0)	23.815	27.674	(3.859)	(16.2)
Fuel	16.301	9.943	6.358	39.0	0.002	0.001	0.001	50.0	16.303	9.944	6.359	39.0
Insurance	6.529	6.224	0.305	4.7	0.000	0.000	0.000	-	6.529	6.224	0.305	4.7
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	32.731	31.453	1.278	3.9	0.000	0.000	0.000	-	32.731	31.453	1.278	3.9
Mtce. and Other Operating Contracts	16.462	15.254	1.208	7.3	2.126	3.596	(1.470)	(69.1)	18.588	18.850	(0.262)	(1.4)
Professional Service Contracts	11.217	12.188	(0.971)	(8.7)	0.894	0.874	0.020	2.2	12.111	13.062	(0.951)	(7.9)
Materials & Supplies	24.585	27.792	(3.207)	(13.0)	4.696	3.817	0.879	18.7	29.281	31.609	(2.328)	(8.0)
Other Business Expenses	7.121	10.995	(3.874)	(54.4)	0.323	(4.679)	5.002	-	7.444	6.316	1.128	15.2
Total Non-Labor Expenses	\$147.659	\$150.379	(\$2.720)	(1.8)	\$8.062	\$3.672	\$4.390	54.5	\$155.721	\$154.051	\$1.670	1.1
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												
	\$552.511	\$566.959	(\$14.448)	(2.6)	\$76.297	\$81.782	(\$5.485)	(7.2)	\$628.808	\$648.741	(\$19.933)	(3.2)
Depreciation	128.350	132.115	(3.765)	(2.9)	0.000	0.000	0.000	-	128.350	132.115	(3.765)	(2.9)
OPEB Account	0.000	4.582	(4.582)	-	0.000	0.000	0.000	-	0.000	4.582	(4.582)	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$680.861	\$703.656	(\$22.795)	(3.3)	\$76.297	\$81.782	(\$5.485)	(7.2)	\$757.158	\$785.438	(\$28.280)	(3.7)
Net Surplus/(Deficit)	(\$278.576)	(\$299.915)	(\$21.339)	(7.7)	\$0.000	\$0.000	\$0.000	-	(\$278.576)	(\$299.915)	(\$21.339)	(7.7)

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
April 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	\$1,054.362	\$1,041.298	(\$13.064)	(1.2)	\$0.000	\$0.000	\$0.000	-	\$1,054.362	\$1,041.298	(\$13.064)	(1.2)
Bus	316.236	303.332	(12.904)	(4.1)	0.000	0.000	0.000	-	316.236	303.332	(12.904)	(4.1)
Paratransit	5.785	5.127	(0.658)	(11.4)	0.000	0.000	0.000	-	5.785	5.127	(0.658)	(11.4)
Fare Media Liability	14.924	14.924	0.000	0.0	0.000	0.000	0.000	-	14.924	14.924	0.000	0.0
Total Farebox Revenue	1,391.307	1,364.681	(26.626)	(1.9)	0.000	0.000	0.000	-	1,391.307	1,364.681	(26.626)	(1.9)
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	31.152	31.153	0.001	0.0	0.000	0.000	0.000	-	31.152	31.153	0.001	0.0
Paratransit Reimbursement	60.824	68.160	7.336	12.1	0.000	0.000	0.000	-	60.824	68.160	7.336	12.1
Other	50.868	54.798	3.930	7.7	0.000	0.000	0.000	-	50.868	54.798	3.930	7.7
Total Other Operating Revenue	142.844	154.111	11.267	7.9	0.000	0.000	0.000	-	142.844	154.111	11.267	7.9
Capital and Other Reimbursements	0.000	0.000	0.000	-	296.752	327.486	30.734	10.4	296.752	327.486	30.734	10.4
Total Revenue	\$1,534.151	\$1,518.792	(\$15.359)	(1.0)	\$296.752	\$327.486	\$30.734	10.4	\$1,830.903	\$1,846.278	\$15.375	0.8
Expenses												
Labor:												
Payroll	1,012.591	1,015.458	(2.867)	(0.3)	129.289	133.238	(3.949)	(3.1)	1,141.880	1,148.696	(6.816)	(0.6)
Overtime	131.199	160.940	(29.741)	(22.7)	21.817	36.325	(14.508)	(66.5)	153.016	197.265	(44.249)	(28.9)
Total Salaries & Wages	1,143.790	1,176.398	(32.608)	(2.9)	151.106	169.563	(18.457)	(12.2)	1,294.896	1,345.961	(51.065)	(3.9)
Health and Welfare	245.444	232.558	12.886	5.3	6.633	6.595	0.038	0.6	252.077	239.153	12.924	5.1
OPEB Current Payment	120.891	126.996	(6.105)	(5.1)	2.829	2.515	0.314	11.1	123.720	129.511	(5.791)	(4.7)
Pensions	71.932	70.782	1.150	1.6	1.420	2.110	(0.690)	(48.6)	73.352	72.892	0.460	0.6
Other Fringe Benefits	106.590	107.566	(0.976)	(0.9)	43.279	49.292	(6.013)	(13.9)	149.869	156.858	(6.989)	(4.7)
Total Fringe Benefits	544.857	537.902	6.955	1.3	54.161	60.512	(6.351)	(11.7)	599.018	598.414	0.604	0.1
Reimbursable Overhead	(62.923)	(66.017)	3.094	4.9	62.923	66.017	(3.094)	(4.9)	0.000	0.000	0.000	-
Total Labor Expenses	\$1,625.724	\$1,648.283	(\$22.559)	(1.4)	\$268.190	\$296.092	(\$27.902)	(10.4)	\$1,893.914	\$1,944.375	(\$50.461)	(2.7)
Non-Labor:												
Electric Power	100.401	106.457	(6.056)	(6.0)	0.084	0.149	(0.065)	(77.4)	100.485	106.606	(6.121)	(6.1)
Fuel	62.171	41.893	20.278	32.6	0.008	0.006	0.002	25.0	62.179	41.899	20.280	32.6
Insurance	24.817	24.501	0.316	1.3	0.000	0.000	0.000	-	24.817	24.501	0.316	1.3
Claims	35.676	35.677	(0.001)	(0.0)	0.000	0.000	0.000	-	35.676	35.677	(0.001)	(0.0)
Paratransit Service Contracts	128.299	123.345	4.954	3.9	0.000	0.000	0.000	-	128.299	123.345	4.954	3.9
Mtce. and Other Operating Contracts	60.304	56.847	3.457	5.7	8.737	12.031	(3.294)	(37.7)	69.041	68.878	0.163	0.2
Professional Service Contracts	35.528	52.696	(17.168)	(48.3)	2.373	3.564	(1.191)	(50.2)	37.901	56.260	(18.359)	(48.4)
Materials & Supplies	97.312	99.036	(1.724)	(1.8)	18.061	19.323	(1.262)	(7.0)	115.373	118.359	(2.986)	(2.6)
Other Business Expenses	28.836	28.531	0.305	1.1	(0.701)	(3.679)	2.978	424.8	28.135	24.852	3.283	11.7
Total Non-Labor Expenses	\$573.344	\$568.983	\$4.361	0.8	\$28.562	\$31.394	(\$2.832)	(9.9)	\$601.906	\$600.377	\$1.529	0.3
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	\$2,199.068	\$2,217.266	(\$18.198)	(0.8)	\$296.752	\$327.486	(\$30.734)	(10.4)	\$2,495.820	\$2,544.752	(\$48.932)	(2.0)
Depreciation	507.036	510.661	(3.625)	(0.7)	0.000	0.000	0.000	-	507.036	510.661	(3.625)	(0.7)
OPEB Account	404.065	404.582	(0.517)	(0.1)	0.000	0.000	0.000	-	404.065	404.582	(0.517)	(0.1)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$3,110.169	\$3,132.509	(\$22.340)	(0.7)	\$296.752	\$327.486	(\$30.734)	(10.4)	\$3,406.921	\$3,459.995	(\$53.074)	(1.6)
Net Surplus/(Deficit)	(\$1,576.018)	(\$1,613.717)	(\$37.699)	(2.4)	\$0.000	\$0.000	\$0.000	-	(\$1,576.018)	(\$1,613.717)	(\$37.699)	(2.4)

NOTE: Totals may not add due to rounding.

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
April 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				(26.6)	(1.9)	Primarily due to the impact of adverse weather affecting ridership, partly offset by higher pass average fares
Other Operating Revenue	NR	2.2	6.2	Mostly higher paratransit Urban Tax revenues	11.3	7.9	Mostly the favorable timing of advertising revenues and higher paratransit Urban Tax revenues
Payroll	NR	(2.2)	(0.9)	Due primarily to the unfavorable timing of expenses and higher employee earned separation payments, partly offset by vacancies	(2.9)	(0.3)	Due primarily to the unfavorable timing of expenses and higher employee earned separation payments, partly offset by vacancies
Overtime	NR	(5.3)	(17.0)	Mainly due to the unfavorable timing of expenses, and vacancy/absentee coverage for bus operators and maintainers, and signal maintainers	(29.7)	(22.7)	Mainly due to adverse weather, vacancy/absentee coverage requirements, and service delays
Health & Welfare (including OPEB current payment)	NR	(5.6)	(6.1)	The unfavorable timing of expenses	6.8	1.9	Largely a favorable rate experience
Other Fringe Benefits	NR	(1.2)	(4.6)	Primarily due to higher FICA costs	(1.0)	(0.9)	Mainly higher FICA costs, partly offset by favorable direct overhead credits, resulting from increased reimbursable overtime expenses
Reimbursable Overhead	NR	2.3	14.1	Favorable overhead credits, resulting from higher reimbursable overtime requirements	3.1	4.9	Favorable overhead credits, resulting from higher reimbursable overtime requirements
Electric Power	NR	(3.8)	(16.0)	Largely due to unfavorable billing adjustments, partly offset by lower consumption & prices, and the favorable timing of expenses	(6.1)	(6.0)	Largely due to unfavorable billing adjustments, partly offset by the favorable timing of expenses and lower consumption
Fuel	NR	6.4	39.0	Primarily lower prices	20.3	32.6	Primarily lower prices
Paratransit Service Contracts	NR	1.3	3.9	Mostly due to lower trips	5.0	3.9	Mostly due to lower trips, call center activity and vehicle rehabs
Maintenance and Other Operating Contracts	NR	1.2	7.3	Primarily the favorable timing of vehicle maintenance & repair and painting costs, partly offset by the unfavorable timing of tire & tube and safety equipment expenses	3.5	5.7	Mostly the favorable timing of facility maintenance, uniform, and painting expenses, partly offset by the unfavorable timing of safety equipment costs

MTA NEW YORK CITY TRANSIT
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS
April 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	(1.0)	(8.7)	Mostly a delay in the charge-back to MTA of IT consolidated expenses, and the unfavorable timing of office-related expenses, partly offset by the favorable timing of bond service expenses	(17.2)	(48.3)	Mostly a delay in the charge-back to MTA of IT consolidated expenses, and the unfavorable timing of office-related expenses, partly offset by the favorable timing of bond service expenses
Materials and Supplies	NR	(3.2)	(13.0)	Due primarily to the unfavorable timing of maintenance material requirements, partly offset by increased scrap/surplus sales	(1.7)	(1.8)	Largely due to the unfavorable timing of maintenance material requirements, partly offset by favorable inventory adjustments and increased scrap/surplus sales
Other Business Expenses	NR	(3.9)	(54.4)	Mainly the unfavorable timing of reimbursable job closing adjustments			
Capital and Other Reimbursements	R	5.5	7.2	Reimbursement increase consistent with higher reimbursable expenses	30.7	10.4	Reimbursement increase consistent with higher reimbursable expenses
Payroll	R				(3.9)	(3.1)	Mostly additional capital engineering and non-capital requirements, partly offset by lower capital construction costs due mostly to adverse weather
Overtime	R	(5.4)	(97.4)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability and other Capital Program support	(14.5)	(66.5)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability and other Capital Program support
Other Fringe Benefits	R	(2.2)	(19.9)	Mostly higher direct overhead expenses, caused by higher reimbursable labor costs	(6.0)	(13.9)	Mostly higher direct overhead expenses, caused by higher reimbursable labor costs
Maintenance and Other Operating Contracts	R	(1.5)	(69.1)	Largely the unfavorable timing of building-related expenses	(3.3)	(37.7)	Largely the unfavorable timing of construction services and building-related expenses
Professional Service Contracts	R				(1.2)	(50.2)	Mostly a delay in the charge-back to MTA of IT consolidated expenses
Materials & Supplies	R	0.9	18.7	Mainly the favorable timing of revenue collection equipment expenses	(1.3)	(7.0)	Mainly the unfavorable timing of non-vehicle maintenance material requirements
Other Business Expenses	R	5.0	n/a	Principally the favorable timing of reimbursable job closing adjustments	3.0	over 100.0	Principally the favorable timing of reimbursable job closing adjustments

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$365.498	\$379.563	\$14.065	3.8	\$1,392.915	\$1,398.642	\$5.727	0.4
Vehicle Toll Revenue								
Other Operating Revenue:								
Fare Reimbursement	6.312	0.000	(6.312)	(100.0)	6.312	0.000	(6.312)	(100.0)
Paratransit Reimbursement	3.765	4.659	0.894	23.7	50.060	22.548	(27.512)	(55.0)
Other	3.419	3.604	0.185	5.4	13.676	12.371	(1.305)	(9.5)
Total Other Operating Revenue	13.496	8.263	(5.233)	(38.8)	70.048	34.919	(35.129)	(50.1)
Capital and Other Reimbursements	76.297	84.239	7.942	10.4	296.752	349.810	53.058	17.9
Total Receipts	\$455.291	\$472.065	\$16.774	3.7	\$1,759.715	\$1,783.371	\$23.656	1.3
Expenditures								
Labor:								
Payroll	267.808	277.266	(9.458)	(3.5)	1,094.853	1,120.565	(25.712)	(2.3)
Overtime	33.959	44.584	(10.625)	(31.3)	142.829	175.704	(32.875)	(23.0)
Total Salaries & Wages	301.767	321.850	(20.083)	(6.7)	1,237.682	1,296.269	(58.587)	(4.7)
Health and Welfare	62.973	68.835	(5.862)	(9.3)	258.643	274.890	(16.247)	(6.3)
OPEB Current Payment	30.908	33.678	(2.770)	(9.0)	123.720	126.996	(3.276)	(2.6)
Pensions	78.669	81.159	(2.490)	(3.2)	314.676	312.539	2.137	0.7
Other Fringe Benefits	32.496	35.182	(2.686)	(8.3)	132.348	148.258	(15.910)	(12.0)
Total Fringe Benefits	205.046	218.854	(13.808)	(6.7)	829.387	862.683	(33.296)	(4.0)
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	\$506.813	\$540.704	(\$33.891)	(6.7)	\$2,067.069	\$2,158.952	(\$91.883)	(4.4)
Non-Labor:								
Electric Power	23.815	28.218	(4.403)	(18.5)	100.485	110.745	(10.260)	(10.2)
Fuel	16.303	9.562	6.741	41.3	62.179	41.589	20.590	33.1
Insurance	10.894	5.095	5.799	53.2	38.371	29.907	8.464	22.1
Claims	8.033	23.886	(15.853)	(197.3)	32.132	60.958	(28.826)	(89.7)
Paratransit Service Contracts	32.731	29.715	3.016	9.2	127.799	124.930	2.869	2.2
Mtce. and Other Operating Contracts	18.588	19.936	(1.348)	(7.3)	69.041	66.697	2.344	3.4
Professional Service Contracts	8.361	10.836	(2.475)	(29.6)	30.401	50.357	(19.956)	(65.6)
Materials & Supplies	29.531	32.416	(2.885)	(9.8)	117.873	130.965	(13.092)	(11.1)
Other Business Expenditures	7.444	7.528	(0.084)	(1.1)	28.135	26.600	1.535	5.5
Total Non-Labor Expenditures	\$155.700	\$167.192	(\$11.492)	(7.4)	\$606.416	\$642.748	(\$36.332)	(6.0)
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	\$662.513	\$707.896	(\$45.383)	(6.9)	\$2,673.485	\$2,801.700	(\$128.215)	(4.8)
Net Surplus/(Deficit)	(\$207.222)	(\$235.831)	(\$28.609)	(13.8)	(\$913.770)	(\$1,018.329)	(\$104.559)	(11.4)

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
April 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	14.1	3.8	Mostly the favorable timing of the counting and depositing of receipts	5.7	0.4	Mostly the favorable timing of the counting and depositing of receipts
Other Operating Receipts	(5.2)	(38.8)	Due mainly to the unfavorable timing of student fare reimbursements, partly offset by higher paratransit Urban Tax receipts	(35.1)	(50.1)	Due mainly to the unfavorable timing of receipt of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	7.9	10.4	Mostly due to increased 2015 project expenses/billing, and the favorable timing of reimbursements	53.1	17.9	Mostly due to increased 2015 project expenses/billing and the favorable timing of reimbursements from 2014
Salaries & Wages	(20.1)	(6.7)	Largely additional overtime costs, mainly due to the unfavorable timing of expenses and vacancy/absentee coverage for bus operators and maintainers, and signal maintainers	(58.6)	(4.7)	Largely additional overtime costs, mainly due to adverse weather, vacancy/absentee coverage requirements, and service delays
Health & Welfare (including OPEB current payment)	(8.7)	(9.3)	Mainly the unfavorable timing of expenses and payments	(19.5)	(3.8)	The unfavorable timing of payments, partly offset by a favorable rate experience
Other Fringe Benefits	(2.7)	(8.3)	Mostly the unfavorable timing of payments and higher FICA costs	(15.9)	(12.0)	Mostly the unfavorable timing of payments and higher FICA costs
Electric Power	(4.4)	(18.5)	Largely due to unfavorable billing adjustments and the timing of payments, partly offset by lower consumption & prices, and the favorable timing of expenses	(10.3)	(10.2)	Largely due to unfavorable billing adjustments and the timing of payments, partly offset by the favorable timing of expenses and lower consumption
Fuel	6.7	41.3	Largely due to lower prices	20.6	33.1	Largely due to lower prices
Insurance	5.8	53.2	The favorable timing of interagency payments	8.5	22.1	The favorable timing of interagency payments
Claims	(15.9)	over (100.0)	Higher payouts of public liability claims than anticipated	(28.8)	(89.7)	Higher payouts of public liability claims than anticipated
Paratransit Service Contracts	3.0	9.2	Primarily the favorable timing of payments and lower trips	2.9	2.2	Mostly due to lower trips, call center activity and vehicle rehabs, partly offset by the unfavorable timing of payments
Maintenance Contracts	(1.3)	(7.3)	Primarily the unfavorable timing of payments	2.3	3.4	Primarily the favorable timing of payments
Professional Service Contracts	(2.5)	(29.6)	Mostly the unfavorable timing of payments, a delay in the charge-back to MTA of IT consolidated expenses, and the unfavorable timing of office-related expenses, partly offset by the favorable timing of bond service expenses	(20.0)	(65.6)	Mostly a delay in the charge-back to MTA of IT consolidated expenses, and the unfavorable timing of office-related expenses and payments, partly offset by the favorable timing of bond service expenses
Materials & Supplies	(2.9)	(9.8)	Due primarily to the unfavorable timing of maintenance material requirements and payments, partly offset by increased scrap/surplus sales	(13.1)	(11.1)	Largely due to the unfavorable timing of payments and maintenance material requirements, partly offset by increased scrap/surplus sales

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$0.875)	\$13.946	\$14.821	-	\$1.608	\$33.961	\$32.353	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(1.677)	(7.990)	(6.313)	(376.4)	(24.840)	(31.153)	(6.313)	(25.4)
Paratransit Reimbursement	(11.441)	(13.002)	(1.561)	(13.6)	(10.764)	(45.612)	(34.848)	(323.7)
Other	(9.298)	(8.869)	0.429	4.6	(37.192)	(42.427)	(5.235)	(14.1)
Total Other Operating Revenue	(22.416)	(29.861)	(7.445)	(33.2)	(72.796)	(119.192)	(46.396)	(63.7)
Capital and Other Reimbursements	0.000	2.457	2.457	-	0.000	22.324	22.324	-
Total Receipts	(\$23.291)	(\$13.458)	\$9.833	42.2	(\$71.188)	(\$62.907)	\$8.281	11.6
Expenditures								
Labor:								
Payroll	19.147	11.929	(7.218)	(37.7)	47.027	28.131	(18.896)	(40.2)
Overtime	2.515	2.562	0.047	1.9	10.187	21.561	11.374	111.7
Total Salaries & Wages	21.662	14.491	(7.171)	(33.1)	57.214	49.692	(7.522)	(13.1)
Health and Welfare	0.000	(3.916)	(3.916)	-	(6.566)	(35.737)	(29.171)	(444.3)
OPEB Current Payment	0.000	0.662	0.662	-	0.000	2.515	2.515	-
Pensions	(60.331)	(62.939)	(2.608)	(4.3)	(241.324)	(239.647)	1.677	0.7
Other Fringe Benefits	4.943	5.688	0.745	15.1	17.521	8.600	(8.921)	(50.9)
Total Fringe Benefits	(55.388)	(60.505)	(5.117)	(9.2)	(230.369)	(264.269)	(33.900)	(14.7)
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	(\$33.726)	(\$46.014)	(\$12.288)	(36.4)	(\$173.155)	(\$214.577)	(\$41.422)	(23.9)
Non-Labor:								
Electric Power	0.000	(0.544)	(0.544)	-	0.000	(4.139)	(4.139)	-
Fuel	0.000	0.382	0.382	-	0.000	0.310	0.310	-
Insurance	(4.365)	1.129	5.494	125.9	(13.554)	(5.406)	8.148	60.1
Claims	0.886	(14.967)	(15.853)	-	3.544	(25.281)	(28.825)	(813.3)
Paratransit Service Contracts	0.000	1.738	1.738	-	0.500	(1.585)	(2.085)	(417.0)
Mtce. and Other Operating Contracts	0.000	(1.086)	(1.086)	-	0.000	2.181	2.181	-
Professional Service Contracts	3.750	2.226	(1.524)	(40.6)	7.500	5.903	(1.597)	(21.3)
Materials & Supplies	(0.250)	(0.807)	(0.557)	(222.8)	(2.500)	(12.606)	(10.106)	(404.2)
Other Business Expenses	0.000	(1.212)	(1.212)	-	0.000	(1.748)	(1.748)	-
Total Non-Labor Expenditures	\$0.021	(\$13.141)	(\$13.162)	-	(\$4.510)	(\$42.371)	(\$37.861)	(839.5)
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 before Depreciation and OPEB	(\$33.705)	(\$59.155)	(\$25.450)	(75.5)	(\$177.665)	(\$256.948)	(\$79.283)	(44.6)
Depreciation	128.350	132.115	3.765	2.9	507.036	510.661	3.625	0.7
OPEB Account	0.000	4.582	4.582	-	404.065	404.582	0.517	0.1
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$94.645	\$77.542	(\$17.103)	(18.1)	\$733.436	\$658.295	(\$75.141)	(10.2)
Total Cash Conversion Adjustments	\$71.354	\$64.084	(\$7.270)	(10.2)	\$662.248	\$595.388	(\$66.860)	(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
April 2015

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	62	70	(8)	
Law	277	270	7	
Office of the EVP	42	40	2	
Human Resources	227	234	(7)	
Office of Management and Budget	41	34	7	
Capital Planning & Budget	33	31	2	
Corporate Communications	262	263	(1)	
Non-Departmental	(117)	-	(117)	Vacancy Provision
Labor Relations	97	90	7	
Materiel	283	270	13	
Controller	137	133	4	
Total Administration	1,344	1,435	(91)	
Operations				
Subways Service Delivery	7,734	7,642	92	Mostly Conductors & Train Operators
Subways Operations Support/Admin	359	379	(20)	
Subways Stations	2,630	2,622	8	
Sub-total Subways	10,723	10,643	80	
Buses	10,757	10,711	46	
Paratransit	213	201	12	
Operations Planning	381	402	(21)	
Revenue Control	448	396	52	
Total Operations	22,522	22,353	169	
Maintenance				
Subways Operations Support/Admin	162	175	(13)	
Subways Engineering	342	351	(9)	
Subways Car Equipment	4,336	4,256	80	Mostly Hourly Car Inspectors
Subways Infrastructure	1,475	1,442	33	
Subways Elevators & Escalators	442	416	26	
Subways Stations	3,631	3,592	39	
Subways Track	2,795	2,726	69	Mainly Hourly Track Worker Vacancies
Subways Power	603	617	(14)	
Subways Signals	1,465	1,501	(36)	
Subways Electronic Maintenance	1,556	1,448	108	Mainly Hourly Maintainer Vacancies
Sub-total Subways	16,807	16,524	283	
Buses	3,776	3,778	(2)	
Revenue Control	137	137	0	
Supply Logistics	558	555	3	
System Safety	91	84	7	
Total Maintenance	21,369	21,078	291	
Engineering/Capital				
Capital Program Management	1,319	1,344	(25)	
Total Engineering/Capital	1,319	1,344	(25)	
Public Safety				
Security	634	609	25	
Total Public Safety	634	609	25	
Total Positions	47,188	46,819	369	
Non-Reimbursable	42,403	42,345	58	
Reimbursable	4,785	4,474	311	
Total Full-Time	47,048	46,565	483	
Total Full-Time Equivalents	140	254	(114)	

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

FUNCTION/OCCUPATION	Adopted Budget	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	548	465	83	
Professional, Technical, Clerical	849	943	(94)	
Operational Hourlies	(53)	27	(80)	
Total Administration	1,344	1,435	(91)	
Operations				
Managers/Supervisors	2,547	2,526	21	
Professional, Technical, Clerical	482	477	5	
Operational Hourlies	19,493	19,350	143	
Total Operations	22,522	22,353	169	
Maintenance				
Managers/Supervisors	3,919	3,847	72	
Professional, Technical, Clerical	1,016	1,022	(6)	
Operational Hourlies	16,434	16,209	225	
Total Maintenance	21,369	21,078	291	
Engineering/Capital				
Managers/Supervisors	339	339	0	
Professional, Technical, Clerical	978	1,003	(25)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,319	1,344	(25)	
Public Safety				
Managers/Supervisors	254	232	22	
Professional, Technical, Clerical	40	36	4	
Operational Hourlies	340	341	(1)	
Total Public Safety	634	609	25	
Total Positions				
Managers/Supervisors	7,607	7,409	198	
Professional, Technical, Clerical	3,365	3,481	(116)	
Operational Hourlies	36,216	35,929	287	
Total Positions	47,188	46,819	369	

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

	April						April 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>	343,707	\$10.503	338,090	\$10.567	5,617	(\$0.064) (0.6%)	1,357,822	\$41.399	1,291,350	\$40.698	66,472	\$0.701 1.7%
<u>Unscheduled Service</u>	255,943	\$7.644	245,441	\$7.809	10,502	(\$0.165) (2.2%)	995,807	\$29.676	1,140,745	\$33.386	(144,938)	(\$3.710) (12.5%)
<u>Programmatic/Routine Maintenance</u>	311,228	\$10.510	301,557	\$10.231	9,671	\$0.279 2.7%	1,407,385	\$41.165	1,290,995	\$37.980	116,390	\$3.185 7.7%
<u>Unscheduled Maintenance</u>	0.000	\$0.000	0	\$0.000	0	\$0.000 0.0%	0.000	\$0.000	0	\$0.000	0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	39,811	\$1.264	86,179	\$2.790	(46,368)	(\$1.526) *	159,244	\$5.056	664,848	\$21.407	(505,604)	(\$16.351) *
<u>Weather Emergencies</u>	1,995	\$0.086	27,766	\$0.899	(25,771)	(\$0.813) *	269,560	\$10.125	773,041	\$25.276	(503,481)	(\$15.151) *
<u>Safety/Security/Law Enforcement</u>	9,211	\$0.292	9,207	\$0.256	4	\$0.036 12.5%	36,775	\$1.168	33,438	\$1.032	3,337	\$0.135 11.6%
<u>Other</u>	9,201	\$0.625	112,280	\$3.635	(103,079)	(\$3.011) *	33,972	\$2.611	40,067	\$1.162	(6,095)	\$1.449 55.5%
Subtotal	971,094	\$30.924	1,120,519	\$36.188	(149,425)	(\$5.264) (17.0%)	4,260,565	\$131.199	5,234,485	\$160.940	(973,920)	(\$29.741) (22.7%)
REIMBURSABLE OVERTIME	191,807	\$5.550	322,023	\$10.959	(156,810)	(\$5.408) (97.4%)	757,157	\$21.818	1,142,940	\$36.326	20,052	(\$14.508) (66.5%)
TOTAL OVERTIME	1,162,901	\$36.474	1,442,542	\$47.146	(306,235)	(\$10.672) (29.3%)	5,017,722	\$153.017	6,377,425	\$197.266	(953,868)	(\$44.249) (28.9%)

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)

	April			April Year to Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	5,617	(\$0.1)		66,472	\$0.7	Favorable YTD results in scheduled service due to vacancies/availability underruns.
		1.2%			(2.4%)	
<u>Unscheduled Service</u>	10,502	(\$0.2)		(144,938)	(\$3.7)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.
		3.1%			12.5%	
<u>Programmatic/Routine Maintenance</u>	9,671	\$0.3		116,390	\$3.2	Unfavorable results due to DoB maintenance of overage fleet and continued track maintenance.
		(5.3%)			(10.7%)	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
		.0%			.0%	
<u>Vacancy/Absentee Coverage</u>	(46,368)	(\$1.5)	Mainly due to vacancy / absentee coverage for bus operators and maintainers, and signal maintainers.	(505,604)	(\$16.4)	Mainly due to vacancy / absentee coverage for bus operators and maintainers, and signal maintainers.
		29.0%			55.0%	
<u>Weather Emergencies</u>	(25,771)	(\$0.8)		(503,481)	(\$15.2)	Unfavorable results for weather due to significant cold weather and snowfall, mainly in February.
		15.5%			50.9%	
<u>Safety/Security/Law Enforcement</u>	4	\$0.0		3,337	\$0.1	
		(0.7%)			(0.5%)	
<u>Other</u>	(103,079)	(\$3.0)	Unfavorable monthly results due to timing of expenses	(6,095)	\$1.4	Favorable results due to timing of expenses.
		57.2%			(4.9%)	
Subtotal	(149,425)	(\$5.3)		(973,920)	(\$29.7)	
		49.3%			67.2%	
REIMBURSABLE OVERTIME	(156,810)	(\$5.4)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	20,052	(\$14.5)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.
		50.7%			32.8%	
TOTAL OVERTIME	(306,235)	(\$10.7)		(953,868)	(\$44.2)	

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

April 2015

(All data are preliminary and subject to audit)

Operating revenue in April was less than \$0.1 million (4.9 percent) above the Adopted Budget (budget), and year-to-date, operating revenue was under budget by \$0.1 million (4.4 percent). The year-to-date unfavorable result was due mostly to lower farebox revenue, caused primarily by adverse weather.

Total **ridership** in April 2015 was 384,033 riders, 3.3 percent (12,188 riders) above budget, due mainly to higher student ridership. Year-to-date, ridership was 1,417,784 riders, 4.8 percent (70,867 riders) below budget, mainly due to adverse weather. April 2015 average weekday ridership was 15,591, 4.3 percent (638 riders) higher than April 2014. Average weekday ridership for the twelve months ending April 2015 was 15,517 riders, 2.8 percent (425 riders) higher than the previous twelve-month period.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were above budget in April by \$1.0 million (25.6 percent). Labor exceeded budget by \$0.4 million (16.2 percent), due primarily to other fringe benefit expense overruns of \$0.3 million (over 100.0 percent), primarily for higher interagency fringe benefit charges and Workers' Compensation expenses. Payroll expenses were also higher by \$0.1 million (9.8 percent), due mainly to the unfavorable timing of expenses. Non-labor expenses exceeded budget by \$0.5 million (49.0 percent), due primarily to accumulated public liability claims accrual adjustments of \$0.8 million (over 100.0 percent). This overrun was partly offset by the favorable timing of expenses in maintenance contracts of \$0.2 million (67.9 percent) and materials & supplies of \$0.1 million (41.0 percent). Year-to-date, expenses were higher than budget by \$1.3 million (8.6 percent), of which labor expenses exceeded budget by \$1.2 million (11.6 percent), due largely to higher overtime expenses of \$0.5 million (60.2 percent), resulting mostly from adverse weather and maintenance/vacancy coverage requirements. Other fringe benefits were unfavorable by \$0.5 million (84.0 percent), also due to higher interagency fringe benefit charges and Workers' Compensation expenses. Non-labor expenses were essentially on budget as accumulated public liability claims accrual adjustments of \$0.8 million (over 100.0 percent) were mostly offset by the favorable timing of maintenance contract expenses of \$0.6 million (63.6 percent).

Depreciation expenses of \$2.6 million year-to-date were \$0.2 million (6.6 percent) below budget.

GASB #45 Other Post-Employment Benefit accrued expenses of \$0.6 million were recorded year-to-date, slightly in excess of budget.

The **operating cash deficit** (excluding subsidies) was \$13.1 million year-to-date, \$1.1 million (8.9 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
April 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	0.530	0.534	0.004	0.8	-	-	-	-	0.530	0.534	0.004	0.8
Other Operating Revenue	0.200	0.232	0.032	16.0	-	-	-	-	0.200	0.232	0.032	16.0
Capital and Other Reimbursements	-	-	-	-	0.394	0.173	(0.221)	(56.1)	0.394	0.173	(0.221)	(56.1)
Total Revenue	\$ 0.730	\$ 0.766	\$ 0.036	4.9	\$ 0.394	\$ 0.173	\$ (0.221)	(56.1)	\$ 1.124	\$ 0.939	\$ (0.185)	(16.5)
Expenses												
Labor:												
Payroll	1.503	1.650	(0.147)	(9.8)	0.167	0.049	0.118	70.7	1.670	1.699	(0.029)	(1.7)
Overtime	0.230	0.197	0.033	14.3	0.025	0.006	0.019	76.0	0.255	0.203	0.052	20.4
Total Salaries & Wages	\$ 1.733	\$ 1.847	\$ (0.114)	(6.6)	\$ 0.192	\$ 0.055	\$ 0.137	71.4	\$ 1.925	\$ 1.902	\$ 0.023	1.2
Health and Welfare	0.330	0.321	0.009	2.7	0.043	-	0.043	100.0	0.373	0.321	0.052	13.9
OPEB Current Portion	0.110	0.076	0.034	30.9	-	0.001	(0.001)	-	0.110	0.077	0.033	30.0
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	0.408	(0.250)	(158.2)	0.005	-	0.005	100.0	0.163	0.408	(0.245)	(150.3)
Total Fringe Benefits	\$ 1.091	\$ 1.305	\$ (0.214)	(19.6)	\$ 0.056	\$ 0.001	\$ 0.055	98.2	\$ 1.147	\$ 1.306	\$ (0.159)	(13.9)
Reimbursable Overhead	(0.146)	(0.040)	(0.106)	(72.6)	0.146	0.040	0.106	72.6	-	-	-	-
Total Labor Expenses	\$ 2.678	\$ 3.112	\$ (0.434)	(16.2)	\$ 0.394	\$ 0.096	\$ 0.298	75.6	\$ 3.072	\$ 3.208	\$ (0.136)	(4.4)
Non-Labor:												
Electric Power	0.361	0.371	(0.010)	(2.8)	-	0.003	(0.003)	-	0.361	0.374	(0.013)	(3.6)
Fuel	0.045	0.025	0.020	44.4	-	-	-	-	0.045	0.025	0.020	44.4
Insurance	0.133	0.122	0.011	8.3	-	-	-	-	0.133	0.122	0.011	8.3
Claims	0.007	0.822	(0.815)	(11,642.9)	-	-	-	-	0.007	0.822	(0.815)	(11,642.9)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.237	0.076	0.161	67.9	-	-	-	-	0.237	0.076	0.161	67.9
Professional Service Contracts	0.066	0.043	0.023	34.8	-	-	-	-	0.066	0.043	0.023	34.8
Materials & Supplies	0.229	0.135	0.094	41.0	-	0.074	(0.074)	-	0.229	0.209	0.020	8.7
Other Business Expenses	0.002	0.015	(0.013)	(650.0)	-	-	-	-	0.002	0.015	(0.013)	(650.0)
Total Non-Labor Expenses	\$ 1.080	\$ 1.609	\$ (0.529)	(49.0)	\$ -	\$ 0.077	\$ (0.077)	-	\$ 1.080	\$ 1.686	\$ (0.606)	(56.1)
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 3.758	\$ 4.721	\$ (0.963)	(25.6)	\$ 0.394	\$ 0.173	\$ 0.221	56.1	\$ 4.152	\$ 4.894	\$ (0.742)	(17.9)
Depreciation	0.692	0.635	0.057	8.2	-	-	-	-	0.692	0.635	0.057	8.2
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 4.450	\$ 5.356	\$ (0.906)	(20.4)	\$ 0.394	\$ 0.173	\$ 0.221	56.1	\$ 4.844	\$ 5.529	\$ (0.685)	(14.1)
Net Surplus/(Deficit)	\$ (3.720)	\$ (4.590)	\$ (0.870)	(23.4)	\$ -	\$ -	\$ -	-	\$ (3.720)	\$ (4.590)	\$ (0.870)	(23.4)

Table 2

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 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	1.979	1.895	(0.084)	(4.2)	-	-	-	-	1.979	1.895	(0.084)	(4.2)
Other Operating Revenue	0.921	0.878	(0.043)	(4.7)	-	-	-	-	0.921	0.878	(0.043)	(4.7)
Capital and Other Reimbursements	-	-	-	-	1.574	0.392	(1.182)	(75.1)	1.574	0.392	1.182	(75.1)
Total Revenue	\$ 2.900	\$ 2.773	\$ (0.127)	(4.4)	\$ 1.574	\$ 0.392	\$ (1.182)	(75.1)	\$ 4.474	\$ 3.165	\$ (1.309)	(29.3)
Expenses												
Labor:												
Payroll	6.012	5.844	0.168	2.8	0.668	0.135	0.533	79.8	6.680	5.979	0.701	10.5
Overtime	0.890	1.426	(0.536)	(60.2)	0.100	0.025	0.075	75.0	0.990	1.451	(0.461)	(46.6)
Total Salaries & Wages	\$ 6.902	\$ 7.270	\$ (0.368)	(5.3)	\$ 0.768	\$ 0.160	\$ 0.608	79.2	\$ 7.670	\$ 7.430	\$ 0.240	3.1
Health and Welfare	1.320	1.306	0.014	1.1	0.172	-	0.172	100.0	1.492	1.306	0.186	12.5
OPEB Current Portion	0.440	0.337	0.103	23.4	-	0.003	(0.003)	-	0.440	0.340	0.100	22.7
Pensions	1.972	2.000	(0.028)	(1.4)	0.030	-	0.030	100.0	2.002	2.000	0.002	0.1
Other Fringe Benefits	0.632	1.163	(0.531)	(84.0)	0.020	-	0.020	100.0	0.652	1.163	(0.511)	(78.4)
Total Fringe Benefits	\$ 4.364	\$ 4.806	\$ (0.442)	(10.1)	\$ 0.222	\$ 0.003	\$ 0.219	98.6	\$ 4.586	\$ 4.809	\$ (0.223)	(4.9)
Reimbursable Overhead	(0.584)	(0.151)	(0.433)	(74.1)	0.584	0.151	0.433	74.1	-	-	-	-
Total Labor Expenses	\$ 10.682	\$ 11.925	\$ (1.243)	(11.6)	\$ 1.574	\$ 0.314	\$ 1.260	80.1	\$ 12.256	\$ 12.239	\$ 0.017	0.1
Non-Labor:												
Electric Power	1.444	1.711	(0.267)	(18.5)	-	0.003	(0.003)	-	1.444	1.714	(0.270)	(18.7)
Fuel	0.180	0.111	0.069	38.3	-	-	-	-	0.180	0.111	0.069	38.3
Insurance	0.532	0.639	(0.107)	(20.1)	-	-	-	-	0.532	0.639	(0.107)	(20.1)
Claims	0.028	0.828	(0.800)	(2,857.1)	-	-	-	-	0.028	0.828	(0.800)	(2,857.1)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.948	0.345	0.603	63.6	-	-	-	-	0.948	0.345	0.603	63.6
Professional Service Contracts	0.264	0.149	0.115	43.6	-	-	-	-	0.264	0.149	0.115	43.6
Materials & Supplies	0.829	0.457	0.372	44.9	-	0.075	(0.075)	-	0.829	0.532	0.297	35.8
Other Business Expenses	0.008	0.038	(0.030)	(375.0)	-	-	-	-	0.008	0.038	(0.030)	(375.0)
Total Non-Labor Expenses	\$ 4.233	\$ 4.278	\$ (0.045)	(1.1)	\$ -	\$ 0.078	\$ (0.078)	-	\$ 4.233	\$ 4.356	\$ (0.123)	(2.9)
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses												
before Depreciation and OPEB	\$ 14.915	\$ 16.203	\$ (1.288)	(8.6)	\$ 1.574	\$ 0.392	\$ 1.182	75.1	\$ 16.489	\$ 16.595	\$ (0.106)	(0.6)
Depreciation	2.768	2.585	0.183	6.6	-	-	-	-	2.768	2.585	0.183	6.6
Other Post Employment Benefits	0.575	0.612	(0.037)	(6.4)	-	-	-	-	0.575	0.612	(0.037)	(6.4)
Total Expenses	\$ 18.258	\$ 19.400	\$ (1.142)	(6.3)	\$ 1.574	\$ 0.392	\$ 1.182	75.1	\$ 19.832	\$ 19.792	\$ 0.040	0.2
Net Surplus/(Deficit)	\$ (15.358)	\$ (16.627)	\$ (1.269)	(8.3)	\$ -	\$ -	\$ -	-	\$ (15.358)	\$ (16.627)	\$ (1.269)	(8.3)

Table 3

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

Generic Revenue or Expense Category	Non Reimb. or Reimb.	MONTH			YEAR-TO-DATE		
		Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	Non Reimb.				(0.084)	(4.2)	Due to adverse weather
Other Operating Revenue	Non Reimb.	0.032	16.0	Mainly the favorable timing of student fare reimbursements	(0.043)	(4.7)	Mainly the unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	(0.147)	(9.8)	Mostly the unfavorable timing of expenses	0.168	2.8	Mostly due to vacancies and the favorable timing of expenses
Overtime	Non Reimb.	0.033	14.3	Largely the favorable timing of maintenance requirements	(0.536)	(60.2)	Primarily the impact of adverse weather, and maintenance/vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.043	9.8	The favorable timing of expenses	0.117	6.6	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.250)	over (100.0)	Mainly increased interagency fringe benefit charges and Workers' Compensation expenses	(0.531)	(84.0)	Mainly increased interagency fringe benefit charges and Workers' Compensation expenses
Reimbursable Overhead	Non Reimb.	(0.106)	(72.6)	Primarily the unfavorable timing of Sandy/other reimbursable project requirements	(0.433)	(74.1)	Primarily the unfavorable timing of Sandy/other reimbursable project requirements
Electric Power	Non Reimb.				(0.267)	(18.5)	Mainly the unfavorable timing of expenses
Fuel	Non Reimb.	0.020	44.4	Mainly lower fuel prices	0.069	38.3	Mainly lower fuel prices
Insurance	Non Reimb.				(0.107)	(20.1)	The unfavorable timing of expenses
Claims	Non Reimb.	(0.815)	over (100.0)	Accumulated claims accrual adjustments	(0.800)	over (100.0)	Accumulated claims accrual adjustments
Maintenance & Other Operating Contracts	Non Reimb.	0.161	67.9	The favorable timing of non-revenue vehicle and other expenses	0.603	63.6	The favorable timing of non-revenue vehicle and other expenses
Professional Service Contracts	Non Reimb.	0.023	34.8	Mostly various office expense underruns	0.115	43.6	Mostly various office expense underruns
Materials and Supplies	Non Reimb.	0.094	41.0	The favorable timing of maintenance material requirements	0.372	44.9	The favorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	(0.221)	(56.1)	Timing of Contractor requirements	(1.182)	(75.1)	Timing of Contractor requirements
Payroll	Reimb.	0.118	70.7	Timing of Contractor requirements	0.533	79.8	Timing of Contractor requirements
Overtime	Reimb.	0.019	76.0	Timing of Contractor requirements	0.075	75.0	Timing of Contractor requirements
Health and Welfare (including OPEB current payment)	Reimb.	0.042	97.7	Timing of Contractor requirements	0.169	98.3	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.530	0.524	(0.006)	(1.1)	1.979	1.837	(0.142)	(7.2)
Other Operating Revenue	0.200	0.007	(0.193)	(96.5)	0.921	0.761	(0.160)	(17.4)
Capital and Other Reimbursements	0.394	0.185	(0.209)	(53.0)	1.574	0.339	(1.235)	(78.5)
Total Receipts	\$ 1.124	\$ 0.716	\$ (0.408)	(36.3)	\$ 4.474	\$ 2.937	\$ (1.537)	(34.4)
<u>Expenditures</u>								
Labor:								
Payroll	1.670	1.736	(0.066)	(4.0)	6.680	6.970	(0.290)	(4.3)
Overtime	0.255	0.168	0.087	34.1	0.990	1.338	(0.348)	(35.2)
Health and Welfare	0.373	0.002	0.371	99.5	1.492	0.022	1.470	98.5
OPEB Current Portion	0.110	0.005	0.105	95.5	0.440	0.039	0.401	91.1
Pensions	0.501	0.500	0.001	0.2	2.002	2.000	0.002	0.1
Other Fringe Benefits	0.163	0.349	(0.186)	(114.1)	0.652	1.311	(0.659)	(101.1)
GASB Account	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 3.072	\$ 2.760	\$ 0.312	10.2	\$ 12.256	\$ 11.680	\$ 0.576	4.7
Non-Labor:								
Electric Power	0.361	0.869	(0.508)	(140.7)	1.444	2.003	(0.559)	(38.7)
Fuel	0.045	0.006	0.039	86.7	0.180	0.051	0.129	71.7
Insurance	0.133	-	0.133	100.0	0.532	0.286	0.246	46.2
Claims	0.007	-	0.007	100.0	0.028	0.955	(0.927)	(3,310.7)
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.237	0.054	0.183	77.2	0.948	0.363	0.585	61.7
Professional Service Contracts	0.066	0.090	(0.024)	(36.4)	0.264	0.309	(0.045)	(17.0)
Materials & Supplies	0.229	0.052	0.177	77.3	0.829	0.342	0.487	58.7
Other Business Expenditures	0.002	0.011	(0.009)	(450.0)	0.008	0.035	(0.027)	(337.5)
Total Non-Labor Expenditures	\$ 1.080	\$ 1.082	\$ (0.002)	(0.2)	\$ 4.233	\$ 4.344	\$ (0.111)	(2.6)
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 4.152	\$ 3.842	\$ 0.310	7.5	\$ 16.489	\$ 16.024	\$ 0.465	2.8
Operating Cash Deficit	\$ (3.028)	\$ (3.126)	\$ (0.098)	(3.2)	\$ (12.015)	\$ (13.087)	\$ (1.072)	(8.9)

Table 5

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS
April 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				(0.142)	(7.2%)	Mostly the unfavorable timing of farebox cash settlements with NYCT
Other Operating Revenue	(0.193)	(96.5%)	Mostly the unfavorable timing of student fare reimbursements	(0.160)	(17.4%)	Mostly the unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.209)	(53.0%)	Unfavorable timing of project requirements/reimbursements	(1.235)	(78.5%)	Unfavorable timing of project requirements/reimbursements
Payroll				(0.290)	(4.3%)	The unfavorable timing of payments
Overtime	0.087	34.1%	Mostly the favorable timing of maintenance requirements	(0.348)	(35.2%)	Largely the impacts of adverse weather and maintenance/vacancy coverage requirements
Health and Welfare (including OPEB current payment)	0.476	98.6%	Favorable timing of payments	1.871	96.8%	Favorable timing of payments
Other Fringe Benefits	(0.186)	over (100.0)%	Mostly higher expenses	(0.659)	over (100.0)%	Mostly higher expenses and the unfavorable timing of payments
Electric Power	(0.508)	over (100.0)%	Mostly unfavorable timing of payments	(0.559)	(38.7%)	Mostly unfavorable timing of expenses and payments
Insurance	0.133	100.0%	The favorable timing of interagency payments	0.246	46.2%	The favorable timing of interagency payments
Claims				(0.927)	over (100.0)%	Accumulated public liability claims payouts not anticipated in the Budget
Maintenance Contracts	0.183	77.2%	Mostly the favorable timing of non-revenue vehicle and other expenses	0.585	61.7%	Mostly the favorable timing of non-revenue vehicle and other expenses
Materials and Supplies	0.177	77.3%	Largely the favorable timing of maintenance material requirements	0.487	58.7%	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)
April 2015
(\$ in millions)

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	0.000	(0.010)	(0.010)	-	0.000	(0.058)	(0.058)	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	(0.225)	(0.225)	-	0.000	(0.117)	(0.117)	-
Capital and Other Reimbursements	0.000	0.012	0.012	-	0.000	(0.053)	(0.053)	-
Total Receipts	\$0.000	(\$0.223)	(\$0.223)	-	\$0.000	(\$0.228)	(\$0.228)	-
<u>Expenditures</u>								
Labor:								
Payroll	0.000	(0.037)	(0.037)	-	0.000	(0.991)	(0.991)	-
Overtime	0.000	0.035	0.035	-	0.000	0.113	0.113	-
Health and Welfare	0.000	0.319	0.319	-	0.000	1.284	1.284	-
OPEB Current Portion	0.000	0.072	0.072	-	0.000	0.301	0.301	-
Pensions	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Fringe Benefits	0.000	0.059	0.059	-	0.000	(0.148)	(0.148)	-
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	\$0.448	\$0.448	-	\$0.000	\$0.559	\$0.559	-
Non-Labor:								
Electric Power	0.000	(0.495)	(0.495)	-	0.000	(0.289)	(0.289)	-
Fuel	0.000	0.019	0.019	-	0.000	0.060	0.060	-
Insurance	0.000	0.122	0.122	-	0.000	0.353	0.353	-
Claims	0.000	0.822	0.822	-	0.000	(0.127)	(0.127)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	0.022	0.022	-	0.000	(0.018)	(0.018)	-
Professional Service Contracts	0.000	(0.047)	(0.047)	-	0.000	(0.160)	(0.160)	-
Materials & Supplies	0.000	0.157	0.157	-	0.000	0.190	0.190	-
Other Business Expenditures	0.000	0.004	0.004	-	0.000	0.003	0.003	-
Total Non-Labor Expenditures	\$0.000	\$0.604	\$0.604	-	\$0.000	\$0.012	\$0.012	-
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	\$1.052	\$1.052	-	\$0.000	\$0.571	\$0.571	-
Depreciation Adjustment	0.692	0.635	(0.057)	(8.2)	2.768	2.585	(0.183)	(6.6)
Other Post Employment Benefits	0.000	0.000	0.000	-	0.575	0.612	0.037	6.4
Total Expenditures	\$0.692	\$1.687	\$0.995	143.8	\$3.343	\$3.768	\$0.425	12.7
Total Cash Conversion Adjustments	\$0.692	\$1.464	\$0.772	111.6	\$3.343	\$3.540	\$0.197	5.9

MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
April 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	6	0
Purchasing/Stores	6	5	1
Total Administration	25	22	3
Operations			
Transportation	103	108	(5)
Total Operations	103	108	(5)
Maintenance			
Mechanical	43	41	2
Electronics/Electrical	15	13	2
Power/Signals	26	19	7
Maintenance of Way	46	50	(4)
Infrastructure	25	26	(1)
Total Maintenance	155	149	6
Engineering/Capital			
Sandy Recovery	26	17	9
Total Engineering Capital	26	17	9
Total Positions	309	296	13
Non-Reimbursable	280	276	4
Reimbursable	29	20	9
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
April 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	6	5	
Operational Hourlies	0	0	0	
Total Administration	25	22	3	
Operations				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	95	104	(9)	
Total Operations	103	108	(5)	
Maintenance				
Managers/Supervisors	8	13	(5)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	134	10	
Total Maintenance	155	149	6	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	12	8	
Total Engineering/Capital	26	17	9	
Total Positions				
Managers/Supervisors	31	34	(3)	
Professional, Technical, Clerical	19	12	7	
Operational Hourlies	259	250	9	
Total Positions	309	296	13	

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

Month of April				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.372	0.384	0.012	3.3%	Mostly due to higher actual student ridership for February and March than originally estimated
Year-to-Date				
1.489	1.418	(0.071)	(4.8%)	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 April				Explanation
	2014	2015	Variance		
			Amount	Percent	
Average Weekday	0.015	0.016	0.001	4.3%	Mostly due to better weather in 2015 compared to 2014
Average Weekend	0.008	0.008	0.000	5.0%	Mostly due to better weather in 2015 compared to 2014
12-Month Rolling Average					
Average Weekday	0.015	0.016	0.000	2.8%	Higher ridership growth trend
Average Weekend	0.007	0.008	0.001	8.9%	Weekend service suspensions in 2013

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

FINANCIAL AND RIDERSHIP REPORT**April 2015**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

Operating revenue was \$19.6 million in April, \$0.5 million (2.3 percent) below budget, due primarily to lower advertising and the timing of miscellaneous recoveries. Year-to-date, operating revenue of \$73.3 million underran budget by \$2.5 million (3.3 percent). Farebox revenue was below budget by \$1.1 million (1.7 percent), due to lower ridership caused by adverse weather. Other operating revenue was under by \$1.4 million (15.9 percent), caused primarily by lower advertising receipts and the timing of miscellaneous recoveries.

Total MTA Bus **ridership** in April 2015 was 10.7 million, 0.5 percent (less than 0.1 million riders) below budget. Year-to-Date, ridership was 40.2 million, 3.3 percent (1.4 million riders) below budget. April 2015 average weekday ridership was 410,200, an increase of 1.4 percent (5,496 riders) from April 2014. Average weekday ridership for the twelve months ending April 2015 was 409,211, an increase of 2.3 percent (9,208 riders) from the twelve months ending April 2014.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$51.8 million in April, \$0.8 million (1.5 percent) below budget. Labor expenses exceeded budget by \$0.3 million (0.9 percent), due largely to higher overtime expenses of \$1.0 million (23.3 percent), caused by additional maintenance requirements in support of an aging fleet and vacancy/absentee coverage requirements. Partly offsetting this overrun were lower expenses of \$0.7 million (11.9 percent), representing the favorable timing of health & welfare/OPEB current expenses. Non-labor expenses were below budget by \$1.1 million (8.0 percent), due principally to lower fuel prices. Year-to-date, expenses were under budget by \$3.6 million (1.7 percent). Labor expenses overran by \$4.9 million (3.2 percent), due primarily to higher overtime expenses of \$3.6 million (21.4 percent), resulting from adverse weather, additional maintenance requirements in support of an aging fleet and vacancy/absentee coverage requirements. Payroll expenses were also higher by \$2.7 million (3.3 percent), caused mainly by demographic progression rate changes in represented groups and a court judgment for back pay, partially offset by vacancies. Non-labor expenses were less than budget by \$8.6 million (15.6 percent), of which \$3.6 million (30.9 percent) represented lower fuel prices and \$5.0 million of underruns were caused by the favorable timing of expenses, affecting several accounts.

Depreciation expenses year-to-date exceeded budget by \$2.4 million (16.9 percent).

Other Post-Employment Benefit expenses of \$33.4 million were essentially on budget.

The **operating cash deficit** (excluding subsidies) was \$141.3 million year-to-date, \$6.0 million (4.5 percent) above budget, due largely to higher public liability claims payouts and overtime costs.

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 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	\$ 17.797	\$ 17.852	\$ 0.055	0.3	\$ -	\$ -	\$ -	-	\$ 17.797	\$ 17.852	\$ 0.055	0.3
Other Operating Income	2.224	1.706	(0.518)	(23.3)	-	-	-	-	2.224	1.706	(0.518)	(23.3)
Capital and Other Reimbursements	-	-	-	-	0.477	0.435	(0.042)	(8.8)	0.477	0.435	(0.042)	(8.8)
Total Revenue	\$ 20.021	\$ 19.558	\$ (0.463)	(2.3)	\$ 0.477	\$ 0.435	\$ (0.042)	(8.8)	\$ 20.498	\$ 19.993	\$ (0.505)	(2.5)
- Labor:												
Payroll	\$ 20.733	\$ 20.665	\$ 0.068	0.3	\$ 0.226	\$ 0.279	\$ (0.053)	(23.5)	\$ 20.959	\$ 20.944	\$ 0.015	0.1
Overtime	4.069	5.019	(0.950)	(23.3)	-	-	-	-	4.069	5.019	(0.950)	(23.3)
Health and Welfare	4.478	3.982	0.496	11.1	0.086	0.085	0.001	1.2	4.564	4.067	0.497	10.9
OPEB Current Payment	1.742	1.500	0.242	13.9	-	-	-	-	1.742	1.500	0.242	13.9
Pensions	3.800	4.130	(0.330)	(8.7)	0.039	0.032	0.007	17.9	3.839	4.162	(0.323)	(8.4)
Other Fringe Benefits	3.897	3.752	0.145	3.7	0.038	0.032	0.006	15.8	3.935	3.784	0.151	3.8
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 38.718	\$ 39.048	\$ (0.330)	(0.9)	\$ 0.389	\$ 0.428	\$ (0.039)	(10.0)	\$ 39.107	\$ 39.476	\$ (0.369)	(0.9)
Non-Labor:												
Electric Power	\$ 0.150	\$ 0.135	\$ 0.015	10.0	\$ -	\$ -	\$ -	-	\$ 0.150	\$ 0.135	\$ 0.015	10.0
Fuel	2.967	1.851	1.116	37.6	-	-	-	-	2.967	1.851	1.116	37.6
Insurance	0.459	0.289	0.170	37.0	-	-	-	-	0.459	0.289	0.170	37.0
Claims	2.329	2.500	(0.171)	(7.3)	-	-	-	-	2.329	2.500	(0.171)	(7.3)
Maintenance and Other Operating Contracts	2.397	0.926	1.471	61.4	0.019	-	0.019	100.0	2.416	0.926	1.490	61.7
Professional Service Contracts	2.281	2.215	0.066	2.9	-	-	-	-	2.281	2.215	0.066	2.9
Materials & Supplies	3.125	4.528	(1.403)	(44.9)	0.069	0.007	0.062	89.9	3.194	4.535	(1.341)	(42.0)
Other Business Expense	0.208	0.354	(0.146)	(70.2)	-	-	-	-	0.208	0.354	(0.146)	(70.2)
Total Non-Labor Expenses	\$ 13.916	\$ 12.798	\$ 1.118	8.0	\$ 0.088	\$ 0.007	\$ 0.081	92.0	\$ 14.004	\$ 12.805	\$ 1.199	8.6
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 52.634	\$ 51.846	\$ 0.788	1.5	\$ 0.477	\$ 0.435	\$ 0.042	8.8	\$ 53.111	\$ 52.281	\$ 0.830	1.6
Depreciation	3.514	4.058	(0.544)	(15.5)	-	-	-	-	3.514	4.058	(0.544)	(15.5)
OPEB Obligation	8.346	8.350	(0.004)	(0.0)	-	-	-	-	8.346	8.350	(0.004)	(0.0)
Environmental Remediation	-	0.004	(0.004)	-	-	-	-	-	-	0.004	(0.004)	-
Total Expenses	\$ 64.494	\$ 64.258	\$ 0.236	0.4	\$ 0.477	\$ 0.435	\$ 0.042	8.8	\$ 64.971	\$ 64.693	\$ 0.278	0.4
Net Surplus/(Deficit)	\$ (44.473)	\$ (44.700)	\$ (0.227)	(0.5)	\$ -	\$ -	\$ (0.000)	-	\$ (44.473)	\$ (44.700)	\$ (0.227)	(0.5)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
April 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	\$ 66.979	\$ 65.872	\$ (1.107)	(1.7)	\$ -	\$ -	\$ -	-	\$ 66.979	\$ 65.872	\$ (1.107)	(1.7)
Other Operating Income	8.785	7.388	(1.397)	(15.9)	-	-	-	-	8.785	7.388	(1.397)	(15.9)
Capital and Other Reimbursements	-	-	-	-	1.885	1.161	(0.724)	(38.4)	1.885	1.161	(0.724)	(38.4)
Total Revenue	\$ 75.764	\$ 73.260	\$ (2.504)	(3.3)	\$ 1.885	\$ 1.161	\$ (0.724)	(38.4)	\$ 77.649	\$ 74.421	\$ (3.228)	(4.2)
Expenses												
<i>Labor:</i>												
Payroll	\$ 81.895	\$ 84.618	\$ (2.723)	(3.3)	0.893	0.713	\$ 0.180	20.2	\$ 82.788	\$ 85.331	\$ (2.543)	(3.1)
Overtime	16.661	20.220	(3.559)	(21.4)	-	-	-	-	16.661	20.220	(3.559)	(21.4)
Health and Welfare	17.686	17.769	(0.083)	(0.5)	0.341	0.207	0.134	39.3	18.027	17.976	0.051	0.3
OPEB Current Payment	6.968	6.000	0.968	13.9	-	-	-	-	6.968	6.000	0.968	13.9
Pensions	15.010	15.602	(0.592)	(3.9)	0.154	0.092	0.062	40.3	15.164	15.694	(0.530)	(3.5)
Other Fringe Benefits	15.393	14.348	1.045	6.8	0.151	0.092	0.059	39.1	15.544	14.440	1.104	7.1
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.024	(0.024)	-	-	0.024	(0.024)	-
Total Labor Expenses	\$ 153.613	\$ 158.557	\$ (4.944)	(3.2)	\$ 1.540	\$ 1.128	\$ 0.412	26.7	\$ 155.153	\$ 159.685	\$ (4.532)	(2.9)
<i>Non-Labor:</i>												
Electric Power	\$ 0.593	\$ 0.509	\$ 0.084	14.2	\$ -	\$ -	\$ -	-	\$ 0.593	\$ 0.509	\$ 0.084	14.2
Fuel	11.721	8.104	3.617	30.9	-	-	-	-	11.721	8.104	3.617	30.9
Insurance	1.812	1.166	0.646	35.7	-	-	-	-	1.812	1.166	0.646	35.7
Claims	9.201	8.000	1.201	13.1	-	-	-	-	9.201	8.000	1.201	13.1
Maintenance and Other Operating Contracts	9.466	6.347	3.119	32.9	0.075	-	0.075	100.0	9.541	6.347	3.194	33.5
Professional Service Contracts	9.011	6.782	2.229	24.7	-	-	-	-	9.011	6.782	2.229	24.7
Materials & Supplies	12.344	14.315	(1.971)	(16.0)	0.271	0.033	0.238	87.8	12.615	14.348	(1.733)	(13.7)
Other Business Expense	0.821	1.165	(0.344)	(41.9)	-	-	-	-	0.821	1.165	(0.344)	(41.9)
Total Non-Labor Expenses	\$ 54.969	\$ 46.388	\$ 8.581	15.6	\$ 0.346	\$ 0.033	\$ 0.313	90.5	\$ 55.315	\$ 46.421	\$ 8.894	16.1
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adj.	\$ 208.582	\$ 204.945	\$ 3.637	1.7	\$ 1.886	\$ 1.161	\$ 0.725	38.4	\$ 210.468	\$ 206.106	\$ 4.362	2.1
Depreciation	13.880	16.232	(2.352)	(16.9)	-	-	-	-	13.880	16.232	(2.352)	(16.9)
OPEB Obligation	33.384	33.402	(0.019)	(0.1)	-	-	-	-	33.384	33.402	(0.019)	(0.1)
Environmental Remediation	-	0.004	(0.004)	-	-	-	-	-	-	0.004	(0.004)	-
Total Expenses	\$ 255.845	\$ 254.583	\$ 1.262	0.5	\$ 1.886	\$ 1.161	\$ 0.725	38.4	\$ 257.731	\$ 255.744	\$ 1.987	0.8
Net Surplus/(Deficit)	\$ (180.082)	\$ (181.323)	\$ (1.241)	(0.7)	\$ (0.001)	\$ -	\$ 0.001	100.0	\$ (180.082)	\$ (181.323)	\$ (1.241)	(0.7)

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	April 2015				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$	0.055	0.3	(a)	\$	(1.107)	(1.7)	Lower ridership due to the snow storm shutdown of Jan 26-27 and adverse weather.
Other Operating Revenue	NR	\$	(0.518)	(23.3)	Lower advertising receipts and delays in miscellaneous recoveries including Sandy	\$	(1.397)	(15.9)	Lower advertising receipts and delays in miscellaneous recoveries including Sandy
Capital and Other Reimbursements	R	\$	(0.042)	(8.8)	(a)	\$	(0.724)	(38.4)	Delayed funding, timing of reimbursement receipts, and vacancies
Total Revenue Variance		\$	(0.505)	(2.5)		\$	(3.228)	(4.2)	
Payroll	NR	\$	0.068	0.3	(a)	\$	(2.723)	(3.3)	Demographic progression rate changes in the representative groups not budgeted and court judgment for back pay, partially offset by vacancies.
Overtime	NR	\$	(0.950)	(23.3)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	\$	(3.559)	(21.4)	Mainly due to the impact of inclement weather, the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	NR	\$	0.738	11.9	Timing of expenses	\$	0.885	3.6	Timing of expenses
Pension	NR	\$	(0.330)	(8.7)	Greater than budgeted expenses	\$	(0.592)	(3.9)	Greater than budgeted expenses
Other Fringe Benefits	NR	\$	0.145	3.7	(a)	\$	1.045	6.8	Favorable timing of workers' compensation payments and associated vacancies
Electric Power	NR	\$	0.015	10.0	(a)	\$	0.084	14.2	Timing of expenses
Fuel	NR	\$	1.116	37.6	Lower rates	\$	3.617	30.9	Primarily due to lower rates and reduced service as a result of Winter Storms
Insurance	NR	\$	0.170	37.0	Timing of expenses	\$	0.646	35.7	Timing of expenses
Claims	NR	\$	(0.171)	(7.3)	Greater than budgeted expenses	\$	1.201	13.1	Timing of expenses
Maintenance and Other Operating Contracts	NR	\$	1.471	61.4	Timing of expenses and mischarge of security costs in Material and Supplies.	\$	3.119	32.9	Timing of expenses and mischarge of security costs in Material and Supplies.
Professional Service Contracts	NR	\$	0.066	2.9	(a)	\$	2.229	24.7	Timing of expenses
Materials & Supplies	NR	\$	(1.403)	(44.9)	Prior period expenses and mischarges of security costs belonging in Maintenance and Other Operating Contracts	\$	(1.971)	(16.0)	Prior period expenses and mischarges of security costs belonging in Maintenance and Other Operating Services
Other Business Expense	NR	\$	(0.146)	(70.2)	Higher Automatic Collection Fees	\$	(0.344)	(41.9)	Higher Automatic Collection Fees
Depreciation	NR	\$	(0.544)	(15.5)	Non cash expense	\$	(2.352)	(16.9)	Non cash expense
Other Post Employment Benefits	NR	\$	(0.004)	(0.0)	(a)	\$	(0.019)	(0.1)	(a)
Environmental Remediation		\$	(0.004)	-		\$	(0.004)	-	
Payroll	R	\$	(0.053)	(23.5)	(a)	\$	0.180	20.2	Timing of charges
Health and Welfare	R	\$	0.001	1.2	Timing of charges	\$	0.134	39.3	Timing of charges.
Pension	R	\$	0.007	17.9		\$	0.062	40.3	
Other Fringe Benefits	R	\$	0.006	15.8		\$	0.059	39.1	
Maintenance and Other Operating Contracts	R	\$	0.019	*	Timing of charges	\$	0.075	*	Timing of charges
Materials & Supplies	R	\$	0.062	*	Timing of charges	\$	0.238	*	Timing of charges
Total Expense Variance		\$	0.278	0.4		\$	1.987	0.8	
Net Variance		\$	(0.227)	(0.5)		\$	(1.241)	(0.7)	

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

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

	April 2015				Year-To-Date			
	Adopted Budget	Actual	Favorable (Unfavorable)		Adopted Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ 17.797	\$ 17.559	\$ (0.238)	(1.3)	\$ 66.979	\$ 65.232	\$ (1.747)	(2.6)
Other Operating Revenue	2.228	1.413	(0.815)	(36.6)	8.912	6.602	(2.310)	(25.9)
Capital and Other Reimbursements	0.883	0.291	(0.592)	(67.0)	3.531	1.265	(2.266)	(64.2)
Total Receipts	\$ 20.908	\$ 19.263	\$ (1.645)	(7.9)	\$ 79.421	\$ 73.099	\$ (6.322)	(8.0)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 19.170	\$ 20.876	\$ (1.706)	(8.9)	\$ 86.267	\$ 84.106	\$ 2.161	2.5
Overtime	4.069	5.019	(0.950)	(23.3)	16.661	19.998	(3.337)	(20.0)
Health and Welfare	4.537	4.917	(0.380)	(8.4)	18.149	19.641	(1.492)	(8.2)
OPEB Current Payment	1.742	1.500	0.242	13.9	6.968	4.500	2.468	35.4
Pensions	3.831	4.130	(0.299)	(7.8)	15.324	15.602	(0.278)	(1.8)
Other Fringe Benefits	3.679	3.562	0.117	3.2	16.556	14.947	1.609	9.7
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 37.029	\$ 40.004	\$ (2.975)	(8.0)	\$ 159.925	\$ 158.794	\$ 1.131	0.7
<i>Non-Labor:</i>								
Electric Power	\$ 0.150	\$ 0.134	\$ 0.016	10.7	\$ 0.600	\$ 0.509	\$ 0.091	15.2
Fuel	2.972	1.775	1.197	40.3	11.890	6.821	5.069	42.6
Insurance	0.460	0.115	0.345	75.0	1.840	0.719	1.121	60.9
Claims	2.000	5.743	(3.743)	*	8.000	13.576	(5.576)	(69.7)
Maintenance and Other Operating Contracts	2.419	1.712	0.707	29.2	9.678	6.247	3.431	35.4
Professional Service Contracts	2.285	0.674	1.611	70.5	9.140	8.823	0.317	3.5
Materials & Supplies	3.199	4.604	(1.405)	(43.9)	12.796	17.942	(5.146)	(40.2)
Other Business Expenses	0.208	0.330	(0.122)	(58.7)	0.832	0.970	(0.138)	(16.6)
Total Non-Labor Expenditures	\$ 13.694	\$ 15.087	\$ (1.393)	(10.2)	\$ 54.775	\$ 55.607	\$ (0.832)	(1.5)
Other Expenditure Adjustments :								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 50.723	\$ 55.091	\$ (4.368)	(8.6)	\$ 214.700	\$ 214.401	\$ 0.299	0.1
Operating Cash Surplus/(Deficit)	\$ (29.815)	\$ (35.828)	\$ (6.013)	(20.2)	\$ (135.279)	\$ (141.302)	\$ (6.023)	(4.5)

NOTE: Totals may not add due to rounding

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

	April 2015			Year-To-Date				
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance		
Operating Receipts or Disbursements	\$	%		\$	%			
Farebox Revenue	\$	(0.238)	(1.3)	Lower ridership	\$	(1.747)	(2.6)	Lower ridership due to the snow storm shutdown of Jan 26-27 and adverse weather.
Other Operating Revenue		(0.815)	(36.6)	Lower advertising receipts and delays in miscellaneous recoveries including Sandy		(2.310)	(25.9)	Lower advertising receipts and delays in miscellaneous recoveries including Sandy
Capital and Other Reimbursements		(0.592)	(67.0)	Delayed funding, timing of reimbursement receipts, and vacancies.		(2.266)	(64.2)	Delayed funding, timing of reimbursement receipts, and vacancies.
Total Receipts	\$	(1.645)	(7.9)		\$	(6.322)	(8.0)	
Payroll	\$	(1.706)	(8.9)	Over funded in March and under funded in April, therefore resulted in an underrun in March and an overrun in April.	\$	2.161	2.5	Vacancies offset by RWA payment for TSO inactive, demographic progression rate changes in the representative groups not budgeted and court judgement for back pay
Overtime		(0.950)	(23.3)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements		(3.337)	(20.0)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)		(0.138)	(2.2)	Payment of prior period expenses		0.976	3.9	Timing of payments
Pension		(0.299)	(7.8)	Greater than budgeted expenses		(0.278)	(1.8)	Greater than budgeted expenses
Other Fringe Benefits		0.117	3.2	(a)		1.609	9.7	(a)
GASB		-	-			-	-	
Electric Power		0.016	10.7	(a)		0.091	15.2	(a)
Fuel		1.197	40.3	Lower rates		5.069	42.6	Lower rate and reduced service as the result of Winter Storms
Insurance		0.345	75.0	Timing of payments		1.121	60.9	Timing of payments
Claims		(3.743)	*	Primarily due to a settlement payment of \$3.0 million from a 2014 bus collision injury		(5.576)	(69.7)	Payments for injuries from bus collisions occurring in 2011-2014
Maintenance and Other Operating Contracts		0.707	29.2	Timing of payments		3.431	35.4	Timing of payments and mischarge of security costs in Material and Supplies.
Professional Service Contracts		1.611	70.5	Timing of payments		0.317	3.5	Timing of payments
Materials & Supplies		(1.405)	(43.9)	Greater than budgeted expenses		(5.146)	(40.2)	Mischarge of security costs belonging in Maintenance and Operating Contracts and payments for prior periods
Other Business Expenditure		(0.122)	(58.7)	Greater than budgeted expenses		(0.138)	(16.6)	Greater than budgeted expenses
Total Expenditures	\$	(4.368)	(8.6)		\$	0.299	0.1	
Net Cash Variance	\$	(6.013)	(20.2)		\$	(6.023)	(4.5)	

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

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

(\$ in millions)

	April 2015					Year-To-Date				
	Favorable (Unfavorable)					Favorable (Unfavorable)				
	Adopted Budget	Actual	Variance	Percent		Adopted Budget	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ -	\$ (0.293)	\$ (0.293)	-		\$ -	\$ (0.640)	\$ (0.640)	-	
Other Operating Revenue	0.004	(0.293)	(0.297)	*		0.127	(0.786)	(0.913)	*	
Capital and Other Reimbursements	0.406	(0.144)	(0.550)	*		1.646	0.104	(1.542)	(93.7)	
Total Receipts	\$ 0.410	\$ (0.730)	\$ (1.140)	*		\$ 1.773	\$ (1.322)	\$ (3.095)	*	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 1.789	\$ 0.068	\$ (1.721)	(96.2)		\$ (3.479)	\$ 1.225	\$ 4.703	*	
Overtime	(0.000)	-	0.000	100.0		-	0.222	0.222	-	
Health and Welfare	0.026	(0.850)	(0.876)	*		(0.122)	(1.665)	(1.543)	*	
OPEB Current Payment	-	-	-	-		-	1.500	1.500	-	
Pensions	0.008	0.032	0.024	*		(0.160)	0.092	0.252	*	
Other Fringe Benefits	0.256	0.222	(0.034)	(13.2)		(1.012)	(0.507)	0.505	49.9	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	0.024	0.024	-	
Total Labor Expenditures	\$ 2.078	\$ (0.528)	\$ (2.606)	*		\$ (4.772)	\$ 0.891	\$ 5.663	*	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ -	\$ 0.001	\$ 0.001	-		\$ (0.007)	\$ -	\$ 0.007	100.0	
Fuel for Buses and Trains	(0.005)	0.076	0.081	*		(0.169)	1.283	1.452	*	
Insurance	(0.001)	0.174	0.175	*		(0.028)	0.447	0.475	*	
Claims	0.329	(3.243)	(3.572)	*		1.201	(5.576)	(6.777)	*	
Maintenance and Other Operating Contracts	(0.003)	(0.786)	(0.783)	*		(0.137)	0.100	0.237	*	
Professional Service Contracts	(0.004)	1.541	1.545	*		(0.129)	(2.041)	(1.912)	*	
Materials & Supplies	(0.005)	(0.069)	(0.064)	*		(0.181)	(3.594)	(3.413)	*	
Other Business Expenditures	-	0.024	0.024	-		(0.011)	0.195	0.206	*	
Total Non-Labor Expenditures	\$ 0.310	\$ (2.282)	\$ (2.592)	*		\$ 0.540	\$ (9.186)	\$ (9.726)	*	
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.										
	\$ 2.798	\$ (3.540)	\$ (6.338)	*		\$ (2.460)	\$ (9.617)	\$ (7.157)	*	
Depreciation Adjustment	3.514	4.058	0.544	15.5		13.880	16.232	2.352	16.9	
Other Post Employment Benefits	8.346	8.350	0.004	0.0		33.384	33.402	0.019	0.1	
Environmental Remediation	-	0.004	0.004	-		-	0.004	0.004	-	
Total Cash Conversion Adjustments	\$ 14.658	\$ 8.872	\$ (5.786)	(39.5)		\$ 44.803	\$ 40.021	\$ (4.782)	(10.7)	

NOTE: Totals may not add due to rounding

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

	<u>April 2015</u>			<u>Year-to-date as of April 2015</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.797	\$ 17.852	\$ 0.055	\$ 66.979	\$ 65.872	\$ (1.107)
Total Farebox Revenue	\$ 17.797	\$ 17.852	\$ 0.055	\$ 66.979	\$ 65.872	\$ (1.107)
Other Revenue	\$ 2.224	\$ 1.706	\$ (0.518)	\$ 8.785	\$ 7.388	\$ (1.397)
Capital & Other	0.477	0.435	(0.042)	1.885	1.161	(0.724)
Total Revenue	\$ 20.498	\$ 19.993	\$ (0.505)	\$ 77.649	\$ 74.421	\$ (3.228)
<u>Ridership</u>						
Fixed Route	10.725	10.676	(0.049)	41.534	40.179	(1.355)
Total Ridership	10.725	10.676	(0.049)	41.534	40.179	(1.355)

MTA BUS COMPANY
Non-Reimbursable and Reimbursable by Function and Department
Full-Time Positions and Full-Time Equivalents
APRIL 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	6	-	
System Safety Administration	5	1	4	
Law	21	22	(1)	
Corporate Communications	3	1	2	
Labor Relations	4	4	-	
Strategic Office	13	9	4	
Non-Departmental	27	-	27	
Total Administration	141	102	39	Vacancies to be filled
Operations				
Buses	2,226	2,168	58	
Office of the Executive VP	1	4	(3)	
Safety & Training	31	79	(48)	Students in Training
Road Operations	119	116	3	
Transportation Support	20	23	(3)	
Operations Planning	31	30	1	
Revenue Control	27	26	1	
Total Operations	2,455	2,446	10	
Maintenance				
Buses	754	749	5	
Maintenance Support/CMF	176	172	4	
Facilities	73	67	6	
Supply Logistics	92	90	2	
Total Maintenance	1,095	1,078	17	Vacancies to be filled
Capital Program Management	37	25	12	
Total Engineering/Capital	37	25	12	Vacancies to be filled
Security	18	16	2	
Total Public Safety	18	16	2	
Total Positions	3,746	3,667	80	
Non-Reimbursable	3,708	3,634	75	
Reimbursable	38	33	5	
Total Full-Time	3,731	3,658	74	
Total Full-Time Equivalents	15	9	6	

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

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	54	44	10	
Professional, Technical, Clerical	62	58	4	
Operational Hourlies	25	-	25	
Total Administration	141	102	39	Vacancies to be filled
Operations				
Managers/Supervisors	304	300	4	
Professional, Technical, Clerical	50	55	(5)	
Operational Hourlies	2,101	2,091	11	
Total Operations	2,455	2,446	10	
Maintenance				
Managers/Supervisors	217	214	3	
Professional, Technical, Clerical	18	21	(3)	
Operational Hourlies	860	843	17	
Total Maintenance	1,095	1,078	17	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	13	8	
Professional, Technical, Clerical	16	12	4	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	25	12	Vacancies to be filled
Public Safety				
Managers/Supervisors	14	11	3	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
Total Public Safety	18	16	2	
Total Baseline Positions				
Managers/Supervisors	610	582	28	
Professional, Technical, Clerical	150	149	1	
Operational Hourlies	2,986	2,936	51	
Total Baseline Positions	3,746	3,667	80	

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

	April						April Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	52,781	\$2.2	52,749	\$2.4	32 0.1%	(\$0.2) -9.4%	206,057	\$8.5	198,965	\$8.5	7,092 3.4%	(\$0.0) -0.2%
<u>Unscheduled Service</u>	10,632	\$0.5	8,606	\$0.4	2,026 19.1%	0.1 16.5%	42,132	\$1.8	33,090	\$1.4	9,042 21.5%	0.4 22.7%
<u>Programmatic/Routine Maintenance</u>	14,949	\$0.6	23,408	\$1.1	(8,459) -56.6%	(0.5) -70.3%	68,368	\$3.0	105,662	\$4.8	(37,294) -54.5%	(1.8) -61.7%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%
<u>Vacancy/Absentee Coverage</u>	14,692	\$0.6	23,843	\$1.1	(9,152) -62.3%	(0.5) -74.5%	56,824	\$2.5	67,924	\$3.1	(11,101) -19.5%	(0.6) -24.6%
<u>Weather Emergencies</u>	3,258	\$0.1	0	\$0.0	3,258 *	0.1 *	17,745	\$0.7	41,306	\$1.9	(23,561) *	(1.3) *
<u>Safety/Security/Law Enforcement</u>	224	\$0.0	184	\$0.0	40 18.0%	0.0 28.8%	809	\$0.0	698	\$0.0	111 13.8%	0.0 23.2%
<u>Other</u>	312	\$0.0	642	\$0.0	(330) *	(0.0) *	1,250	\$0.1	2,735	\$0.2	(1,485) *	(0.0) *
Subtotal	96,849	\$4.1	109,432	\$5.0	(12,583) -13.0%	(\$1.0) -23.4%	393,185	\$16.7	450,380	\$20.0	(57,195) -14.5%	(\$3.3) -20.0%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	96,849	\$4.1	109,432	\$5.0	(12,583) -13.0%	(\$1.0) -23.4%	393,185	\$16.7	450,380	\$20.0	(57,195) -14.5%	(\$3.3) -20.0%

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)

	April			April Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	32 0.1%	(\$0.2) -9.4%		7,092 3.4%	(\$0.0) -0.2%	
<u>Unscheduled Service</u>	2,026 19.1%	\$0.1 16.5%		9,042 21.5%	\$0.4 22.7%	
<u>Programmatic/Routine Maintenance</u>	(8,459) -56.6%	(\$0.5) -70.3%	Aging bus fleet impact on bus maintenance.	(37,294) -54.5%	(\$1.8) -61.7%	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>	(9,152) -62.3%	(\$0.5) -74.5%	Vacancies	(11,101) -19.5%	(\$0.6) -24.6%	Vacancies
<u>Weather Emergencies</u>	3,258 *	\$0.1 *		(23,561) *	(\$1.3) *	
<u>Safety/Security/Law Enforcement</u>	40 18.0%	\$0.0 28.8%		111 13.8%	\$0.0 23.2%	
<u>Other</u>	(330) *	(\$0.0) *		(1,485) *	(\$0.0) *	
Subtotal	(12,583) -13.0%	(\$1.0) -23.4%		(57,195) -14.5%	(\$3.3) -20.0%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(12,583)	(\$1.0)		(57,195)	(\$3.3)	

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

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$17.3	\$41.2	238
Design Completions	74.3	21.3	29
Awards	836.9	686.3	82
Substantial Completions	622.9	504.5	81
Closeouts	2,353.9	372.0	16

During April, NYCT awarded projects totaling \$126.0 million including:

- Sandy repair work in the 53rd Street Tube;
- modification of signal control lines system-wide; and
- the installation of Help Point kiosks at 24 stations system-wide.

During the same period, NYCT substantially completed projects totaling \$58.5 million including:

- mainline track replacement on the 8th Avenue Line in Manhattan and the White Plains Road Line in the Bronx; and
- station improvements including stair repair at the 9th Street Station on the 4th Avenue Line, ventilator repair at the Clinton-Washington Avenues Station on the Crosstown Line and the installation of Help Point kiosks at 17 stations.

Also during April, NYCT started 11 design projects for \$14.4 million, completed four designs for \$5.2 million, and closed out eight projects for \$87.1 million.

Capital Program Status
June 2015
(April 2015)

During April, NYCT awarded projects totaling \$126.0 million including \$92.6 million for Sandy repair work in the 53rd Street Tube. The project scope includes the repair or replacement of items that were damaged due to flooding from Superstorm Sandy including: track and switches, signals, substations, circuit breaker houses, and cables and ducts.

Also during April, NYCT awarded the \$15.4 million sixth phase of an ongoing initiative to modernize the entire signal system. Phase six of the initiative will address approximately 380 locations and includes the extension of control and operation of wayside equipment, installation of grade timing and station timing, modification of signal control lines, or installation of new signal locations.

Additionally, NYCT awarded projects for \$9.7 million to install Help Point kiosks at 24 stations. The kiosks will be installed at stations on the Pelham Line in the Bronx, the Jamaica Line in Brooklyn, the Myrtle Line in Queens and at various other locations. These projects are part of a plan to install Help Point kiosks system-wide. Help Point kiosks in stations provide customers with a reliable, easy to use communications link to NYCT customer service personnel for information or in the event of an emergency.

During April, NYCT substantially completed projects totaling \$58.5 million including mainline track replacement on the 8th Avenue Line in Manhattan and White Plains Road Line in the Bronx for \$33.6 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.

NYCT also completed station component investments for \$2.1 million at the 9th Street Station on the 4th Avenue Line and the Clinton-Washington Avenues Station on the Crosstown Line both in Brooklyn. At 9th Street Station, two street stairs were repaired and at Clinton-Washington Avenues, station ventilators were repaired. In addition, NYCT completed two projects totaling \$5.0 million to install Help Point kiosks at 17 stations on the Broadway-7th Avenue and Broadway Lines in Manhattan, the Jerome Line in the Bronx and other locations.

Also during April, NYCT started 11 design projects for \$14.4 million, completed four designs for \$5.2 million, and closed out eight projects for \$87.1 million.

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

Projects Closed During April 2015
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Electronic Security System-Chambers Street Station Complex	\$11.9	\$13.9	05/2012	35
Concrete Cylinder Testing (2006)	0.3	0.5	09/2012	31
Mainline Track Switches 2013 at Jamaica	13.9	8.7	11/2014	5
Overcoating: Dyckman Street - 215 Street / Broadway-7th Avenue	13.9	13.3	03/2015	1
Mainline Switches - 2014 Design and EFA	7.5	6.5	04/2015	0
Mainline Track Replacement - 2014 Design and EFA	6.1	5.3	04/2015	0
Track Force Account - 2014	35.0	35.0	04/2015	0
Substation Hatchways: 6 Locations	4.0	4.0	07/2015	(3)

The closeout of the Electronic Security System – Chambers Street Station Complex project was delayed by 35 months due to a delay in the review and acceptance of O & M manuals. The closeout of the Concrete Cylinder Testing project was delayed by 31 months due to a delay in the processing of final closeout documentation. The Mainline Track Switches 2013 at Jamaica project was delayed by five months in order to take advantage of piggybacking opportunities to complete the work.

CAPITAL PROJECT MILESTONE SUMMARY
2015
(THROUGH APRIL 30, 2015)

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

April

Design Starts	\$3.2	5	\$14.4	11	444.6	220.0
Design Completions	10.1	5	5.2	4	51.5	80.0
Construction Awards	296.3	14	126.0	14	42.5	100.0
Substantial Completions	148.5	20	58.5	11	39.4	55.0
Closeouts	183.5	19	87.1	8	47.5	42.1

2015 Year-To-Date

Design Starts	\$17.3	17	\$41.2	30	237.6	176.5
Design Completions	74.3	38	21.3	20	28.7	52.6
Construction Awards	836.9	78	686.3	59	82.0	75.6
Substantial Completions	622.9	71	504.5	56	81.0	78.9
Closeouts	2,353.9	87	372.0	44	15.8	50.6

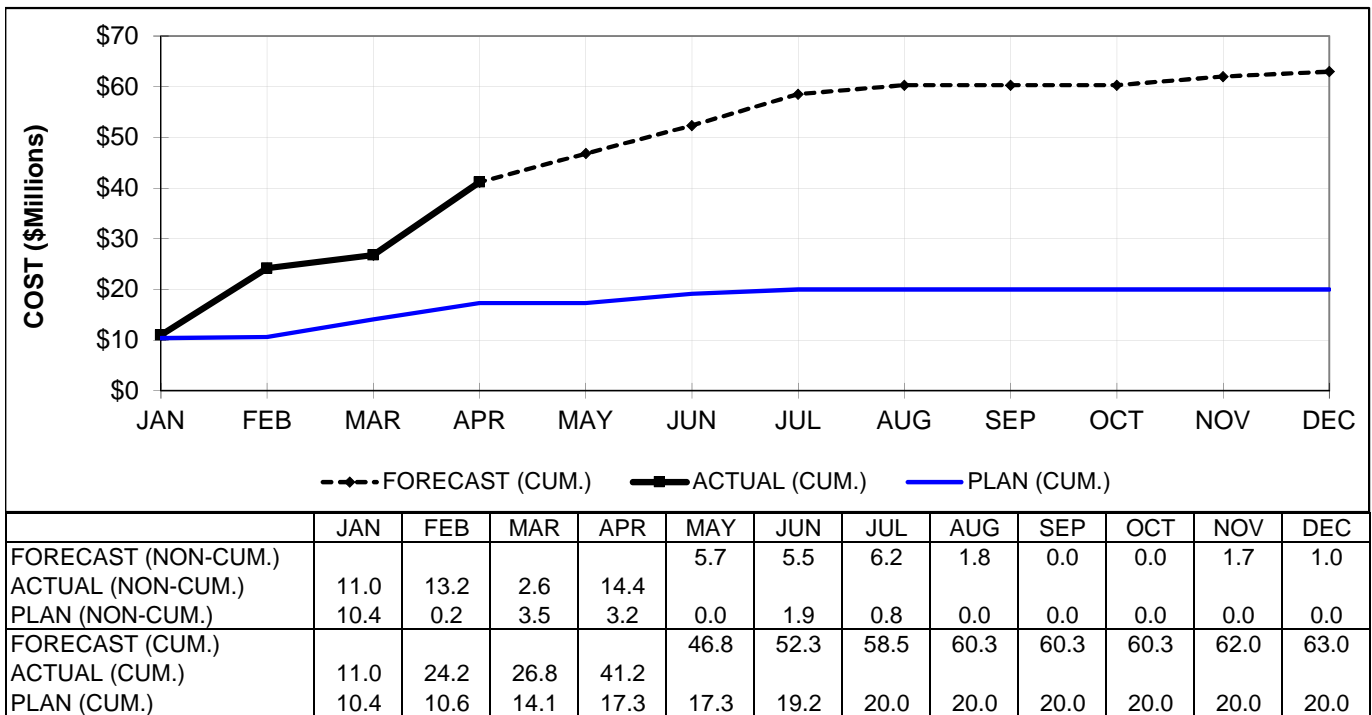
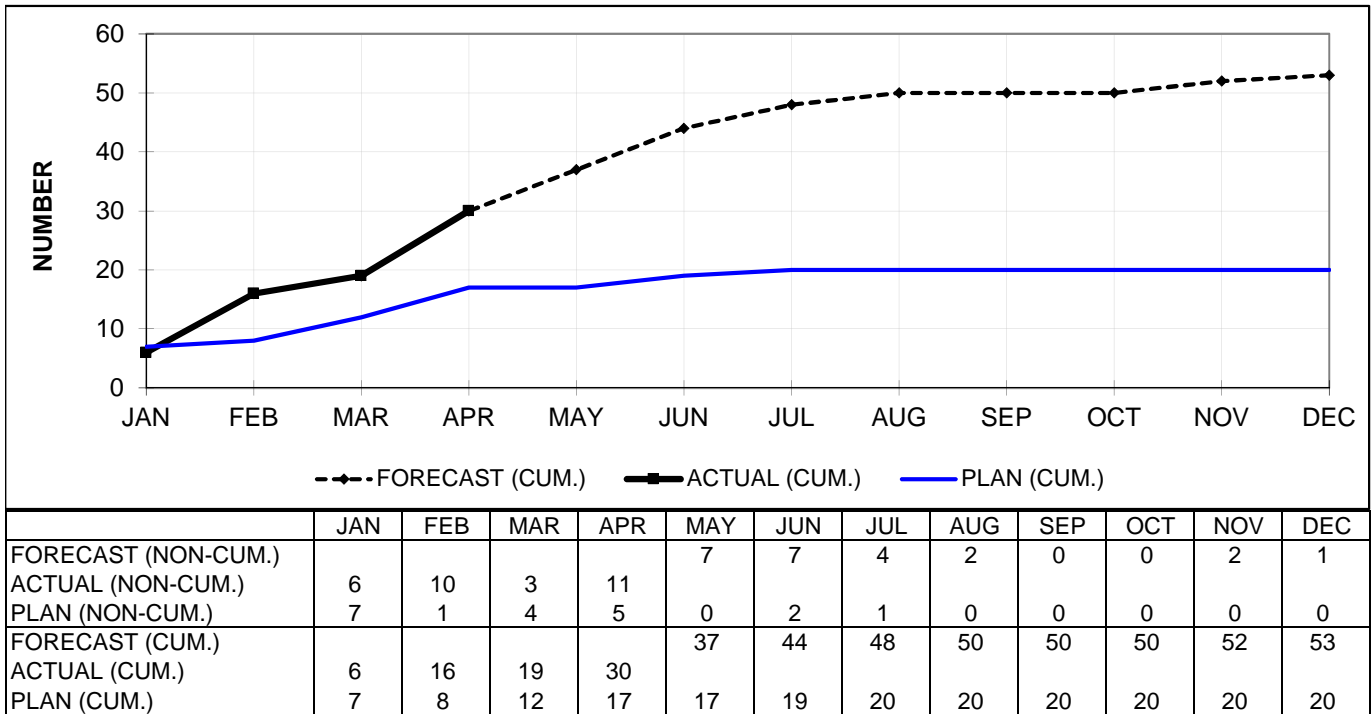
2015 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$20.0	20	\$63.0	53	314.8	265.0
Design Completions	188.2	96	192.5	108	102.3	112.5
Construction Awards	1,822.1	138	2,374.6	147	130.3	106.5
Substantial Completions	1,672.9	191	1,855.3	197	110.9	103.1
Closeouts	8,149.3	236	8,049.7	234	98.8	99.2

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

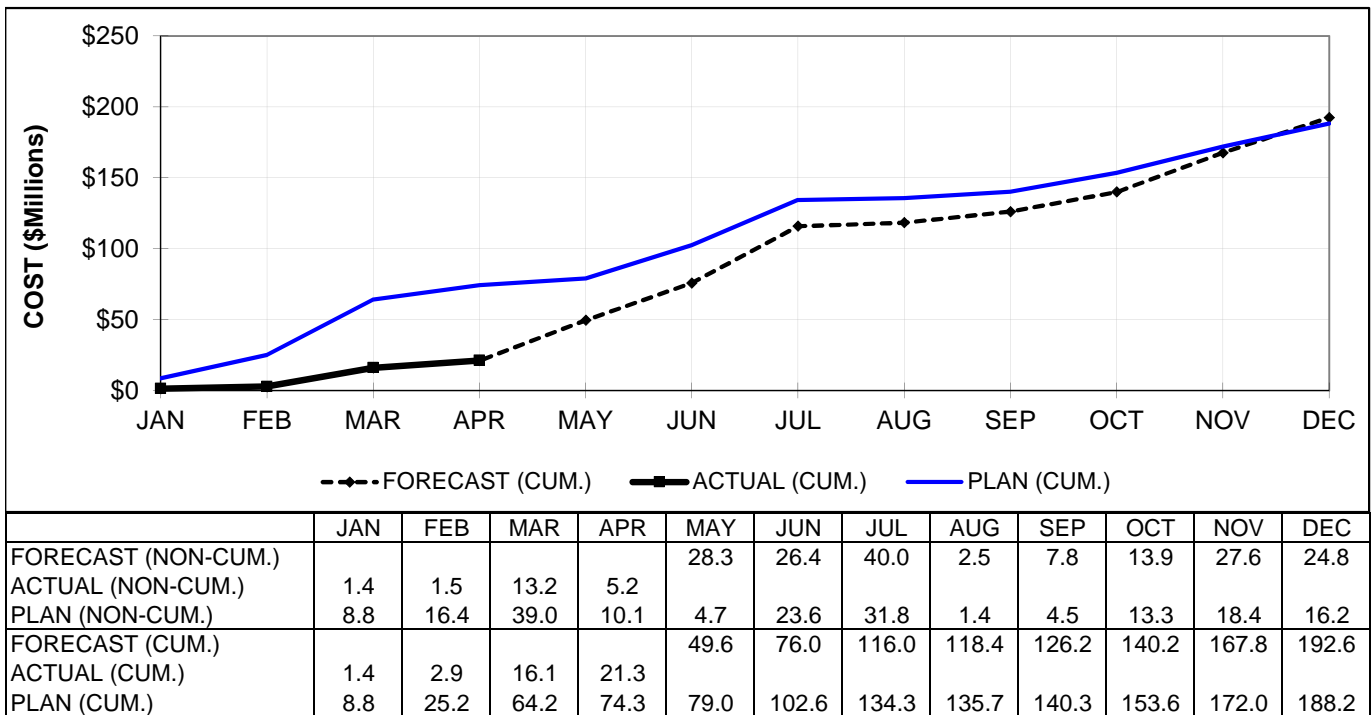
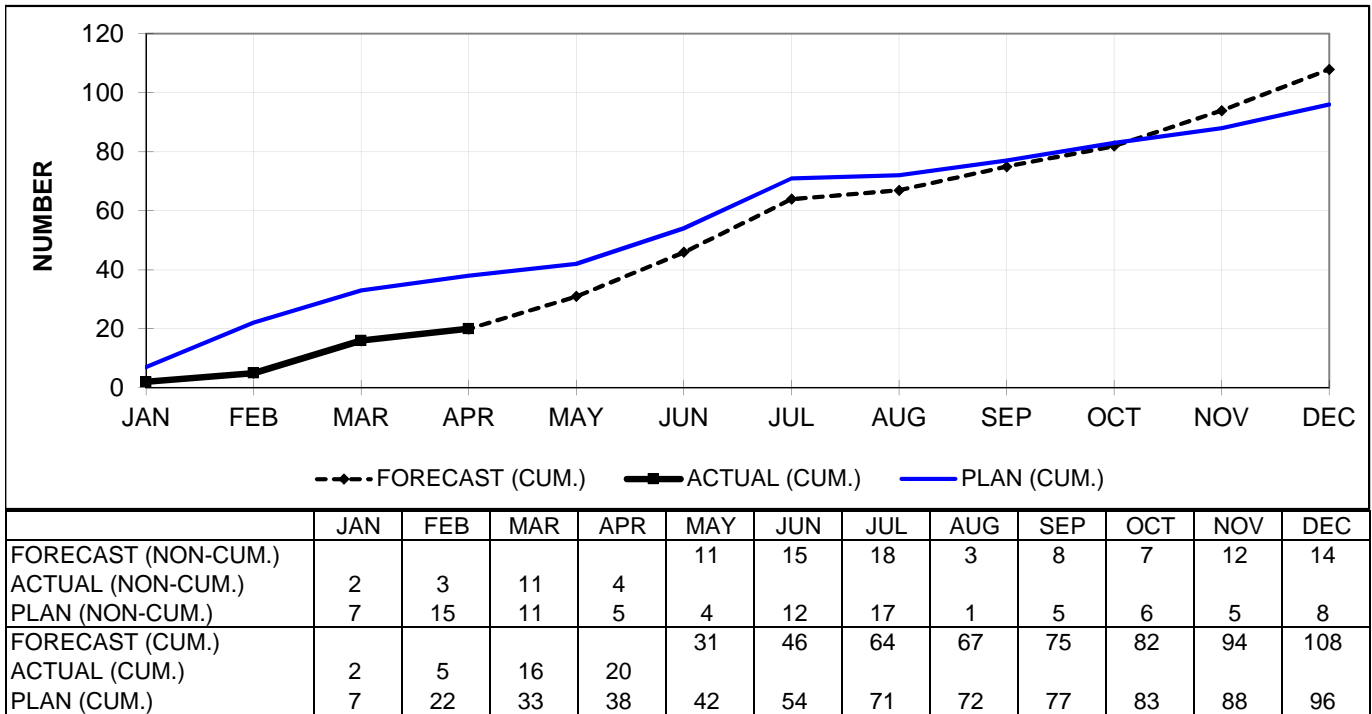
2015 Design Starts Charts

As of April 2015



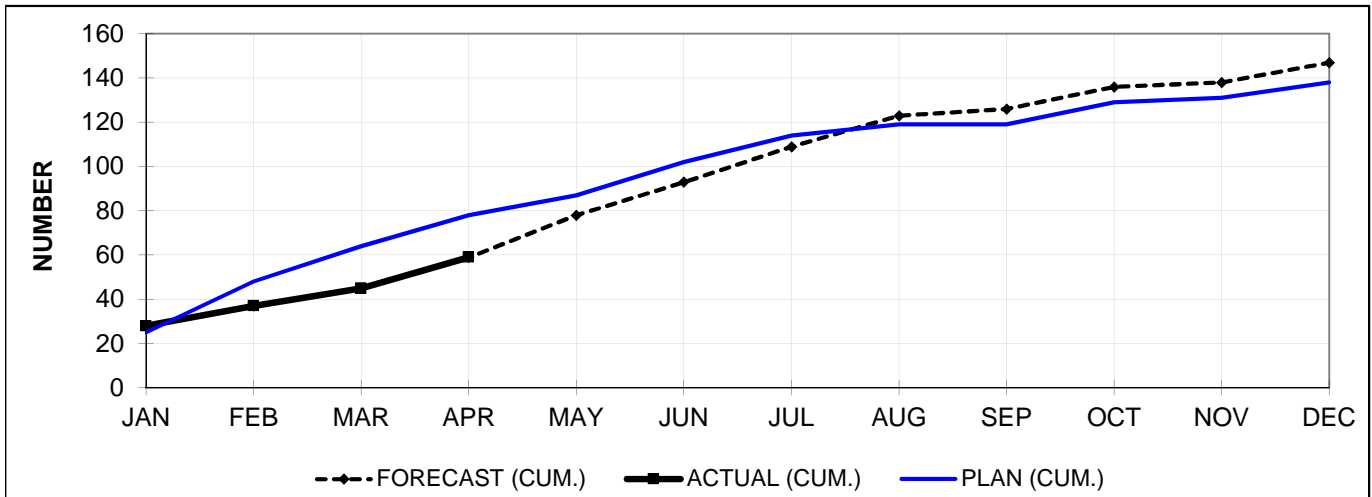
2015 Design Completions Charts

As of April 2015

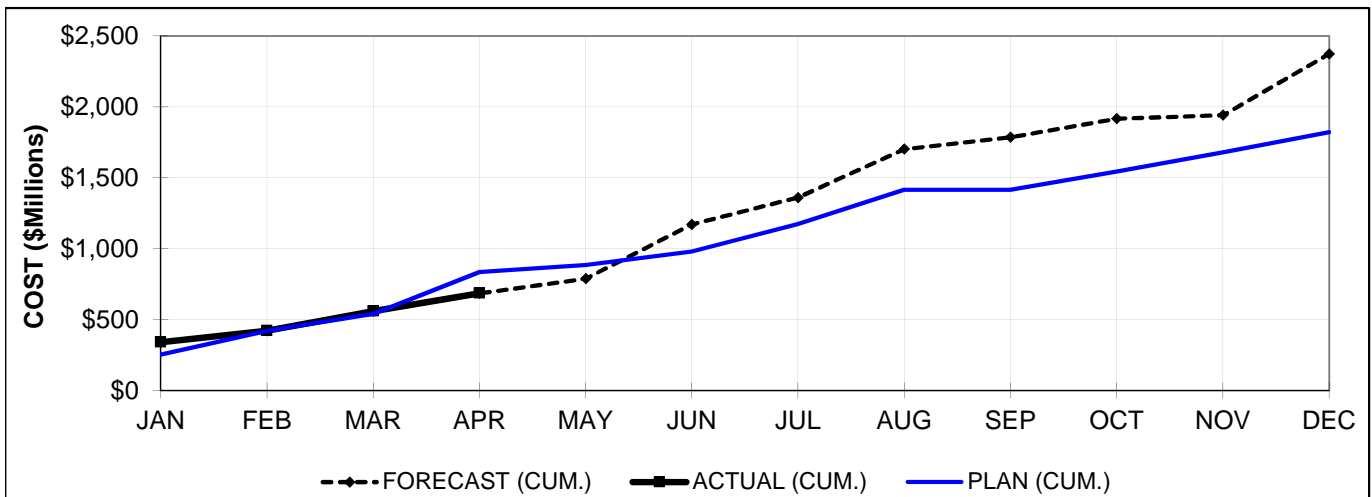


2015 Awards Charts

As of April 2015



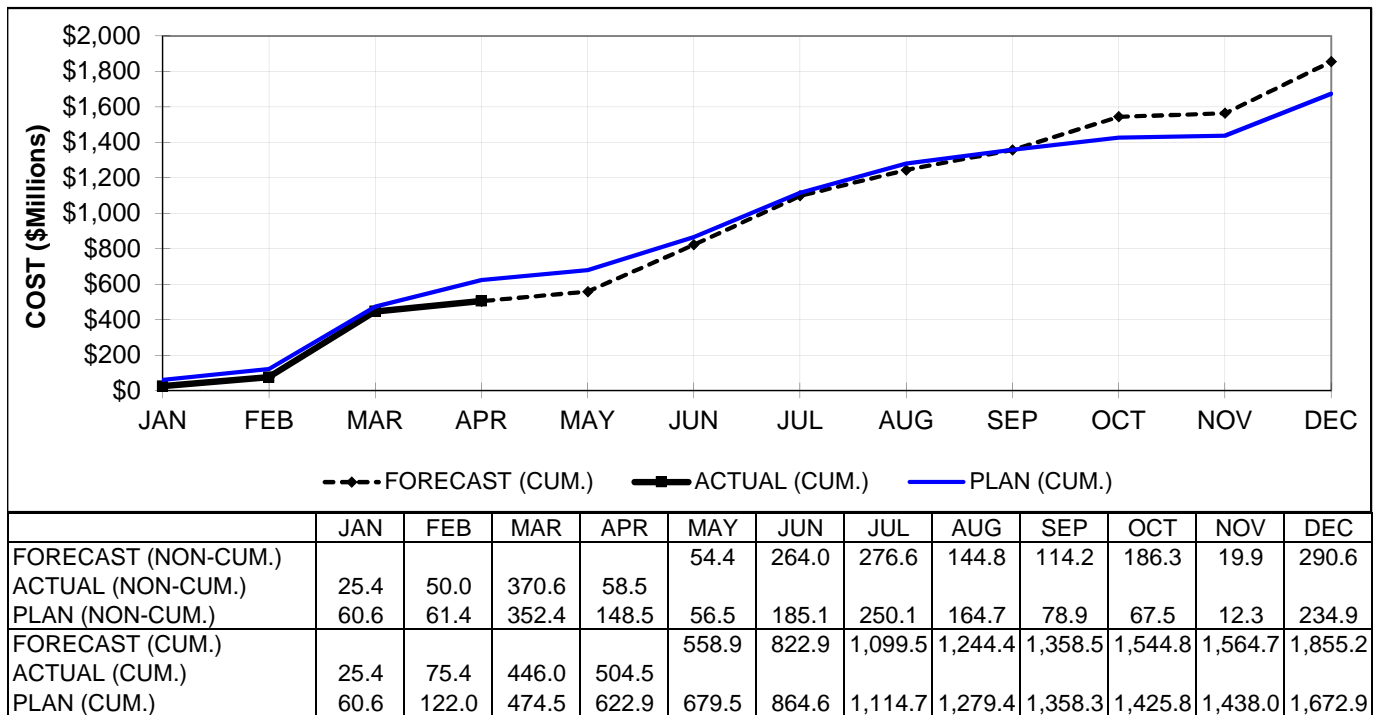
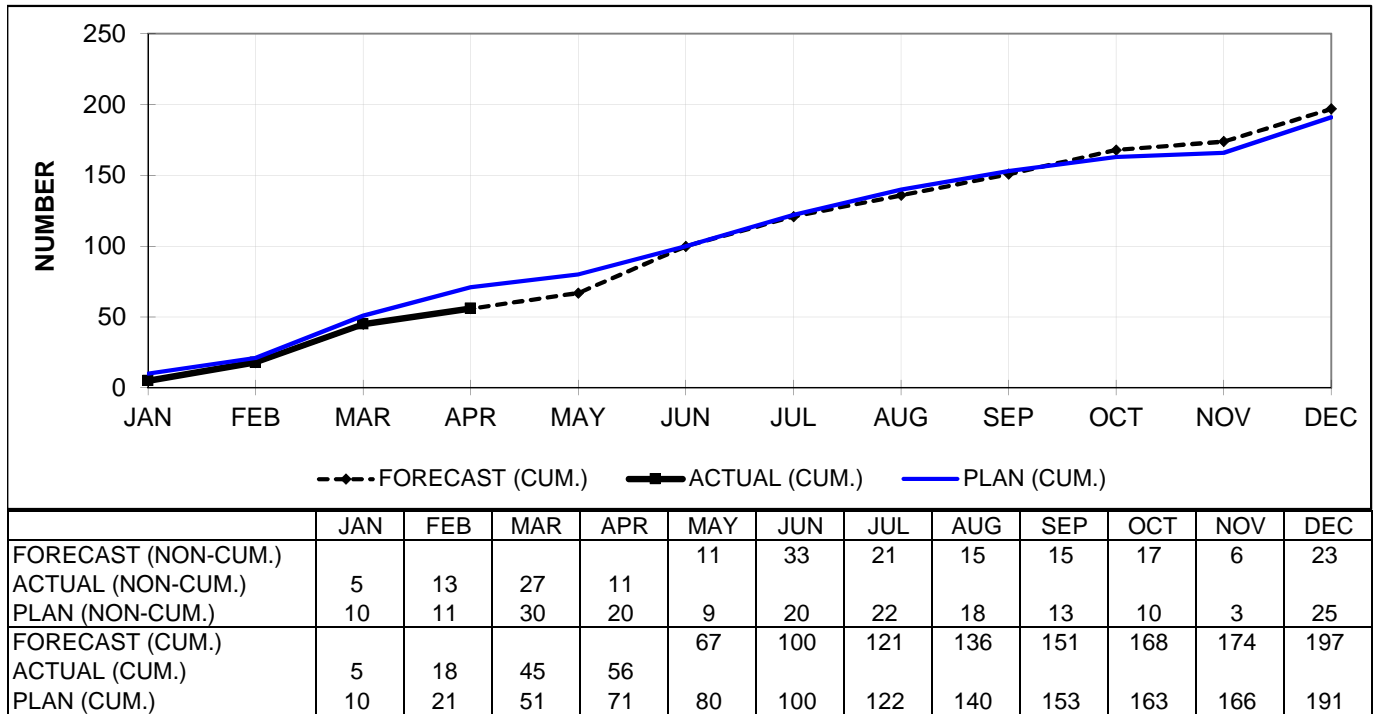
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	28	9	8	14	19	15	16	14	3	10	2	9
ACTUAL (NON-CUM.)	28	37	45	59	78	93	109	123	126	136	138	147
PLAN (NON-CUM.)	25	23	16	14	9	15	12	5	0	10	2	7
FORECAST (CUM.)	28	37	45	59	78	93	109	123	126	136	138	147
ACTUAL (CUM.)	28	37	45	59	78	93	109	123	126	136	138	147
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.)	340.9	81.5	137.9	126.0	104.3	381.6	189.3	342.0	83.0	131.2	24.7	432.4
ACTUAL (NON-CUM.)	340.9	422.4	560.3	686.3	790.6	1,172.1	1,361.4	1,703.4	1,786.4	1,917.6	1,942.2	2,374.6
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.)	340.9	422.4	560.3	686.3	790.6	1,172.1	1,361.4	1,703.4	1,786.4	1,917.6	1,942.2	2,374.6
ACTUAL (CUM.)	340.9	422.4	560.3	686.3	790.6	1,172.1	1,361.4	1,703.4	1,786.4	1,917.6	1,942.2	2,374.6
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

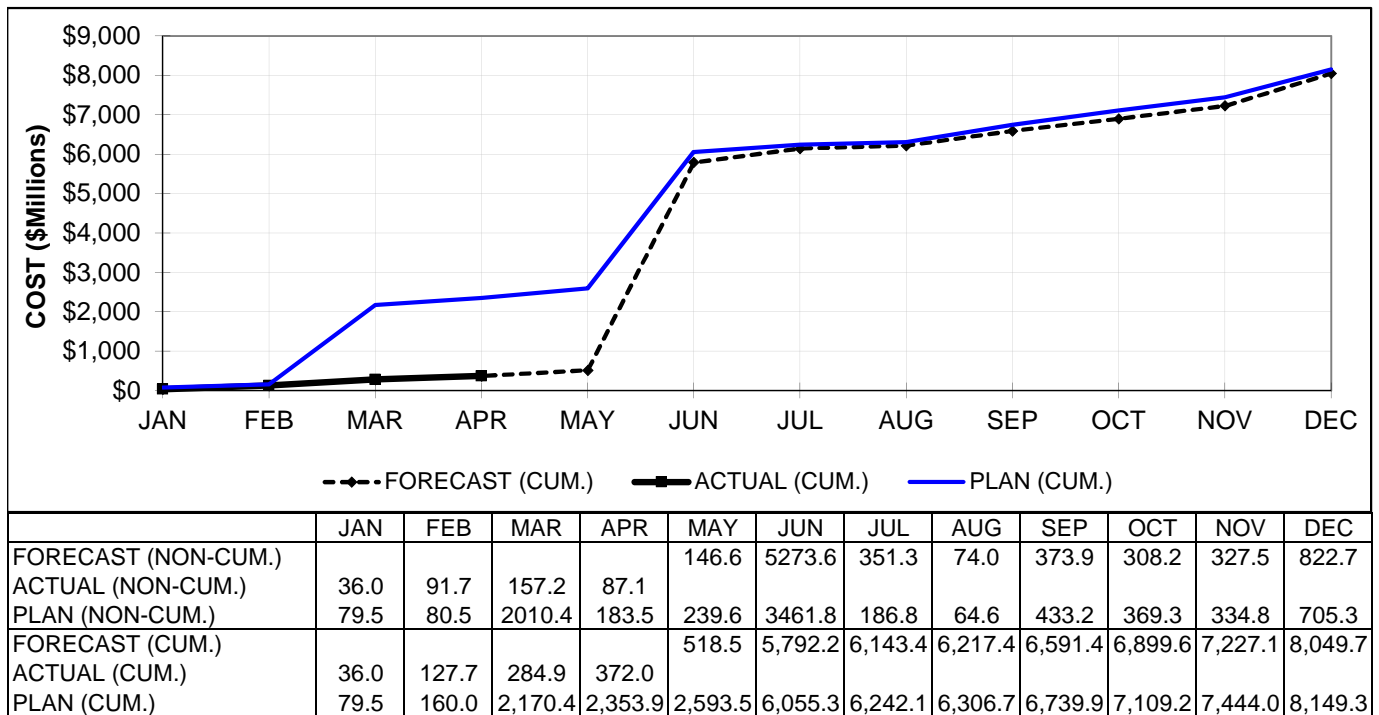
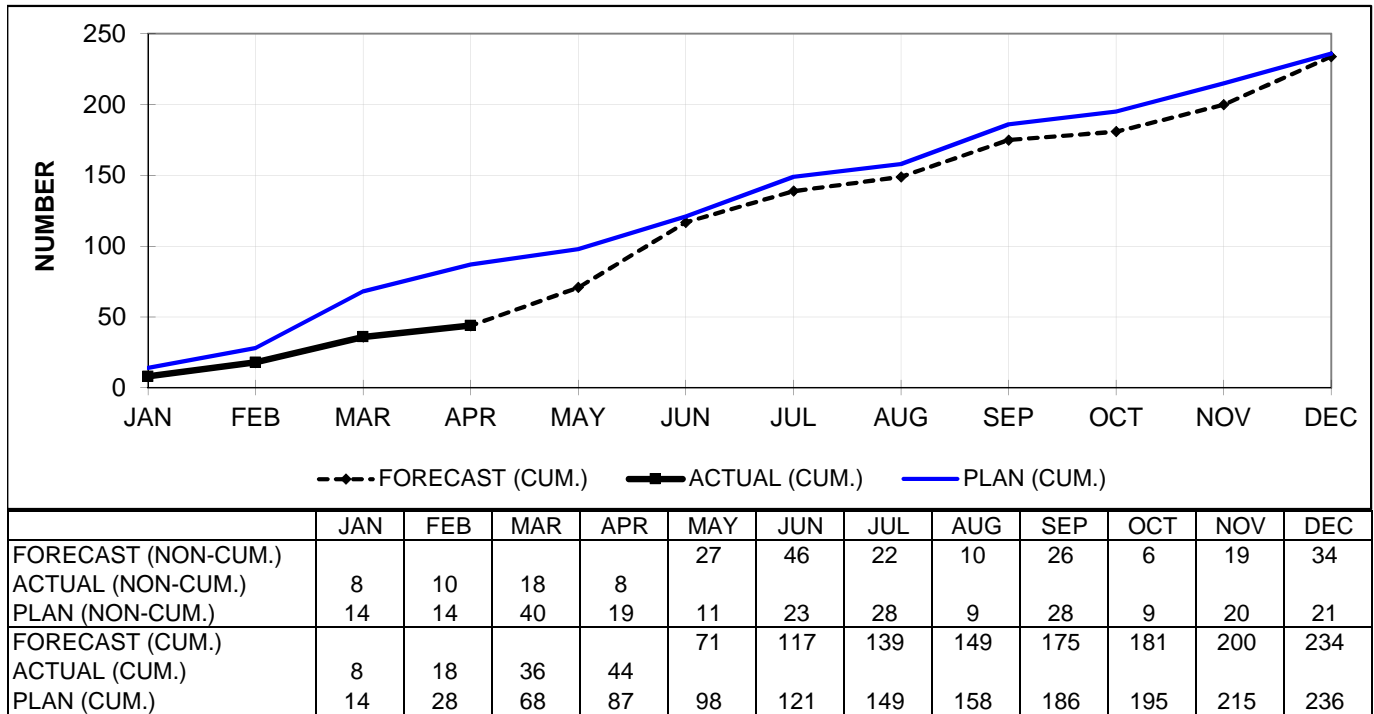
2015 Substantial Completions Charts

As of April 2015



2015 Closeouts Charts

As of April 2015

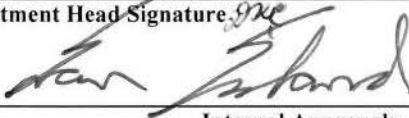
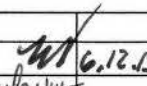
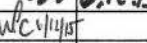



Report

PROCUREMENTS

The Procurement Agenda this month includes 14 actions for a proposed expenditure of \$173.8M.

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	6/22/15			
2	Board	6/24/15			

June 10, 2015			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Internal Approvals			
	Approval		Approval
	President NYCT  6.12.15		President MTACC 
	Executive VP  6/14/15		President MTA 
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

Internal Approvals (cont.)							
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: NONE

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

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

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

Schedules Requiring Majority Vote:

Schedule F:	Personal Service Contracts	3	\$	30.0 M
Schedule G:	Miscellaneous Service Contracts	1	\$	0.3 M
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$	94.8 M
Schedule I:	Modifications to Purchase and Public Works Contracts	1	\$	12.5 M
Schedule L:	Budget Adjustments to Estimated Quantity Contracts	1	\$	35.0 M
SUBTOTAL		7	\$	172.6 M

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

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

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Two-Thirds Vote:

Schedule D:	Ratification of Completed Procurement Actions	6	\$	0.2 M
SUBTOTAL		6	\$	0.2 M

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

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	1		1.0 M
SUBTOTAL		1		1.0 M

TOTAL	14	\$	173.8 M
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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.

JUNE 2015

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

F. Personal Service Contracts

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

- | | | |
|---------------------------------------------------------------------------|---------------------------------|--------------------------------------|
| 1. Environmental Planning & Management, Inc. | \$30,000,000 (Aggregate) | <u>Staff Summary Attached</u> |
| 2. LiRo Engineers, Inc. | | ↓ |
| 3. Parsons Brinckerhoff, Inc. | | ↓ |
| Seven-Proposals – Five-year contract | | |
| Contract #'s CM-1563, CM-1564, CM-1565 | | |
| Indefinite quantity lead and asbestos design and air monitoring services. | | |

JUNE 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.)

4. **DynaServ Industries, Inc.** **\$314,496 (Est.)** **Staff Summary Attached**
Four Bids/Low Bidder – Three-year contract
RFQ# 85475
Cleaning of Select Bus Service Fare Collectors.

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.)

5. **TransCare New York, Inc.** **\$94,818,340 (Est.)** **Staff Summary Attached**
Contract# 07H9751T.7
Modification to the contract for Access-A-Ride Paratransit Transportation Services; in order to extend the contract term through October 31, 2019.

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.)

6. **Affinity Specialty Apparel, Inc.** **\$12,500,000 (Est.)** **Staff Summary Attached**
Contract# 08B9834A.6
Modification to the multi-agency contract for the supply and distribution of uniform garments, in order to exercise the option to extend the contract term for three years.


L. Budget Adjustments to Estimated Quantity Contracts

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

7. **PB/PTG, JV** **\$35,000,000** **Staff Summary Attached**
Contract# CM-1409
Federally-funded IQ Architectural/Engineering Design Services.

Staff Summary

Page 1 of 2

Item Number 1-3			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel <i>wo</i>	6	EVP, MTA Bus <i>WEC for DC 4/12/15</i>
2 X	Law	7	President, MTA Bus <i>[Signature] 6/12/15</i>
3 X	Budget	8	EVP, NYCT <i>(ACTING) MPC 6/12/15</i>
4 X	DDCR	9	President, NYCT <i>[Signature]</i>
5 X	CPM	10	

SUMMARY INFORMATION	
Vendor Name	Contract No.
Environmental Planning & Management, Inc.	CM-1563
LiRo Engineers, Inc.	CM-1564
Parsons Brinckerhoff, Inc.	CM-1565
Description	
Indefinite Quantity Lead and Asbestos Design and Air Monitoring Services	
Total Amount	
\$30 Million (Aggregate)	
Contract Term (including Options, if any)	
Five 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 type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE

To obtain Board approval to award three competitively solicited Federally-funded Indefinite Quantity (IQ) Lead and Asbestos Design and Air Monitoring Services contracts within a total aggregate budget of \$30 Million over a five-year contract term. MTA Bus Company (MTABC) will be a participant along with NYC Transit on these contracts. NYC Transit's budget is estimated at \$29.9 Million and MTABC's budget is estimated at \$100,000. Each contract will be "zero-dollar" based with no minimum guarantee of any assignments. The awardees are as follows:

Consultants

1. Environmental Planning & Management, Inc. (EPM) – a certified DBE
2. LiRo Engineers, Inc. (LiRo)
3. Parsons Brinckerhoff, Inc. (PB)

Contract No.

CM-1563
CM-1564
CM-1565

DISCUSSION

Under these contracts, the Consultants will provide services related to a variety of environmental activities as required by Capital Program Management (CPM) to support the capital program. These services can be categorized as follows: a) Lead Paint Disturbance Management and b) Asbestos Management. Under both categories, the Consultant will perform: site surveys to investigate and identify lead and asbestos-containing materials; design and specification development; project monitoring; air monitoring; sample collection and analyses; and support services including preparing final reports and maintaining all required records and documentation. The Consultant will act as the on-site representative for NYC Transit and will have the authority to direct the actions of the Abatement Contractors as necessary. Contracts CM-1563, CM-1564, and CM-1565 will replace Federally-funded contracts currently in place for IQ Lead and Asbestos Design and Air Monitoring Services. Work will be performed on an as-needed task order basis, which will be competed between the selected firms.

The Consultants were selected via a Two-Step qualifications based procurement process established by the Federal Brooks Act. Under the Federal Brooks Act, contracts for A/E and other Federally-defined services are negotiated with the firm(s) that is/are 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(s). Since three awards are planned under this Request For Proposal (RFP), negotiations were conducted with the three most technically preferred firms.

Staff Summary

A Two-Step solicitation was advertised in various publications and direct notices were sent to potential providers. The following 14 firms submitted Qualification Packages during Step 1: Arcadis of New York, Inc. (Arcadis); ATC Group Services Inc. dba Cardno ATC (ATC); Buffalo Environmental Consultants, Inc. dba AFI Environmental (AFI); Louis Berger & Assoc., P.C. (Berger); Core Environmental Consultants, Inc. (Core); Emteque LLC (Emteque); EnTech Engineering, PC (EnTech); EPM; LiRo; New York Environmental & Analytical Labs, Inc. (NYE); PB; STV Incorporated (STV); TRC Environmental Corporation (TRC); and Warren Panzer Engineers, PC (WP). The SC reviewed the submittals and, based on their specified relevant knowledge and experience, recommended the following seven firms to advance to Step 2 and receive the RFP: ATC; Berger; Core; EnTech; EPM; LiRo; and PB. The remaining seven firms were not recommended because they lacked sufficient qualifications and experience to successfully perform the services required under these contracts.

An RFP was issued to the shortlisted firms and proposals were received from all seven firms. The SC reviewed the written technical proposals in accordance with the established evaluation criteria, which included: plan of approach, experience of the project team and key personnel, management and quality assurance plans and conducted oral presentations with the respondents to the RFP. EPM, LiRo, and PB were determined by the SC to be the three most technically qualified firms and were subsequently recommended for negotiations. In their technical proposals and oral presentations, these firms demonstrated the most extensive relevant work experience, having performed the required services for NYC Transit through current or past contracts. ATC, Berger, Core, and EnTech were not recommended for negotiations as their technical proposals and plan of approach were deficient, they lacked team members with relevant experience or did not demonstrate to the SC sufficient technical qualifications to successfully perform the work.

After being selected and approved for negotiations, the cost proposals from EPM, LiRo and PB were opened and evaluated. To ensure a fair and equitable evaluation of cost, the price schedule contained in the RFP provided labor titles with the estimated hours per title and an estimated sample price list that each Consultant submitted as their cost proposal. The initial cost proposals from the three selected firms included an allowance for Out-of-Pocket (OOP) expenses and were as follows: EPM - \$10,161,782, LiRo - \$10,502,858, and PB - \$10,789,161. The in-house estimate is \$9,828,445.

Several negotiations were held with the three firms which focused on the estimated direct labor rates, overhead, fixed-fee and sample pricing. Best and Final Offers (BAFOs) were requested and received as follows: EPM - \$9,846,365, LiRo - \$9,685,028 and PB - \$10,312,963. Based on the competitive nature of the RFP and the cost analysis performed, all three BAFOs were determined to be fair and reasonable.

Background investigations and materials submitted by these firms disclosed no "significant adverse information" within the meaning of the All-Agency Responsibility Guidelines.

M/W/DBE

The Department of Diversity and Civil Rights (DDCR) has established DBE goals of 17% for this contract. EPM, LiRo and PB have submitted their DBE Utilization Plans to achieve the 17% DBE goal, which have been approved by DDCR. Since EPM is a certified DBE firm, all work performed by EPM will be credited towards the 17% DBE goal. DDCR has confirmed that all three Consultants have achieved their M/W/DBE goals on previous MTA contracts.

IMPACT ON FUNDING

Projects will be Federally-funded 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

To obtain Board approval to award three competitively solicited Federally-funded IQ contracts to EPM for CM-1563, LiRo for CM-1564, and PB for CM-1565 to perform Lead and Asbestos Design and Air Monitoring Services for NYC Transit and MTABC within a total aggregate budget of \$30 Million over a five-year contract term.

Schedule G: Miscellaneous Service Contracts

Item Number: 4

Vendor Name (& Location) DynaServ Industries, Inc. (Maspeth, NY)		Contract Number RFQ 85475	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Cleaning of Select Bus Service Fare Collectors		Total Amount: \$314,496 (Est.)	
Contract Term (including Options, if any) July 1, 2015 – June 31, 2018		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: Division of Operations Planning, Peter Cafiero	
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 contract is for the cleaning of MetroCard Fare Collectors and Coin Fare Collectors (SBS Fare Collectors) located at Select Bus Service (SBS) stations. MetroCard Fare Collectors allow customers to purchase SBS tickets using a MetroCard for payment. Coin Fare Collectors allow customers to purchase SBS tickets using coins. The scope of work includes hand washing of the SBS Fare Collectors and their pedestals; power washing of the surrounding sidewalk areas; removal of stickers, graffiti, debris and refuse; replacement of SBS decals on Fare Collectors if damaged or missing; and cleaning of the ground surrounding the SBS Fare Collectors. This is an estimated quantity contract and the number of stations included in the scope may be increased or decreased during the contract term.

In the past, NYC Transit did not have a cleaning service to maintain the proper appearance and condition of the SBS Fare Collectors. Without cleaning, the SBS Fare Collectors were prone to becoming dirty and subject to graffiti, torn SBS decals and other vandalism. A one year pilot cleaning program was undertaken to understand the costs and type of cleaning needed. DynaServ Industries, Inc. (DynaServ), a subcontractor that provides cleaning services for NYC Department of Transportation bus shelters, was the contractor for the pilot program. As a result of the pilot the scope of work was adjusted to increase the frequency of cleaning to two cleanings per month.

Extensive outreach was performed to identify and contact potential bidders. In response to the invitation for bids, four bids were received. The bid from DynaServ was 17% below the next lowest bid. The price per cleaning for the Fare Collectors at each SBS station will be \$24.00 per SBS station. Based on adequate price competition, DynaServ's price is considered to be fair and reasonable.



Item Number: 5

Vendor Name (& Location) TransCare New York, Inc. (Brooklyn, NY)	
Description: Access-A-Ride Paratransit Transportation Services	
Contract Term (including Options, if any) November 1, 2009 – July 31, 2015	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other	
Requesting Dept./Div. & Dept./Div. Head Name Department of Buses, Darryl C. Irick	

Contract Number: 07H9751T	AWO/Mod # 7
Original Amount:	\$ 435,493,854
Prior Modifications:	\$ (253,268,945)
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 182,224,909
This Request:	\$ 94,818,340 (Est.)
% of This Request to Current Amount:	52.0%
% of Modifications (including This Request) to Original Amount:	-36.4%

Discussion:

This modification will exercise a revised option to TransCare New York, Inc.'s (TransCare) contract to continue providing Access-A-Ride (AAR) Paratransit Transportation Services for the Department of Buses, Division of Paratransit for 51 months, through October 31, 2019. This is part of an ongoing strategic savings initiative for which the January 2015 Board was previously advised whereby all 14 primary AAR Carrier contracts are being audited to determine whether cost savings can be obtained.

In 2008, Contract 07H9751 was competitively solicited, and competitive awards were made to a series of contractors which included TransCare. Each contract was awarded for a 10-year base contract term with a unilateral option to extend for up to an additional 10 years. In March 2010, following an MTA-wide action to reduce operational costs known as the Rapid Procurement Initiative (RPI) led by an outside consultant, TransCare reduced the term of its contract to a five-year base with a five-year mutually agreeable option. The RPI actions, memorialized through contract modifications, resulted in operational savings and a contract term reduction for TransCare.

As the RPI-revised base contract expiration date neared, Paratransit requested that service provided by TransCare continue, as service forecasts, both near and long term, require sufficient capacity for AAR Paratransit service. As part of the savings initiative, NYC Transit requested that MTA Audit Services perform an audit on TransCare's contract to review and assess the costs incurred for a given 12-month period. NYC Transit then negotiated new reduced pricing based on the audit results, for which substantial savings will be realized in the revised option.

Pricing for this contract is based on a fully-loaded vehicle service hour (FLVSH) rate. The major component of the FLVSH is the vehicle service hour (VSH) rate, which is made up of driver salaries, profit, benefits, and other related costs (e.g., overtime, pre/post vehicle inspections) as well as non-vehicle and per-vehicle related fixed costs (e.g., facility overhead, management salaries, uniforms and driver training) and vehicle maintenance costs, all of which roll up into a FLVSH rate. The FLVSH varies from Carrier to Carrier, and therefore can be used to compare Carrier pricing and determine a range of reasonableness for overall pricing. The FLVSH does not include pass-through costs such as tolls, collision insurance, vehicle registration, computer software, driver bonuses, and mobilization, if any.

It is anticipated that if TransCare's full compliment of 300 vehicles is utilized, approximately \$139.8 million will be spent during the extension period. Additional funding of \$94.8 million is being requested as \$45 million will remain in the contract as of August 1, 2015.

Procurement strategically targeted segments of the FLVSH for negotiations where cost reductions could be maximized. TransCare's FLVSH rate was reduced from \$44.43 to \$41.92 or 5.6% resulting in a total estimated savings of \$10.7 million over the five year period. These savings apply retroactively from November 1, 2014 through the expiration date of October 31, 2019. Pricing is fair and reasonable based on the targets established from the audit and the savings achieved.

TransCare did not satisfy the financial qualification requirements; however, it has been a consistent provider of the service since 2006. Taking into account its past performance and favorable pricing, award to TransCare is being recommended based on a business decision.

Schedule I: Modifications to Purchase and Public Work Contracts

Item Number: 6

Vendor Name (& Location) Affinity Specialty Apparel, Inc. (Fairborn, OH)	Contract Number 08B9834A	AWO/Mod. # 6
Description Purchase of Uniform Garments	Original Amount: \$ 29,094,391 23,347,894 (NYCT/MTABC) 5,746,497 (LIRR)	
Contract Term (including Options, if any) March 15, 2010 - July 15, 2015	Prior Modifications: \$ 0 Prior Budgetary Increases: \$ 0	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other: Requesting Dept/Div & Dept/Div Head Name: Division of Materiel, Stephen M. Plochochi	Current Amount: \$ 29,094,391 23,347,894 (NYCT/MTABC) 5,746,497 (LIRR)	
	This Request: \$ 12,500,000 10,500,000 (NYCT/MTABC) 2,000,000 (LIRR) (Est.)	
	% of This Request to Current Amount: 43.0%	
	% of Modifications (including This Request) to Original 43.0%	

Discussion:

This modification is to exercise the contractual option that will extend the contract term for three years, from July 16, 2015 through July 15, 2018. This contract is for supply and delivery of uniform garments to NYC Transit, MTA Bus Company (MTABC) and Long Island Rail Road (LIRR).

NYC Transit, MTABC and LIRR require that certain employees wear uniforms as part of their job duties. Uniforms are supplied to over 27,500 employees in 28 different workgroups at no cost to the employee. Each workgroup has its own uniform that has been designed to improve customer recognition and safety. Uniforms are provided through an ordering and distribution process that utilizes internet or phone with home delivery. The contractor takes orders and produces, warehouses and distributes garments to the employees. The contractor also produces a catalog and provides a website to facilitate ordering of uniform garments by employees. The amount shown above for NYC Transit and MTABC includes \$888,195 for MTABC.

In January 2010, the Board approved the award of a five-year competitively negotiated purchase contract to Lion Uniform Group, a Division of G&K Services, Co. for the supply and distribution of uniform garments. At that time, the Board was informed about the option and that NYC Transit would seek separate approval to exercise the option. After contract award, a name change to G&K Direct was processed. In 2015, an assignment agreement was executed to assign the contract from G&K Direct to Affinity Specialty Apparel, Inc. (Affinity). Since award, there have been four modifications in addition to the name change and assignment agreement. The project managers are satisfied with the service being provided by Affinity.

This Modification No. 6 exercises the option to extend the contract for NYC Transit, MTABC and LIRR for three years. Prices for the base contract and option years were competitively negotiated at the same time and were both considered in the selection for award. The original option amount has been reduced due to under-runs in the base contract. Option prices are on average 0.3% per year higher than those for years four and five of the base contract. The Producer Price Index used for the price analysis indicates a 0.9% annual increase for the period from March 2014, the mid-point of years four and five of the base contract, to April 2015, the most recent month for which PPI data is available. The 0.9% annual increase in the PPI is 0.6% per year higher than the increase reflected in the option year pricing. Procurement conducted a market survey by contacting the prior contractor, who was also the proposer with the second lowest price in the Request For Proposal (RFP) for this contract. That firm responded that if proposing today, it would offer its original RFP Best and Final Offer price for the three year option period, which is approximately \$950,000 higher than the option price with Affinity. The option price has been found to be fair and reasonable.

L. Budget Adjustments to Estimated Quantity Contracts

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

7. PB/PTG, JV Contract# CM-1409 October 14, 2011 – October 13, 2016	Original Amount:	\$ 25,000,000
	Prior Modifications:	\$ 0
	Prior Budgetary Increases:	\$ 25,000,000
	Current Amount:	\$ 50,000,000
	This Request:	\$ 35,000,000
	% of This Request to Current Amount:	70%
	% of Mods/Budget Adjustments (including This Request) to Original Amount:	240%

Discussion:

This Budget Adjustment is for continued Sandy task order revisions and new Security and Miscellaneous Construction tasks and revisions.

Contract No. CM-1409 was awarded to PB/PTG, JV on October 14, 2011 as one of four consultants to provide Design and Construction Phase Services for Federally-Funded Miscellaneous Construction and Capital Security projects on an indefinite-quantity, competitively solicited task order basis in the estimated amount of \$25,000,000 with a term of 60 months.

The effects of Superstorm Sandy necessitated a series of emergency assessments of damages, repairs to restore service as well as provide resiliency to the NYC Transit system. In order to conduct engineering surveys of damage and to design repair and resiliency measures, NYC Transit competed work assignments among various Indefinite Quantity (IQ) contract holders that had been procured using a Federally-approved award process. All of the Federally-funded IQ contracts for design services were heavily utilized for Sandy projects and the Board has approved several Budget Adjustments to authorize additional contract funding for these tasks. PB/PTG competitively won several of the larger design initiatives, such as Montague, Canarsie and Clark Street Tubes in addition to South Ferry Station Restoration. The scope of services included damage assessments, designs for repair and resiliency and construction phase services. As the scope of the various projects awarded to PB/PTG increased, the need for added funding has also increased. Accordingly, the Board is requested to approve this additional Budget Adjustment to allow for the completion of Sandy projects as well as to restore funding that was initially intended for Miscellaneous Construction and Security tasks.

This contract was only used to respond to the initial Sandy related Task Orders that arose in early 2013. Since that time, several new RFPs were initiated and new consultant contract pools were established to meet needs for Sandy projects. All new tasks are competed among the new consultant pool. However, for existing projects that are either in the design or construction phase, only the original engineer can make design revisions and is best suited to review shop drawings, prepare scopes for change orders and address unforeseeable field conditions. Accordingly, this Budget Adjustment is required.

To date, 11 Sandy related projects have been initiated under Contract CM-1409 with an aggregate value of \$30.8 million in task orders issued. To date, \$11.6 million has been issued for Security and other Federally-funded design projects, which brings the total amount issued to \$42.4 million. Currently, there are task order revisions for Sandy design projects for South Ferry and the Canarsie Tube, new competitively solicited Security design task orders and one Miscellaneous Construction design task order revision that total approximately \$18.9M that are pending final negotiations or funding. This brings the amount issued and to be processed in the near term to \$61.3 million. Since there is \$7.6 million available under prior Board authorizations of \$50 million, additional funding is required. The budget increase of \$35 million will fund the \$11.3 million in planned tasks that exceed the current \$50 million allocation and \$23.7 million in pending tasks. Future expenditures will be for Sandy task order revisions and for new Security and Federally funded task orders and revisions until the expiration of the contract. It is anticipated that future expenditures will be equally divided between Sandy and Security requirements. Contract No. CM-1409 is a non-budgeted contract. Every task order and revision is funded by the program area requesting support services on a per occurrence basis from an existing project budget.

The Board previously approved budget adjustments of \$75,000,000, in order to accommodate Sandy work issued to consultants under this contract series. This requested budget adjustment will increase the total Sandy expenditures under this contract series to \$110M.

JUNE 2015

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

(Staff Summaries required for items requiring Board approval.) Note – in the following solicitations, NYC Transit attempted to secure a price reduction. No other substantive negotiations were held except as indicated for individual solicitations.

Various Contractors		<u>Staff Summary Attached</u>
	\$210,849 (Aggregate)	
1. Olympic Glove & Safety Co.	\$19,475	↓
2. Fremont Industrial Corp.	\$50,561	↓
3. Olympic Glove & Safety Co.	\$24,640	↓
4. Olympic Glove & Safety Co.	\$27,140	↓
5. Aramsco, Inc.	\$64,240	↓
6. Fremont Industrial Corp.	\$24,793	↓
Immediate Operating Need		
PO#s 6030144826, 6030144998, 6030145173, 6030145661, 6030145355 and 6030146367		
Purchase of various Ebola virus preparedness supplies.		

Schedule D: Ratification of Completed Procurement Actions

Item Number: 1-6

Vendor Name (& Location) Various Contractors	Contract Number Various	Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
Description Purchase of various Ebola virus preparedness supplies	Total Amount: \$210,849	
Contract Term (including Options, if any) Immediate	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: Office of System Safety, Cheryl Kennedy	
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: Immediate Operating Need		

Discussion:

It is requested that the Board ratify the declaration of an Immediate Operating Need (ION) made by the Vice President, Materiel, waiving competitive bidding pursuant to Public Authorities Law 1209, subsection 9(a) and ratify the award of various purchase orders for Ebola virus preparedness supplies for NYC Transit employees.

The Ebola virus is a severe and potentially fatal illness that can be transmitted from human-to-human through direct contact with infected bodily fluids and with surfaces and materials contaminated with these fluids. As a result of the Ebola outbreak in Western Africa, the transport of ill patients to the United States, and a few cases involving health care workers in the United States that became ill, the MTA coordinated the development of consistent Ebola virus preparedness plans among the MTA Agencies in October 2014. These plans were based on Occupational Safety and Health Administration (OSHA) and NYS Department of Health Ebola virus guidance documents. The NYC Transit plan required the immediate procurement of supplies that would be used to minimize the potential risk to certain NYC Transit employee titles that may become exposed to the virus within our system.

The items and quantities were identified by NYC Transit to cover estimated employee needs for a 12-week period as recommended by OSHA. As a result of extraordinarily high world-wide demand for Ebola virus-related supplies, the selected items listed were in extremely limited supply. An ION was declared so that the required quantities of these items could be obtained by Procurement in an expedited manner. Procurement utilized small purchase procedures and existing competitively awarded contracts in order to obtain these items. Six items above the small purchase threshold and not available through existing contracts needed to be informally solicited. For each item, multiple (three to five) quotations were received to ensure competitiveness. These six orders, shown below, consisted of nitrile gloves, headgear, face shields, coveralls - size 2XL, coveralls - size 3XL, and bio-hazard bags.

Vendor	Item	Amount
Olympic Glove*	12" Nitrile Glove	\$19,475
Fremont Industrial	Headgear	\$50,561
Olympic Glove*	Face Shield	\$24,640
Olympic Glove*	Coverall Size 2XL	\$27,140
Aramco	Coverall Size 3XL	\$64,240
Fremont Industrial	Bio-Hazard Bag	\$24,793

*Certified NYS WBE

Total: \$210,849

Every effort was made to obtain the lowest prices possible and earliest delivery. All pricing was deemed fair and reasonable under the circumstances. All materials were delivered within the time frames required. Items that were purchased and are being maintained in inventory for the Ebola virus preparedness plan are also being utilized for other applications.

JUNE 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. Skanska/Railworks JV
Contract# C-26505.164 | \$998,500 | <u>Staff Summary Attached</u> |
| Modification to the contract for the furnishing and installation of finishes and systems, No. 7 Flushing Line extension, in order to address changes required to ensure adequate ventilation in certain communication rooms during a power outage. | | |

Item Number: 1

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

Contract Number C-26505	AWO/Mod. # 164
Original Amount:	\$ 513,700,497
Prior Modifications:	\$ 35,598,589
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 549,299,086
This Request:	\$ 998,500
% of This Request to Current Amount:	0.2%
% of Modifications (including This Request) to Original Amount:	7.1%

Discussion:

This retroactive modification addresses changes required to ensure adequate ventilation in certain communication rooms during a power outage. Funding for this modification will be provided by Hudson Yards Development Corporation (HYDC).

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

As a result of a heat and temperature analysis performed by the Designer of Record of all communication rooms on the No. 7 Line Extension; it was determined that 11 communication rooms require additional modifications to maintain acceptable temperatures during power outages. Many of the systems contained in these rooms are designed with battery back-up in case of power outages. Accordingly, the equipment contained in these rooms will continue to generate heat. This modification is necessary to ensure that the identified rooms continue to be ventilated during power outages in order to maintain the various communication systems while operating under back-up power. This modification includes additional wall openings and the furnishing and installation of fire dampers, motorized dampers, exhaust fans and ductwork, as well as associated electrical and communications hardware. It appears that this modification may be the result of a design error/omission. An analysis will be performed to determine the cause.

In order to mitigate potential delays, it was necessary to proceed with the work immediately. The contractor was directed to proceed on March 14, 2014. The MTACC President subsequently approved that direction.

The contractor's proposal was \$1,476,931. MTACC's revised estimate was \$941,407. Negotiations resulted in a lump sum price of \$998,500, which was found to be fair and reasonable. Savings of \$478,431 were achieved.

SERVICE CHANGES: BUS SCHEDULE CHANGES EFFECTIVE September 2015

Service Issue

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

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

Recommendation

38 bus schedule changes (on 37 routes) are proposed for implementation in September 2015.

Budget Impact

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

Proposed Implementation Date

September 2015.

Staff Summary



Page 1 of 2

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

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

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

Internal Approvals			
Order	Approval	Order	Approval
8	President	X 4	VP General Counsel
7	Executive VP PC 6/15/15	3	Director OMB
6	SVP Buses 6/15/15	2	VP GCR 6/13/15
X 5	VP Corp. Comm.	1	Chief OP 6/3/15

Purpose

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

Discussion

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

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

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

Staff Summary

Recommendation

Thirty-eight bus schedule changes (on 37 routes) have been identified for implementation in September 2015 (see Attachment 1).

1. Twenty of the 38 bus schedule changes contain reductions in service frequencies to more closely align service with customer demand and to meet established bus loading guidelines.
2. The remaining 18 bus schedule changes contain increases in service frequency to meet MTA loading guidelines for bus operation.

Alternative to the Proposed Service Change

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

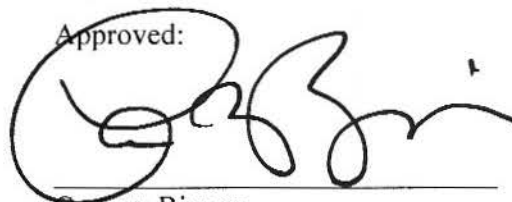
Budget Impact

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

Proposed Implementation Date

September 2015.

Approved:



Carmen Bianco
President

Attachment 1
September 2015 - Page 1 of 2

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

Weekday	AM Peak				Midday				PM Peak				Evening				Rev Miles
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
B1	2.5	2	108%	97%	6	6	100%	100%	3	3	91%	91%	6	6	77%	77%	+1.0%
B4	15	10	141%	81%	20	20	72%	72%	20	15	109%	66%	20	20	53%	53%	+3.5%
B11	8	7	114%	101%	9	10	76%	89%	9	9	86%	86%	15	15	94%	94%	-0.9%
B25	8	9	70%	80%	8	8	96%	96%	8	9	77%	88%	15	12	107%	86%	-0.9%
B52	5.5	5	98%	90%	7	8	61%	76%	8	7	100%	89%	9	9	86%	86%	+0.7%
B61	9	8	96%	84%	10	12	59%	71%	9	9	85%	85%	15	15	70%	70%	+0.5%
B62	7.5	7.5	84%	84%	15	20	72%	95%	10	12	67%	87%	10	12	58%	69%	-10.2%
B64	12	10	120%	92%	15	20	49%	65%	12	15	70%	93%	20	20	56%	56%	-8.3%
Bx8	10	8	130%	94%	15	15	78%	78%	12	12	92%	92%	20	20	48%	48%	+5.2%
Bx41 - SBS	8	7	109%	95%	10	9	108%	92%	8	8	76%	76%	10	10	83%	83%	+1.9%
M7	9	9	75%	75%	9	10	79%	92%	8	7	103%	91%	12	12	89%	89%	+0.9%
M34 - SBS	4	4	71%	71%	7	8	63%	71%	4.5	5	72%	80%	10	10	63%	63%	-4.5%
M60 - SBS	7	8	64%	74%	9	10	67%	78%	8	9	63%	73%	10	10	78%	78%	-2.9%
M100	7	8	81%	91%	10	8	119%	87%	8	8	93%	93%	15	12	114%	91%	+4.5%
Q1	9	8	104%	91%	15	15	54%	54%	8	9	76%	86%	12	12	68%	68%	-1.7%
Q2	7	6	108%	97%	15	15	85%	85%	7	8	78%	88%	8.5	10	74%	87%	-1.9%
Q3	7	5.5	115%	94%	15	15	93%	93%	10	10	83%	83%	10	12	46%	56%	-0.4%
Q12	4.5	4.5	97%	97%	10	10	94%	94%	5	5	90%	90%	6	5	107%	83%	+4.7%
Q59	10	10	99%	99%	20	20	68%	68%	12	10	91%	70%	20	20	67%	67%	+0.6%
Q77	5.5	6	72%	79%	20	20	56%	56%	9	10	66%	77%	10	15	36%	63%	-3.7%
X2	6	6	82%	82%	-	-	-	-	8	9	83%	95%	15	15	62%	62%	-3.8%
X3	9	10	74%	87%	-	-	-	-	30	30	74%	74%	-	-	-	-	-5.0%
X4	15	12	101%	80%	-	-	-	-	15	15	87%	87%	-	-	-	-	+4.5%
X5	6	6	89%	89%	-	-	-	-	8	7	108%	96%	20	20	78%	78%	+5.4%
X8	10	10	86%	86%	30	20	110%	65%	12	12	83%	83%	-	-	-	-	+7.2%
X9	5.5	6	80%	88%	-	-	-	-	10	12	73%	87%	20	20	54%	54%	-5.2%
X10	7	8	75%	85%	30	30	81%	81%	10	12	66%	79%	12	12	84%	84%	-2.8%
X11	9	10	68%	79%	-	-	-	-	9	10	73%	86%	-	-	-	-	-10.7%
X12	5.5	7	67%	81%	-	-	-	-	8	10	56%	75%	30	30	63%	63%	-6.7%
X17 A/C	7	8	75%	85%	30	30	80%	80%	6	7	73%	81%	8	9	72%	82%	-2.8%
X19	10	12	65%	78%	-	-	-	-	10	12	71%	85%	-	-	-	-	-7.7%
X21 (*)	20	15	87%	65%	-	-	-	-	30	30	86%	86%	-	-	-	-	+8.2%
X30	10	12	64%	77%	-	-	-	-	12	12	87%	87%	-	-	-	-	-3.7%
X31	15	12	97%	77%	-	-	-	-	12	12	88%	88%	30	30	98%	98%	+4.2%
X42	10	12	75%	90%	-	-	-	-	10	12	81%	97%	-	-	-	-	-12.4%

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

(*) AM peak span increase due to overloading on last northbound trip.

Attachment 1

September 2015 - Page 2 of 2

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

Saturday	Morning				Midday				Afternoon				Evening				
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles
	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Bx12 - SBS	8	7	103%	92%	6	6	79%	79%	5.5	6	79%	87%	8	8	70%	70%	+0.7%

Sunday	Morning				Midday				Afternoon				Evening				
	Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Scheduled Headway in Minutes (*)		Percent of Guideline Capacity (*)		Rev Miles
Route	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Current	Proposed	Change
Bx12 - SBS	12	10	103%	86%	9	9	85%	85%	8	8	92%	92%	10	10	82%	82%	+3.7%
Bx19	15	12	130%	67%	12	10	111%	92%	9	8	114%	100%	10	10	79%	79%	+2.7%

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



SERVICE CHANGES: EXTEND BX5 TO BAY PLAZA ON WEEKENDS

Service Issue

Bay Plaza shopping center is a major destination in Co-Op City. One part of the shopping center, the Mall at Bay Plaza, was expanded significantly in August 2014. The expansion is expected to create 1,800 new jobs. There is currently direct service to Bay Plaza from the northern and central areas of the Bronx with the Bx12 SBS, Bx23, Bx26, Bx28, Bx29, Bx30, Bx38, and Q50 all stopping within or adjacent to the property. There is no direct service from the South Bronx and there have been requests for better service to the shopping center from those neighborhoods. This service extension was announced as part of the 2014 Service Enhancements Package.

Recommendation

Extend the Bx5 on Saturdays and Sundays to terminate at Bay Plaza.

Budget Impact

The net operational cost associated with this service is \$300,000.

Proposed Implementation Date

September 6, 2015.

Staff Summary



New York City Transit

Page 1 of 2

Subject	Extend Bx5 to Bay Plaza on Weekends
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

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

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

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

Purpose

To obtain presidential approval and inform the board of a recommendation to permanently extend the Bx5 to Bay Plaza on Saturdays and Sundays.

Discussion

The Bx5 operates between Hunts Point in the South Bronx and Pelham Bay Park station. It operates via Southern Boulevard, Bruckner Boulevard, Bronx River Avenue, Story Avenue, White Plains Road, Lafayette Avenue, Castle Hill Avenue, and Bruckner Boulevard. The northern terminal is located on Bruckner Boulevard adjacent to Pelham Bay Park station.

Bay Plaza shopping center is a major destination in Co-Op City. It is located less than one mile north of the current Bx5 terminal at Pelham Bay Park station. One part of the shopping center, the Mall at Bay Plaza, was expanded significantly in August 2014. The expansion is expected to create 1,800 new jobs. There is currently direct service to Bay Plaza from the northern and central areas of the Bronx with the Bx12 SBS, Bx23, Bx26, Bx28, Bx29, Bx30, Bx38, and Q50 all stopping within or adjacent to the property. There is no direct service from the South Bronx and there have been requests for better service to the shopping center from those neighborhoods. Extending the Bx5 north to Bay Plaza on weekends would give many South Bronx neighborhoods direct service to the shopping center. This service extension was announced as part of the 2014 Service Enhancements Package. It was supported by a resolution of the Bronx Community Board 10 Municipal Services committee in May 2015.

Recommendation

Extend the Bx5 on Saturdays and Sundays to terminate at Bay Plaza. The extension would provide an additional weekend option for Bay Plaza customers and employees, introducing direct service from the South Bronx for the first time.

Staff Summary

Alternatives to the Proposed Service Change

1. *Do not extend the Bx5 to Bay Plaza on weekends.* The Bx5 would continue to use Pelham Bay Park station as its northern terminal on weekends.

Budget Impact

The net operational cost associated with this service is \$300,000.

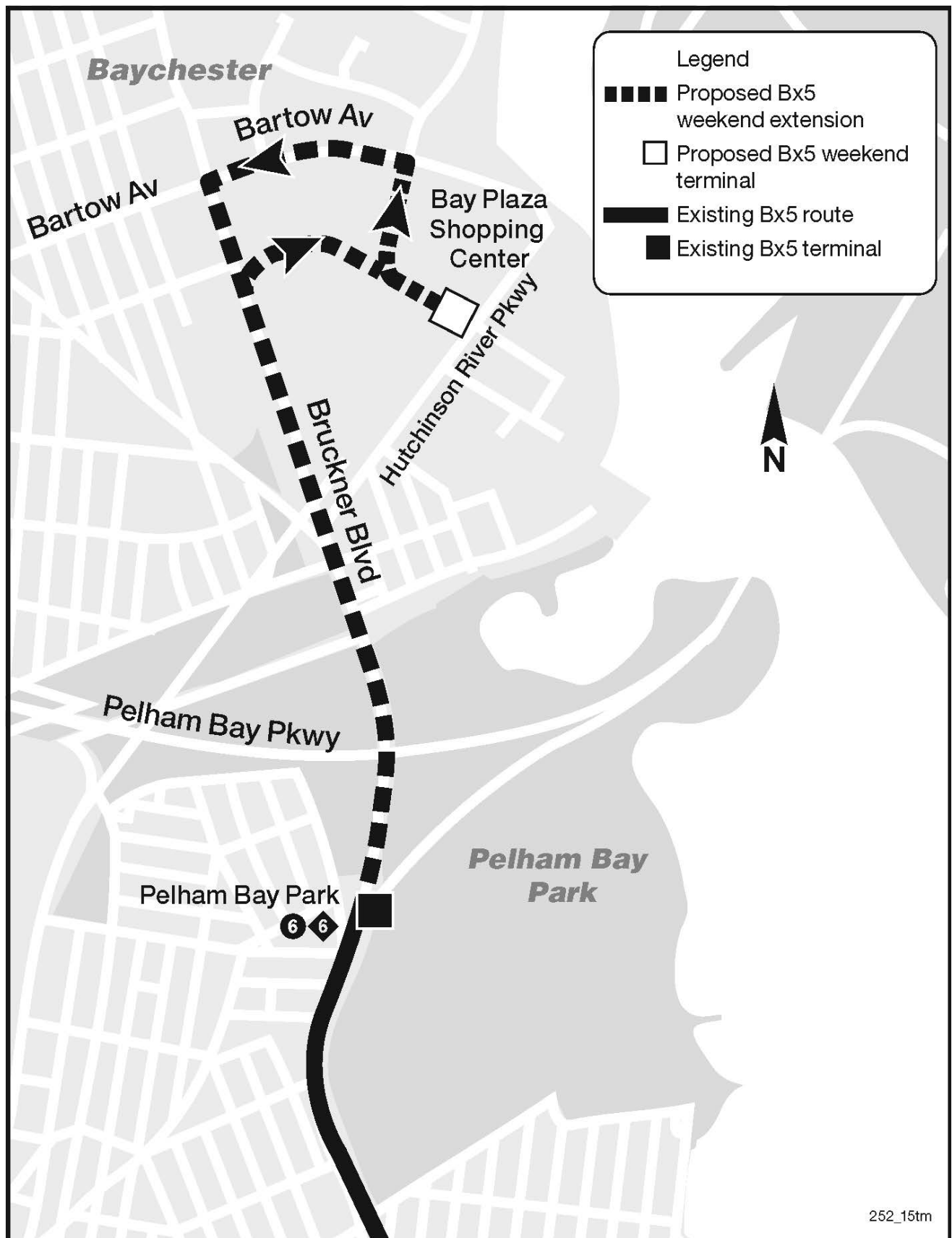
Proposed Implementation Date

September 6, 2015.

Approved:



Carmen Bianco
President



Report



New York City Transit

SERVICE CHANGES: IMPLEMENT Q44 SELECT BUS SERVICE

Service Issue

The Q44 and Q20A/B corridor serves 42,000 average weekday riders, making it one of the busiest bus corridors in Queens. The current Q44 connects two growing commercial hubs, Flushing and Jamaica, and provides a vital inter-borough transit link from Queens to the Bronx. It serves as an important subway feeder to the **2 5 6 7 E F J Z** trains as well as the LIRR in downtown Flushing and Jamaica. In recent years, it has experienced significant delays and a lack of reliability, particularly through frequently congested segments in Flushing and Jamaica.

Recommendation

Implement Q44 Select Bus Service (SBS) in Queens and the Bronx replacing Q44 Limited service and the Q44 overnight local service. Q20A will operate at all times providing overnight local service between Jamaica and College Point.

Budget Impact

Approximately \$3.3 million. This is included in the approved operating budget.

Proposed Implementation Date

Fall 2015

Staff Summary



New York City Transit

Page 1 of 6

Subject	Implement Q44 Select Bus Service in Queens and the Bronx
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

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

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

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

Purpose

To obtain Presidential approval to implement Q44 Select Bus Service in Queens and the Bronx. 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 Q44 and Q20A/B routes serve over 42,000 customers on an average weekday, making Main Street one of the busiest bus corridors in Queens. The Q44 connects two growing commercial hubs, Flushing and Jamaica, and provides a vital inter-borough transit link between Queens and the Bronx.

The Q44 Limited provides daily service between Archer Avenue / Merrick Boulevard in Jamaica and Boston Road / East 180 Street at the Bronx Zoo in the Bronx via Main Street, Parsons Boulevard and Cross Bronx Expressway Service Road, making all local stops north of 20 Av and Parsons Boulevard in Queens and in the Bronx.

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

The Q20A/B provides daily local service for the Q44 Limited between Archer Avenue and Merrick Boulevard in Jamaica and 15 Avenue and College Point Boulevard in College Point, making all local stops. The Q20A operates via 20 Avenue and the Q20B operates via 14 Avenue between Parsons Boulevard and College Point Boulevard. Both services stop operating overnight when the Q44 makes all local stops between Jamaica and the Bronx Zoo.

The Bronx portion of the route is only served by the Q44 Limited making all local stops. The route operates in both directions along the Cross Bronx Expressway Service Road. This portion of the Q44 route accounts for 29 percent of total route ridership, with 75 percent of these trips traveling between Bronx and Queens.

The Q44 SBS will provide service at all times between Archer Avenue / Merrick Boulevard in downtown Jamaica and Boston Road / East 180 Street at the Bronx Zoo in the Bronx, maintaining its current routing. The Q44 SBS will not make local stops north of 20 Av and Parsons Boulevard in Queens and in the Bronx. It will only stop at the proposed SBS stations listed below and shown in Figure 1. The Q20A will operate 24 hours a day, providing local service for the Q44 SBS and serving 20 Avenue in College Point.

To ensure the Q44 SBS operates effectively along the entire route a number of stops will be discontinued in the Bronx. Since there is not another local bus serving this corridor in the Bronx, customers will have to access the Q44 SBS at one of the proposed SBS stations. Proposed stop discontinuations were based on stop spacing, ridership, access to transit connections, and pedestrian access to crossings over the Cross Bronx Expressway. Eighty-five percent of customers using the Q44 in the Bronx do so at one of the proposed SBS stations. A list of proposed stop eliminations and notes on where customers can access the nearest Q44 SBS station or local bus is provided below.

The Q44 SBS will include the following station locations as shown in Figure 1:

Northbound

Queens

Merrick Blvd/Archer Av
Archer Ave/Parsons Blvd
Archer Ave/Sutphin Blvd
Sutphin Blvd/Hillside Av
Main St/Manton St
Main St/Union Turnpike
Main St/73 Av
Main St/Jewel Av
Main St/Melbourne Av
Main St/146 St
Main St 60 Av
Main St/Booth Memorial Av
Main St/Elder Av
Main St/Kissena Blvd
Main St/38 Av
Union St/35 Av
Union St/Bayside Av
Union St/26 Av
Parsons Blvd/20 Av
Parsons Blvd/14 Av

Bronx

Lafayette Av/Hutchinson River Parkway
Brush Av/Bruckner Blvd
Cross Bronx Service Rd/Haviland Av
Cross Bronx Service Rd/Newbold Av
Hugh Grant Circle/Metropolitan Av
Cross Bronx Service Rd/Taylor Av
Cross Bronx Service Rd/Rosedale Av
Devoe Av/Wyatt St
E 180 St/Devoe Av

Southbound

Bronx

Boston Rd/E 180 St
E Tremont Av/Boston Rd
Cross Bronx Service Rd/Rosedale Av
Cross Bronx Service Rd/ Beach Av
Westchester Av/Virginia Av
Cross Bronx Service Rd/Pugsley Av
Cross Bronx Service Rd/Castle Hill Av
Bruckner Blvd/Brush Av
Hutchinson River Parkway/Lafayette Av

Queens

Parsons Blvd/14 Av
Parsons Blvd/20 Av
Union St/26 Av
Union St/31 Rd
Union St/35 Av
Main St/39 Av
Main St/41 Av
Main St/Elder Av
Main St/Booth Memorial Av
Main St/Horace Harding Expressway
Main St/63 Av
Main St/Melbourne Av
Main St/Jewel Av
Main St/73 Av
Main St/Union Turnpike
Main St/139 St (AM peak only)
Queens Blvd/Main St
Sutphin Blvd/Hillside Av
Archer Av/Sutphin Blvd
Archer Av/158 St
Merrick Blvd/Archer Av

Proposed Q44 Limited Stop Eliminations:

Northbound – Proposed Stop Eliminations	
Archer Av/165 St	Stop still served by Q20A/B. Access Q44 SBS 500 ft away at Merrick Blvd/Archer Av.
Sutphin Blvd/Jamaica Av	Stop still served by Q20A/B. Access Q44 SBS 600 ft away at Archer Av/Sutphin Blvd.
Main St/Northern Blvd	Stop still served by Q20A/B. Access Q44 SBS 800 ft away at Main St/38th Av.
Parsons Blvd/21 Av	Stop still served by Q20A/B. Access Q44 SBS 450 ft away at Parsons Blvd/20th Av.
Parsons Blvd/17 Rd	Stop still served by Q20A/B. Access Q44 SBS 675 ft away at Parsons Blvd/20th Av.
Cross Bx Svc Rd/Zerega Av	No bus service at this stop. Access Q44 SBS 1,225 ft away at Cross Bx Svc Rd/Haviland Av.
Cross Bx Svc Rd/Havermeyer Av	No bus service at this stop. Access Q44 SBS 750 ft away at Cross Bx Svc Rd/Haviland Av.
Cross Bx Svc Rd/Powell Av	No bus service at this stop. Access Q44 SBS 725 ft away at Cross Bx Svc Rd/Haviland Av.
Cross Bx Svc Rd/Olmstead Av	No bus service at this stop. Access Q44 SBS 725 ft away at Cross Bx Svc Rd/Newbold Av.
Cross Bx Svc Rd/White Plains Rd	No bus service at this stop. Access Q44 SBS 650 ft away at Hugh Grant Circle/Metropolitan Av.
E 177 St/Bronx Park Av	No bus service at this stop. Access Q44 SBS 550 ft away at Devoe Av/Wyatt St.
Southbound– Proposed Stop Eliminations	
E 177 St/Bronx Park Av	No bus service at this stop. Access Q44 SBS 550 ft away at E Tremont Av/E 177 St
Cross Bx Svc Rd/Harrod Av	No bus service at this stop. Access Q44 SBS 1,585 ft away at Cross Bx Svc Rd/Rosedale Av.
Cross Bx Svc Rd/Taylor Av	No bus service at this stop. Access Q44 SBS 500 ft away at Cross Bx Svc Rd/Beach Av.
Cross Bx Svc Rd/Olmstead Av	No bus service at this stop. Access Q44 SBS 850 ft away at Cross Bx Svc Rd/Castle Hill Av.
Cross Bx Svc Rd/Blackrock Rd	No bus service at this stop. Access Q44 SBS 850 ft away at Cross Bx Svc Rd/Castle Hill Av.
Hutchinson River Pkwy/Wenner Pl	No bus service at this stop. Access Q44 SBS 900 ft away at Hutchinson River Pkwy/Lafayette Av
Parsons Blvd/Center Dr	No bus service at this stop. Access Q44 SBS 2,125 ft away at Parsons Blvd/14 Av.
Parsons Blvd/17 Av	Stop still served by Q20A/B. Access Q44 SBS 850 ft away at Parsons Blvd/20th Av.
Sutphin Blvd/Jamaica Av	Stop still served by Q20A/B. Access Q44 SBS 575 ft away at Archer Av/Sutphin Blvd.
Archer Av/Guy R Brewer Blvd	Stop still served by Q20A/B. Stop is 950 ft away from end of route.

As part of the 2015 implementation of Q44 SBS, NYCDOT is looking to introduce bus lanes in the Flushing, Queensboro Hill, and Jamaica neighborhoods to help improve bus travel times and reliability through congested portions of the route. These are primarily offset bus lanes, one lane away from the curb, which better accommodate deliveries, community parking needs, and right turns. In Queensboro Hill and Flushing, offset bus lanes are proposed on Main Street between Reeves Avenue and Northern Boulevard in the northbound direction, and between 60 Avenue and Northern Boulevard in the southbound direction. The proposed bus lanes transition to the curbside lane between 38 Avenue and 41 Avenue in downtown Flushing. In Jamaica, peak period curbside bus lanes are proposed in both directions on Sutphin Boulevard between Archer Avenue and Hillside Avenue. The existing curbside bus lanes on Archer Avenue are proposed to be extended from 150 St west to Sutphin Boulevard.

Three stations on Main Street will have bus bulbs, which will extend the existing sidewalk into the parking lane to meet the offset bus lane. The three locations are Booth Memorial Avenue northbound, 60 Avenue northbound, and Horace Harding Expressway southbound. New York City Department of Design and Construction will build these in late 2016 and 2017.

The Q44 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 ongoing meetings with Community Boards, elected officials and civic organizations on the Q44 SBS project. Three public workshops and two open houses were held at venues along the corridor. 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 Q44 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.

Staff Summary

Recommendation

In order to provide the fastest, most reliable bus service, implement SBS service on the Q44, replacing the Q44 Limited with the Q44 SBS.

Alternatives

1. *Do nothing.* If no action is taken, Q44 bus service will continue as currently scheduled, without taking advantage of the service benefits SBS service can provide.

Budget Impact

Approximately \$3.3 million. This is included in the approved operating budget.

Implementation Date

Fall 2015

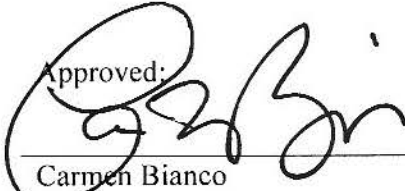
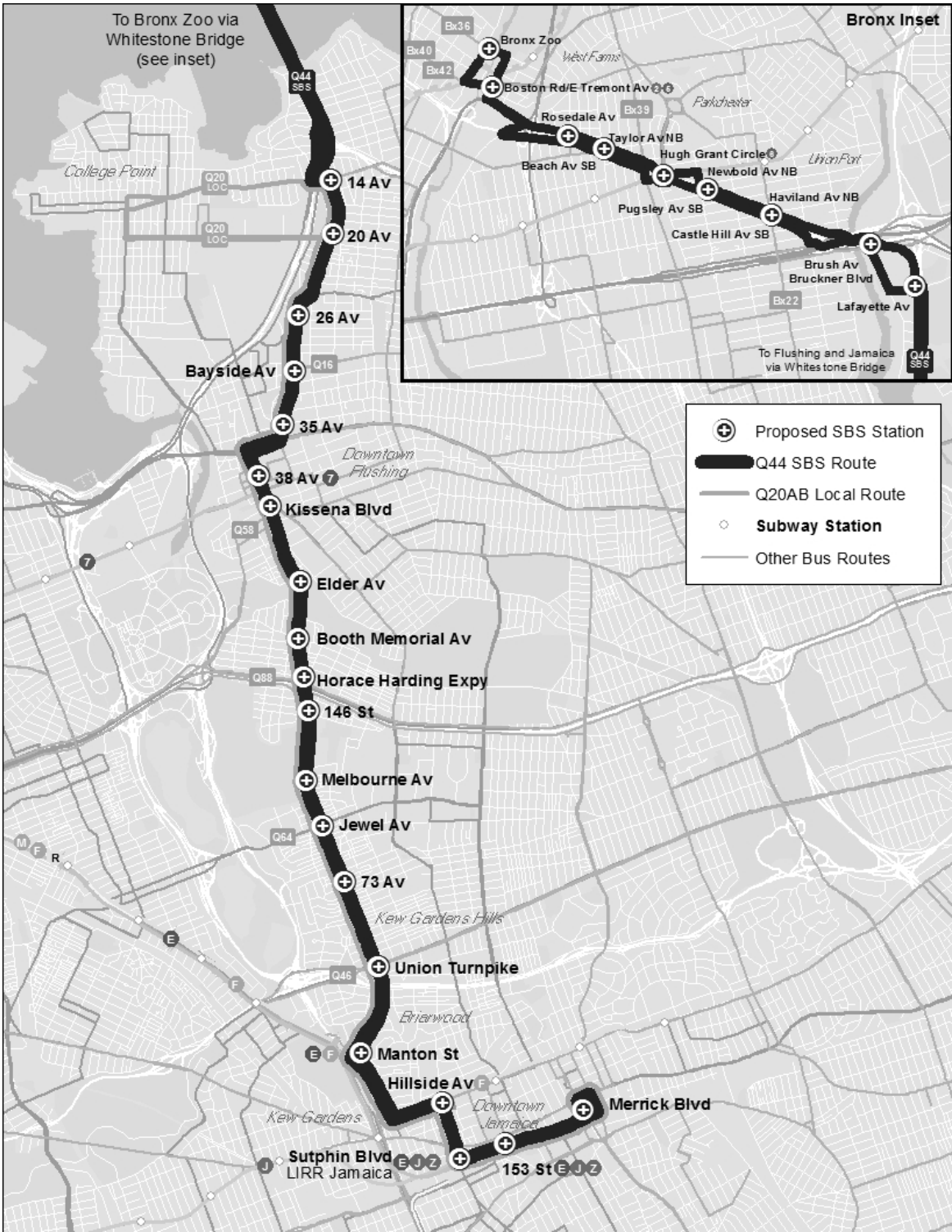
Approved: 
Carmen Bianco
President

Figure 1 – Proposed Q44 Select Bus Service



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

PROPOSED SERVICE CHANGE: Q44 (Select Bus Service) AND Q20A/B TITLE VI SUMMARY

I. Executive Summary: Results of Title VI Major Service Change Analyses

In accordance with Federal Transit Administration (“FTA”) guidance documents regarding implementation of Title VI of the Civil Rights Act of 1964 (“Title VI”) and FTA’s Environmental Justice Policy¹ and pursuant to FTA Circular C4702.1B (“Title VI Circular”), NYCT conducts a service and/or fare equity analysis for route change proposals that are classified as New Starts, Small Starts, or other Fixed Guideway capital projects.² NYCT conducts a route level travel time and travel cost service equity analysis for these types of changes.

NYCT has proposed to convert the Q44 limited route to Select Bus Service, and to modify the Q20A/B, as part of an overall restructuring of the Flushing and Jamaica Corridor, known as the Q44 Select Bus Service Conversion proposal. NYCT has classified the Q44 Select Bus Service (“SBS”) Conversion proposal as a “Fixed Guideway capital project”. Therefore, NYCT conducted a full route change analysis on the Q44 and the Q20A/B, in order to determine whether these proposals would have a statistically significant disparate impact or disproportionate burden on the minority and low-income communities they serve.

The analysis conducted by NYCT, described below, concluded that the Q44 Select Bus Service Conversion proposal would have no discriminatory impact on either minority or low income riders served by these routes.

1. Introduction

The current Q44 Limited connects two growing commercial hubs, Flushing and Jamaica, providing a vital inter-borough transit link from Queens to the Bronx, and providing service along one of the busiest bus corridors in Queens. It is a subway feeder to the **2 5 6 7 E F J Z** trains and to the LIRR in downtown Flushing.

The Q44 Limited provides daily service between Archer Avenue and Merrick Boulevard in Jamaica and Boston Road and E 180th Street at the Bronx Zoo in the Bronx, making all local stops north of 20th Av and Parsons Boulevard in Queens and in the Bronx. The Q20A/B provides daily local service between Archer Avenue and Merrick Boulevard and 15th Avenue and College Point Boulevard, discontinuing operation overnight when the Q44 local operates between Jamaica and the Bronx Zoo.

The Q44 SBS Conversion will introduce full time Q44 SBS service in Queens and Bronx, replacing the Q44 Limited service and the Q44 local service, which runs overnight. The Q20A will operate at all times, providing overnight local service between Jamaica and College Point. The Q44 SBS will include off-board fare collection, bus lanes, traffic signal priority, and specially-branded articulated buses. NYCDOT plans to introduce bus lanes in Flushing, Queensboro Hill, and Jamaica, to improve bus travel times and reliability, and to accommodate

¹ As recipients of federal grants made by the United States Department of Transportation (“DOT”), the MTA affiliated and subsidiary agencies that provide subway, bus and commuter rail services are subject to the requirements of Title VI, which prohibits discrimination on grounds of race, color or national origin under a program or activity receiving Federal financial assistance. In addition, DOT’s Order on Environmental Justice requires DOT grant recipients to take certain actions to address environmental justice concerns affecting minority and low-income populations.

² FTA C 4702B.1B, Chapter 4.7.c., “Service and Fare Equity Analysis for New Starts, Small Starts and Other New Fixed Guideway Systems.”

PROPOSED SERVICE CHANGE: Q44 (Select Bus Service) AND Q20A/B TITLE VI SUMMARY

deliveries, community parking, and right turns. The Q44 SBS Conversion will provide faster and more reliable service for the approximately 42,000 riders in Queens and the Bronx who utilize this corridor.

This proposal was presented at several outreach-meetings with Community Boards, elected officials and civic organizations, and at public workshops and open houses along the corridor. A Community Advisory Committee provided guidance in design and implementation of the project. There have been thorough discussions of all issues, and many points of concern have been addressed through changes to the project.

2. Methodology Used by NYCT

For routes classified as New Start, Small Start and other new Fixed Guideway capital projects, NYCT conducts a route level travel time and travel cost analysis.

All 2010 census tracts that are within ¼ mile of the route or route segment are reviewed. Tracts are categorized as either (a) minority or (b) non-minority, and either (c) below or at poverty level or (d) above poverty level. Separately for these four sets of census tracts, an O-D table (Origin-Destination table) is created using ridership in the selected tracts. Bus ridership information is obtained from *Bus ridership Boarding and Alighting Report*. The top five (5) tracts in terms of passenger origination along the route are selected. Within these top five origin tracts, the top three (3) destinations are selected, making a selection of 15 O-D pairs with the largest ridership, by which travel time analysis will be conducted.

Google Transit and *MTA TripPlanner* are being used to determine the trip duration from the geographical center (centroid) of each census tract both before and after the change of the route under consideration. When all travel times before and after the restructuring of the subject route are populated, the difference or change in travel times and cost is found for each O-D pair.

A t-test is conducted to determine if these differences are equitably distributed for the groups being measured, at a 95% confidence level, to determine the effects of the proposed Q44 SBS Service conversion and Q20A/B service change on minority and low-income populations, and to ensure that service equity is maintained.

3. Results of the NYCT Bus Analysis

The results of the statistical analysis showed that there are no disparate Title VI or EJ impacts found for the Q44 SBS conversion, for both the minority and below-poverty populations.

In fact, the Q44 SBS Conversion will provide significantly enhanced service options in an equitable manner for all area residents.

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>April 2014</u>	<u>April 2015*</u>	<u>Difference</u>
Cash	2.6%	2.1%	(0.5%)
Single-Ride Ticket	0.8%	0.8%	(0.1%)
Bonus Pay-Per-Ride	43.0%	39.6%	(3.4%)
Non-Bonus Pay-Per-Ride	3.2%	5.4%	2.2%
7-Day Farecard	20.6%	21.9%	1.2%
30-Day Farecard	<u>29.7%</u>	<u>30.3%</u>	0.6%
Total	100.0%	100.0%	

* Preliminary

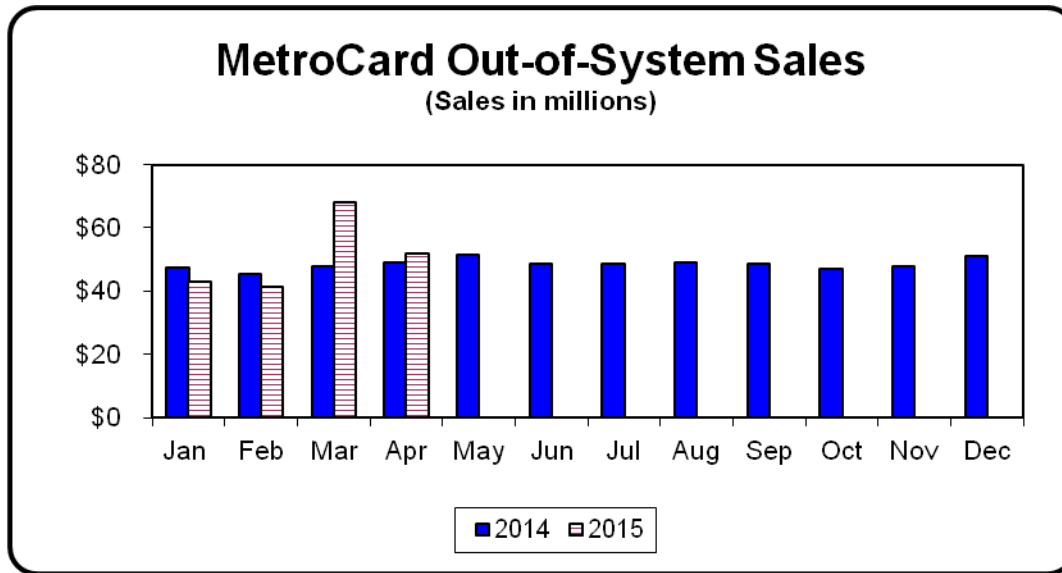
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in April 2015 was 4,836, a 4.04 percent decrease from the same period last year. The average value of a credit issued was \$71.00.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$52.0 million in April 2015, a 5.9 percent increase compared to April of 2014. Year to date sales totaled \$204.8 million, an 8.0 percent increase compared to the same period last year.



Retail Sales

There were 4,596 active out-of-system sales and distribution locations for MetroCards, generating \$22.3 million in sales revenue during April 2015.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 129,690 MetroCards valued at approximately \$12.1 million were made in April 2015 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$93.08. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 84,219 for April 2015, generating an additional \$9.8 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$100.5 million, a 13 percent increase when compared to last year.

Mobile Sales Program

In April 2015, the Mobile Sales unit completed 194 site visits, of which 136 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$123,000 in revenue was generated. In April 2015, the Mobile Sales unit assisted and enabled 2,163 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at the services for the Underserved (Brooklyn).

Reduced-Fare Program

During April 2015 enrollment in the Reduced-Fare Program increased by 6,482 new customers, while 204 customers left the program. The total number of customers in the program is 956,637. Seniors account for 782,996 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 173,641 customers. Of those, a total of 37,466 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$8.1 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In April 2015, the EasyPay Reduced Fare program enrollment totaled 147,439 accounts. During the month, active EasyPay customers accounted for approximately 2.2 million subway and bus rides with \$2.3 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of \$16.

EasyPay Xpress Pay-Per-Ride Program

In April 2015, the EasyPay Xpress PPR program enrollment totaled 75,522 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 \$63.

EasyPay Xpress Unlimited Program

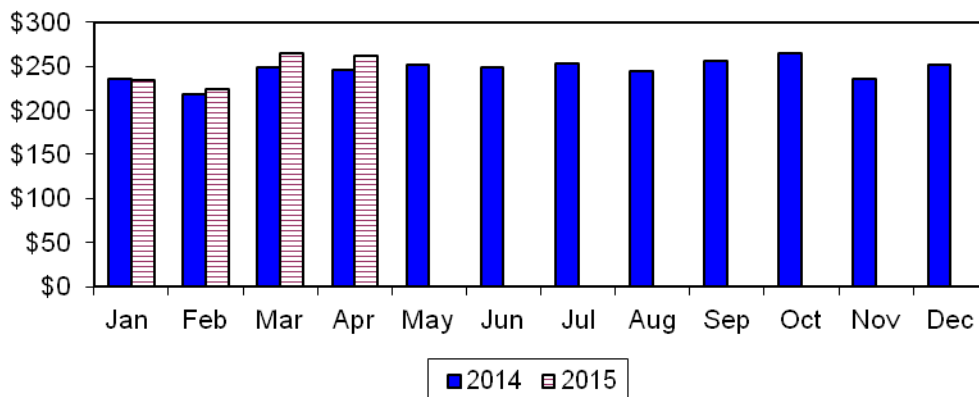
In April 2015, the EasyPay Xpress Unlimited program enrollment totaled 15,207 accounts. During this month, active Xpress Unlimited customers accounted for approximately 719,000 subway and local bus rides with \$1.4 million charged to their accounts. Each active account averaged 52 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during April 2015 totaled \$262.8 million, on a base of 14.9 million customer transactions. This represents a 1.6 percent decrease in vending machine sales compared to the same period last year. During April 2015, MEMs accounted for 2,028,226 transactions resulting in \$53,412,873 in sales. Debit/credit card purchases accounted for 77.1 percent of total vending machine revenue, while cash purchases accounted for 22.9 percent. Debit/credit card transactions account for 52.4 percent of total vending machine transactions, while cash transactions account for 47.6 percent. The average credit sale was \$29.43, more than three times the average cash sale of \$8.48. The average debit sale was \$21.16.

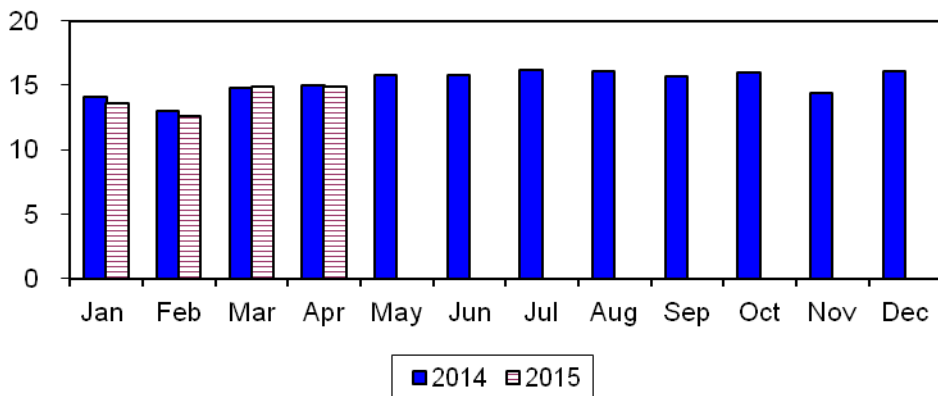
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



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 - June 2015

data thru May 2015; \$s in million

	Budget	Expenditures
Construction	\$ 927.7	\$ 869.5
Design	106.7	104.8
Construction Management	144.7	122.0
Real Estate	220.9	207.2
Total	\$ 1,400.0	\$ 1,303.5

	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	\$208.1	\$13.3	\$196.8	Jan-2011	Aug-2010	Jun-2014	Nov-2014	Dec-2015
R to E Connector	To be Coordinated with Port Authority				TBD	TBD	TBD	TBD	TBD

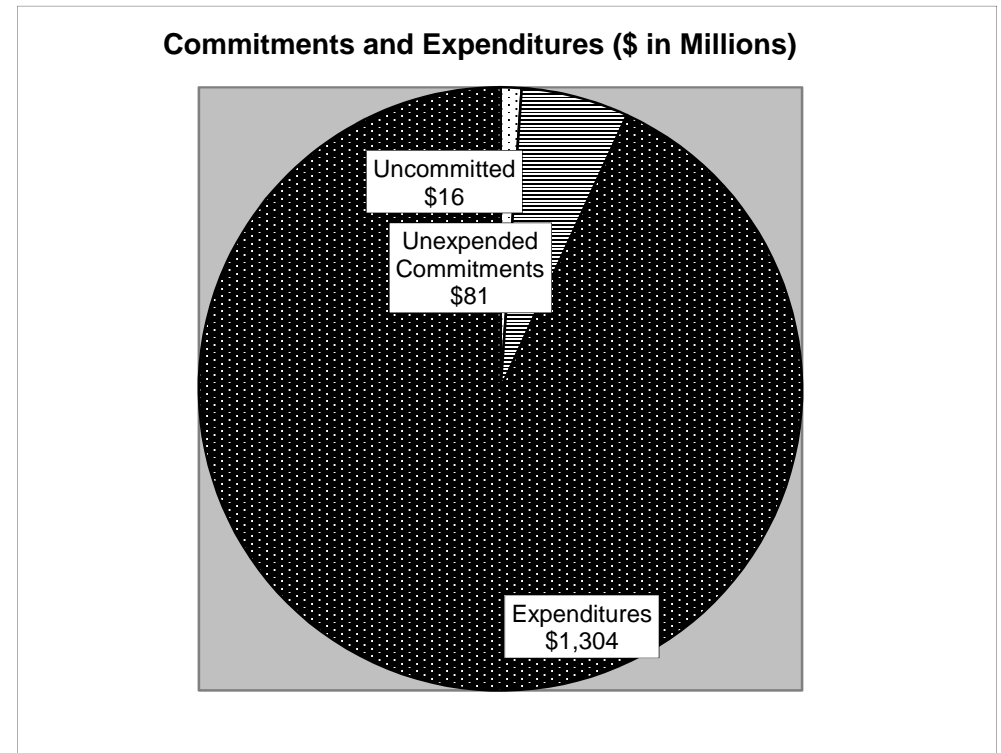
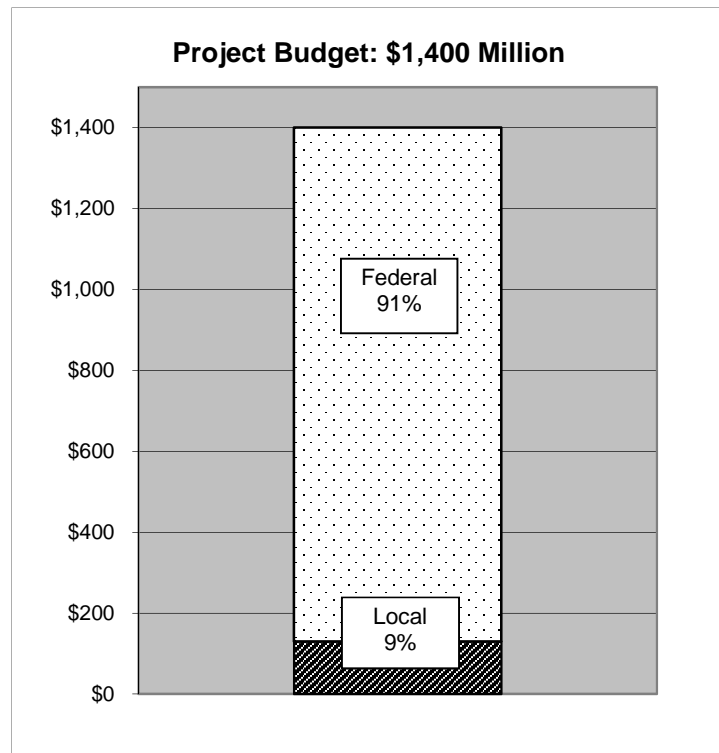
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Fulton Center Status

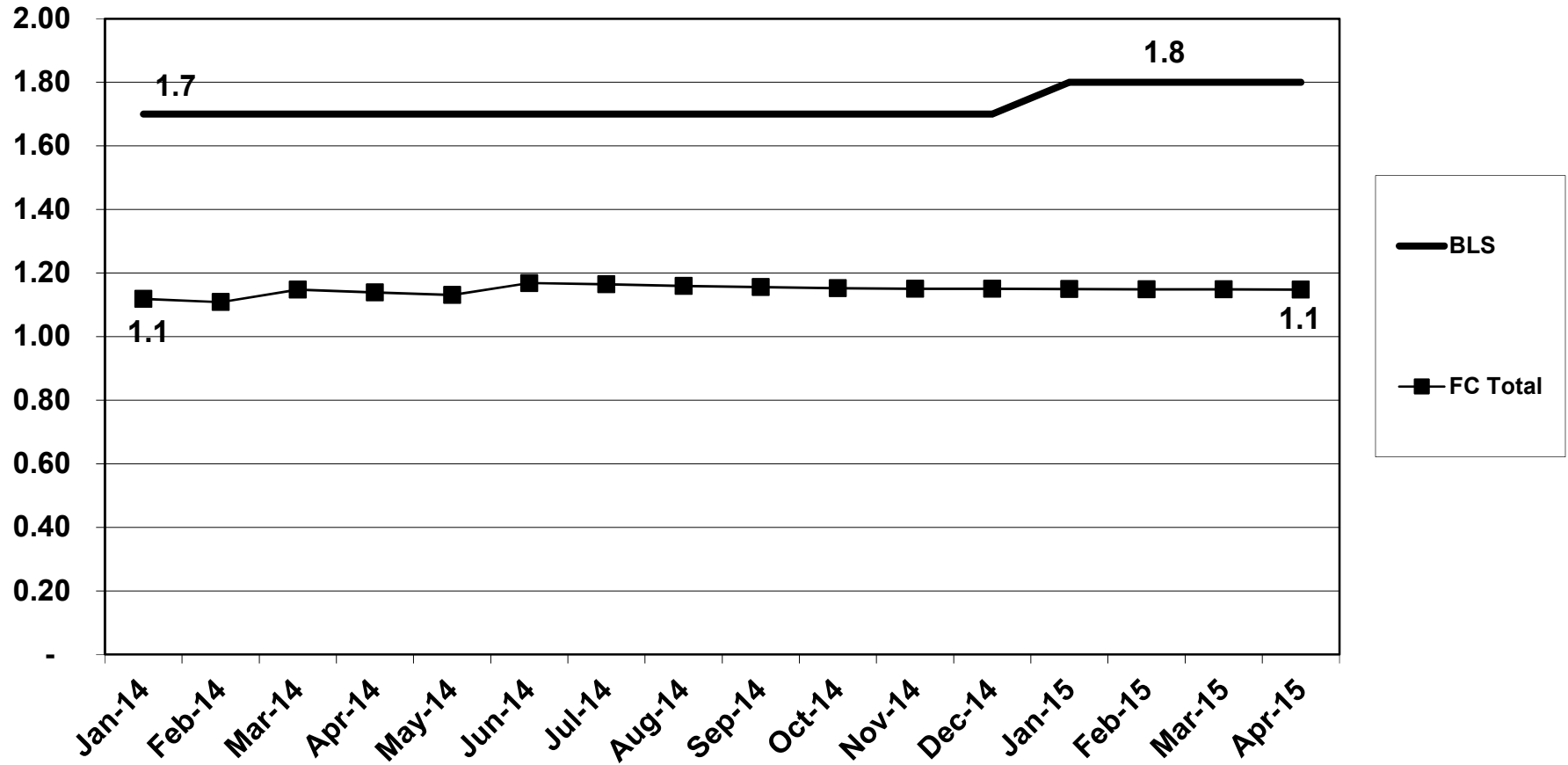
Report to the Transit Committee - June 2015

data thru May 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	\$ 880
ARRA (Federal Stimulus)	423	-	423	423	423	-	423
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,270	\$ 1,384	\$ 16	\$ 1,304



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 - June 2015

data thru May 2015; \$s in million

	Budget	Expenditures
Final Design	\$ 118.0	117.4
Construction	1,904.7	1,824.1
Construction Management	48.3	42.3
Subway Project Reserve	29.9	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 1,983.8
HYDC-Funded Non-Subway Work [†]	266.0	238.2
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,222.0
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,275.0

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Systems Testing and Integration Start	October-2013
Revenue Service Date	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	\$553.0	\$2.8	\$533.8	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	\$85.1	\$7.2	\$36.3	Sep-2012	Apr-2016	Dec-2016

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

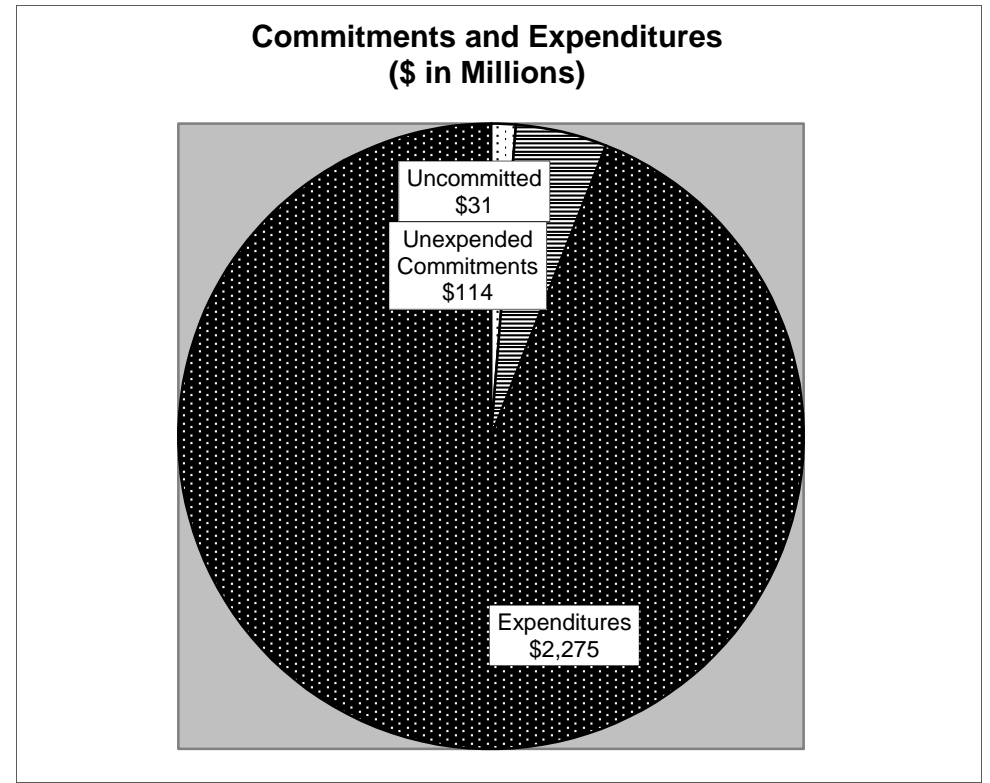
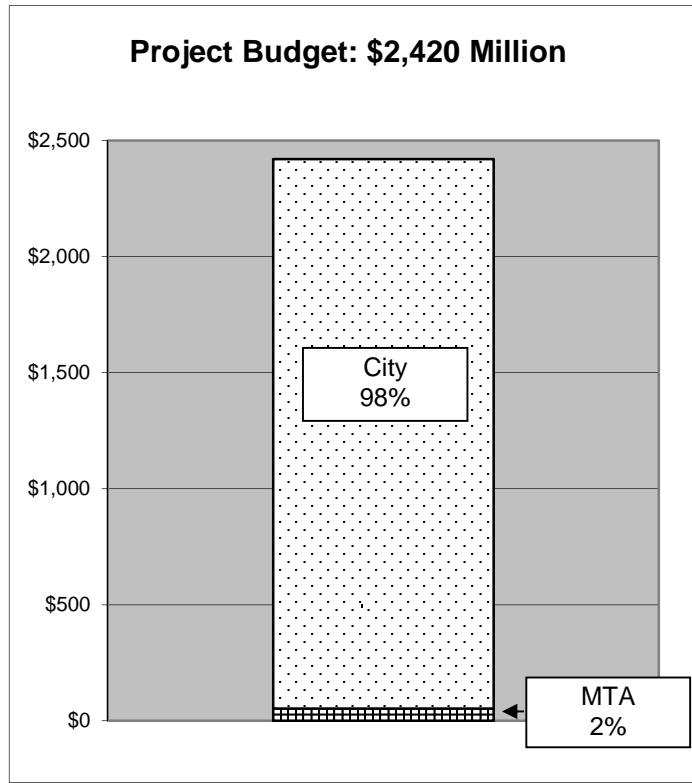
† Non-subway work includes design, construction management, and construction tasks.

†† 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.

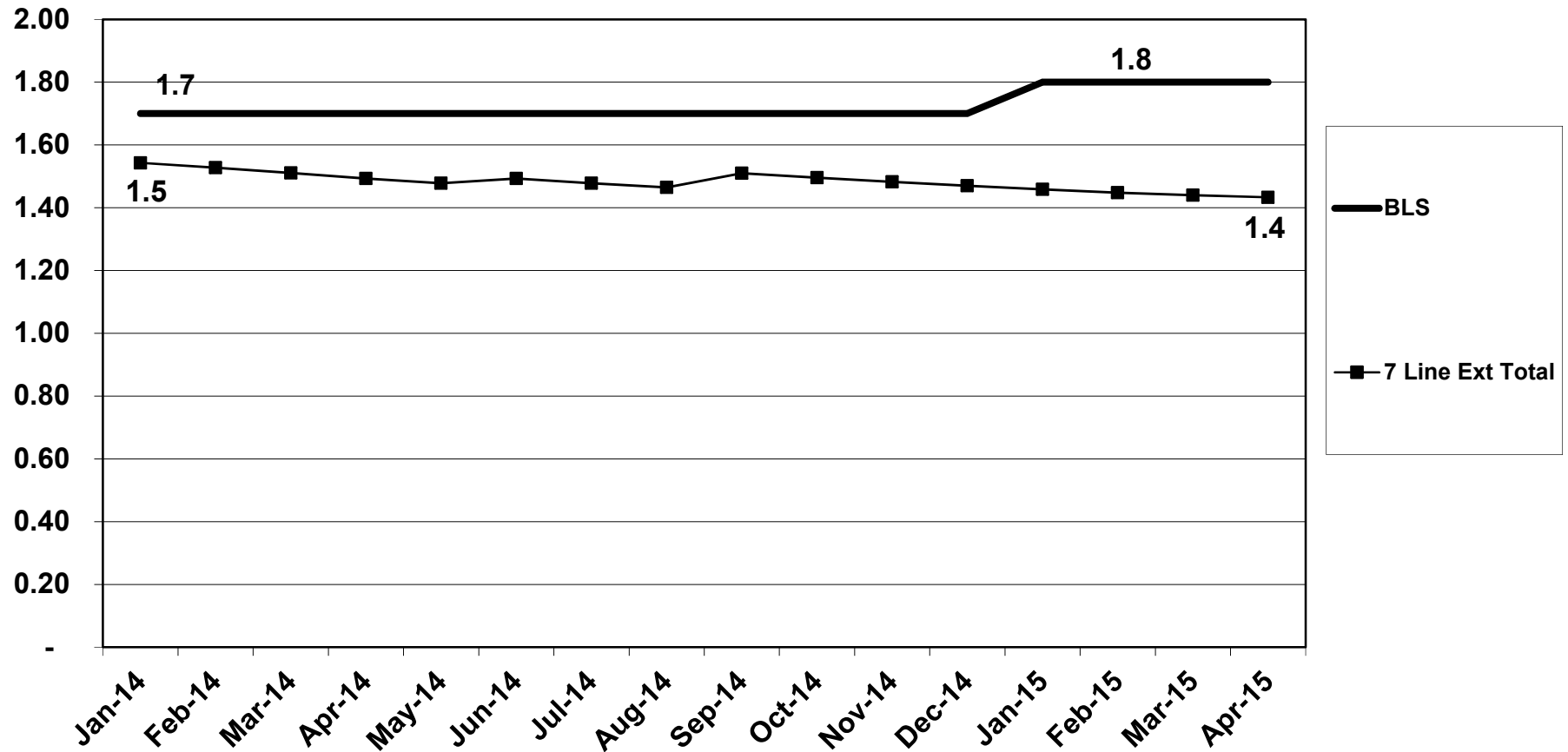
7 Line Extension Status **Report to the Transit Committee - June 2015** *data thru May 2015*

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	2,336	2,336	31	2,222
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,336	\$ 2,389	\$ 31	\$ 2,275

* 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 - June 2015

data thru May 2015; \$s in million

	Budget	Expenditures
Construction	\$ 3,393.9	\$ 2,494.8
Design	\$ 508.2	484.5
Construction Management	\$ 267.4	162.1
Real Estate	\$ 281.5	230.2
Total	\$ 4,451.0	\$ 3,371.6

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$205.9	\$193.4	\$12.4	\$163.5	Jul-2010	Jan-2011	May-2014	Dec-2015
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$268.6	\$14.2	\$139.4	Mar-2011	Jan-2012	Aug-2016	Nov-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$362.3	\$352.2	\$10.1	\$220.7	Mar-2011	Jun-2012	Dec-2015	Nov-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$289.3	\$283.1	\$6.1	\$133.1	Nov-2012	Feb-2013	Nov-2015	Sep-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$211.6	\$11.4	\$69.6	Oct-2013	Jun-2013	May-2016	Aug-2016

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

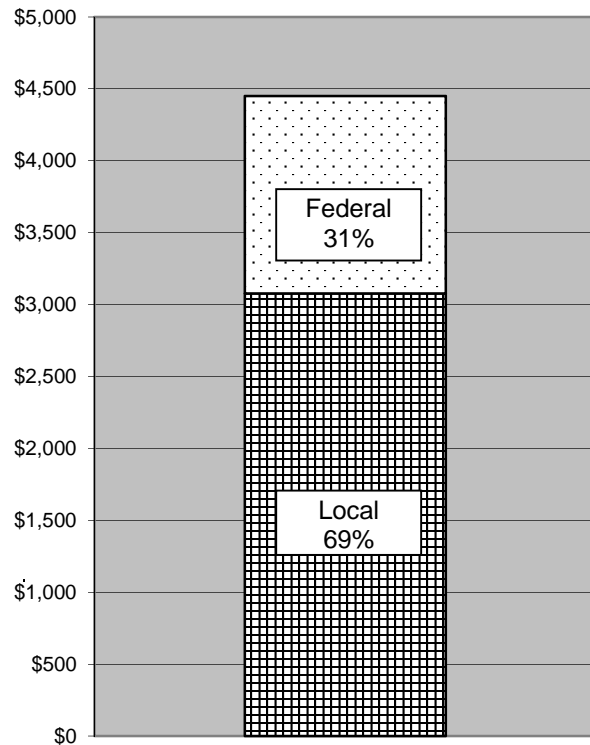
Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - June 2015

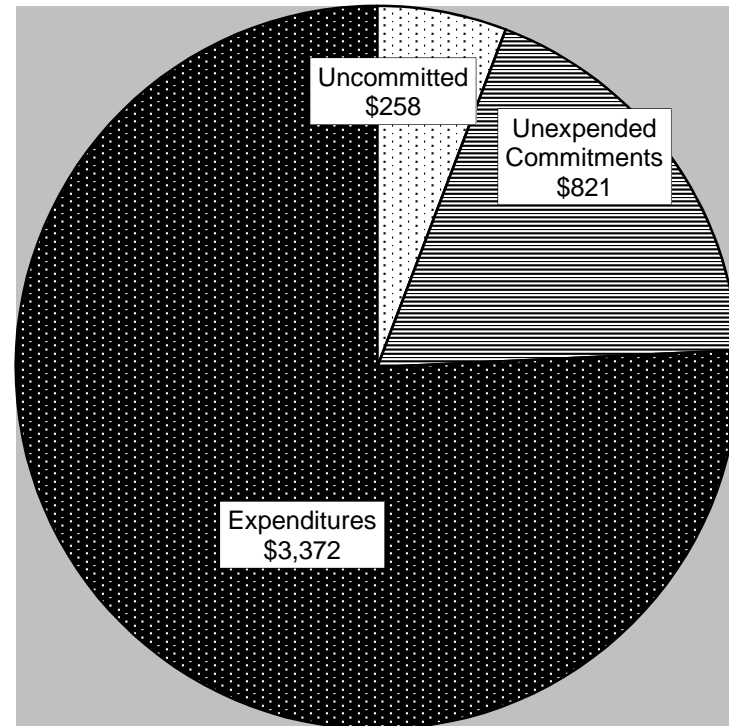
data thru May 2015

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	1,872	42	1,614
2010-2014	1,487	1,487	-	-	1,272	216	718
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,193	\$ 258	\$ 3,372

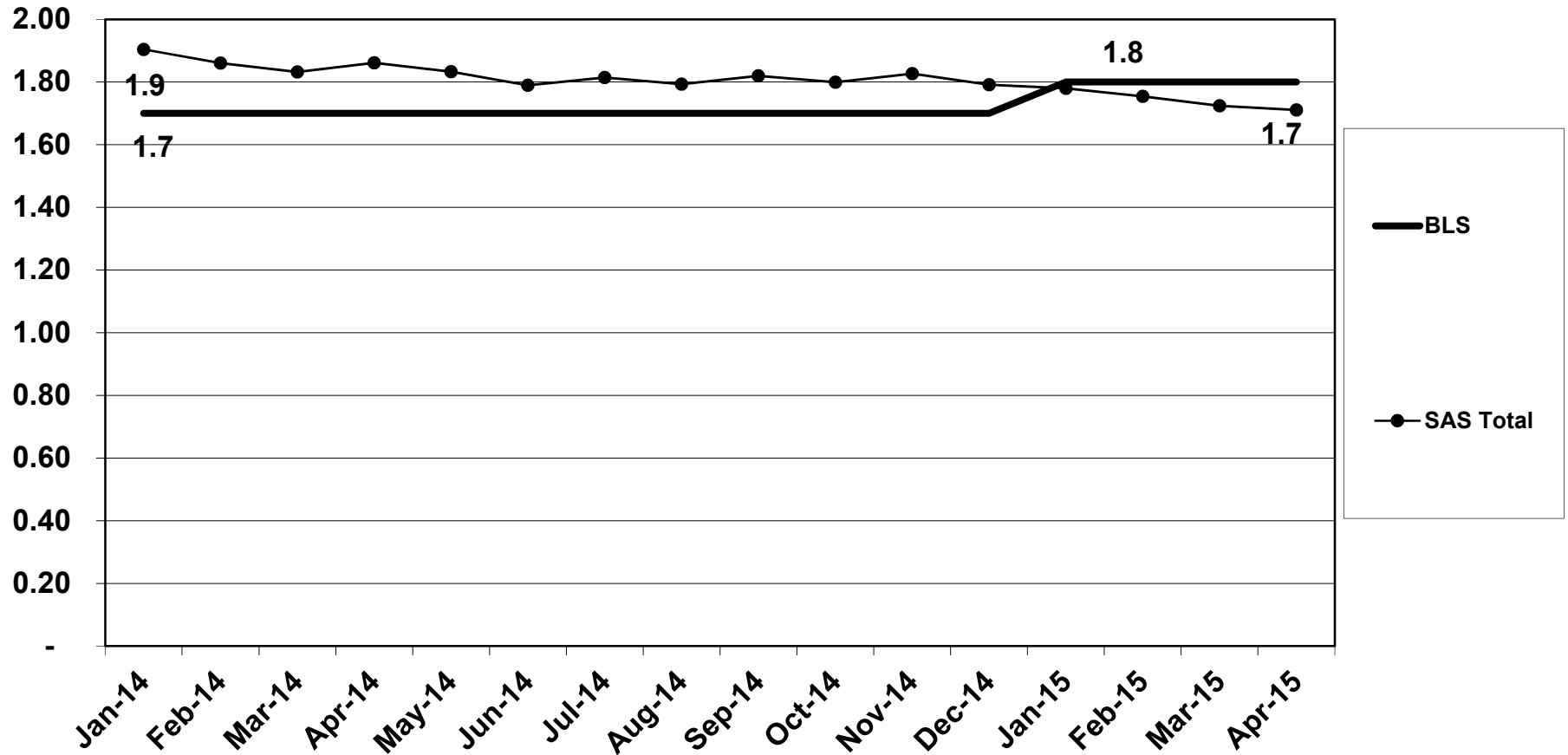
Project Budget: \$4,451 Million



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)