



New York City Transit  
Bus Company

# Transit & Bus Committee Meeting

## July 2015

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### Committee Members

F. Ferrer, Committee Chairman  
J. Banks III, Committee Vice Chairman  
J. Ballan  
A. Cappelli  
J. Kay  
S. Metzger  
C. Moerdler  
J. Molloy  
P. Trottenberg  
I. Weinshall  
A. Albert  
E. Watt

# **New York City Transit and Bus Committee Meeting**

2 Broadway - 20th Floor Board Room

New York, NY 10004

Monday, 7/20/2015

10:30 AM - 12:00 PM ET

## **1. PUBLIC COMMENT PERIOD**

## **2. APPROVAL OF MINUTES – JUNE 22, 2015**

*June Committee Meeting Minutes - Page 4*

## **3. COMMITTEE WORK PLAN**

*Committee Workplan - Page 9*

## **4. OPERATIONS PERFORMANCE SUMMARY**

### **a. May Operations Report**

*May Operations Report - Page 18*

## **5. FINANCIAL REPORTS**

### **a. May NYCT Financial & Ridership Report**

*NYCT Financial Report - Page 55*

### **b. May SIR Financial & Ridership Report**

*SIR Financial Report - Page 76*

### **c. May MTA Bus Financial & Ridership Report**

*MTA Bus Financial Report - Page 87*

### **d. Capital Program Status Report**

*Capital Program Status Report - Page 100*

## **6. PROCUREMENTS**

*NYCT July Procurement Staff Summary and Resolution - Page 109*

### **a. Non-Competitive**

*NYCT, MTA Bus Non-Competitive Actions - Page 113*

### **b. Competitive**

*NYCT, MTACC Competitive Actions - Page 118*

### **c. Ratifications**

*NYCT, MTACC Ratifications - Page 135*

## **7. SERVICE CHANGES**

### **a. NYCT Request for Public Hearing for Station Access Changes at Two Stations**

*NYCT Request for Public Hearing for Station Access Changes at Two Stations in Brooklyn - Page 142*

## **8. SPECIAL REPORTS & PRESENTATIONS**

### **a. MetroCard Report**

*MetroCard Report - Page 148*

## **9. MTACC Report**

*MTACC Report - Page 152*

**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**  
**June 22, 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  
Darryl Irick, 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 May 18, 2015 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.


## **IV. Agenda Items**

### **A. Operations Report**

President Bianco advised the Committee that progress was being made in implementing measures to improve subway service delivery, particularly on the ,  and  lines.

President Bianco also informed the Committee that Lew Finkelman would be leaving the Agency in early July, remarking on the positive impact Mr. Finkelman had on not only the Law Department, but the entire organization, during his brief tenure as General Counsel.

SVP Leader reported to the Committee on the Department of Subways' operating performance, and provided an update on the status of the Service Delivery Action Plan.

In response to a question from Member Albert regarding the  line weekend on-time performance, SVP Leader noted that wait assessment statistics are better indicators of service quality, with President Bianco adding that a significant amount of weekend construction work requiring diversions of service was taking place on that line causing some delays.

In response to a question from Member Moerdler regarding the impact of the aging signal systems on subway service generally, President Bianco noted that signal system issues, together with several other factors, including platform overcrowding, play a role in delaying service, adding that signal system modernization projects were to be included in the 2015-2019 Capital Program if approved. SVP Smith noted that signals and communication work combined would comprise \$2.9 billion of the proposed Capital Program. Member Moerdler made the point that the transit system benefits the City of New York and that as a result the City has an obligation to help support its function.

Member Trottenberg noted that the City does not have independent revenue raising authority, as the State has, and that anything that is taken from the City's Capital Plan is at the expense of other City projects.

Member Cappelli commented on the responsibility of the State to fund the Capital Program, and expressed his concern regarding the Legislature's failure to acknowledge the potential impact of not doing so. He further added that the State and City should work together to develop a plan for providing the necessary funding.

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

Members Ballan and Cappelli commented on the Right of Way Law, which provides for the prompt arrest of bus drivers following an accident, noting that equitable considerations should be taken into account and the matter discussed in further detail at the Board level.

VP Kennedy presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

Member Cappelli offered sympathy and support to NYPD Transit Officer Filippo Gugliara, who was injured in the line of duty while coming to the aid of an elderly woman during an assault.

Member Cappelli also reiterated the importance of the District Attorneys' offices taking an aggressive approach to prosecutions of repeat offenders, and requested a report on how the DAs are handling recidivist crime in the system. President Bianco noted the positive and productive relationship that currently exists among NYCT, NYPD's Transit Bureau and the DAs. Member Moerdler noted that former Chairman Lhota agreed to provide information on how the DAs, as well as the Office of Court Administration, are managing such repeat offenses.

In response to a question from Member Moerdler, Chief Fox informed the Committee that its staffing is currently on par with last year's figures. In further response, Chief Fox added that crime in the City is down overall, although there have been spikes in shootings which are being addressed, in part through officers working overtime hours. Chief Fox agreed to provide Member Moerdler with information on line of duty injuries and fatalities sustained by the NYPD and its Transit Bureau.

In response to a question from Member Ballan, Chief Fox addressed the reasons for a drop in the number of arrests, citing redeployments decisions, officer availability and the discretionary nature of arrests for certain offenses.

## **B. Financial Reports**

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

In response to a question from Chair Ferrer, President Bianco and Acting EVP Chubak noted that the effects of seasonal considerations and fare increases on ridership are taken into account in budget forecasting.

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

SVP Smith presented Members with the Capital Program Status report.

Details on the following are provided in the Agenda materials:

- Financial and Ridership Report
- Capital Program Status

### **C. Procurements**

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 14 action items for a proposed expenditure of \$173.8M.

VP Plochochi highlighted for the Committee two procurement Agenda items: (1) a modification to exercise a revised option with TransCare New York, Inc., to continue providing Access-A-Ride Paratransit Transportation service through October of 2019, and (2) a budget adjustment for \$35 million to the Indefinite Quantity Engineering services contract with the joint venture of PB/PTG.

In response to a question from Member Moerdler, VP Plochochi explained that the Affinity Specialty Apparel, Inc. contract was awarded with a five year base and three year option, instead of with an eight year duration, so that the vendor's performance could be evaluated and the decision to continue with their services revisited, noting that a survey was performed to determine if pricing was reasonable.

In response to a question from Member Moerdler regarding the exercise of a contractual option with TransCare New York, Inc. for 5 years at reduced pricing, VP Plochochi explained that the contract originally had a base duration of ten years, with a ten year option, and that the intention is to re-solicit competitively before the expiration of the base contracts.

In response to a question from Member Albert regarding the DynaServ Industries, Inc. procurement, VP Plochochi explained that the contract was for the cosmetic cleaning of the fare collection machines only.

In response to a question from Member Ballan, VP Plochochi explained that although TransCare failed to satisfy certain financial requirements, the fact that they have done satisfactory work over a number of years, and that they have highly competitive pricing per vehicle service hour, justifies award.

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

NYCT's competitive procurements requiring a majority vote (Schedules F, G, H, I and L in the Agenda) and its proposed ratifications requiring a two-thirds vote (Schedule D 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.

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

## **V. Service Changes**

Peter Cafiero presented three service changes to the Committee for its information: (1) the bus schedule review program, resulting in 38 bus schedule changes on 37 routes to be implemented in September 2015; (2) the permanent extension of the Bx5 to Bay Plaza on Saturdays and Sundays, and (3) the implementation of Q44 Select Bus Service in Queens and in the Bronx.

Member Greenberg requested information on the running time of the Q44 Limited as compared to the Q44 SBS.

Member Cappelli expressed his view that the proposed Staten Island Bus Rapid Transit is an important program that should be part of the Capital Plan.

In response to a question from Member Albert regarding some of the eliminated stops on the Q44 SBS, and the distance between bus stops as a result of the eliminations, Mr. Cafiero informed the Committee that this is being monitored and that the community is involved in the process. Member Trottenberg added that the traffic flow continues to be monitored by the City to ensure that the change serves customers well.

In response to a question from Member Moerdler, Mr. Cafiero informed the Committee that there is coordination between the Staten Island ferry service and Staten Island bus and railway service.

President Bianco noted that Select Bus Service would be implemented on the M86 crosstown bus on Sunday, June 28<sup>th</sup>. He added that the SBS is expected to lead to a 10% reduction in travel time, and that way finding signs at bus stops would provide real-time information as to bus locations.

## **VI. Special Reports and Presentations**

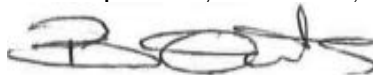
President Bianco presented the MetroCard Report to the Committee for its information.

## **VII. MTA CC Project Report**

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

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

Respectfully submitted,



Bettina Quintas  
Assistant Secretary





## 2015 Transit & Bus Committee Work Plan

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### **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

July 2015  
No Items

August 2015  
No Meetings Held

#### September 2015

Public comment/Committee review of budget	Management & 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 <sup>nd</sup> Qtr, 2015	Subways
Transit Adjudication Bureau Report, 2 <sup>nd</sup> Qtr, 2015	Law
NYCT & MTA Bus EEO & Diversity Report, 2 <sup>nd</sup> Qtr, 2015	EEO & Human Resources

#### October 2015

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

## II. SPECIFIC AGENDA ITEMS (con't)

## Responsibility

### 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, 3<sup>rd</sup>, Qtr, 2015  
Transit Adjudication Bureau Report, 3<sup>rd</sup> 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, 3<sup>rd</sup> 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

### May 2016

Transit Adjudication Bureau Report, 1<sup>st</sup> Qtr, 2016  
Elevator & Escalator Service Report, 1<sup>st</sup> Qtr, 2016  
NYCT & MTA Bus EEO & Diversity Report, 1<sup>st</sup> Qtr, 2016

Law  
Subways  
EEO & Human Resources

## II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

June 2016  
No Items



## 2015 Transit & Bus Committee Work Plan

### Detailed Summary

#### **I. RECURRING**

##### Approval of Minutes

An official record of proceedings which occurred during the previous month's Committee meeting.

##### NYC Transit Work Plan

A monthly update of any edits and/or changes in the work plan.

##### Operations Performance Summary

Summary presentation on the performance of Subway Service, including a discussion on Safety, Finance and Ridership and Capital Program Plan achievements. Information includes discussion on key indicators such as Subway MDBF, On-Time Performance, Subway accident rates; and Capital Plan awards, design starts and completions.

##### Procurements

List of procurement action items requiring Board approval and items for Committee and Board information. The Non-Competitive items will be first, followed by the Competitive items and then the Ratifications. The list will include items that need a 2/3 vote of the Board for approval.

##### MTACC Projects Report

Monthly Status Report on each construction project and contract managed by MTA Capital Construction.

##### MetroCard Report

Status Report on progress related to the implementation of the MetroCard fare collection system. Report provides information on MetroCard market share, the Reduced Fare Program, MetroCard sales initiatives and the Balance Protection Program.

##### Service Changes

Service proposals presented for Committee information and for Board approval, when required. Proposals outline various subway service initiatives.

##### Tariff Changes

Proposals presented to the Board for approval of changes affecting NYC Transit fare policy structure.

##### Capital Budget Modifications

Proposals presented to the Board for approval of changes to NYC Transit's 5-Year Capital Program.

##### Action Items

Staff summary documents presented to the Board for approval of items affecting business standards and practices.

## **II. SPECIFIC AGENDA ITEMS**

### **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, 2<sup>nd</sup> 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, 2<sup>nd</sup> Qtr, 2015

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

#### EEO & Diversity Report, 2<sup>nd</sup> Qtr, 2015

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

## **II. SPECIFIC AGENDA ITEMS (con't)**

### **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

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

#### SIR 2016 Adopted Budget/Financial Plan 2016-2019

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

### **III. SPECIFIC AGENDA ITEMS (con't)**

#### 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, 3<sup>rd</sup> 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.

#### 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.

## **II. SPECIFIC AGENDA ITEMS (con't)**

### 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.

## **MAY 2016**

### Transit Adjudication Bureau Report, 1<sup>st</sup> Qtr, 2016

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



#### **IV. SPECIFIC AGENDA ITEMS (con't)**

Elevator & Escalator Service Report, 1<sup>st</sup> 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, 1<sup>st</sup> 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.

**JUNE 2016**

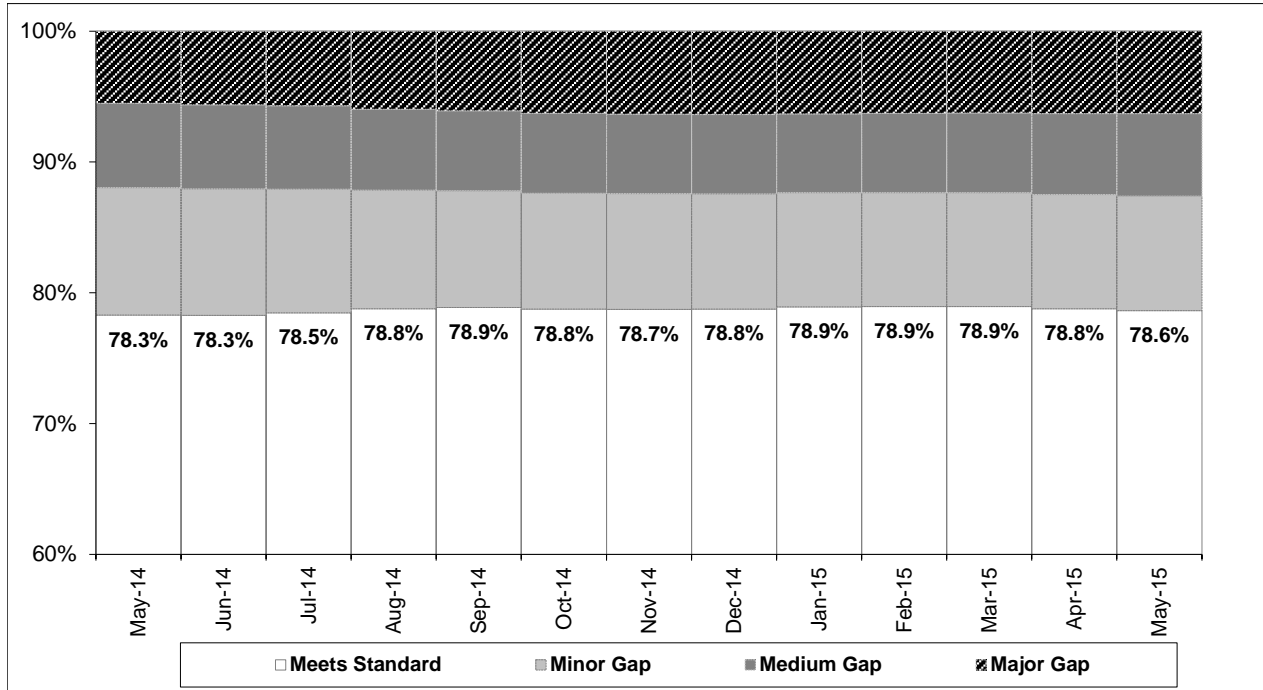
No Agenda Items

# Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: May 2015			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
<b>System Weekday Wait Assessment (Charts 1-2)</b>				78.6%	78.3%	+0.3%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	72.7%	73.3%	-0.6%	72.8%	73.9%	-1.1%
A Division Weekday Wait Assessment - (All Lines)				75.5%	76.3%	-0.8%
B Division Weekday Wait Assessment	77.4%	78.4%	-1.0%	80.3%	79.4%	+0.9%
<b>System Weekend Wait Assessment (Charts 3)</b>				85.6%	84.4%	+1.2%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	79.8%	83.8%	-4.0%	82.1%	84.5%	-2.4%
A Division Weekend Wait Assessment - (All Lines)				84.3%	85.2%	-0.9%
B Division Weekend Wait Assessment	85.9%	88.7%	-2.8%	86.5%	83.8%	+2.7%
<b>System Weekday Terminal On-Time Performance (Charts 4-5)</b>	69.9%	72.6%	-2.7%	72.8%	77.4%	-4.6%
A Division Weekday Terminal On-Time Performance	66.4%	67.4%	-1.0%	68.6%	71.4%	-2.8%
B Division Weekday Terminal On-Time Performance	72.8%	76.8%	-4.0%	76.2%	82.2%	-6.0%
System Number of Terminal Delays (Charts 6)	46,884	45,444	+3.2%	44,809	37,662	+19.0%
<b>System Weekend Terminal On-Time Performance (Charts 7-8)</b>	72.2%	80.9%	-8.7%	78.5%	83.6%	-5.1%
A Division Weekend Terminal On-Time Performance	70.3%	81.5%	-11.2%	75.4%	80.9%	-5.5%
B Division Weekend Terminal On-Time Performance	73.5%	80.5%	-7.0%	80.6%	85.5%	-4.9%
System Number of Weekend Terminal Delays (Charts 9)	16,663	9,640	+72.9%	11,107	8,341	+33.2%
<b>Mean Distance Between Failures (Charts 10-11)</b>	161,720	140,518	+15.1%	144,395	135,472	+6.6%
A Division Mean Distance Between Failures	119,228	124,814	-4.5%	126,472	121,033	+4.5%
B Division Mean Distance Between Failures	220,863	154,755	+42.7%	161,157	148,681	+8.4%
<b>System Weekday Service-KPI (Charts 12-13)</b>	77.1%	76.8%	+0.3%	78.1%	78.4%	-0.3%
A Division Weekday Service-KPI	72.9%	72.9%	0.0%	73.8%	74.5%	-0.7%
B Division Weekday Service-KPI	80.0%	79.6%	+0.4%	81.0%	81.2%	-0.2%
<b>System Weekday PES-KPI (Charts 14-16)</b>				91.2%	91.6%	-0.4%
<b>Staten Island Railway</b>						
24 Hour On-Time Performance	96.1%	93.0%	+3.1%	92.2%	94.1%	-1.9%
AM Rush On-Time Performance	98.9%	94.7%	+4.2%	93.0%	95.3%	-2.3%
PM Rush On-Time Performance	97.4%	97.7%	-0.3%	94.6%	96.1%	-1.5%
Percentage of Completed Trips	99.6%	99.8%	-0.2%	99.7%	99.7%	0.0%
Mean Distance Between Failures	43,055	206,995	-79.2%	49,054	64,788	-24.3%
Staten Island Railway PES-KPI (Charts 17)				90.9%	90.6%	+0.3%

## 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	
Jun '14 - May '15	78.6%	8.7%	6.3%	6.3%	2015 GOAL: 80.7%
Jun '13 - May '14	78.3%	9.8%	6.4%	5.5%	2014 ACTUAL: 78.8%

**Chart 1**

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

Jun '14 - May '15					Jun '13 - May '14				
Line	Meets	GAP			Meets	Headways*			Standard Difference
	Standard	Minor	Medium	Major		Standard	Minor	Medium	
①	79.7%	8.8%	6.2%	5.3%	80.5%	8.1%	5.7%	5.6%	-0.8%
②	72.7%	10.0%	8.9%	8.4%	71.5%	10.5%	9.4%	8.5%	+1.2%
③	78.5%	9.4%	6.7%	5.4%	76.7%	10.1%	7.3%	5.9%	+1.8%
④	71.5%	9.6%	8.5%	10.3%	72.2%	9.7%	8.6%	9.6%	-0.7%
⑤	67.1%	9.9%	10.4%	12.5%	69.0%	10.1%	9.4%	11.4%	-1.9%
⑥	67.3%	9.3%	10.1%	13.3%	73.5%	8.1%	7.8%	10.6%	-6.2%
⑦	76.0%	9.6%	7.1%	7.3%	76.3%	10.8%	7.1%	5.8%	-0.3%
⑤ 42nd	91.2%	3.8%	2.4%	2.6%	90.8%	4.2%	2.0%	3.0%	+0.4%
Subdivision A	75.5%	8.8%	7.5%	8.1%	76.3%	9.0%	7.2%	7.6%	-0.8%
① A	69.0%	10.1%	8.5%	12.4%	68.6%	11.0%	9.4%	10.9%	+0.4%
① B	79.6%	9.3%	5.8%	5.2%	77.9%	11.3%	6.4%	4.4%	+1.7%
① C	81.0%	9.4%	5.2%	4.4%	79.9%	10.3%	5.9%	4.0%	+1.1%
① D	80.8%	8.9%	6.3%	4.0%	79.2%	11.0%	6.0%	3.8%	+1.6%
① E	76.0%	9.2%	7.3%	7.4%	72.4%	11.8%	8.9%	6.8%	+3.6%
① F	72.5%	9.0%	7.6%	10.8%	72.1%	10.3%	8.4%	9.1%	+0.4%
⑤ Fkln	95.4%	1.9%	1.0%	1.7%	96.6%	2.0%	0.9%	0.5%	-1.2%
① G	81.8%	10.4%	5.0%	2.8%	77.0%	11.5%	7.6%	3.8%	+4.8%
⑤ Rock	91.8%	4.9%	1.6%	1.6%	89.2%	7.3%	1.7%	1.8%	+2.6%
① J Z	79.6%	10.1%	5.7%	4.5%	79.5%	10.8%	5.9%	3.7%	+0.1%
① L	81.7%	9.4%	5.5%	3.4%	78.9%	11.4%	5.0%	4.7%	+2.8%
① M	77.9%	9.6%	7.5%	4.9%	78.2%	11.8%	6.2%	3.7%	-0.3%
① N	79.6%	9.3%	5.8%	5.3%	79.5%	10.2%	6.3%	3.9%	+0.1%
① Q	79.8%	9.5%	5.6%	5.1%	78.7%	11.7%	7.2%	2.5%	+1.1%
① R	78.0%	9.6%	6.3%	6.1%	82.6%	10.1%	4.8%	2.5%	-4.6%
Subdivision B	80.3%	8.7%	5.7%	5.3%	79.4%	10.2%	6.0%	4.4%	+0.9%
Systemwide	78.6%	8.7%	6.3%	6.3%	78.3%	9.8%	6.4%	5.5%	+0.3%

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)

Jun '14 - May '15					Jun '13 - May '14				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	87.4%	6.8%	3.7%	2.1%	89.5%	6.0%	2.8%	1.7%	-2.1%
②	79.5%	10.1%	6.4%	3.9%	81.7%	10.1%	5.7%	2.5%	-2.2%
③	87.5%	7.2%	3.3%	2.0%	88.5%	6.9%	2.8%	1.8%	-1.0%
④	76.4%	9.7%	7.4%	6.5%	79.1%	9.8%	6.5%	4.5%	-2.7%
⑤	83.7%	7.4%	4.8%	4.1%	83.9%	8.2%	4.4%	3.6%	-0.2%
⑥	78.4%	9.3%	6.9%	5.4%	84.4%	7.8%	4.7%	3.1%	-6.0%
⑦	82.5%	9.1%	4.3%	4.1%	76.8%	12.5%	7.1%	3.5%	+5.7%
Ⓢ 42nd	99.0%	0.7%	0.2%	0.2%	98.0%	1.0%	0.4%	0.6%	+1.0%
Sub Division A	84.3%	7.5%	4.6%	3.5%	85.2%	7.8%	4.3%	2.7%	-0.9%
Ⓐ	74.8%	9.9%	7.4%	7.9%	78.5%	11.4%	6.7%	3.5%	-3.7%
Ⓒ	83.5%	8.7%	4.1%	3.7%	77.1%	8.9%	8.9%	5.1%	+6.4%
Ⓓ	85.1%	6.7%	3.8%	4.5%	82.0%	12.0%	5.2%	0.8%	+3.1%
Ⓔ	82.7%	7.4%	4.5%	5.4%	83.0%	11.5%	4.9%	0.6%	-0.3%
Ⓕ	85.1%	7.2%	2.5%	5.1%	79.8%	11.8%	6.3%	2.1%	+5.3%
Ⓢ Fkln	94.7%	3.5%	0.7%	1.1%	96.3%	3.4%	0.0%	0.3%	-1.6%
Ⓖ	93.0%	4.4%	1.1%	1.4%	86.0%	8.7%	3.0%	2.3%	+7.0%
Ⓙ	90.7%	6.9%	1.8%	0.7%	90.2%	6.1%	3.1%	0.6%	+0.5%
Ⓛ	86.7%	6.7%	3.3%	3.2%	82.5%	9.3%	5.8%	2.4%	+4.2%
Ⓝ	89.8%	5.5%	3.4%	1.4%	80.7%	10.7%	5.6%	3.0%	+9.1%
Ⓚ	86.8%	7.6%	3.4%	2.2%	86.4%	8.3%	4.2%	1.1%	+0.4%
Ⓡ	85.0%	6.8%	3.4%	4.9%	82.7%	11.8%	4.2%	1.3%	+2.3%
Sub Division B	86.5%	6.8%	3.3%	3.5%	83.8%	9.5%	4.8%	1.9%	+2.7%
Systemwide	85.6%	7.1%	3.8%	3.5%	84.4%	8.8%	4.6%	2.2%	+1.2%

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

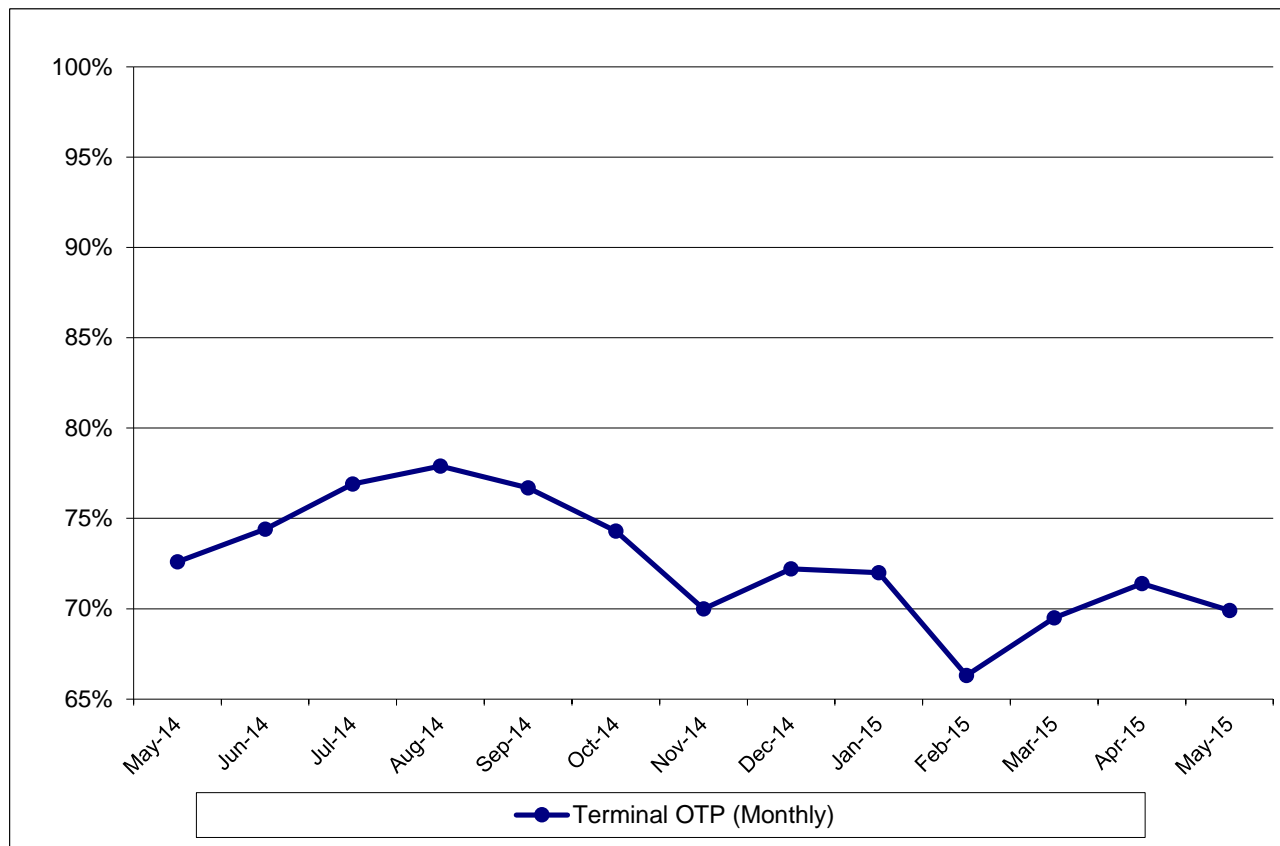
\* **Headway  
Definitions**

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

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

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

## 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**

May 2015: 69.9%  
 May 2014: 72.6%  
 12-Mon Avg: 72.8%  
 (Jun '14-May '15)

#### **Subdivision A Monthly Results**

May 2015: 66.4%  
 May 2014: 67.4%  
 12-Mon Avg: 68.6%  
 (Jun '14-May '15)

#### **Subdivision B Monthly Results**

May 2015: 72.8%  
 May 2014: 76.8%  
 12-Mon Avg: 76.2%  
 (Jun '14-May '15)

### Discussion of Results

In May 2015, Over Crowding (17,393 delays), ROW (8,804 delays), and Track Gangs (7,036 delays) were the highest categories of delays, representing 70.9% of the total 46,884 delays.

## Weekday Terminal On-Time Performance (24 hours)

<b>Line</b>	<b>Jun '14 - May '15</b>	<b>Jun '13 - May '14</b>	<b>% Difference</b>
①	78.2%	80.6%	-2.4%
②	48.5%	48.0%	+0.5%
③	68.6%	66.2%	+2.4%
④	46.7%	46.6%	+0.1%
⑤	43.7%	48.9%	-5.2%
⑥	50.8%	62.7%	-11.9%
⑦	85.4%	87.8%	-2.4%
⑤ 42 St	98.3%	97.7%	+0.6%
<b>Subdivision A</b>	68.6%	71.4%	-2.8%
①	69.7%	77.1%	-7.4%
②	75.8%	76.6%	-0.8%
③	82.7%	87.9%	-5.2%
④	74.7%	78.2%	-3.5%
⑤	72.3%	74.7%	-2.4%
⑥	57.4%	61.2%	-3.8%
⑤ Fkln	99.5%	98.7%	+0.8%
⑦	72.6%	83.3%	-10.7%
⑤ Rock	95.5%	95.4%	+0.1%
① ②	82.3%	91.1%	-8.8%
③	93.2%	93.6%	-0.4%
④	72.5%	80.7%	-8.2%
⑤	70.2%	77.5%	-7.3%
⑥	73.8%	82.6%	-8.8%
⑦	72.2%	88.9%	-16.7%
<b>Subdivision B</b>	76.2%	82.2%	-6.0%
<b>Systemwide</b>	<b>72.8%</b>	<b>77.4%</b>	<b>-4.6%</b>

**Chart 5**

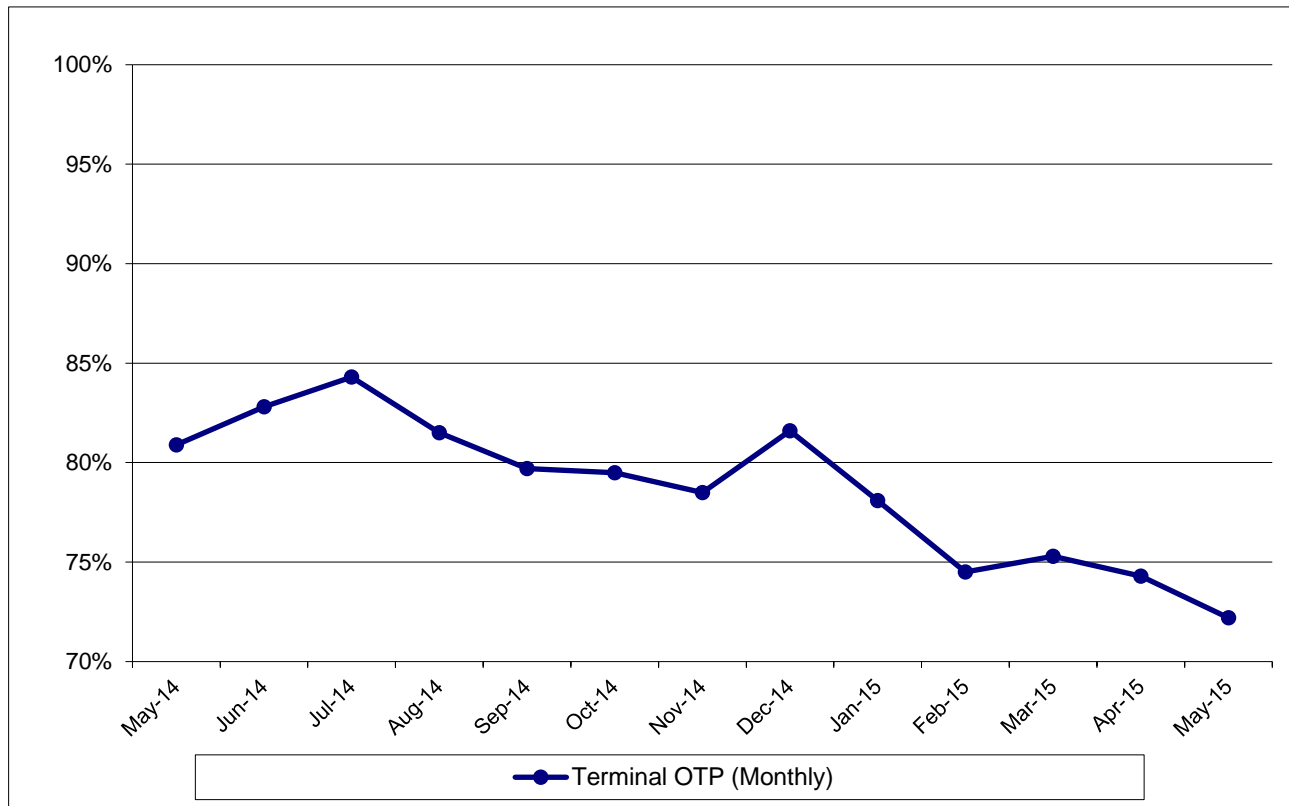
## May 2015 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	17,393
ROW Delays	8,804
Track Gangs	7,036
Sick Customer	2,621
Work Equipment/G. O.	2,497
Car Equipment	2,176
Unruly Customer	1,513
Operational Diversions	1,280
Police	1,089
Employee	1,041
Fire	861
External	295
Infrastructure	141
Inclement Weather	140
Total Delays	46,884

\* 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**

May 2015: 72.2%  
May 2014: 80.9%  
12-Mon Avg: 78.5%  
(Jun '14-May '15)

#### **Subdivision A Monthly Results**

May 2015: 70.3%  
May 2014: 81.5%  
12-Mon Avg: 75.4%  
(Jun '14-May '15)

#### **Subdivision B Monthly Results**

May 2015: 73.5%  
May 2014: 80.5%  
12-Mon Avg: 80.6%  
(Jun '14-May '15)

### Discussion of Results

In May 2015, Work Equipment/G.O.(4,616 delays), Over Crowding (3,850 delays), and Track Gangs (2,941 delays) were the highest categories of delays, representing 68.5% of the total 16,663 delays.

## Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jun '14 - May '15</u>	<u>Jun '13 - May '14</u>	<u>% Difference</u>
①	86.5%	89.8%	-3.3%
②	38.3%	54.3%	-16.0%
③	70.4%	81.3%	-10.9%
④	55.0%	67.7%	-12.7%
⑤	73.8%	74.7%	-0.9%
⑥	65.7%	71.4%	-5.7%
⑦	91.4%	92.1%	-0.7%
⑤ 42 St	99.8%	99.1%	+0.7%
<b>Subdivision A</b>	75.4%	80.9%	-5.5%
①	67.9%	78.4%	-10.5%
③	72.1%	74.8%	-2.7%
④	75.1%	85.0%	-9.9%
⑤	67.1%	77.2%	-10.1%
⑥	55.4%	59.6%	-4.2%
⑤ Fkln	99.5%	99.0%	+0.5%
⑦	86.5%	93.1%	-6.6%
⑤ Rock	97.6%	97.3%	+0.3%
① ②	93.2%	95.8%	-2.6%
③	94.8%	95.7%	-0.9%
④	96.8%	97.7%	-0.9%
⑤	74.4%	79.6%	-5.2%
⑥	82.7%	91.4%	-8.7%
⑦	75.2%	78.5%	-3.3%
<b>Subdivision B</b>	80.6%	85.5%	-4.9%
<b>Systemwide</b>	<b>78.5%</b>	<b>83.6%</b>	<b>-5.1%</b>

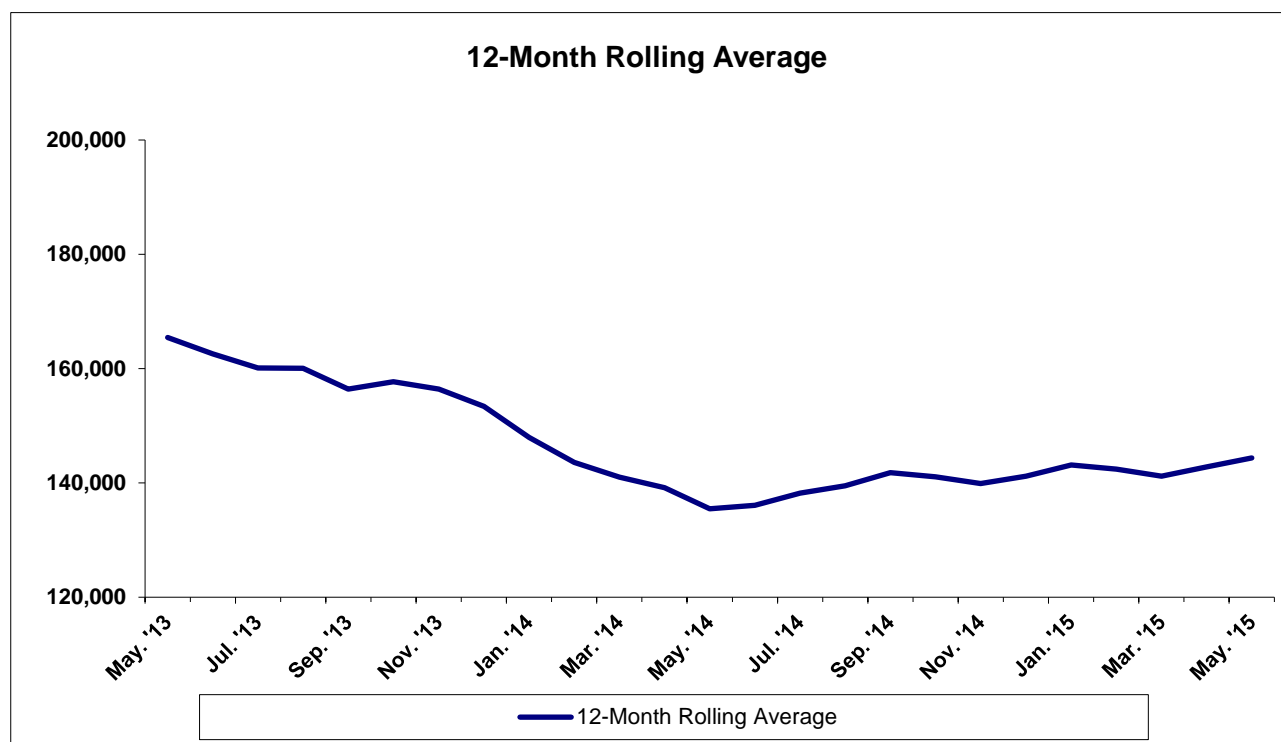
**Chart 8**

**May 2015 Weekend Terminal Delays  
Systemwide Summary**

<b>Categories</b>	<b>Delays</b>
Work Equipment/G. O.	4,616
Over Crowding	3,850
Track Gangs	2,941
ROW Delays	1,527
Unruly Customer	684
Sick Customer	642
Police	551
Car Equipment	480
Operational Diversions	444
Employee	382
Fire	322
Infrastructure	96
Inclement Weather	71
External	57
<b>Total Delays</b>	<b>16,663</b>

\* 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

May 2015: 161,720

May 2014: 140,518

## 12-Month Average

Jun 14 - May 15: 144,395

Jun 13 - May 14: 135,472

## Annual Result

2015 Goal: 150,000

2014 Actual: 141,202

## Discussion of Results

MDBF in May 2015 increased 15% from May 2014. Over the past year, the MDBF 12-month average increased 6.6%.

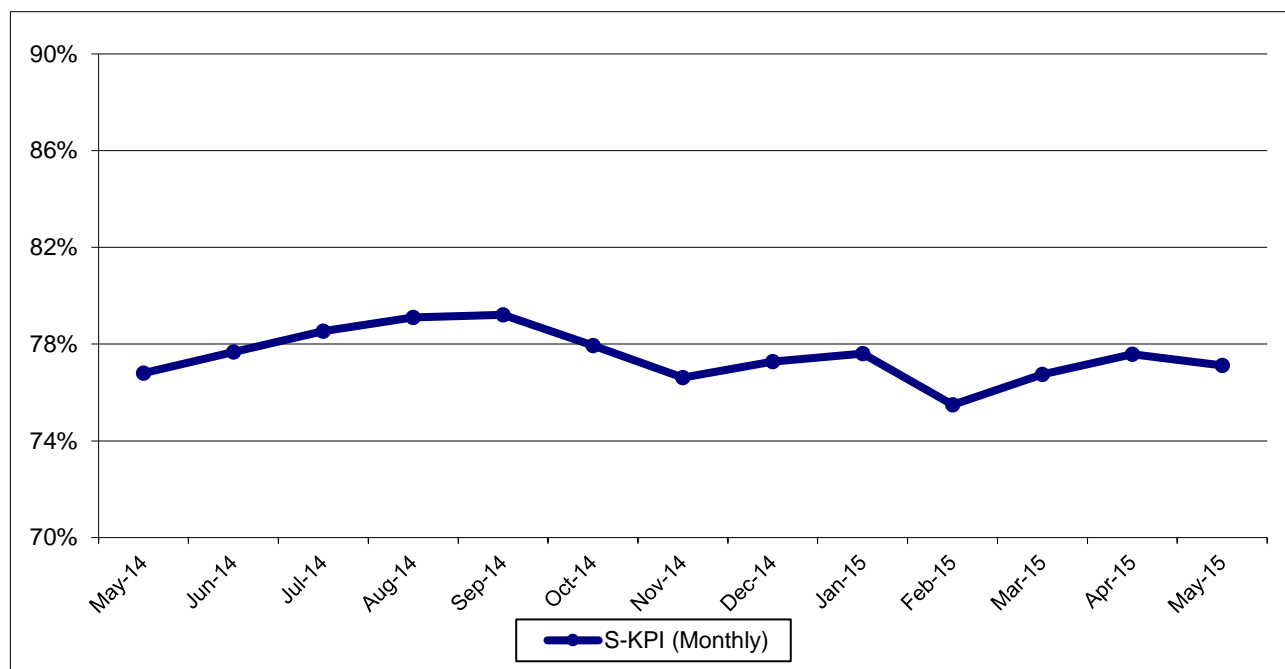
# **Car Reliability**

## **Mean Distance Between Failures (Miles)**

### **12-Month Average MDBF**

<b>Car Class</b>	<b># of Cars</b>	<b>May '15</b>	<b>May '14</b>	<b>% Change</b>
R32	222	58,101	49,675	<b>16.96%</b>
R42	50	53,973	38,449	<b>40.38%</b>
R46	752	96,435	90,909	<b>6.08%</b>
R62	315	184,716	216,978	<b>-14.87%</b>
R62A	824	115,029	133,656	<b>-13.94%</b>
R68	425	150,795	143,152	<b>5.34%</b>
R68A	200	80,590	100,582	<b>-19.88%</b>
R142	1,030	154,485	125,854	<b>22.75%</b>
R142A	375	82,715	84,040	<b>-1.58%</b>
R143	212	89,140	75,054	<b>18.77%</b>
R160	1,662	397,362	375,156	<b>5.92%</b>
R188	297	143,652	NA	<b>NA</b>
FLEET	6,364	144,395	135,472	<b>6.59%</b>

## 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

May. 2015: 77.1%  
 May. 2014: 76.8%  
 12 Mon Avg: 78.1%  
 (Jun '14 - May '15)

#### Subdivision A

##### Monthly Results

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

#### Subdivision B

##### Monthly Results

May. 2015: 80.0%  
 May. 2014: 79.6%  
 12 Mon Avg: 81.0%  
 (Jun '14 - May '15)

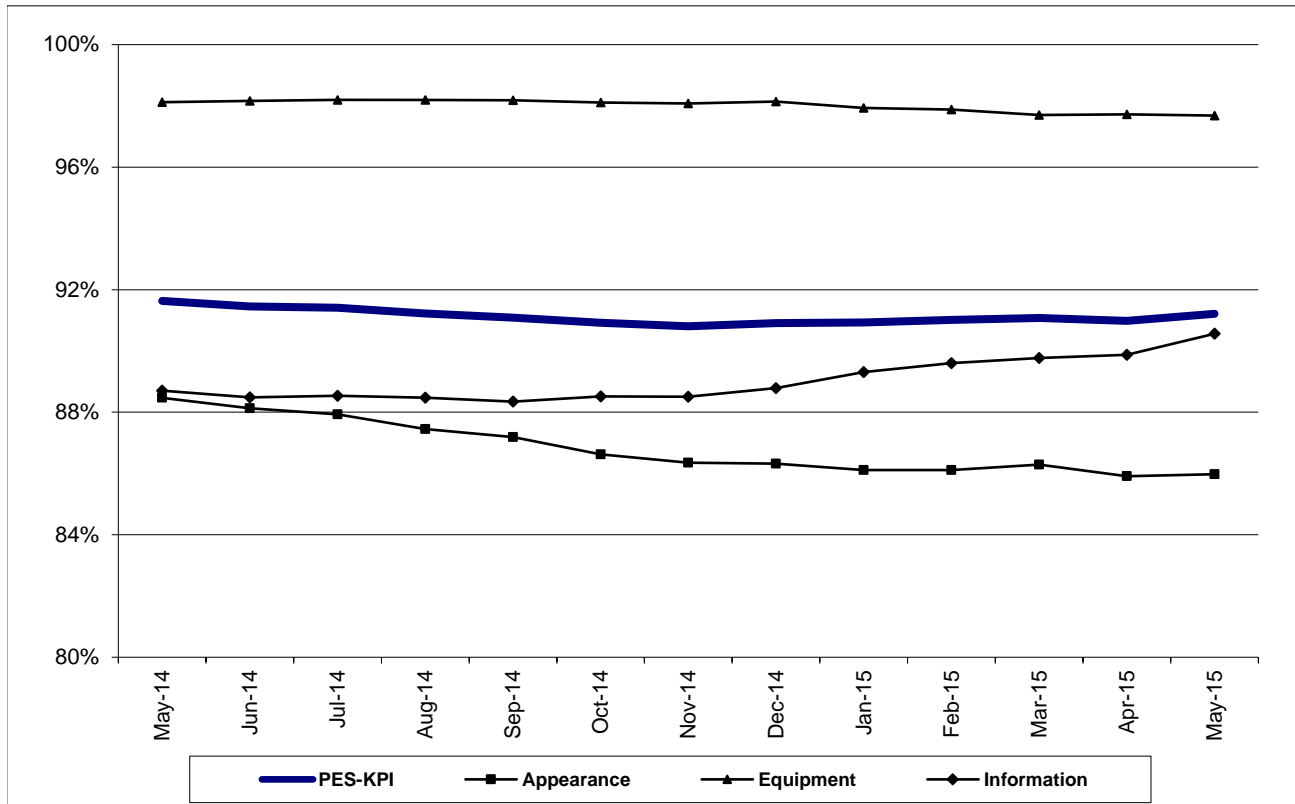
**Chart 12**

## Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Jun '14 - May '15</u>	<u>Jun '13 - May '14</u>	<u>% Difference</u>
①	78.8%	79.2%	-0.4%
②	67.2%	64.2%	+3.0%
③	77.7%	75.9%	+1.8%
④	64.7%	63.4%	+1.3%
⑤	63.2%	64.4%	-1.2%
⑥	60.7%	68.1%	-7.4%
⑦	81.2%	82.1%	-0.9%
⑤ 42nd	87.2%	84.7%	+2.5%
<b>SubDivision A</b>	<b>73.8%</b>	<b>74.5%</b>	<b>-0.7%</b>
①	68.4%	70.2%	-1.8%
②	76.0%	77.1%	-1.1%
③	77.6%	77.6%	+0.0%
④	80.9%	81.0%	-0.1%
⑤	77.3%	75.9%	+1.4%
⑥	70.8%	71.6%	-0.8%
⑤ Fkln	89.5%	91.0%	-1.5%
⑦	77.6%	74.9%	+2.7%
⑤ Rock	88.2%	86.8%	+1.4%
① ②	81.7%	83.2%	-1.5%
③	83.2%	80.1%	+3.1%
④	78.5%	81.2%	-2.7%
⑤	78.8%	81.0%	-2.2%
⑥	80.0%	82.0%	-2.0%
⑦	77.7%	86.2%	-8.5%
<b>SubDivision B</b>	<b>81.0%</b>	<b>81.2%</b>	<b>-0.2%</b>
<b>Systemwide</b>	<b>78.1%</b>	<b>78.4%</b>	<b>-0.3%</b>

**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>
<b>May 2015:</b>	<b>91.2%</b>	86.0%	97.7%	90.6%
<b>May 2014:</b>	<b>91.6%</b>	88.5%	98.1%	88.7%
<b>% Difference:</b>	<b>-0.4%</b>	-2.5%	-0.4%	+1.9%

**Chart 14**



## PES-KPI - Subway Car

<u>Line</u>	<b>May 2015</b>				<b>May 2014</b>				<b>% Difference</b>
	<b><u>KPI</u></b>	<b><u>Appearance</u></b>	<b><u>Equipment</u></b>	<b><u>Information</u></b>	<b><u>KPI</u></b>	<b><u>Appearance</u></b>	<b><u>Equipment</u></b>	<b><u>Information</u></b>	<b><u>KPI</u></b>
<b>①</b>	<b>93.1%</b>	94.3%	93.8%	91.3%	<b>92.9%</b>	93.8%	94.0%	91.0%	<b>+0.2%</b>
<b>②</b>	<b>94.7%</b>	91.1%	97.4%	95.9%	<b>96.4%</b>	92.8%	97.9%	98.5%	<b>-1.7%</b>
<b>③</b>	<b>95.7%</b>	96.5%	97.3%	93.1%	<b>95.5%</b>	94.5%	98.3%	93.6%	<b>+0.2%</b>
<b>④</b>	<b>95.9%</b>	93.3%	95.1%	99.3%	<b>95.8%</b>	92.4%	99.4%	95.6%	<b>+0.1%</b>
<b>⑤</b>	<b>95.6%</b>	92.8%	98.1%	96.0%	<b>96.9%</b>	95.4%	97.8%	97.4%	<b>-1.3%</b>
<b>⑥</b>	<b>95.0%</b>	91.7%	96.6%	96.9%	<b>95.9%</b>	92.1%	97.5%	98.2%	<b>-0.9%</b>
<b>⑦</b>	<b>96.3%</b>	96.6%	97.5%	94.6%	<b>94.9%</b>	96.0%	97.6%	91.0%	<b>+1.4%</b>
<b>⑤ 42nd</b>	<b>94.7%</b>	94.9%	97.4%	91.8%	<b>96.2%</b>	95.5%	99.1%	93.9%	<b>-1.5%</b>
<b>SubDivision A</b>	<b>95.1%</b>	93.6%	96.5%	95.1%	<b>95.4%</b>	93.9%	97.4%	94.9%	<b>-0.3%</b>
<b>①</b>	<b>93.4%</b>	92.8%	94.1%	93.3%	<b>95.1%</b>	94.5%	96.3%	94.4%	<b>-1.7%</b>
<b>②</b>	<b>93.2%</b>	93.0%	94.7%	92.0%	<b>93.7%</b>	93.0%	95.1%	93.2%	<b>-0.5%</b>
<b>③</b>	<b>94.2%</b>	94.3%	96.5%	91.8%	<b>94.7%</b>	94.8%	97.6%	91.6%	<b>-0.5%</b>
<b>④</b>	<b>91.3%</b>	90.3%	91.9%	91.6%	<b>93.9%</b>	91.6%	96.8%	93.5%	<b>-2.6%</b>
<b>⑤</b>	<b>95.9%</b>	94.3%	98.1%	95.2%	<b>97.6%</b>	94.5%	99.2%	99.3%	<b>-1.7%</b>
<b>⑥</b>	<b>95.4%</b>	91.6%	98.2%	96.5%	<b>94.3%</b>	91.7%	97.3%	93.9%	<b>+1.1%</b>
<b>⑤ Fkn</b>	<b>92.0%</b>	93.0%	95.1%	87.8%	<b>94.0%</b>	94.3%	94.5%	93.3%	<b>-2.0%</b>
<b>⑦</b>	<b>93.6%</b>	93.3%	93.5%	94.1%	<b>95.1%</b>	95.6%	96.3%	93.2%	<b>-1.5%</b>
<b>①/②</b>	<b>97.5%</b>	95.4%	99.5%	97.7%	<b>95.1%</b>	92.5%	94.9%	97.9%	<b>+2.4%</b>
<b>③</b>	<b>94.5%</b>	90.7%	96.4%	96.6%	<b>96.6%</b>	93.5%	97.9%	98.6%	<b>-2.1%</b>
<b>④</b>	<b>95.6%</b>	90.9%	97.7%	98.5%	<b>96.5%</b>	92.0%	98.5%	99.3%	<b>-0.9%</b>
<b>⑤</b>	<b>95.7%</b>	90.7%	97.5%	99.1%	<b>95.0%</b>	89.0%	99.0%	97.3%	<b>+0.7%</b>
<b>⑥</b>	<b>94.8%</b>	89.9%	98.5%	96.1%	<b>96.4%</b>	89.8%	99.8%	99.7%	<b>-1.6%</b>
<b>⑦</b>	<b>94.0%</b>	91.1%	96.7%	94.4%	<b>96.3%</b>	92.5%	99.4%	97.1%	<b>-2.3%</b>
<b>SubDivision B</b>	<b>94.5%</b>	92.1%	96.5%	95.0%	<b>95.5%</b>	92.7%	97.6%	96.1%	<b>-1.0%</b>
<b>Systemwide</b>	<b>94.7%</b>	<b>92.7%</b>	<b>96.5%</b>	<b>95.0%</b>	<b>95.4%</b>	<b>93.2%</b>	<b>97.5%</b>	<b>95.6%</b>	<b>-0.7%</b>

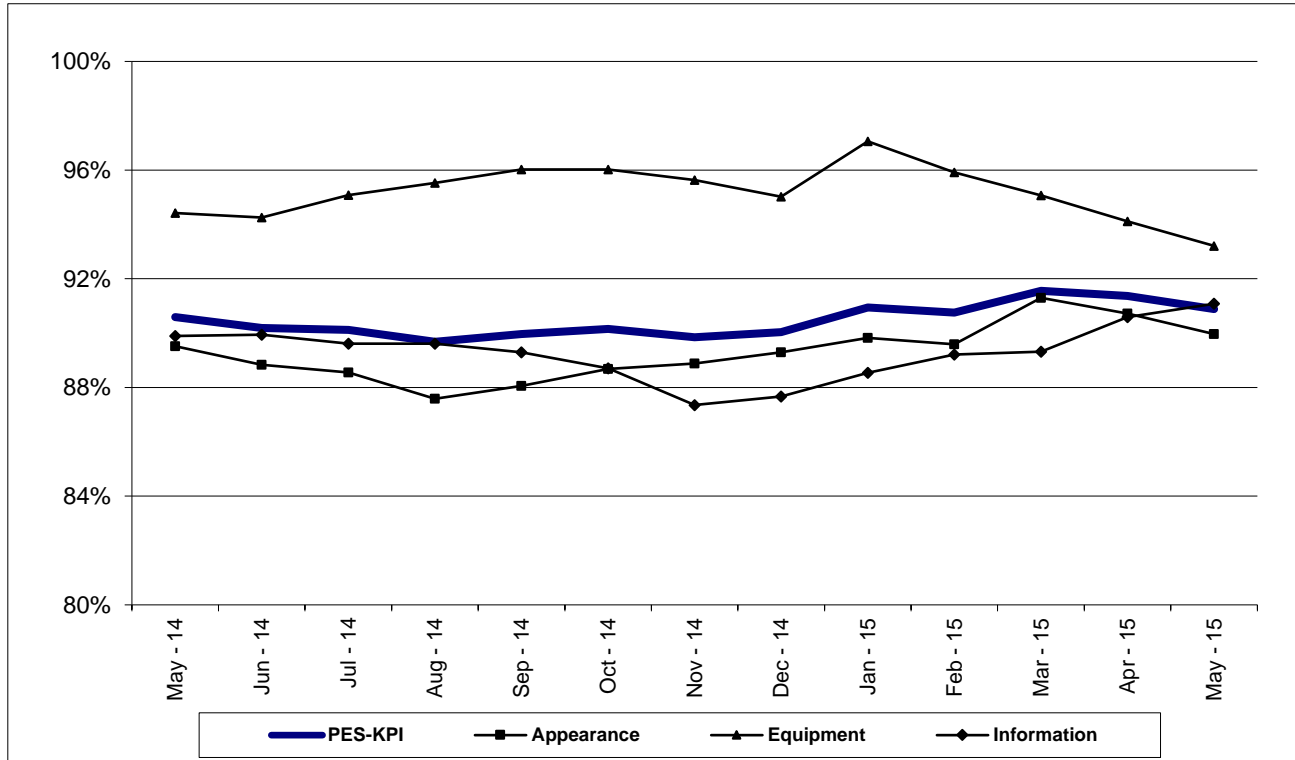
**Chart 15**

## PES-KPI - Station

<u>Borough</u>	<b>May 2015</b>				<b>May 2014</b>				<b>% Difference</b>
	<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>
<b>Bronx</b>	<b>86.1%</b>	77.0%	98.3%	84.7%	<b>87.0%</b>	82.2%	97.9%	81.8%	<b>-0.9%</b>
<b>Manhattan</b>	<b>86.8%</b>	78.0%	99.1%	85.1%	<b>87.2%</b>	80.7%	98.7%	83.5%	<b>-0.4%</b>
<b>Brooklyn</b>	<b>87.7%</b>	80.4%	98.3%	86.1%	<b>88.1%</b>	87.2%	99.1%	78.4%	<b>-0.4%</b>
<b>Queens</b>	<b>90.2%</b>	84.5%	99.6%	87.7%	<b>89.2%</b>	86.0%	98.7%	83.7%	<b>+1.0%</b>
<b>Systemwide</b>	<b>87.7%</b>	<b>79.8%</b>	<b>99.0%</b>	<b>86.0%</b>	<b>87.8%</b>	<b>84.2%</b>	<b>98.7%</b>	<b>81.5%</b>	<b>-0.1%</b>

**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>
<b>May 2015:</b>	<b>90.9%</b>	90.0%	93.2%	91.1%
<b>May 2014:</b>	<b>90.6%</b>	89.5%	94.4%	89.9%
<b>% Difference:</b>	<b>+0.3%</b>	+0.5%	-1.2%	+1.2%

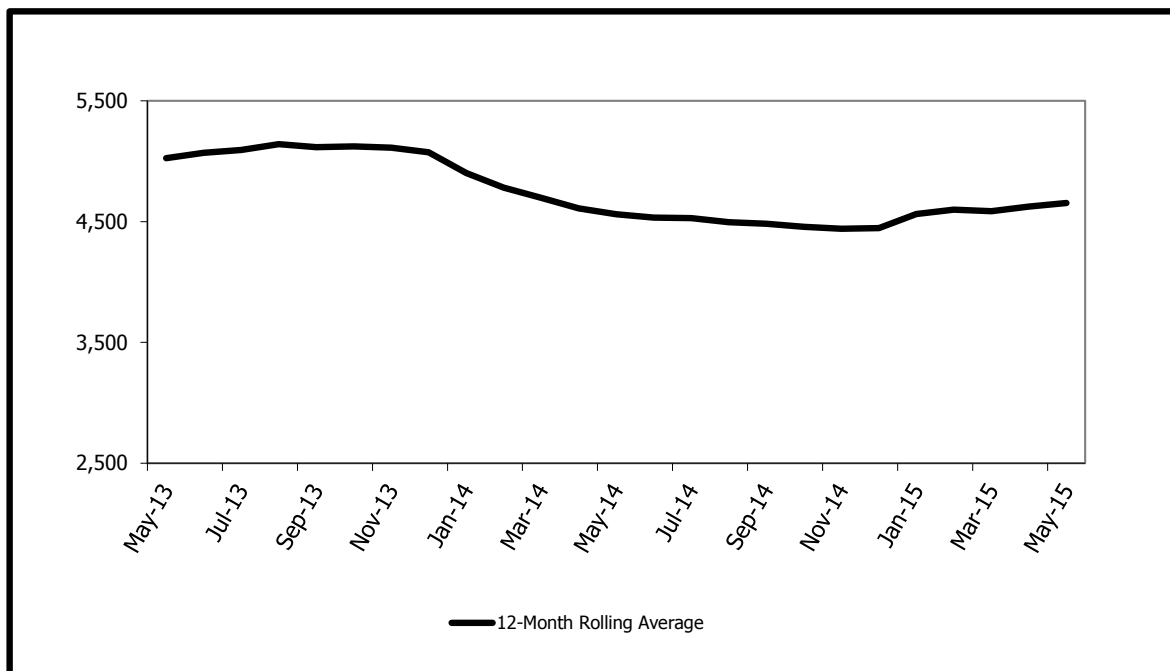
**Chart 17**

# Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: May 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	4,708	4,376	+7.6%	4,654	4,561	+2.0%
NYCT Bus	4,497	4,188	+7.4%	4,414	4,406	+0.2%
MTA Bus	5,548	5,124	+8.3%	5,633	5,139	+9.6%
System MDBSI (chart 2)	2,473	2,376	+4.1%	2,469	2,463	+0.2%
NYCT Bus	2,403	2,356	+2.0%	2,397	2,452	-2.3%
MTA Bus	2,727	2,444	+11.6%	2,730	2,497	+9.3%
System Trips Completed (chart 3)	98.90%	98.79%	+0.1%	98.82%	98.96%	-0.1%
NYCT Bus	99.00%	99.02%	-0.0%	98.93%	99.10%	-0.2%
MTA Bus	98.51%	97.80%	+0.7%	98.36%	98.39%	-0.0%
System AM Pull Out (chart 4)	99.39%	99.07%	+0.3%	99.43%	99.34%	+0.1%
NYCT Bus	99.36%	99.39%	-0.0%	99.52%	99.56%	-0.0%
MTA Bus	99.49%	97.92%	+1.6%	99.11%	98.58%	+0.5%
System PM Pull Out (chart 5)	99.62%	99.42%	+0.2%	99.64%	99.65%	-0.0%
NYCT Bus	99.81%	99.75%	+0.1%	99.84%	99.81%	+0.0%
MTA Bus	98.96%	98.25%	+0.7%	98.92%	99.05%	-0.1%
System Buses>=12 years	26%	26%				
NYCT Bus	30%	30%				
MTA Bus	13%	10%				
System Fleet Age	8.89	8.28				
NYCT Bus	8.95	8.45				
MTA Bus	8.68	7.66				
Paratransit						
% of Trips Completed	95.23%	94.13%	+1.1%	94.55%	93.92%	+0.6%
Trips Requested	668,717	676,064	-1.1%	650,743	657,538	-1.0%
Trips Scheduled	582,277	597,079	-2.5%	564,802	579,761	-2.6%
Trips Completed	554,493	562,002	-1.3%	534,048	544,540	-1.9%
Early Cancellations as a Percentage of Trips Requested	12.09%	10.78%	+1.3%	12.42%	11.04%	+1.4%
Late Cancellations as a Percentage of Trips Scheduled	2.77%	3.59%	-0.8%	3.21%	3.97%	-0.8%
No-Shows (Passenger) as a Percentage of Trips Scheduled	0.88%	1.43%	-0.6%	1.42%	1.49%	-0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	1.12%	0.86%	+0.3%	0.82%	0.62%	+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%	0.90%	-0.1%	0.78%	0.79%	-0.0%
New Applications Received	3,271	3,143	+4.1%	3,057	3,026	+1.0%

## 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

May 2015: 4,708  
May 2014: 4,376

### 12-Month Average

June 14 - May 15: 4,654  
June 13 - May 14: 4,561

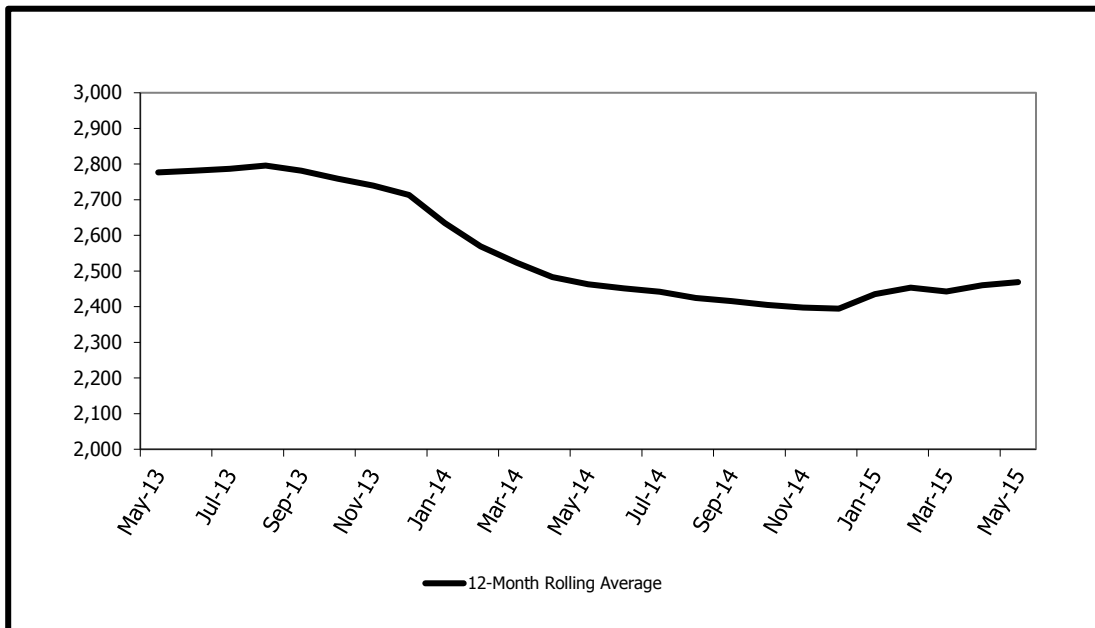
### Annual Results

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

May 2015: 2,473  
May 2014: 2,376

### 12-Month Average

June 14 - May 15 2,469  
June 13 - May 14 2,463

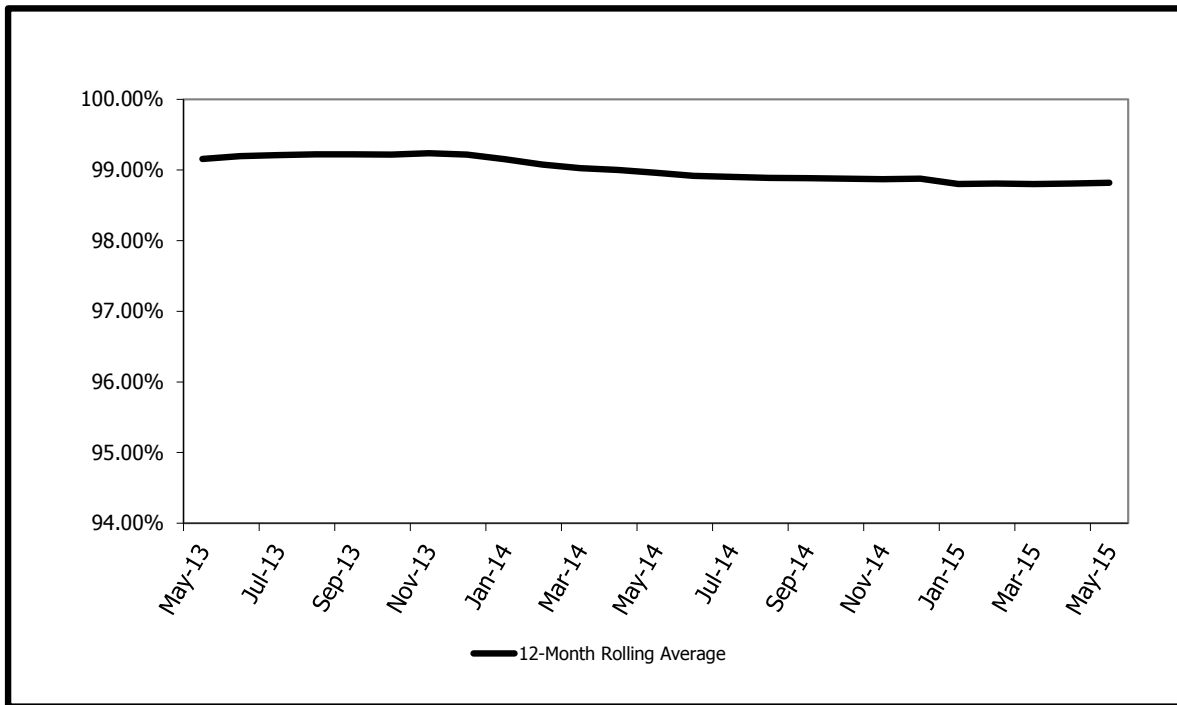
### Annual Results

2015 YTD: 2,441  
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

May 2015: 98.90%  
May 2014: 98.79%

### 12-Month Average

June 14 - May 15 98.82%  
June 13 - May 14 98.96%

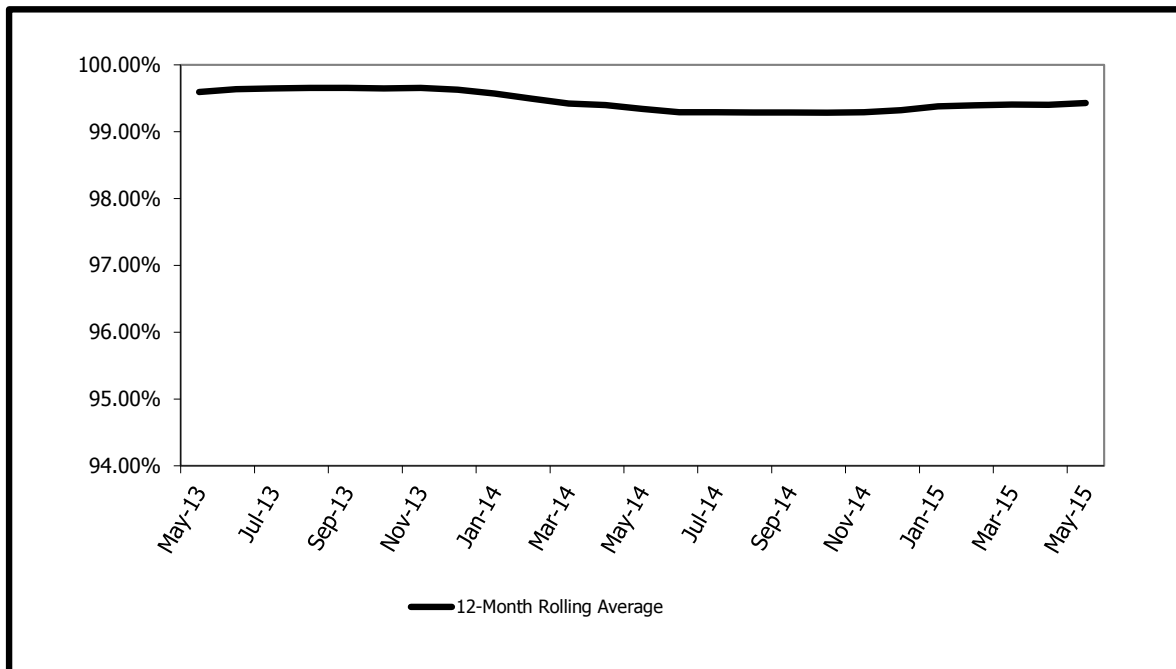
### Annual Results

2015 YTD: 98.51%  
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

May 2015: 99.39%  
May 2014: 99.07%

### 12-Month Average

June 14 - May 15: 99.43%  
June 13 - May 14: 99.34%

### Annual Results

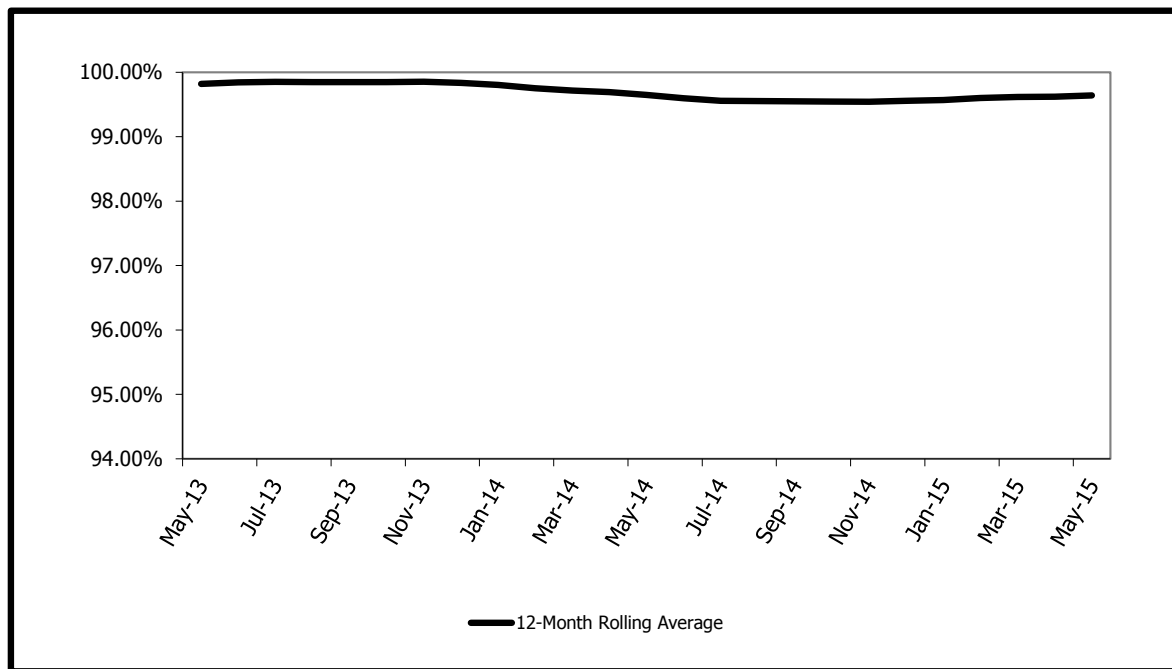
2015 YTD: 99.27%  
2014 Actual: 99.32%

\* "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	
May 2015:	99.62%	June 14 - May 15	99.64%	2015 YTD:	99.65%
May 2014:	99.42%	June 13 - May 14	99.65%	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 May 2015 are shown below.

## Safety Report

Performance Indicator	Current Month: May 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers <sup>1,5</sup> (chart 1)	2.26	2.18	+3.6%	2.67	2.61	+2.3%
Subway Customer Injuries per Million Customers <sup>1,5</sup> (chart 2)	2.25	2.15	+4.6%	2.68	2.61	+2.7%
Subway Collisions <sup>2,4</sup> (chart 3)	0	0	N/A	0	1	-100.0%
Subway Derailments <sup>2,4</sup> (chart 4)	0	0	N/A	2	1	+100.0%
Subway Fires <sup>2</sup> (charts 5-6)	97	76	+27.6%	1,033	975	+5.9%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.85	3.00	-4.9%	2.57	2.86	-10.1%

Bus Collisions Per Million Miles (chart 7)						
Regional	52.12	46.16	+12.9%	50.07	49.85	+0.4%
NYCT Bus	54.53	45.75	+19.2%	51.29	50.87	+0.8%
MTA Bus	44.33	47.49	-6.7%	46.16	46.60	-0.9%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	7.46	7.88	-5.4%	6.32	7.21	-12.4%
NYCT Bus	7.43	7.41	+0.3%	6.69	7.81	-14.3%
MTA Bus	7.55	9.43	-19.9%	5.14	5.31	-3.3%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.10	1.34	-17.4%	1.07	1.07	-0.0%
NYCT Bus	1.12	1.45	-22.8%	1.11	1.13	-1.9%
MTA Bus	1.01	0.72	+41.4%	0.86	0.74	+16.3%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.15	1.42	-19.2%	1.11	1.15	-3.2%
NYCT Bus	1.17	1.55	-24.4%	1.15	1.21	-5.0%
MTA Bus	1.01	0.72	+41.4%	0.93	0.83	+12.4%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	6.42	6.26	+2.6%	5.68	5.41	+4.9%
MTA Bus	5.22	4.96	+5.3%	7.05	7.48	-5.8%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.64	3.80	-4.2%	3.31	3.40	-2.6%

## Subways Crime Report

Performance Indicator	Current Month: June 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachments 1-3)	187	179	+4.5%	1,109	1,084	+2.3%
Robberies <sup>3,4</sup>	48	25	+92.0%	243	212	+14.6%

## SIR Crime Report

Performance Indicator	Current Month: June 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies <sup>3,4</sup> (Attachment 4)	2	2	0.0%	11	7	+57.1%
Robberies <sup>3,4</sup>	1	2	-50.0%	7	4	+75.0%

<sup>1</sup> Current month data are for April 2015.

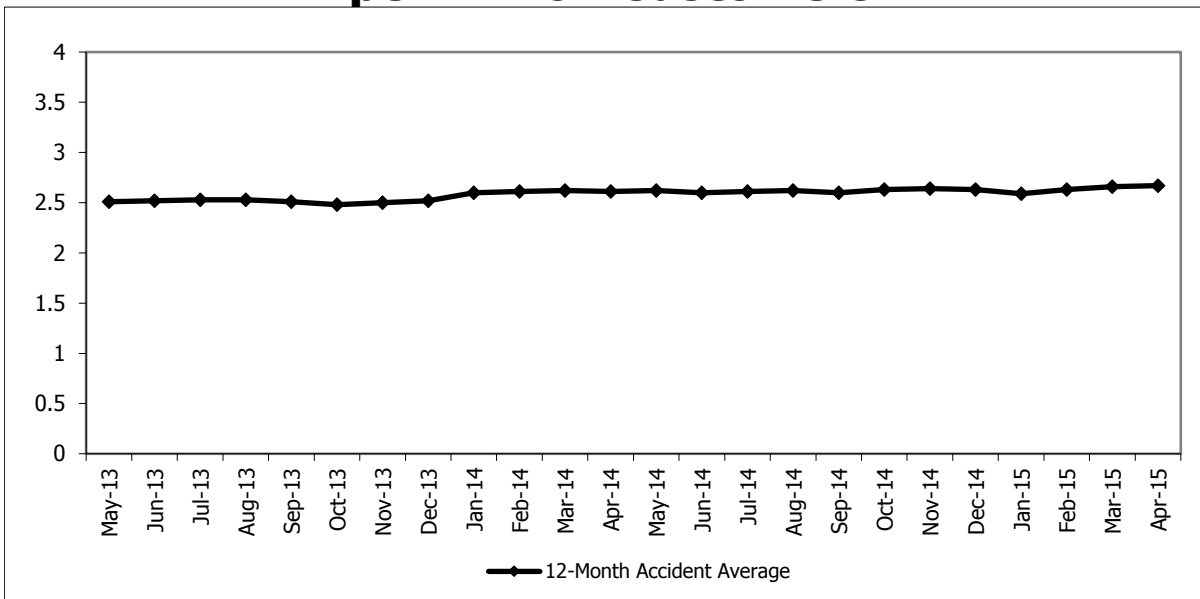
<sup>2</sup> 12-month figures shown are totals rather than averages.

<sup>5</sup> Excludes Elevator Entrapments (except for claimed injuries).

<sup>3</sup> The table shows year-to-date figures rather than 12-month averages.

<sup>4</sup> Current month data are for June 2015.

# Subway Customer Accidents/Injuries per Million Customers



## Monthly Results

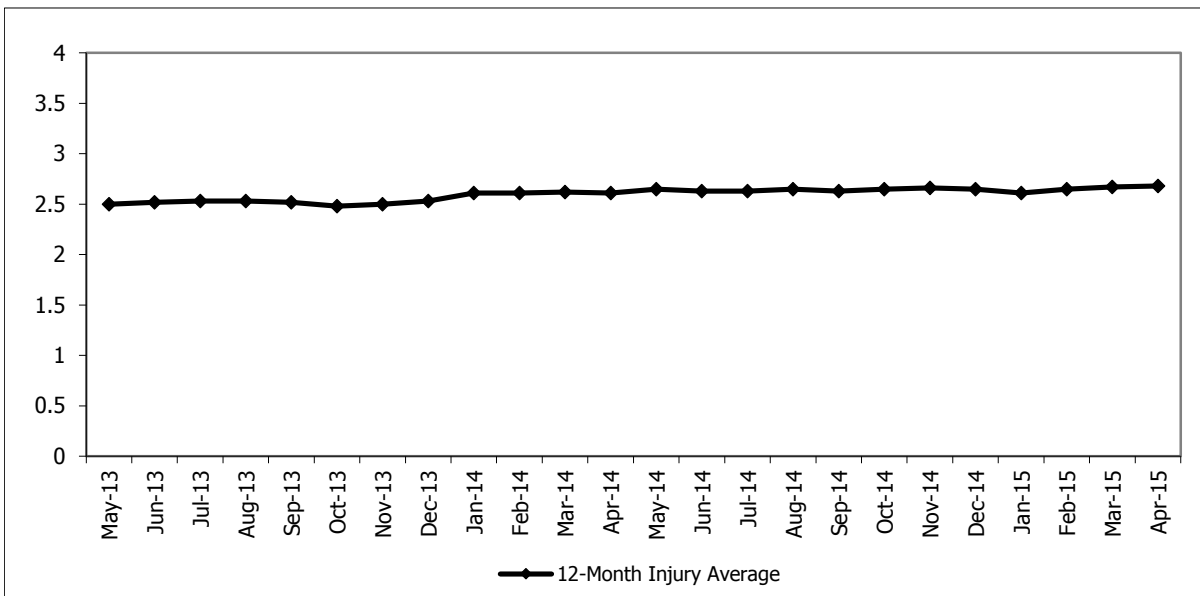
Apr 2015: 2.26  
Apr 2014: 2.18

## 12-Month Average

May 14 – Apr 15: 2.67  
May 13 – Apr 14: 2.61

## Annual Results

2015 YTD: 3.03  
2014 Actual: 2.63



## Monthly Results

Apr 2015: 2.25  
Apr 2014: 2.15

## 12-Month Average

May 14 – Apr 15: 2.68  
May 13 – Apr 14: 2.61

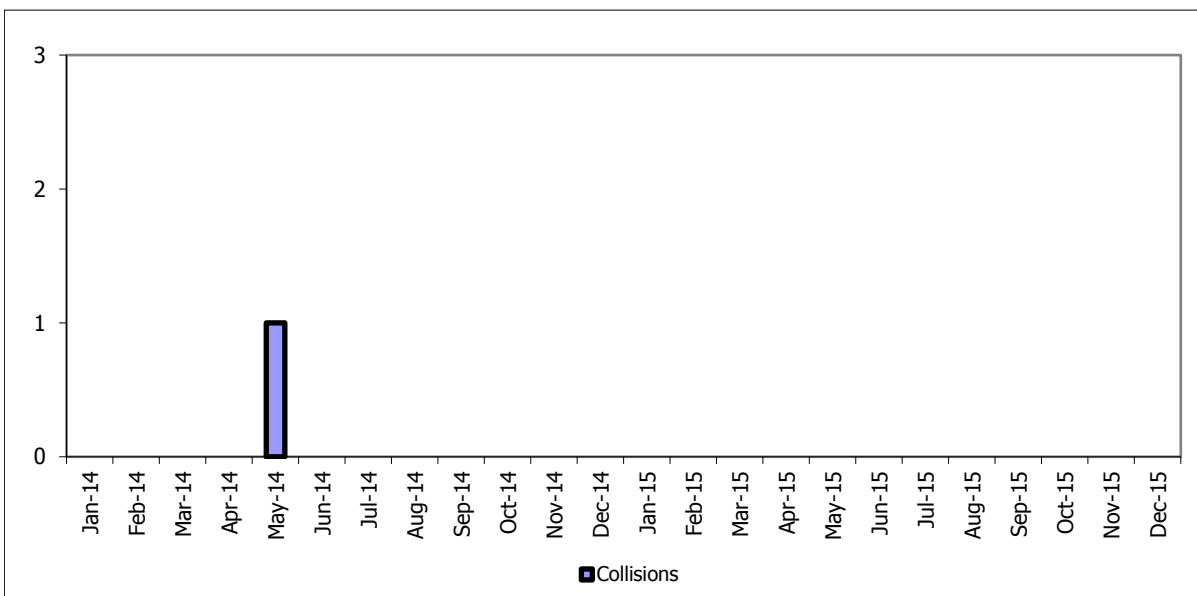
## Annual Results

2015 YTD: 3.02  
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

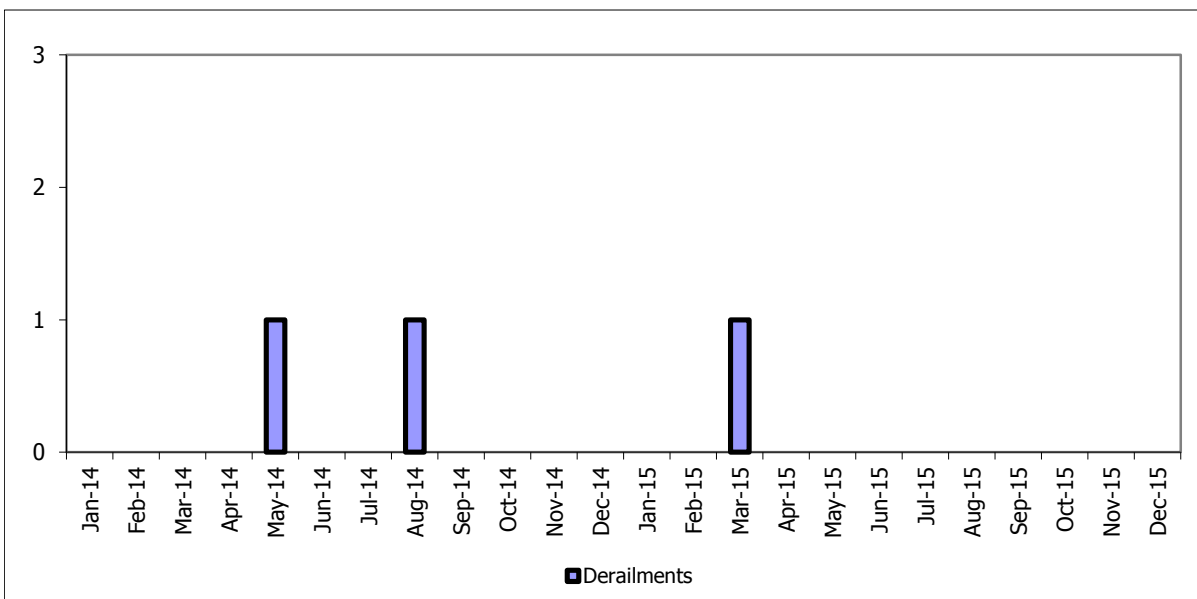
Jun 2015: 0  
Jun 2014: 0

## 12-Month Average

Jul 14 – Jun 15: 0  
Jul 13 – Jun 14: 1

## Annual Results

2015 YTD: 0  
2014 Actual: 1



## Monthly Results

Jun 2015: 0  
Jun 2014: 0

## 12-Month Average

Jul 14 – Jun 15: 2  
Jul 13 – Jun 14: 1

## Annual Results

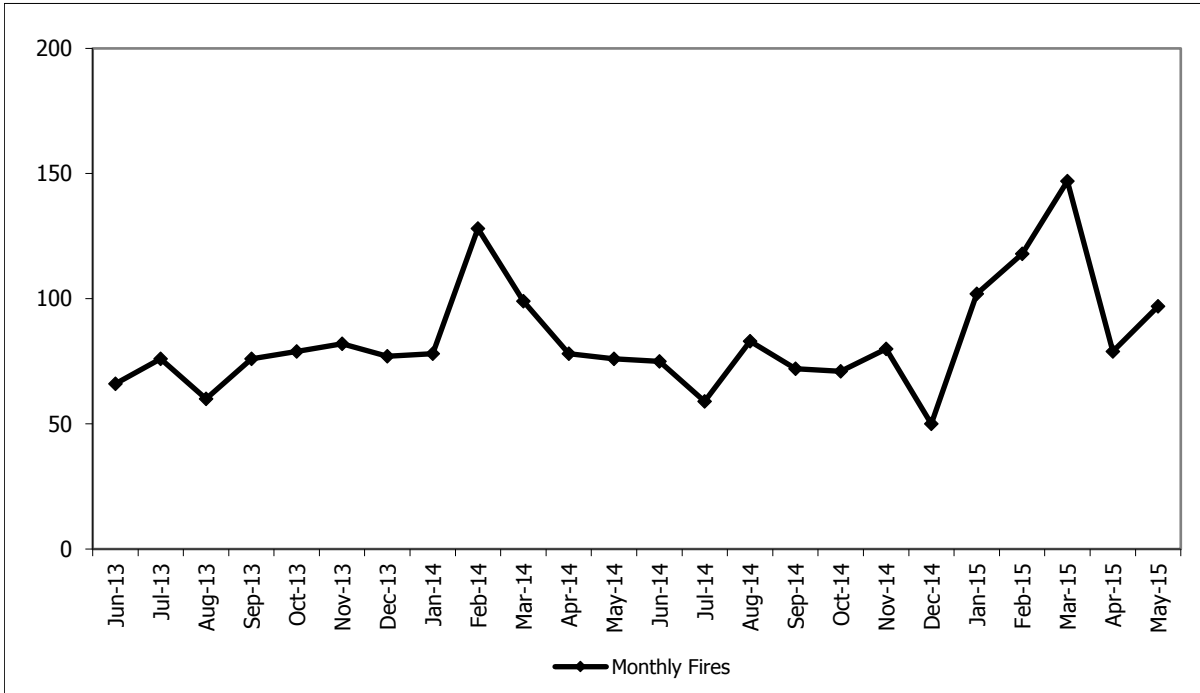
2015 YTD: 1  
2014 Actual: 2

## Definitions

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

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

# Subway Fires



## Monthly Results

May 2015: 97  
May 2014: 76

## 12-Month Average

Jun 14 – May 15: 1033  
Jun 13 – May 14: 975

## Annual Results

2015 YTD: 543  
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:

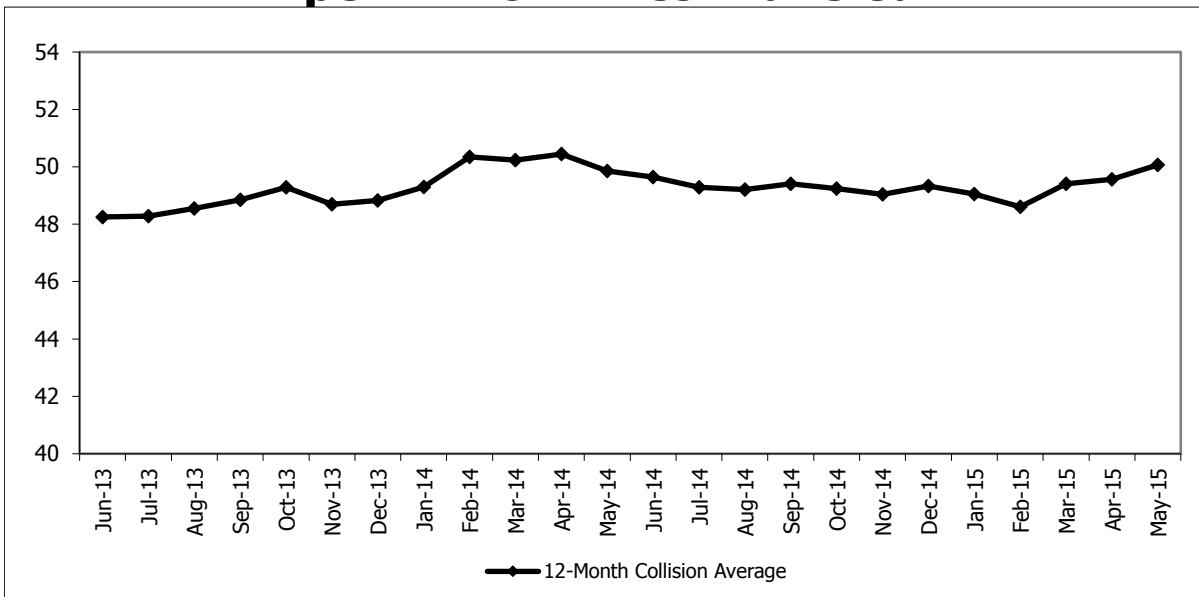
Low:	89.7%	Train:	4
Average:	10.3%	Right-of-way	79
Above Average:	0.0%	Station:	12
High:	0.0%	Other:	2
		Total:	97

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

Train:		Right-of-Way:		Station:	
Debris:	1	Debris:	50	Debris:	9
Filter:	1	Tie:	14	Light Ballast:	1
High Volt Wiring:	1	Insulator:	5	Electrical:	1
Traction Motor:	1	Undetermined:	3	Advertisement:	1
		Cable:	2		

**Chart 6**

## Regional Bus Collisions/Injuries per Million Miles Traveled



### Monthly Results

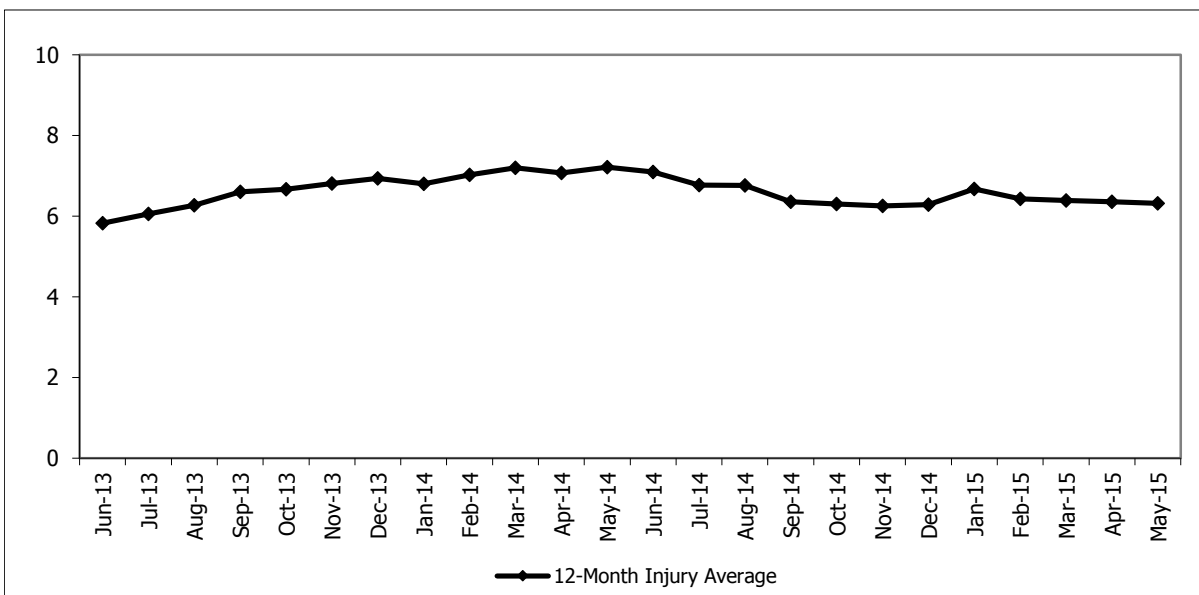
May 2015: 52.12  
May 2014: 46.16

### 12-Month Average

Jun 14 – May 15: 50.07  
Jun 13 – May 14: 49.85

### Annual Results

2015 YTD: 51.21  
2014 Actual: 49.33



### Monthly Results

May 2015: 7.46  
May 2014: 7.88

### 12-Month Average

Jun 14 – May 15: 6.32  
Jun 13 – May 14: 7.21

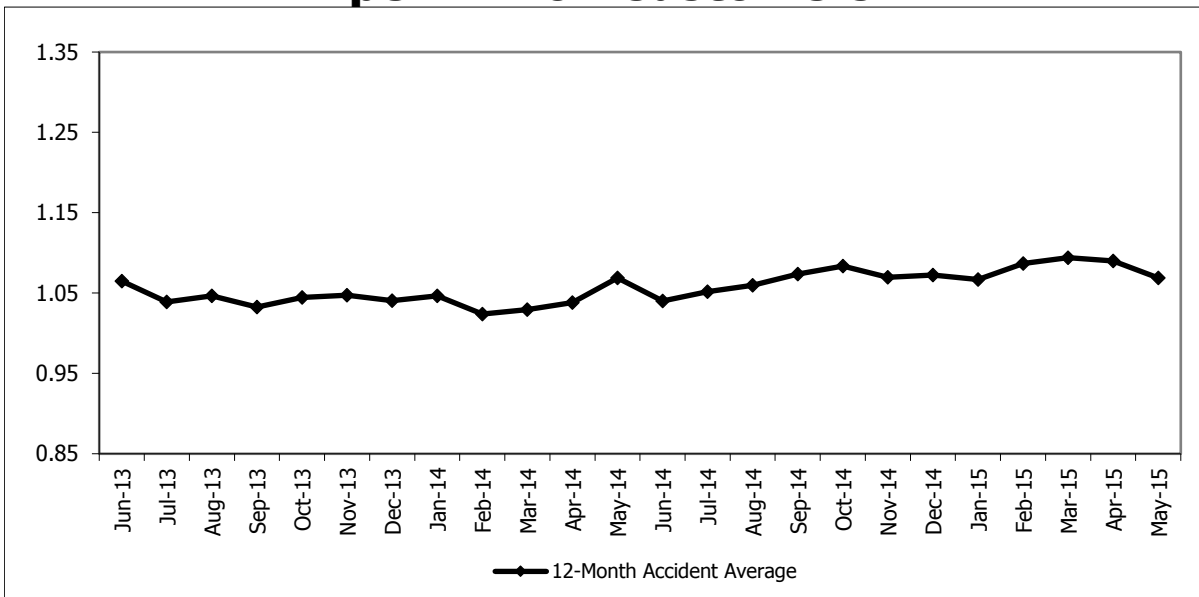
### Annual Results

2015 YTD: 6.09  
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

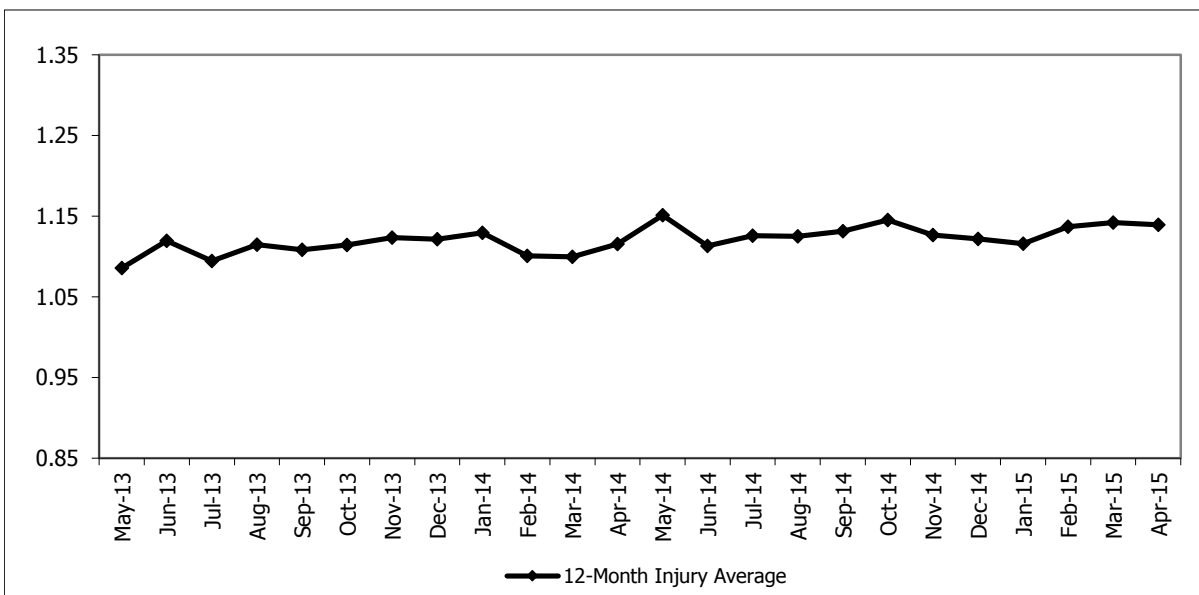
May 2015: 1.10  
May 2014: 1.34

### 12-Month Average

Jun 14 – May 15: 1.07  
Jun 13 – May 14: 1.07

### Annual Results

2015 YTD: 0.98  
2014 Actual: 1.07



### Monthly Results

May 2015: 1.15  
May 2014: 1.42

### 12-Month Average

Jun 14 – May 15: 1.11  
Jun 13 – May 14: 1.15

### Annual Results

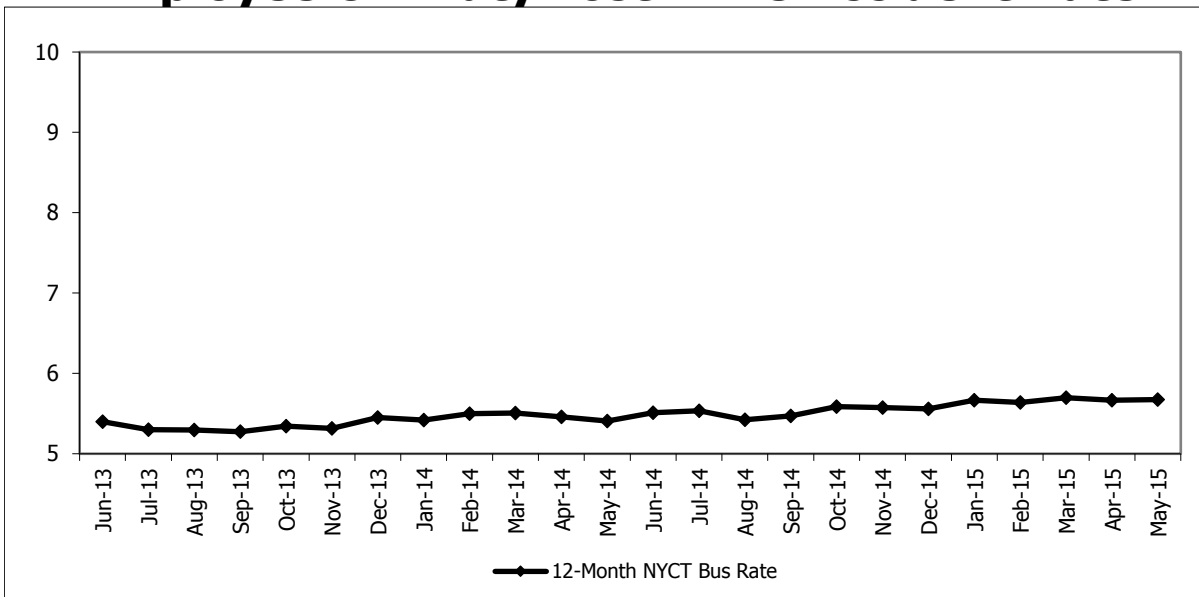
2015 YTD: 1.02  
2014 Actual: 1.12

### 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

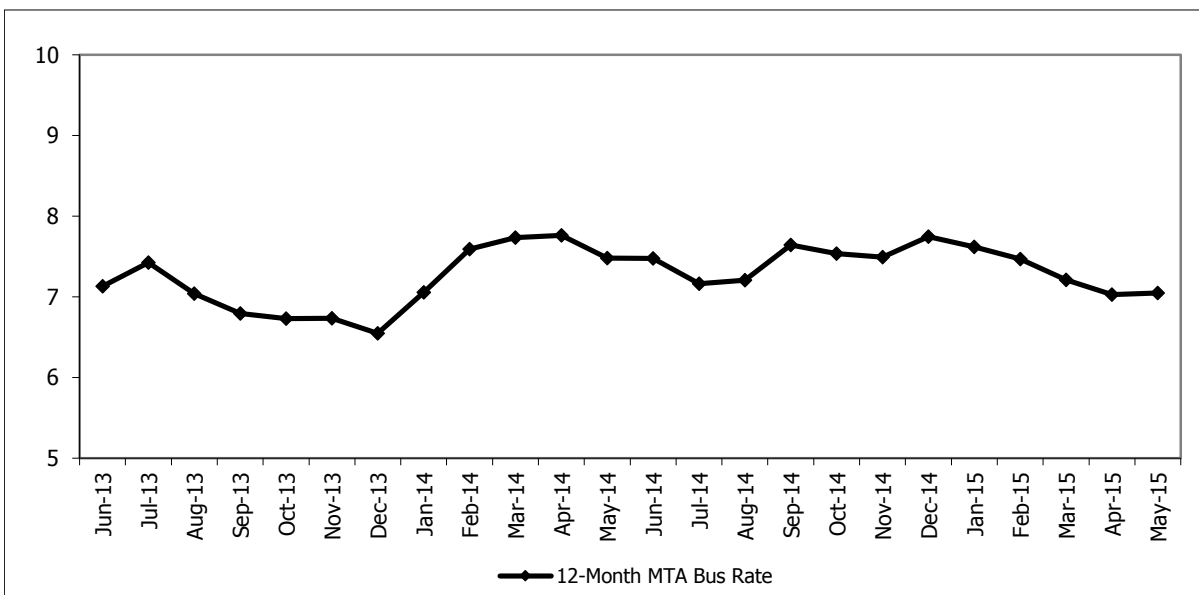
May 2015: 6.42  
May 2014: 6.26

## 12-Month Average

Jun 14 – May 15: 5.68  
Jun 13 – May 14: 5.41

## Annual Results

2015 Goal: 5.49  
2014 Actual: 5.56



## Monthly Results

May 2015: 5.22  
May 2014: 4.96

## 12-Month Average

Jun 14 – May 15: 7.05  
Jun 13 – May 14: 7.48

## Annual Results

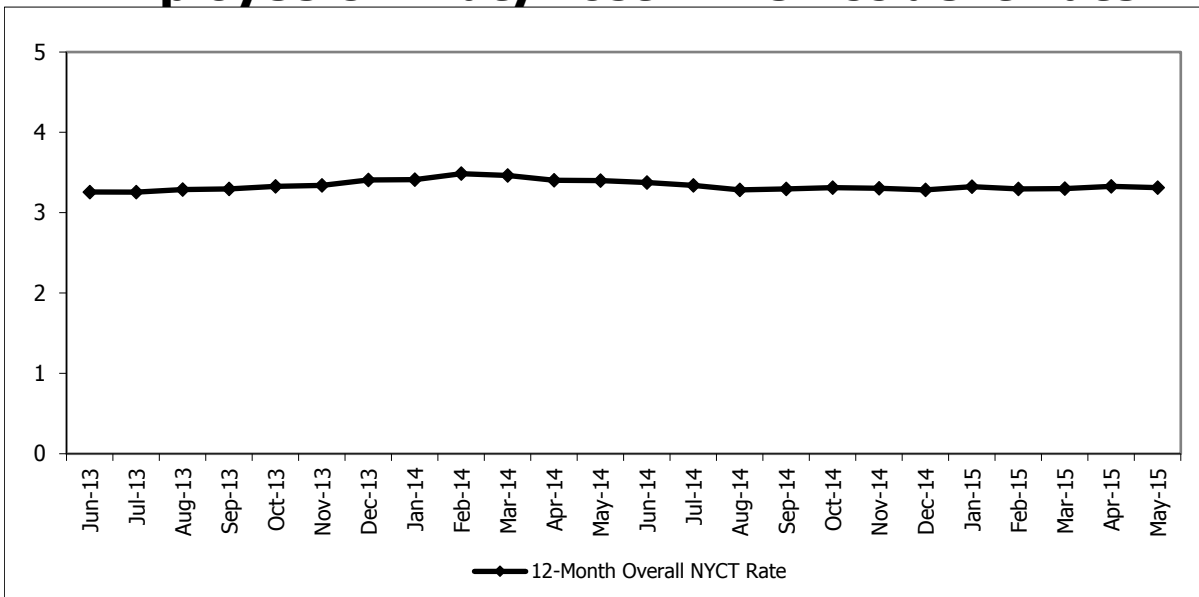
2015 Goal: 7.36  
2014 Actual: 7.75

## Definitions

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

# NYCT Overall & Subways

## Employee On-Duty Lost-Time Accident Rate



### Monthly Results

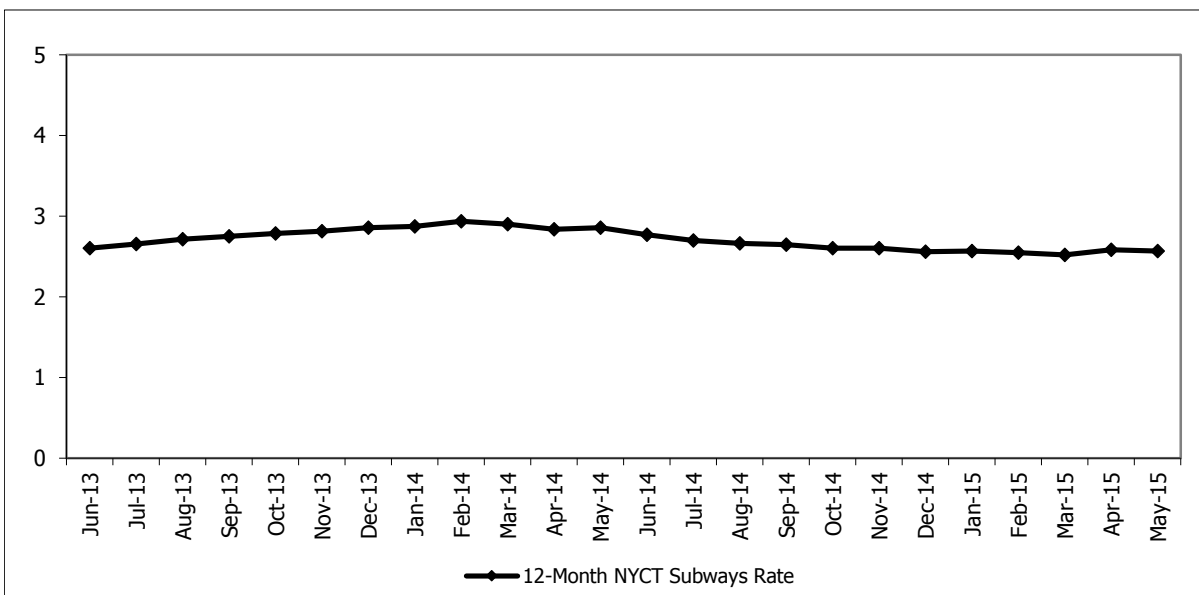
May 2015: 3.64  
May 2014: 3.80

### 12-Month Average

Jun 14 – May 15: 3.31  
Jun 13 – May 14: 3.40

### Annual Results

2015 Goal: 3.20  
2014 Actual: 3.29



### Monthly Results

May 2015: 2.85  
May 2014: 3.00

### 12-Month Average

Jun 14 – May 15: 2.57  
Jun 13 – May 14: 2.86

### Annual Results

2015 Goal: 2.47  
2014 Actual: 2.56

### 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.)

Chart 12



Police Department  
City of New York

MTA Report

**CRIME STATISTICS JUNE**

	2015	2014	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	0	0	0	0.0%
ROBBERY	48	25	23	92.0%
GL	111	132	-21	-15.9%
FELASSAULT	27	21	6	28.6%
BURGLARY	1	0	1	***. *%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>187</u></b>	<b><u>179</u></b>	<b><u>8</u></b>	<b><u>4.5%</u></b>

*During June, the daily Robbery average incleased from 0.8 to 1.6*

*During June, the daily Major Felony average incleased from 6 to 6.2*

**CRIME STATISTICS JANUARY THRU JUNE**

	2015	2014	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	0	5	-5	-100.0%
ROBBERY	243	212	31	14.6%
GL	733	760	-27	-3.6%
FELASSAULT	126	99	27	27.3%
BURGLARY	7	7	0	0.0%
<b><u>TOTAL MAJOR FELONIES</u></b>	<b><u>1109</u></b>	<b><u>1084</u></b>	<b><u>25</u></b>	<b><u>2.3%</u></b>

*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**

**JUNE ACTIVITY**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	3899	4094	-195	-4.8%
TOS Arrests	2315	2010	305	15.2%
Summons	6724	7703	-979	-12.7%

**JANUARY THRU JUNE ACTIVITY**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
Total Arrests	23319	27268	-3949	-14.5%
TOS Arrests	12482	14276	-1794	-12.6%
Summons	39821	50643	-1E+04	-21.4%

***FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION***



Police Department  
City of New York

## REPORT

	<i>JANUARY-JUNE</i>																		
	<i>1997</i>	<i>1998</i>	<i>1999</i>	<i>2000</i>	<i>2001</i>	<i>2002</i>	<i>2003</i>	<i>2004</i>	<i>2005</i>	<i>2006</i>	<i>2007</i>	<i>2008</i>	<i>2009</i>	<i>2010</i>	<i>2011</i>	<i>2012</i>	<i>2013</i>	<i>2014</i>	<i>2015</i>
<i>Murder</i>	<i>1</i>	<i>0</i>	<i>4</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>1</i>	<i>2</i>	<i>4</i>	<i>1</i>	<i>2</i>	<i>2</i>	<i>1</i>	<i>0</i>	<b>0</b>	<b>0</b>	<i>1</i>	<i>1</i>	<i>0</i>
<i>Rape</i>	<i>1</i>	<i>8</i>	<i>0</i>	<i>3</i>	<i>1</i>	<i>0</i>	<i>2</i>	<i>1</i>	<i>3</i>	<i>3</i>	<i>0</i>	<i>2</i>	<i>0</i>	<i>0</i>	<b>2</b>	<b>6</b>	<i>3</i>	<i>5</i>	<i>0</i>
<i>Robbery</i>	<i>1046</i>	<i>961</i>	<i>852</i>	<i>683</i>	<i>641</i>	<i>624</i>	<i>588</i>	<i>532</i>	<i>622</i>	<i>490</i>	<i>421</i>	<i>384</i>	<i>346</i>	<i>361</i>	<b>354</b>	<b>444</b>	<i>309</i>	<i>212</i>	<i>243</i>
<i>Assault</i>	<i>229</i>	<i>248</i>	<i>211</i>	<i>178</i>	<i>143</i>	<i>145</i>	<i>143</i>	<i>142</i>	<i>129</i>	<i>97</i>	<i>100</i>	<i>87</i>	<i>91</i>	<i>105</i>	<b>106</b>	<b>98</b>	<i>94</i>	<i>99</i>	<i>126</i>
<i>Burglary</i>	<i>20</i>	<i>10</i>	<i>2</i>	<i>4</i>	<i>16</i>	<i>6</i>	<i>3</i>	<i>5</i>	<i>1</i>	<i>1</i>	<i>0</i>	<i>4</i>	<i>0</i>	<i>2</i>	<b>0</b>	<b>18</b>	<i>15</i>	<i>7</i>	<i>7</i>
<i>GL</i>	<i>1629</i>	<i>1273</i>	<i>1152</i>	<i>1205</i>	<i>1080</i>	<i>1017</i>	<i>823</i>	<i>882</i>	<i>907</i>	<i>679</i>	<i>609</i>	<i>640</i>	<i>563</i>	<i>561</i>	<b>707</b>	<b>816</b>	<i>777</i>	<i>760</i>	<i>733</i>
<i>TOTAL MAJOR FELONIES</i>	<i>2926</i>	<i>2500</i>	<i>2221</i>	<i>2074</i>	<i>1882</i>	<i>1792</i>	<i>1560</i>	<i>1564</i>	<i>1666</i>	<i>1271</i>	<i>1132</i>	<i>1119</i>	<i>1001</i>	<i>1029</i>	<i>1169</i>	<i>1382</i>	<i>1199</i>	<i>1084</i>	<i>1109</i>
<i>Major Fel Per Day</i>	<i>16.17</i>	<i>13.81</i>	<i>12.27</i>	<i>11.46</i>	<i>10.40</i>	<i>9.90</i>	<i>8.62</i>	<i>8.64</i>	<i>9.20</i>	<i>7.02</i>	<i>6.25</i>	<i>6.18</i>	<i>5.53</i>	<i>5.69</i>	<i>6.46</i>	<i>7.64</i>	<i>6.62</i>	<i>5.99</i>	<i>6.13</i>



# **METROPOLITAN TRANSPORTATION AUTHORITY**

## **Police Department Staten Island Rapid Transit**

### **June 2015 vs. 2014**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>1</b>	<b>2</b>	<b>-1</b>	<b>-50%</b>
<b>Felony Assault</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>0%</b>

### **Year to Date 2015 vs. 2014**

	<b>2015</b>	<b>2014</b>	<b>Diff</b>	<b>% Change</b>
<b>Murder</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Rape</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Robbery</b>	<b>7</b>	<b>4</b>	<b>3</b>	<b>75%</b>
<b>Felony Assault</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>100%</b>
<b>Burglary</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0%</b>
<b>Grand Larceny Auto</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0%</b>
<b>Total Major Felonies</b>	<b>11</b>	<b>7</b>	<b>4</b>	<b>57%</b>

*FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION*



## FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	May Results		May Year-to-Date Results			
	Variance Fav/(Unfav)		Budget	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
<b>Total Farebox Revenue</b>	2.3	0.6	1,757.7	1,733.3	(24.3)	(1.4)
<b>Nonreimb. Exp. before Dep./OPEB</b>	21.6	4.1	2,728.1	2,724.7	3.4	0.1
<b>Net Cash Deficit*</b>	(21.5)	(11.6)	(1,099.3)	(1,225.3)	(126.0)	(11.5)

\*Excludes Subsidies and Debt Service

May 2015 **farebox revenue** was \$368.7 million, \$2.3 million (0.6 percent) above budget. Subway revenue was \$2.9 million (1.0 percent) above budget, bus revenue was \$0.7 million (0.8 percent) below budget, and paratransit revenue was \$0.1 million (6.0 percent) above budget. Accrued fare media liability was equal to the budget. Year-to-date revenue of \$1,733.3 million was \$24.3 million (1.4 percent) below budget. The May 2015 non-student **average fare** of \$1.860 increased 7.5¢ from May 2014; the subway fare also increased 7.5¢, the local bus fare increased 6.9¢, and the express bus fare increased 14.3¢.

Total **ridership** in May 2015 of 209.3 million was 0.9 million trips (0.4 percent) below budget. Average weekday ridership in May 2015 was 8.1 million, an increase of 0.3 percent from May 2014. Average weekday ridership for the twelve months ending May 2015 was 7.8 million, an increase of 1.4 percent from the twelve months ending May 2014.

**Nonreimbursable expenses** before depreciation/OPEB in May were below budget by \$21.6 million (4.1 percent) and, year-to-date, expenses were less by \$3.4 million (0.1 percent).

- For the month, labor expenses underran budget by \$17.6 million (4.5 percent), due primarily to favorable results in payroll (timing) and reimbursable overhead credits, partly offset by the unfavorable timing of health & welfare/OPEB current expenses. Non-labor expenses were under by \$4.0 million (2.8 percent), including favorable results in fuel (prices) and materials & supplies, partly offset by the unfavorable timing of electric power expenses.
- For the year-to-date, labor expenses exceeded budget by \$4.9 million (0.2 percent), representing mostly higher overtime costs caused mainly by adverse weather and vacancy/absentee coverage requirements, partly offset by favorable payroll and reimbursable overhead credit results. Non-labor expenses were less than budget by \$8.3 million (1.2 percent), due mostly to lower fuel prices and paratransit savings, partly offset by the unfavorable timing of professional service contract expenses and electric power billing adjustments.

The **net cash deficit** for May year-to-date was \$1,225.3 million, an overrun from budget of \$126.0 million (11.5 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

May 2015 Farebox Revenue - (\$ in millions)

	May				May Year-to-Date			
	Budget	Preliminary	Favorable/(Unfavorable)		Budget	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	277.7	280.6	2.9	1.0%	1,332.0	1,321.9	(10.2)	(0.8%)
NYCT Bus	83.5	82.8	(0.7)	(0.8%)	399.7	386.1	(13.6)	(3.4%)
Paratransit	1.5	1.6	0.1	6.0%	7.3	6.7	(0.6)	(7.8%)
Subtotal	362.6	364.9	2.3	0.6%	1,739.0	1,714.7	(24.3)	(1.4%)
Fare Media Liability	3.7	3.7	0.0	0.0%	18.7	18.7	0.0	0.0%
<b>Total - NYCT</b>	<b>366.4</b>	<b>368.7</b>	<b>2.3</b>	<b>0.6%</b>	<b>1,757.7</b>	<b>1,733.3</b>	<b>(24.3)</b>	<b>(1.4%)</b>
MTA Bus Company	17.7	17.8	0.1	0.3%	84.7	83.6	(1.1)	(1.2%)
<i>Total - Regional Bus</i>	<i>101.2</i>	<i>100.6</i>	<i>(0.6)</i>	<i>(0.6%)</i>	<i>484.4</i>	<i>469.8</i>	<i>(14.6)</i>	<i>(3.0%)</i>

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 positive May Paratransit variance was due to a methodology change made after the budget was set to include revenue from taxi trips (previously classified as an offset to expenses) in farebox revenue.

### Average Fare

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

	NYC Transit				MTA Bus Company			
	2014	Prelim.	Change		2014	Prelim.	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	1.870	1.945	0.075	4.0%	1.504	1.579	0.075	5.0%
Local Bus	1.487	1.556	0.069	4.6%	1.504	1.579	0.075	5.0%
Subway & Local Bus	1.769	1.845	0.076	4.3%	1.504	1.579	0.075	5.0%
Express Bus	4.952	5.095	0.143	2.9%	4.941	5.103	0.162	3.3%
<b>Total</b>	<b>1.785</b>	<b>1.860</b>	<b>0.075</b>	<b>4.2%</b>	<b>1.772</b>	<b>1.833</b>	<b>0.062</b>	<b>3.5%</b>

- 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 May average fare of \$1.19 was 19¢ lower than the average fare of \$1.38 in 1996.

### Other Operating Revenue

Other operating revenue in May exceeded budget by \$3.4 million (9.3 percent), due mostly to higher paratransit Urban Tax and real estate revenues. Year-to-date, revenues were favorable by \$14.7 million (8.2 percent), largely due to higher Paratransit Urban Tax revenue and the favorable timing of advertising revenue.



## Nonreimbursable Expenses

In the month of May, nonreimbursable expenses before depreciation and OPEB were below budget by \$21.6 million (4.1 percent). Year-to-date, expenses were less than budget by \$3.4 million (0.1 percent). The major causes of these variances are reviewed below:

**Labor expenses** in the month were favorable by a \$17.6 million (4.5 percent), including underruns in payroll expenses of \$11.9 million (4.7 percent), due to the favorable timing of payroll payments, resulting in a catch-up of reimbursable payroll expenses offset by a reduction of non-reimbursable payroll expenses. Reimbursable overhead credits were favorable by \$8.9 million (37.2 percent), driven by the higher reimbursable labor expenses. Other fringe benefit expenses were also below budget by \$5.2 million (21.6 percent), due primarily to favorable direct overhead credits, also resulting from the higher reimbursable labor requirements. Health & welfare/OPEB current expenses exceeded budget by \$6.6 million (7.2 percent), due to the unfavorable timing of expenses. Overtime expenses were above budget by \$3.0 million (11.0 percent), resulting mainly from vacancy/absentee coverage for bus operators and maintainers, signal maintainers and station agents, and additional maintenance requirements for an overage bus fleet and subway track. Year-to-date, labor expenses overran budget by a net \$4.9 million (0.2 percent), including an overtime overrun of \$32.8 million (20.7 percent), caused by adverse weather, vacancy/absentee coverage requirements, and service delays. Payroll expenses were lower than budget by \$9.0 million (0.7 percent), due primarily to vacancies, partly offset by higher employee earned separation payments. Reimbursable overhead credits were favorable by \$12.0 million (13.8 percent), resulting from higher reimbursable labor requirements. Other fringe benefits was also under budget by \$4.2 million (3.2 percent), due to favorable direct overhead credits, resulting from higher reimbursable labor costs, partly offset by higher FICA costs.

**Non-labor expenses** in the month were under budget by \$4.0 million (2.8 percent). Fuel expenses underran by \$4.7 million (32.6 percent), due mostly to lower prices. Materials & supplies expenses were less than budget by \$3.3 million (13.5 percent), due primarily to favorable inventory/obsolescence adjustments and the timing of maintenance material requirements, as well as increased scrap/surplus sales. Professional service contracts were lower by \$2.3 million (30.9 percent), largely from the favorable timing of office expense related accrual adjustments. Paratransit service contract expenses were favorable by \$0.6 million (1.7 percent), mostly from lower trips. Electric power expenses overran by \$5.7 million (25.9 percent), largely from the unfavorable timing of expenses, partly offset by lower prices. Other business expenses were unfavorable to budget by \$2.0 million (29.4 percent), resulting from the unfavorable timing of reimbursable job closing adjustments. Year-to-date, non-labor expenses were under budget by \$8.3 million (1.2 percent), including the following:

- Fuel expenses were below budget by \$25.0 million (32.6 percent), due mostly to lower prices.
- Paratransit service contract expenses were less than budget by \$5.5 million (3.4 percent), due mainly to lower trips, call center activity and vehicle rehabs.

- Maintenance contract expenses were under by \$3.8 million (5.0 percent), primarily from the favorable timing of facility maintenance, uniform and painting expenses, and auto purchases, partly offset by the unfavorable timing of safety equipment and vehicle maintenance costs.
- Materials and supplies expenses were less by \$1.6 million (1.3 percent), largely due to favorable inventory/obsolescence adjustments, and increased scrap/surplus sales, partly offset by the unfavorable timing of maintenance material requirements.
- Professional service contract expenses overran budget by \$14.9 million (34.6 percent), principally from 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.
- Electric power expenses were above budget by \$11.8 million (9.6 percent), mostly due to unfavorable billing adjustments, partly offset by lower consumption.
- Other business expenses were over budget by \$1.7 million (4.8 percent), caused largely by the unfavorable timing of reimbursable job closing adjustments.

**Depreciation expenses** year-to-date were \$639.4 million, \$3.0 million (0.5 percent) above budget.

**GASB #45 Other-Post Employment Benefits** was adopted by the MTA in 2007. For May 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 May year-to-date was \$1,225.3 million, an overrun from budget of \$126.0 million (11.5 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 46,770 full-time paid incumbents at the end of May, excluding 175 temporary incumbents resulting from sick leave payments. The 46,770 incumbents represent an increase of 205 from April and an increase of 29 from December 2014 (excluding 115 temporary December paid incumbents). This net increase of 29 included effective 1/1/15 a transfer of 409 IT consolidation incumbents to MTA.

## RIDERSHIP RESULTS

### May 2015 Ridership vs. Budget - (millions)

	May				May Year-to-Date			
	Budget	Preliminary Actual	More/(Less)		Budget	Preliminary Actual	More/(Less)	
			Amount	Percent			Amount	Percent
Subway	150.8	151.4	0.7	0.4%	733.9	719.4	(14.5)	(2.0%)
NYCT Bus	58.6	57.1	(1.5)	(2.6%)	281.7	266.8	(14.9)	(5.3%)
Subtotal	209.4	208.5	(0.8)	(0.4%)	1,015.7	986.2	(29.4)	(2.9%)
Paratransit	0.8	0.8	(0.0)	(5.9%)	4.0	3.6	(0.5)	(11.1%)
<b>Total - NYCT</b>	<b>210.2</b>	<b>209.3</b>	<b>(0.9)</b>	<b>(0.4%)</b>	<b>1,019.7</b>	<b>989.8</b>	<b>(29.9)</b>	<b>(2.9%)</b>
MTA Bus Company	10.9	10.9	(0.0)	(0.3%)	52.4	51.1	(1.4)	(2.6%)
<i>Total - Regional Bus</i>	<i>69.5</i>	<i>68.0</i>	<i>(1.5)</i>	<i>(2.2%)</i>	<i>334.2</i>	<i>317.9</i>	<i>(16.3)</i>	<i>(4.9%)</i>

Notes: Totals may not add due to rounding.

- May bus ridership was below budget, possibly due to a larger than expected impact from the March 22, 2015 fare increase, as well as lower than budgeted student ridership.
- Paratransit ridership was affected by various initiatives that have reduced the growth rate below historic rates.

### May Average Weekday and Weekend Ridership vs. Prior Year

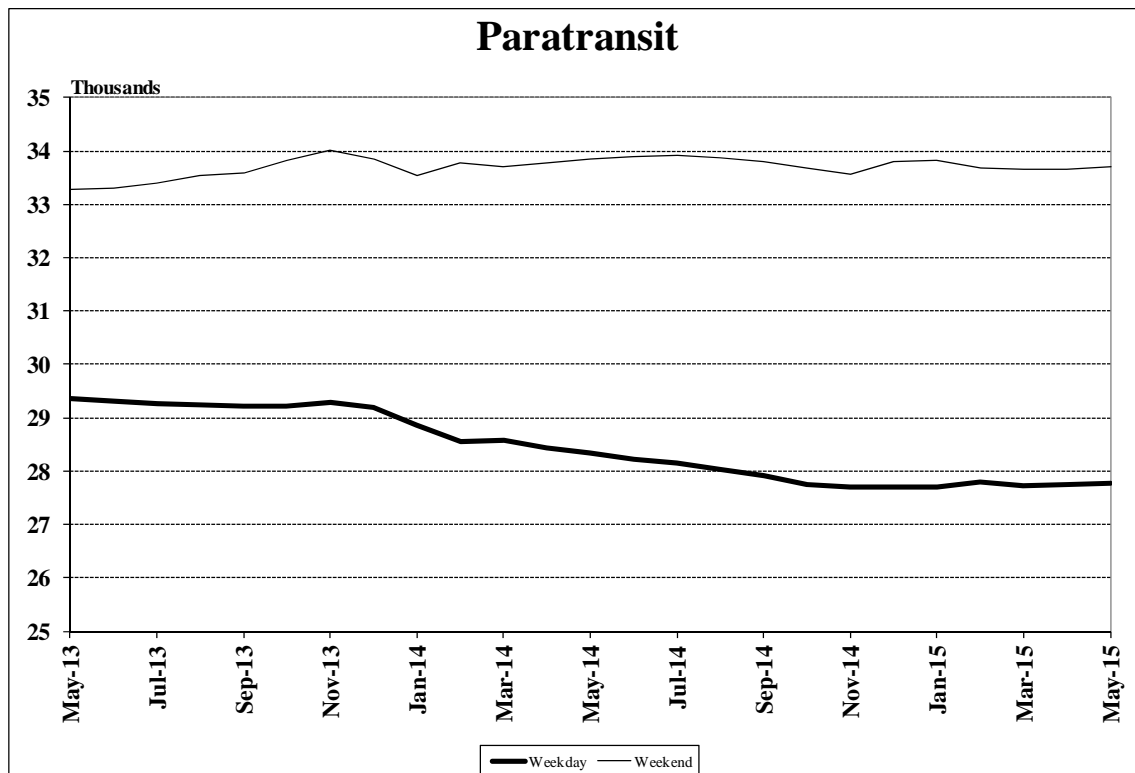
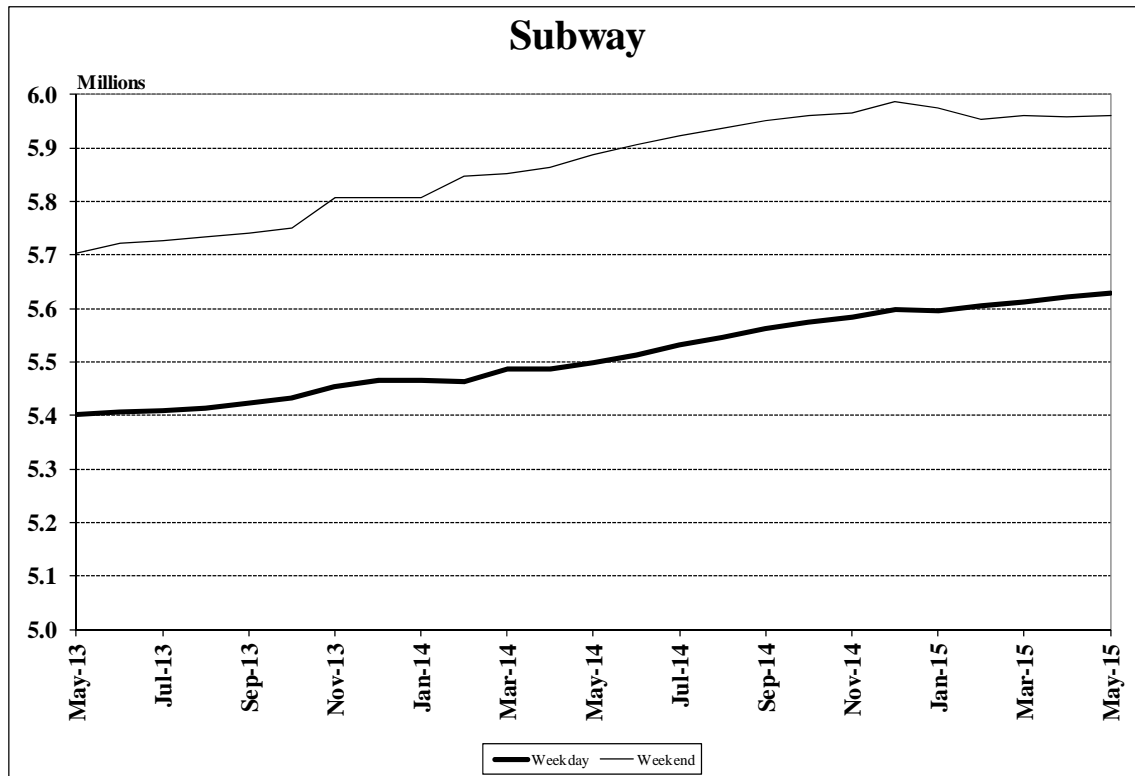
<u>Month</u>	Average Weekday (thousands)				Average Weekend (thousands)			
	2014	Preliminary 2015	Change		2014	Preliminary 2015	Change	
			Amount	Percent			Amount	Percent
Subway	5,816	5,901	+85	+1.5%	6,131	6,120	-10	-0.2%
NYCT Local Bus	2,228	2,167	-61	-2.7%	2,425	2,357	-68	-2.8%
NYCT Express Bus	44	42	-2	-5.3%	12	12	-1	-4.5%
Paratransit	29	29	+0	+1.1%	36	36	+0	+0.2%
<b>TOTAL - NYCT</b>	<b>8,117</b>	<b>8,139</b>	<b>+22</b>	<b>+0.3%</b>	<b>8,604</b>	<b>8,525</b>	<b>-79</b>	<b>-0.9%</b>
MTABC Local Bus	399	399	+0	+0.1%	406	402	-3	-0.8%
MTABC Express Bus	33	31	-2	-5.3%	14	13	-1	-7.4%
Total - MTA Bus	432	431	-1	-0.3%	419	415	-4	-1.1%
<i>Total - Regional Bus</i>	<i>2,705</i>	<i>2,640</i>	<i>-65</i>	<i>-2.4%</i>	<i>2,856</i>	<i>2,783</i>	<i>-73</i>	<i>-2.6%</i>
<b>12-Month Rolling Average</b>								
Subway	5,499	5,629	+129	+2.4%	5,887	5,960	+73	+1.2%
Local Bus	2,083	2,062	-21	-1.0%	2,318	2,274	-44	-1.9%
Express Bus	42	42	-1	-1.5%	12	12	-0	-0.6%
Paratransit	28	28	-1	-2.0%	34	34	-0	-0.4%
<b>TOTAL - NYCT</b>	<b>7,653</b>	<b>7,760</b>	<b>+107</b>	<b>+1.4%</b>	<b>8,251</b>	<b>8,281</b>	<b>+29</b>	<b>+0.4%</b>
MTABC Local Bus	368	378	+9	+2.6%	384	388	+4	+1.1%
MTABC Express Bus	32	31	-0	-1.1%	13	12	-0	-1.9%
Total - MTA Bus	400	409	+9	+2.3%	397	401	+4	+1.0%
<i>Total - Regional Bus</i>	<i>2,525</i>	<i>2,513</i>	<i>-13</i>	<i>-0.5%</i>	<i>2,727</i>	<i>2,687</i>	<i>-40</i>	<i>-1.5%</i>

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

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

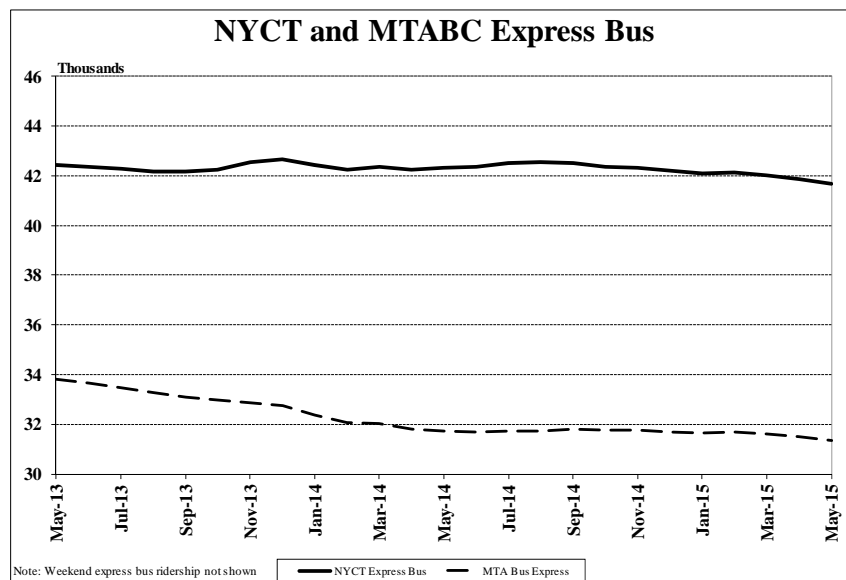
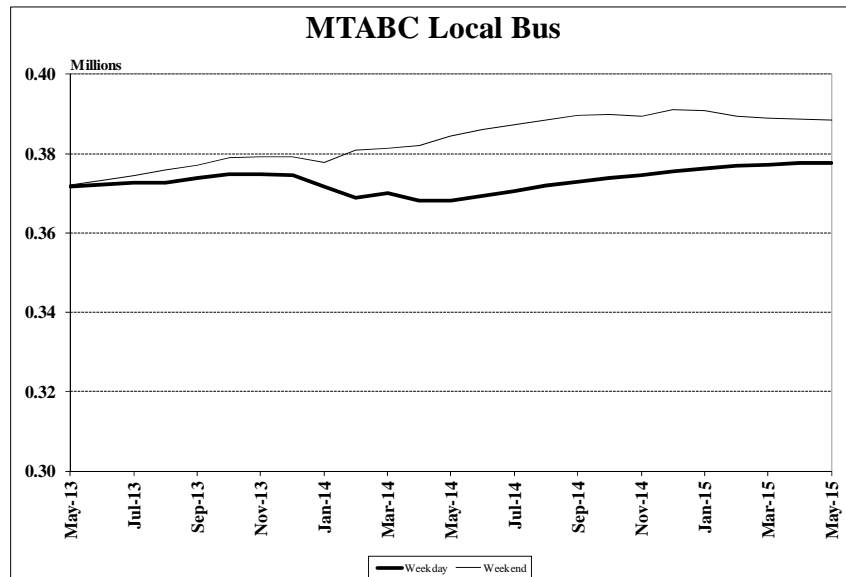
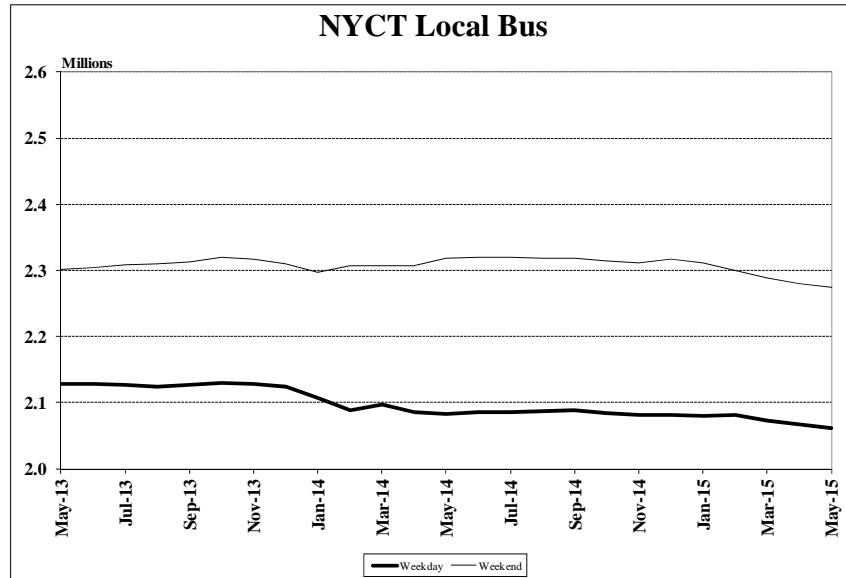
# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



# Average Weekday and Weekend Ridership

## 12-Month Rolling Averages



## Ridership on New York Area Transit Services

From May 2014 to May 2015, weekday ridership increased on all area rail services, with the largest increase (4.5 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 virtually no weekday rain in May 2015, compared to 3.4 inches of rain on weekdays in May 2014.

Bridges and Tunnels traffic increased on both weekdays and weekends.

<b>Ridership on Transit Services in the New York Area</b> (thousands)				
<b>Transit Service</b>	<b>May-14</b>	<b>Preliminary May-15</b>	<b>Percent Change</b>	<b>12-Month Rolling Average Percent Change</b>
<u>Average Weekday</u>				
NYCT Subway	5,816	5,901	+1.5%	+2.4%
NYCT Local Bus	2,228	2,167	-2.7%	-1.0%
NYCT Express Bus	44	42	-5.3%	-1.5%
NYCT Paratransit	29	29	+1.1%	-2.0%
Staten Island Railway	16	17	+4.5%	+2.9%
MTA Local Bus	399	399	+0.1%	+2.6%
MTA Express Bus	33	31	-5.3%	-1.1%
Long Island Rail Road	302	314	+4.0%	+2.8%
Metro-North Railroad	280	287	+2.4%	+2.0%
Staten Island Ferry	68	65	-4.4%	+3.1%
PATH	256	264	+3.5%	+1.8%
<u>Average Weekend</u>				
NYCT Subway	6,131	6,120	-0.2%	+1.2%
NYCT Local Bus	2,425	2,357	-2.8%	-1.9%
NYCT Express Bus	12	12	-4.5%	-0.6%
NYCT Paratransit	36	36	+0.2%	-0.4%
Staten Island Railway	9	9	+3.1%	+8.0%
MTA Local Bus	406	402	-0.8%	+1.1%
MTA Express Bus	14	13	-7.4%	-1.9%
Long Island Rail Road	198	208	+5.4%	+4.4%
Metro-North Railroad	229	238	+4.1%	+3.3%
Staten Island Ferry	100	93	-6.5%	+2.2%
PATH	197	215	+8.9%	-5.5%

<b>MTA Bridges and Tunnels</b> (thousands)				
Average Weekday	849	880	+3.7%	+2.7%
Average Weekend	1,586	1,641	+3.5%	+2.8%

Note: Percentages are based on unrounded data.

## Economy

From May 2014 to May 2015, New York City employment increased 2.4 percent (97,900 jobs). Private sector employment increased 2.7 percent (94,600 jobs) and government employment increased 0.6 percent (3,300 jobs). All of the private employment sub-sectors increased except manufacturing (down 2,500 jobs or 3.3 percent). The sub-sector with the largest absolute increase was educational & health services (up 27,100 jobs or 3.2 percent). The sub-sectors with the largest percentage increases were the construction and other services sub-sectors, both up 3.9 percent. The construction sub-sector added 4,900 jobs, and the other services sub-sector, which is comprised mainly of civic, religious and professional organizations, added 7,100 jobs.

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

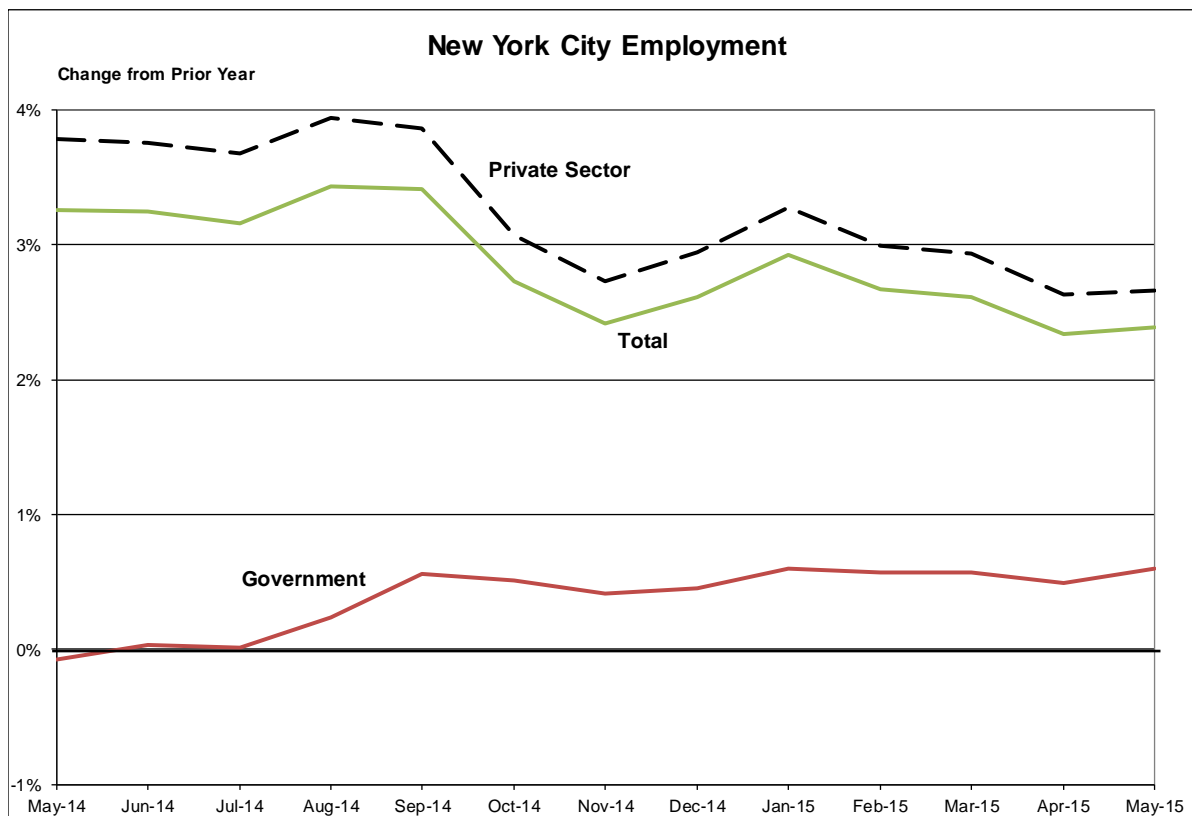


Table 1

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

	Nonreimbursable				Reimbursable				Total			
			Favorable (Unfavorable)				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent	Budget	Actual	Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$277.676	\$280.556	\$2.880	1.0	\$0.000	\$0.000	\$0.000	-	\$277.676	\$280.556	\$2.880	1.0
Bus	83.496	82.812	(0.684)	(0.8)	0.000	0.000	0.000	-	83.496	82.812	(0.684)	(0.8)
Paratransit	1.472	1.561	0.089	6.0	0.000	0.000	0.000	-	1.472	1.561	0.089	6.0
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	366.375	368.660	2.285	0.6	0.000	0.000	0.000	-	366.375	368.660	2.285	0.6
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	8.956	8.955	(0.001)	(0.0)	0.000	0.000	0.000	-	8.956	8.955	(0.001)	(0.0)
Paratransit Reimbursement	15.206	17.950	2.744	18.0	0.000	0.000	0.000	-	15.206	17.950	2.744	18.0
Other	12.717	13.398	0.681	5.4	0.000	0.000	0.000	-	12.717	13.398	0.681	5.4
Total Other Operating Revenue	36.879	40.303	3.424	9.3	0.000	0.000	0.000	-	36.879	40.303	3.424	9.3
Capital and Other Reimbursements	0.000	0.000	0.000	-	98.310	134.068	35.758	36.4	98.310	134.068	35.758	36.4
Total Revenue	\$403.254	\$408.963	\$5.709	1.4	\$98.310	\$134.068	\$35.758	36.4	\$501.564	\$543.031	\$41.467	8.3
Expenses												
Labor:												
Payroll	252.314	240.453	11.861	4.7	39.540	49.655	(10.115)	(25.6)	291.854	290.108	1.746	0.6
Overtime	27.358	30.378	(3.020)	(11.0)	10.362	17.862	(7.500)	(72.4)	37.720	48.240	(10.520)	(27.9)
Total Salaries & Wages	279.672	270.831	8.841	3.2	49.902	67.517	(17.615)	(35.3)	329.574	338.348	(8.774)	(2.7)
Health and Welfare	61.420	63.723	(2.303)	(3.7)	1.667	1.698	(0.031)	(1.9)	63.087	65.421	(2.334)	(3.7)
OPEB Current Payment	30.240	34.571	(4.331)	(14.3)	0.710	0.638	0.072	10.1	30.950	35.209	(4.259)	(13.8)
Pensions	17.983	16.557	1.426	7.9	0.355	1.763	(1.408)	(396.6)	18.338	18.320	0.018	0.1
Other Fringe Benefits	23.821	18.667	5.154	21.6	14.100	20.867	(6.767)	(48.0)	37.921	39.534	(1.613)	(4.3)
Total Fringe Benefits	133.464	133.518	(0.054)	(0.0)	16.832	24.966	(8.134)	(48.3)	150.296	158.484	(8.188)	(5.4)
Reimbursable Overhead	(23.792)	(32.651)	8.859	37.2	23.792	32.651	(8.859)	(37.2)	0.000	0.000	0.000	-
Total Labor Expenses	\$389.344	\$371.698	\$17.646	4.5	\$90.526	\$125.134	(\$34.608)	(38.2)	\$479.870	\$496.832	(\$16.962)	(3.5)
Non-Labor:												
Electric Power	22.030	27.737	(5.707)	(25.9)	0.021	0.033	(0.012)	(57.1)	22.051	27.770	(5.719)	(25.9)
Fuel	14.455	9.745	4.710	32.6	0.002	0.002	0.000	0.0	14.457	9.747	4.710	32.6
Insurance	6.708	6.295	0.413	6.2	0.000	0.000	0.000	-	6.708	6.295	0.413	6.2
Claims	8.919	8.920	(0.001)	(0.0)	0.000	0.000	0.000	-	8.919	8.920	(0.001)	(0.0)
Paratransit Service Contracts	32.165	31.609	0.556	1.7	0.000	0.000	0.000	-	32.165	31.609	0.556	1.7
Mtce. and Other Operating Contracts	16.476	16.105	0.371	2.3	2.303	3.031	(0.728)	(31.6)	18.779	19.136	(0.357)	(1.9)
Professional Service Contracts	7.415	5.125	2.290	30.9	0.593	1.005	(0.412)	(69.5)	8.008	6.130	1.878	23.5
Materials & Supplies	24.691	21.366	3.325	13.5	4.542	7.401	(2.859)	(62.9)	29.233	28.767	0.466	1.6
Other Business Expenses	6.813	8.813	(2.000)	(29.4)	0.323	(2.538)	2.861	885.8	7.136	6.275	0.861	12.1
Total Non-Labor Expenses	\$139.672	\$135.715	\$3.957	2.8	\$7.784	\$8.934	(\$1.150)	(14.8)	\$147.456	\$144.649	\$2.807	1.9
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												
	\$529.016	\$507.413	\$21.603	4.1	\$98.310	\$134.068	(\$35.758)	(36.4)	\$627.326	\$641.481	(\$14.155)	(2.3)
Depreciation	129.411	128.748	0.663	0.5	0.000	0.000	0.000	-	129.411	128.748	0.663	0.5
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$658.427	\$636.161	\$22.266	3.4	\$98.310	\$134.068	(\$35.758)	(36.4)	\$756.737	\$770.229	(\$13.492)	(1.8)
Net Surplus/(Deficit)	(\$255.173)	(\$227.198)	\$27.975	11.0	\$0.000	\$0.000	\$0.000	-	(\$255.173)	(\$227.198)	\$27.975	11.0

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  
May 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
<b>Revenue</b>												
Farebox Revenue:												
Subway	\$1,332.038	\$1,321.854	(\$10.184)	(0.8)	\$0.000	\$0.000	\$0.000	-	\$1,332.038	\$1,321.854	(\$10.184)	(0.8)
Bus	399.732	386.144	(13.588)	(3.4)	0.000	0.000	0.000	-	399.732	386.144	(13.588)	(3.4)
Paratransit	7.257	6.688	(0.569)	(7.8)	0.000	0.000	0.000	-	7.257	6.688	(0.569)	(7.8)
Fare Media Liability	18.655	18.655	0.000	0.0	0.000	0.000	0.000	-	18.655	18.655	0.000	0.0
Total Farebox Revenue	1,757.682	1,733.341	(24.341)	(1.4)	0.000	0.000	0.000	-	1,757.682	1,733.341	(24.341)	(1.4)
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	40.108	40.108	0.000	0.0	0.000	0.000	0.000	-	40.108	40.108	0.000	0.0
Paratransit Reimbursement	76.030	86.110	10.080	13.3	0.000	0.000	0.000	-	76.030	86.110	10.080	13.3
Other	63.585	68.196	4.611	7.3	0.000	0.000	0.000	-	63.585	68.196	4.611	7.3
Total Other Operating Revenue	179.723	194.414	14.691	8.2	0.000	0.000	0.000	-	179.723	194.414	14.691	8.2
Capital and Other Reimbursements	0.000	0.000	0.000	-	395.062	461.554	66.492	16.8	395.062	461.554	66.492	16.8
<b>Total Revenue</b>	<b>\$1,937.405</b>	<b>\$1,927.755</b>	<b>(\$9.650)</b>	<b>(0.5)</b>	<b>\$395.062</b>	<b>\$461.554</b>	<b>\$66.492</b>	<b>16.8</b>	<b>\$2,332.467</b>	<b>\$2,389.309</b>	<b>\$56.842</b>	<b>2.4</b>
<b>Expenses</b>												
Labor:												
Payroll	1,264.905	1,255.911	8.994	0.7	168.829	182.893	(14.064)	(8.3)	1,433.734	1,438.804	(5.070)	(0.4)
Overtime	158.557	191.318	(32.761)	(20.7)	32.179	54.187	(22.008)	(68.4)	190.736	245.505	(54.769)	(28.7)
Total Salaries & Wages	1,423.462	1,447.229	(23.767)	(1.7)	201.008	237.080	(36.072)	(17.9)	1,624.470	1,684.309	(59.839)	(3.7)
Health and Welfare	306.864	296.281	10.583	3.4	8.300	8.293	0.007	0.1	315.164	304.574	10.590	3.4
OPEB Current Payment	151.131	161.567	(10.436)	(6.9)	3.539	3.153	0.386	10.9	154.670	164.720	(10.050)	(6.5)
Pensions	89.915	87.339	2.576	2.9	1.775	3.873	(2.098)	(118.2)	91.690	91.212	0.478	0.5
Other Fringe Benefits	130.411	126.233	4.178	3.2	57.379	70.159	(12.780)	(22.3)	187.790	196.392	(8.602)	(4.6)
Total Fringe Benefits	678.321	671.420	6.901	1.0	70.993	85.478	(14.485)	(20.4)	749.314	756.898	(7.584)	(1.0)
Reimbursable Overhead	(86.715)	(98.668)	11.953	13.8	86.715	98.668	(11.953)	(13.8)	0.000	0.000	0.000	-
<b>Total Labor Expenses</b>	<b>\$2,015.068</b>	<b>\$2,019.981</b>	<b>(\$4.913)</b>	<b>(0.2)</b>	<b>\$358.716</b>	<b>\$421.226</b>	<b>(\$62.510)</b>	<b>(17.4)</b>	<b>\$2,373.784</b>	<b>\$2,441.207</b>	<b>(\$67.423)</b>	<b>(2.8)</b>
Non-Labor:												
Electric Power	122.431	134.194	(11.763)	(9.6)	0.105	0.182	(0.077)	(73.3)	122.536	134.376	(11.840)	(9.7)
Fuel	76.626	51.638	24.988	32.6	0.010	0.008	0.002	20.0	76.636	51.646	24.990	32.6
Insurance	31.525	30.796	0.729	2.3	0.000	0.000	0.000	-	31.525	30.796	0.729	2.3
Claims	44.595	44.597	(0.002)	(0.0)	0.000	0.000	0.000	-	44.595	44.597	(0.002)	(0.0)
Paratransit Service Contracts	160.464	154.954	5.510	3.4	0.000	0.000	0.000	-	160.464	154.954	5.510	3.4
Mtce. and Other Operating Contracts	76.780	72.952	3.828	5.0	11.040	15.062	(4.022)	(36.4)	87.820	88.014	(0.194)	(0.2)
Professional Service Contracts	42.943	57.821	(14.878)	(34.6)	2.966	4.569	(1.603)	(54.0)	45.909	62.390	(16.481)	(35.9)
Materials & Supplies	122.003	120.402	1.601	1.3	22.603	26.724	(4.121)	(18.2)	144.606	147.126	(2.520)	(1.7)
Other Business Expenses	35.649	37.344	(1.695)	(4.8)	(0.378)	(6.217)	5.839	-	35.271	31.127	4.144	11.7
<b>Total Non-Labor Expenses</b>	<b>\$713.016</b>	<b>\$704.698</b>	<b>\$8.318</b>	<b>1.2</b>	<b>\$36.346</b>	<b>\$40.328</b>	<b>(\$3.982)</b>	<b>(11.0)</b>	<b>\$749.362</b>	<b>\$745.026</b>	<b>\$4.336</b>	<b>0.6</b>
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expense Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenses before Depreciation and OPEB</b>	<b>\$2,728.084</b>	<b>\$2,724.679</b>	<b>\$3.405</b>	<b>0.1</b>	<b>\$395.062</b>	<b>\$461.554</b>	<b>(\$66.492)</b>	<b>(16.8)</b>	<b>\$3,123.146</b>	<b>\$3,186.233</b>	<b>(\$63.087)</b>	<b>(2.0)</b>
Depreciation	636.447	639.409	(2.962)	(0.5)	0.000	0.000	0.000	-	636.447	639.409	(2.962)	(0.5)
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	-
<b>Total Expenses</b>	<b>\$3,768.596</b>	<b>\$3,768.670</b>	<b>(\$0.074)</b>	<b>(0.0)</b>	<b>\$395.062</b>	<b>\$461.554</b>	<b>(\$66.492)</b>	<b>(16.8)</b>	<b>\$4,163.658</b>	<b>\$4,230.224</b>	<b>(\$66.566)</b>	<b>(1.6)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$1,831.191)</b>	<b>(\$1,840.915)</b>	<b>(\$9.724)</b>	<b>(0.5)</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>(\$1,831.191)</b>	<b>(\$1,840.915)</b>	<b>(\$9.724)</b>	<b>(0.5)</b>

NOTE: Totals may not add due to rounding.

Table 3

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS**  
**May 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	2.3	0.6	Mainly due to higher subway ridership	(24.3)	(1.4)	Primarily due to the impact of adverse weather affecting ridership, partly offset by higher pass average fares
Other Operating Revenue	NR	3.4	9.3	Mostly higher paratransit Urban Tax and real estate revenues	14.7	8.2	Mostly higher paratransit Urban Tax revenue and the favorable timing of advertising revenues
Payroll	NR	11.9	4.7	Due primarily to the favorable timing of payroll payments, resulting in a catch-up of reimbursable expenses offset by a reduction in non-reimbursable expenses	9.0	0.7	Due primarily to vacancies, partly offset by higher employee earned separation payments
Overtime	NR	(3.0)	(11.0)	Mainly due to vacancy/absentee coverage for bus operators and maintainers, signal maintainers and station agents, and additional maintenance requirements for an overage bus fleet and subway track	(32.8)	(20.7)	Mainly due to adverse weather, vacancy/absentee coverage requirements, and service delays
Health & Welfare (including OPEB current payment)	NR	(6.6)	(7.2)	The unfavorable timing of expenses			
Other Fringe Benefits	NR	5.2	21.6	Favorable direct overhead credits, resulting from higher reimbursable labor costs driven by the timing of payroll payments, partly offset by higher FICA costs	4.2	3.2	Favorable direct overhead credits, resulting from higher reimbursable labor costs, partly offset by higher FICA costs
Reimbursable Overhead	NR	8.9	37.2	Favorable overhead credits, resulting from higher reimbursable labor costs driven by the timing of payroll payments	12.0	13.8	Favorable overhead credits, resulting from higher reimbursable labor costs
Electric Power	NR	(5.7)	(25.9)	Largely due to the unfavorable timing of expenses, partly offset by lower prices	(11.8)	(9.6)	Largely due to unfavorable billing adjustments, partly offset by lower consumption
Fuel	NR	4.7	32.6	Primarily lower prices	25.0	32.6	Primarily lower prices
Paratransit Service Contracts	NR	0.6	1.7	Mostly due to lower trips	5.5	3.4	Mostly due to lower trips, call center activity and vehicle rehabs
Maintenance and Other Operating Contracts	NR				3.8	5.0	Mostly the favorable timing of facility maintenance, uniform and painting expenses, and auto purchases, partly offset by the unfavorable timing of safety equipment and vehicle maintenance costs

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

<u>Generic Revenue or Expense Category</u>	<u>Nonreimb or Reimb</u>	<u>MONTH</u>			<u>YEAR TO DATE</u>		
		<u>Favorable (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Professional Service Contracts	NR	2.3	30.9	Due primarily to the favorable timing of office expense-related accrual adjustments	(14.9)	(34.6)	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	3.3	13.5	Due primarily to favorable inventory/obsolescence adjustments and the timing of maintenance material requirements, as well as increased scrap/surplus sales	1.6	1.3	Largely due to favorable inventory/obsolescence adjustments, and increased scrap/surplus sales, partly offset by the unfavorable timing of maintenance material requirements
Other Business Expenses	NR	(2.0)	(29.4)	Mainly the unfavorable timing of reimbursable job closing adjustments	(1.7)	(4.8)	Mainly the unfavorable timing of reimbursable job closing adjustments
Capital and Other Reimbursements	R	35.8	36.4	Reimbursement increase consistent with higher reimbursable expenses	66.5	16.8	Reimbursement increase consistent with higher reimbursable expenses
Payroll	R	(10.1)	(25.6)	Due primarily to the unfavorable timing of payroll payments, resulting in a catch-up of reimbursable expenses offset by a reduction in non-reimbursable expenses	(14.1)	(8.3)	Mostly additional capital engineering and non-capital requirements, partly offset by lower capital construction costs due mostly to adverse weather early in the year
Overtime	R	(7.5)	(72.4)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability and other Capital Program support	(22.0)	(68.4)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability and other Capital Program support
Other Fringe Benefits	R	(6.8)	(48.0)	Mostly higher direct overhead expenses, caused by higher reimbursable labor costs	(12.8)	(22.3)	Mostly higher direct overhead expenses, caused by higher reimbursable labor costs
Maintenance and Other Operating Contracts	R	(0.7)	(31.6)	Largely the unfavorable timing of building-related expenses, construction services and equipment rental expenses	(4.0)	(36.4)	Largely the unfavorable timing of construction services and building-related expenses
Professional Service Contracts	R	(0.4)	(69.5)	Mostly a delay in the charge-back to MTA of IT consolidated expenses	(1.6)	(54.0)	Mostly a delay in the charge-back to MTA of IT consolidated expenses
Materials & Supplies	R	(2.9)	(62.9)	Mainly the unfavorable timing of non-vehicle maintenance material requirements	(4.1)	(18.2)	Mainly the unfavorable timing of non-vehicle maintenance material requirements
Other Business Expenses	R	2.9	over 100.0	Principally the favorable timing of reimbursable job closing adjustments	5.8	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**  
**May 2015**  
**(\$ in millions)**

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	\$364.728	\$351.938	(\$12.790)	(3.5)	\$1,757.643	\$1,750.580	(\$7.063)	(0.4)
Vehicle Toll Revenue								
<b>Other Operating Revenue:</b>								
Fare Reimbursement	0.000	6.313	6.313	-	6.312	6.313	0.001	0.0
Paratransit Reimbursement	38.765	6.247	(32.518)	(83.9)	88.825	28.795	(60.030)	(67.6)
Other	3.419	3.961	0.542	15.9	17.095	16.332	(0.763)	(4.5)
Total Other Operating Revenue	42.184	16.521	(25.663)	(60.8)	112.232	51.440	(60.792)	(54.2)
Capital and Other Reimbursements	78.310	93.839	15.529	19.8	375.062	443.649	68.587	18.3
<b>Total Receipts</b>	<b>\$485.222</b>	<b>\$462.298</b>	<b>(\$22.924)</b>	<b>(4.7)</b>	<b>\$2,244.937</b>	<b>\$2,245.669</b>	<b>\$0.732</b>	<b>0.0</b>
<b><u>Expenditures</u></b>								
<b>Labor:</b>								
Payroll	282.676	248.323	34.353	12.2	1,377.529	1,368.888	8.641	0.6
Overtime	36.699	62.953	(26.254)	(71.5)	179.528	238.657	(59.129)	(32.9)
Total Salaries & Wages	319.375	311.276	8.099	2.5	1,557.057	1,607.545	(50.488)	(3.2)
Health and Welfare	63.087	48.775	14.312	22.7	321.730	323.665	(1.935)	(0.6)
OPEB Current Payment	30.950	34.571	(3.621)	(11.7)	154.670	161.567	(6.897)	(4.5)
Pensions	78.669	81.156	(2.487)	(3.2)	393.345	393.695	(0.350)	(0.1)
Other Fringe Benefits	33.855	33.579	0.276	0.8	166.203	181.837	(15.634)	(9.4)
Total Fringe Benefits	206.561	198.081	8.480	4.1	1,035.948	1,060.764	(24.816)	(2.4)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Labor Expenditures</b>	<b>\$525.936</b>	<b>\$509.357</b>	<b>\$16.579</b>	<b>3.2</b>	<b>\$2,593.005</b>	<b>\$2,668.309</b>	<b>(\$75.304)</b>	<b>(2.9)</b>
<b>Non-Labor:</b>								
Electric Power	22.051	29.768	(7.717)	(35.0)	122.536	140.513	(17.977)	(14.7)
Fuel	14.457	5.173	9.284	64.2	76.636	46.762	29.874	39.0
Insurance	4.660	12.945	(8.285)	(177.8)	43.031	42.852	0.179	0.4
Claims	8.033	6.522	1.511	18.8	40.165	67.480	(27.315)	(68.0)
Paratransit Service Contracts	32.165	29.110	3.055	9.5	159.964	154.040	5.924	3.7
Mtce. and Other Operating Contracts	18.779	19.561	(0.782)	(4.2)	87.820	86.258	1.562	1.8
Professional Service Contracts	8.008	11.090	(3.082)	(38.5)	38.409	61.447	(23.038)	(60.0)
Materials & Supplies	29.483	38.860	(9.377)	(31.8)	147.356	169.825	(22.469)	(15.2)
Other Business Expenditures	7.136	6.853	0.283	4.0	35.271	33.453	1.818	5.2
<b>Total Non-Labor Expenditures</b>	<b>\$144.772</b>	<b>\$159.882</b>	<b>(\$15.110)</b>	<b>(10.4)</b>	<b>\$751.188</b>	<b>\$802.630</b>	<b>(\$51.442)</b>	<b>(6.8)</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$670.708</b>	<b>\$669.239</b>	<b>\$1.469</b>	<b>0.2</b>	<b>\$3,344.193</b>	<b>\$3,470.939</b>	<b>(\$126.746)</b>	<b>(3.8)</b>
<b>Net Surplus/(Deficit)</b>	<b>(\$185.486)</b>	<b>(\$206.941)</b>	<b>(\$21.455)</b>	<b>(11.6)</b>	<b>(\$1,099.256)</b>	<b>(\$1,225.270)</b>	<b>(\$126.014)</b>	<b>(11.5)</b>

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**  
**May 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	(12.8)	(3.5)	Mostly the unfavorable timing of receipts	(7.1)	(0.4)	Mostly ridership losses caused by adverse weather early in the year, partly offset by the favorable timing of receipts
Other Operating Receipts	(25.7)	(60.8)	Due mainly to the unfavorable timing of receipt of NYC partial reimbursement of paratransit expenses	(60.8)	(54.2)	Due to the unfavorable timing of receipt of NYC partial reimbursement of paratransit expenses. In June, a \$32 million reimbursement was received.
Capital and Other Reimbursements	15.5	19.8	Mostly due to increased 2015 project expenses/billing, partly offset by the unfavorable timing of reimbursements	68.6	18.3	Mostly due to increased 2015 project expenses/billing
Salaries & Wages				(50.5)	(3.2)	Largely additional overtime costs, mainly due to adverse weather early in the year, vacancy/absentee coverage requirements, and service delays
Health & Welfare (including OPEB current payment)	10.7	11.4	Mainly the favorable timing of payments	(8.8)	(1.8)	Primarily the unfavorable timing of payments and expenses
Other Fringe Benefits				(15.6)	(9.4)	Mostly the unfavorable timing of payments and higher FICA costs
Electric Power	(7.7)	(35.0)	Largely the unfavorable timing of expenses and payments	(18.0)	(14.7)	Largely due to unfavorable billing adjustments and the unfavorable timing of payments
Fuel	9.3	64.2	Largely due to lower prices	29.9	39.0	Largely due to lower prices
Insurance	(8.3)	over (100.0)	The unfavorable timing of interagency payments			
Claims	1.5	18.8	The favorable timing of payments	(27.3)	(68.0)	Higher payouts of public liability claims than anticipated
Paratransit Service Contracts	3.1	9.5	Primarily the favorable timing of payments and lower trips	5.9	3.7	Mostly due to lower trips, call center activity and vehicle rehabs, and the favorable timing of payments
Professional Service Contracts	(3.1)	(38.5)	Mostly the unfavorable timing of payments	(23.0)	(60.0)	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	(9.4)	(31.8)	Due primarily to the unfavorable timing of payments	(22.5)	(15.2)	Largely due to the unfavorable timing of payments and maintenance material requirements

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Receipts</b>								
Farebox Revenue	(\$1.647)	(\$16.722)	(\$15.075)	-	(\$0.039)	\$17.239	\$17.278	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	(8.956)	(2.642)	6.314	70.5	(33.796)	(33.795)	0.001	0.0
Paratransit Reimbursement	23.559	(11.703)	(35.262)	(149.7)	12.795	(57.315)	(70.110)	(547.9)
Other	(9.298)	(9.437)	(0.139)	(1.5)	(46.490)	(51.864)	(5.374)	(11.6)
<b>Total Other Operating Revenue</b>	<b>5.305</b>	<b>(23.782)</b>	<b>(29.087)</b>	<b>(548.3)</b>	<b>(67.491)</b>	<b>(142.974)</b>	<b>(75.483)</b>	<b>(111.8)</b>
Capital and Other Reimbursements	(20.000)	(40.229)	(20.229)	(101.1)	(20.000)	(17.905)	2.095	10.5
<b>Total Receipts</b>	<b>(\$16.342)</b>	<b>(\$80.733)</b>	<b>(\$64.391)</b>	<b>(394.0)</b>	<b>(\$87.530)</b>	<b>(\$143.640)</b>	<b>(\$56.110)</b>	<b>(64.1)</b>
<b>Expenditures</b>								
Labor:								
Payroll	9.178	41.785	32.607	355.3	56.205	69.916	13.711	24.4
Overtime	1.021	(14.713)	(15.734)	-	11.208	6.848	(4.360)	(38.9)
Total Salaries & Wages	10.199	27.072	16.873	165.4	67.413	76.764	9.351	13.9
Health and Welfare	0.000	16.646	16.646	-	(6.566)	(19.091)	(12.525)	(190.8)
OPEB Current Payment	0.000	0.638	0.638	-	0.000	3.153	3.153	-
Pensions	(60.331)	(62.836)	(2.505)	(4.2)	(301.655)	(302.483)	(0.828)	(0.3)
Other Fringe Benefits	4.066	5.955	1.889	46.5	21.587	14.555	(7.032)	(32.6)
Total Fringe Benefits	(56.265)	(39.597)	16.668	29.6	(286.634)	(303.866)	(17.232)	(6.0)
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	-
<b>Total Labor Expenditures</b>	<b>(\$46.066)</b>	<b>(\$12.525)</b>	<b>\$33.541</b>	<b>72.8</b>	<b>(\$219.221)</b>	<b>(\$227.102)</b>	<b>(\$7.881)</b>	<b>(3.6)</b>
Non-Labor:								
Electric Power	0.000	(1.998)	(1.998)	-	0.000	(6.137)	(6.137)	-
Fuel	0.000	4.574	4.574	-	0.000	4.884	4.884	-
Insurance	2.048	(6.650)	(8.698)	(424.7)	(11.506)	(12.056)	(0.550)	(4.8)
Claims	0.886	2.398	1.512	170.7	4.430	(22.883)	(27.313)	(616.5)
Paratransit Service Contracts	0.000	2.499	2.499	-	0.500	0.914	0.414	82.8
Mtce. and Other Operating Contracts	0.000	(0.425)	(0.425)	-	0.000	1.756	1.756	-
Professional Service Contracts	0.000	(4.960)	(4.960)	-	7.500	0.943	(6.557)	(87.4)
Materials & Supplies	(0.250)	(10.093)	(9.843)	-	(2.750)	(22.699)	(19.949)	(725.4)
Other Business Expenses	0.000	(0.578)	(0.578)	-	0.000	(2.326)	(2.326)	-
<b>Total Non-Labor Expenditures</b>	<b>\$2.684</b>	<b>(\$15.233)</b>	<b>(\$17.917)</b>	<b>(667.5)</b>	<b>(\$1.826)</b>	<b>(\$57.604)</b>	<b>(\$55.778)</b>	<b>-</b>
<b>Other Expenditure Adjustments:</b>								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditure Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>-</b>
<b>Total Expenditures before Depreciation and OPEB</b>	<b>(\$43.382)</b>	<b>(\$27.758)</b>	<b>\$15.624</b>	<b>36.0</b>	<b>(\$221.047)</b>	<b>(\$284.706)</b>	<b>(\$63.659)</b>	<b>(28.8)</b>
Depreciation	129.411	128.748	(0.663)	(0.5)	636.447	639.409	2.962	0.5
OPEB Account	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	-
<b>Total Expenditures</b>	<b>\$86.029</b>	<b>\$100.990</b>	<b>\$14.961</b>	<b>17.4</b>	<b>\$819.465</b>	<b>\$759.285</b>	<b>(\$60.180)</b>	<b>(7.3)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$69.687</b>	<b>\$20.257</b>	<b>(\$49.430)</b>	<b>(70.9)</b>	<b>\$731.935</b>	<b>\$615.645</b>	<b>(\$116.290)</b>	<b>(15.9)</b>

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**  
**May 2015**

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
<b>Administration</b>				
Office of the President	62	72	(10)	
Law	277	280	(3)	
Office of the EVP	42	40	2	
Human Resources	227	236	(9)	
Office of Management and Budget	41	38	3	
Capital Planning & Budget	33	31	2	
Corporate Communications	262	254	8	
Non-Departmental	(117)	-	(117)	Vacancy Provision
Labor Relations	97	91	6	
Materiel	283	270	13	
Controller	137	131	6	
<b>Total Administration</b>	<b>1,344</b>	<b>1,443</b>	<b>(99)</b>	
<b>Operations</b>				
Subways Service Delivery	7,734	7,708	26	
Subways Operations Support/Admin	359	378	(19)	
Subways Stations	2,648	2,634	14	
<b>Sub-total Subways</b>	<b>10,741</b>	<b>10,720</b>	<b>21</b>	
Buses	10,793	10,820	(27)	
Paratransit	213	202	11	
Operations Planning	381	404	(23)	
Revenue Control	448	406	42	
<b>Total Operations</b>	<b>22,576</b>	<b>22,552</b>	<b>24</b>	
<b>Maintenance</b>				
Subways Operations Support/Admin	162	173	(11)	
Subways Engineering	342	348	(6)	
Subways Car Equipment	4,336	4,253	83	Mostly Hourly Car Inspectors
Subways Infrastructure	1,475	1,489	(14)	
Subways Elevators & Escalators	442	421	21	
Subways Stations	3,643	3,616	27	
Subways Track	2,795	2,788	7	
Subways Power	603	617	(14)	
Subways Signals	1,465	1,501	(36)	
Subways Electronic Maintenance	1,556	1,478	78	Mainly Hourly Maintainer Vacancies
<b>Sub-total Subways</b>	<b>16,819</b>	<b>16,684</b>	<b>135</b>	
Buses	3,776	3,775	1	
Revenue Control	137	137	0	
Supply Logistics	558	558	0	
System Safety	91	85	6	
<b>Total Maintenance</b>	<b>21,381</b>	<b>21,239</b>	<b>142</b>	
<b>Engineering/Capital</b>				
Capital Program Management	1,319	1,349	(30)	
<b>Total Engineering/Capital</b>	<b>1,319</b>	<b>1,349</b>	<b>(30)</b>	
<b>Public Safety</b>				
Security	634	628	6	
<b>Total Public Safety</b>	<b>634</b>	<b>628</b>	<b>6</b>	
<b>Total Positions</b>	<b>47,254</b>	<b>47,211</b>	<b>43</b>	
Non-Reimbursable	42,469	41,138	1,331	
Reimbursable	4,785	6,073	(1,288)	
Total Full-Time	47,114	46,945	169	
Total Full-Time Equivalents	140	266	(126)	

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

<b>FUNCTION/OCCUPATION</b>	<b>Adopted Budget</b>	<b>Actual</b>	<b>Variance Fav./(Unfav)</b>	<b>Explanation</b>
<b>Administration:</b>				
Managers/Supervisors	548	470	78	
Professional, Technical, Clerical	849	951	(102)	
Operational Hourlies	(53)	22	(75)	
<b>Total Administration</b>	<b>1,344</b>	<b>1,443</b>	<b>(99)</b>	
<b>Operations</b>				
Managers/Supervisors	2,547	2,535	12	
Professional, Technical, Clerical	482	481	1	
Operational Hourlies	19,547	19,536	11	
<b>Total Operations</b>	<b>22,576</b>	<b>22,552</b>	<b>24</b>	
<b>Maintenance</b>				
Managers/Supervisors	3,919	3,866	53	
Professional, Technical, Clerical	1,016	1,016	0	
Operational Hourlies	16,446	16,357	89	
<b>Total Maintenance</b>	<b>21,381</b>	<b>21,239</b>	<b>142</b>	
<b>Engineering/Capital</b>				
Managers/Supervisors	339	340	(1)	
Professional, Technical, Clerical	978	1,007	(29)	
Operational Hourlies	2	2	0	
<b>Total Engineering/Capital</b>	<b>1,319</b>	<b>1,349</b>	<b>(30)</b>	
<b>Public Safety</b>				
Managers/Supervisors	254	247	7	
Professional, Technical, Clerical	40	37	3	
Operational Hourlies	340	344	(4)	
<b>Total Public Safety</b>	<b>634</b>	<b>628</b>	<b>6</b>	
<b>Total Positions</b>				
Managers/Supervisors	7,607	7,458	149	
Professional, Technical, Clerical	3,365	3,492	(127)	
Operational Hourlies	36,282	36,261	21	
<b>Total Positions</b>	<b>47,254</b>	<b>47,211</b>	<b>43</b>	



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

	May						May Year-to-Date					
	Adopted		Actuals		Var. - Fav./(Unfav)		Adopted		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	337,906	\$10.326	333,424	\$10.421	4,482	(\$0.095) (0.9%)	1,695,728	\$51.725	1,624,773	\$51.119	70,954	\$0.606 1.2%
<u>Unscheduled Service</u>	279,821	\$8.334	234,441	\$7.459	45,379	\$0.875 10.5%	1,275,628	\$38.010	1,375,186	\$40.845	(99,558)	(\$2.835) (7.5%)
<u>Programmatic/Routine Maintenance</u>	178,803	\$6.429	229,104	\$7.773	(50,301)	(\$1.345) (20.9%)	1,586,188	\$47.594	1,520,100	\$45.753	66,089	\$1.841 3.9%
<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	91,873	\$2.975	(52,062)	(\$1.711) *	199,055	\$6.320	756,721	\$24.381	(557,666)	(\$18.061) *
<u>Weather Emergencies</u>	1,995	\$0.086	4,597	\$0.149	(2,602)	(\$0.063) (73.7%)	271,555	\$10.210	777,638	\$25.425	(506,083)	(\$15.214) *
<u>Safety/Security/Law Enforcement</u>	9,213	\$0.293	7,869	\$0.219	1,344	\$0.074 25.2%	45,988	\$1.460	41,307	\$1.251	4,681	\$0.209 14.3%
<u>Other</u>	9,356	\$0.627	58,895	\$1.382	(49,539)	(\$0.755) *	43,328	\$3.238	98,962	\$2.544	(55,634)	\$0.694 21.4%
Subtotal	856,905	\$27.358	960,203	\$30.377	(103,298)	(\$3.020) (11.0%)	5,117,470	\$158.557	6,194,688	\$191.318	(1,077,218)	(\$32.761) (20.7%)
<b>REIMBURSABLE OVERTIME</b>	195,756	\$10.362	524,847	\$17.861	(329,091)	(\$7.499) (72.4%)	952,913	\$32.180	1,667,787	\$54.187	(714,874)	(\$22.007) (68.4%)
<b>TOTAL OVERTIME</b>	<b>1,052,661</b>	<b>\$37.720</b>	<b>1,485,050</b>	<b>\$48.238</b>	<b>(432,389)</b>	<b>(\$10.518)</b> <b>(27.9%)</b>	<b>6,070,383</b>	<b>\$190.737</b>	<b>7,862,475</b>	<b>\$245.505</b>	<b>(1,792,092)</b>	<b>(\$54.768)</b> <b>(28.7%)</b>

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)

	May			May Year to Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
<u>Scheduled Service</u>	4,482	(\$0.1)		70,954	\$0.6	Favorable YTD results in scheduled service due to vacancies/availability underruns.
		3.1%			(1.9%)	
<u>Unscheduled Service</u>	45,379	\$0.9	Favorable results due to timing of reimbursable expenses in Subways.	(99,558)	(\$2.8)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.
		(29.0%)			8.7%	
<u>Programmatic/Routine Maintenance</u>	(50,301)	(\$1.3)	Unfavorable results due to DoB maintenance of overage fleet and continued track maintenance.	66,089	\$1.8	Favorable results due to vacancies in bus maintainer.
		44.5%			(5.6%)	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
		.0%			.0%	
<u>Vacancy/Absentee Coverage</u>	(52,062)	(\$1.7)	Mainly due to vacancy / absentee coverage for bus operators and maintainers, signal maintainers, station agents.	(557,666)	(\$18.1)	Mainly due to vacancy / absentee coverage for bus operators and maintainers, and signal maintainers.
		56.6%			55.1%	
<u>Weather Emergencies</u>	(2,602)	(\$0.1)		(506,083)	(\$15.2)	Unfavorable results for weather due to significant cold weather and snowfall, mainly in February.
		2.1%			46.4%	
<u>Safety/Security/Law Enforcement</u>	1,344	\$0.1		4,681	\$0.2	
		(2.4%)			(0.6%)	
<u>Other</u>	(49,539)	(\$0.8)	Unfavorable monthly results due to timing of expenses.	(55,634)	\$0.7	Favorable results due to timing of expenses.
		25.0%			(2.1%)	
<b>Subtotal</b>	(103,298)	(\$3.0)		(1,077,218)	(\$32.8)	
		28.7%			59.8%	
<b>REIMBURSABLE OVERTIME</b>	(329,091)	(\$7.5)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	(714,874)	(\$22.0)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.
		71.3%			40.2%	
<b>TOTAL OVERTIME</b>	<b>(432,389)</b>	<b>(\$10.5)</b>		<b>(1,792,092)</b>	<b>(\$54.8)</b>	

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**

**Type**

**Definition**

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



### FINANCIAL AND RIDERSHIP REPORT

#### May 2015

(All data are preliminary and subject to audit)

**Operating revenue** in May was less than \$0.1 million (3.2 percent) above the Adopted Budget (budget), and year-to-date, operating revenue was under budget by \$0.1 million (2.8 percent). The year-to-date unfavorable result was due mostly to lower farebox revenue, caused primarily by adverse weather early in the year.

Total **ridership** in May 2015 was 389,472 riders, 2.4 percent (9,137 riders) above budget. Year-to-date, ridership was 1,807,256 riders, 3.3 percent (61,730 riders) below budget, mainly due to adverse weather. May 2015 average weekday ridership was 17,047, 4.5 percent (737 riders) higher than May 2014, mostly due to 3.4 inches of rain on weekdays in 2014 versus no rain in 2015. Average weekday ridership for the twelve months ending May 2015 was 15,573 riders, 2.9 percent (439 riders) higher than the previous twelve-month period.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were below budget in May by \$0.9 million (19.6 percent). Labor underran budget by \$0.3 million (9.2 percent), due primarily to lower payroll expenses of \$0.3 million (13.1 percent), caused mainly by the favorable timing of expenses and vacancies. Non-labor expenses were less than budget by \$0.6 million (53.2 percent), due primarily to the favorable timing of expenses in maintenance contracts of \$0.2 million (78.5 percent), materials & supplies of \$0.2 million (89.5 percent) and insurance expenses of \$0.1 million (72.9 percent). Year-to-date, expenses were higher than budget by \$0.4 million (2.0 percent). Labor expenses exceeded budget by \$0.9 million (6.5 percent), due largely to higher overtime expenses of \$0.4 million (39.6 percent), resulting mostly from adverse weather early in the year and maintenance/vacancy coverage requirements. Other fringe benefits were unfavorable by \$0.6 million (64.8 percent), due to higher interagency fringe benefit charges and Workers' Compensation expenses. Reimbursable overhead credits were unfavorable by \$0.5 million (63.0 percent), due to the unfavorable timing of reimbursable project work. Payroll expenses underran by \$0.5 million (5.6 percent), due to the favorable timing of expenses and vacancies. Non-labor expenses were below budget by \$0.5 million (10.0 percent), including favorable timing results in maintenance contracts of \$0.8 million (66.6 percent) and materials & supplies of \$0.6 million (54.5 percent), partly offset by accumulated public liability claims adjustments of \$0.8 million (over 100.0 percent).

Depreciation expenses of \$3.2 million year-to-date were \$0.2 million (6.9 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 \$17.4 million year-to-date, \$2.4 million (16.2 percent) above budget, due mostly to the timing of capital projects/reimbursements and higher public liability claims payouts.

Table 1

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

	Nonreimbursable				Reimbursable				Total			
	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent	Budget	Actual	Favorable (Unfavorable) Variance	Percent
<b>Revenue</b>												
Farebox Revenue	0.520	0.538	0.018	3.5	-	-	-	-	0.520	0.538	0.018	3.5
Other Operating Revenue	0.239	0.245	0.006	2.5	-	-	-	-	0.239	0.245	0.006	2.5
Capital and Other Reimbursements	-	-	-	-	0.394	0.176	(0.218)	(55.3)	0.394	0.176	(0.218)	(55.3)
<b>Total Revenue</b>	<b>\$ 0.759</b>	<b>\$ 0.783</b>	<b>\$ 0.024</b>	<b>3.2</b>	<b>\$ 0.394</b>	<b>\$ 0.176</b>	<b>\$ (0.218)</b>	<b>(55.3)</b>	<b>\$ 1.153</b>	<b>\$ 0.959</b>	<b>\$ (0.194)</b>	<b>(16.8)</b>
<b>Expenses</b>												
Labor:												
Payroll	2.254	1.959	0.295	13.1	0.167	0.051	0.116	69.5	2.421	2.010	0.411	17.0
Overtime	0.230	0.137	0.093	40.4	0.025	0.006	0.019	76.0	0.255	0.143	0.112	43.9
<b>Total Salaries &amp; Wages</b>	<b>\$ 2.484</b>	<b>\$ 2.096</b>	<b>\$ 0.388</b>	<b>15.6</b>	<b>\$ 0.192</b>	<b>\$ 0.057</b>	<b>\$ 0.135</b>	<b>70.3</b>	<b>\$ 2.676</b>	<b>\$ 2.153</b>	<b>\$ 0.523</b>	<b>19.5</b>
Health and Welfare	0.330	0.278	0.052	15.8	0.043	-	0.043	100.0	0.373	0.278	0.095	25.5
OPEB Current Portion	0.110	0.172	(0.062)	(56.4)	-	-	-	-	0.110	0.172	(0.062)	(56.4)
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	0.222	0.244	(0.022)	(9.9)	0.005	-	0.005	100.0	0.227	0.244	(0.017)	(7.5)
<b>Total Fringe Benefits</b>	<b>\$ 1.155</b>	<b>\$ 1.194</b>	<b>\$ (0.039)</b>	<b>(3.4)</b>	<b>\$ 0.056</b>	<b>\$ -</b>	<b>\$ 0.056</b>	<b>100.0</b>	<b>\$ 1.211</b>	<b>\$ 1.194</b>	<b>\$ 0.017</b>	<b>1.4</b>
Reimbursable Overhead	(0.146)	(0.119)	(0.027)	(18.5)	0.146	0.119	0.027	18.5	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 3.493</b>	<b>\$ 3.171</b>	<b>\$ 0.322</b>	<b>9.2</b>	<b>\$ 0.394</b>	<b>\$ 0.176</b>	<b>\$ 0.218</b>	<b>55.3</b>	<b>\$ 3.887</b>	<b>\$ 3.347</b>	<b>\$ 0.540</b>	<b>13.9</b>
Non-Labor:												
Electric Power	0.361	0.328	0.033	9.1	-	-	-	-	0.361	0.328	0.033	9.1
Fuel	0.045	0.024	0.021	46.7	-	-	-	-	0.045	0.024	0.021	46.7
Insurance	0.133	0.036	0.097	72.9	-	-	-	-	0.133	0.036	0.097	72.9
Claims	0.007	0.002	0.005	71.4	-	-	-	-	0.007	0.002	0.005	71.4
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.237	0.051	0.186	78.5	-	-	-	-	0.237	0.051	0.186	78.5
Professional Service Contracts	0.066	0.022	0.044	66.7	-	-	-	-	0.066	0.022	0.044	66.7
Materials & Supplies	0.229	0.024	0.205	89.5	-	-	-	-	0.229	0.024	0.205	89.5
Other Business Expenses	0.002	0.018	(0.016)	(800.0)	-	-	-	-	0.002	0.018	(0.016)	(800.0)
<b>Total Non-Labor Expenses</b>	<b>\$ 1.080</b>	<b>\$ 0.505</b>	<b>\$ 0.575</b>	<b>53.2</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ 1.080</b>	<b>\$ 0.505</b>	<b>\$ 0.575</b>	<b>53.2</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 4.573</b>	<b>\$ 3.676</b>	<b>\$ 0.897</b>	<b>19.6</b>	<b>\$ 0.394</b>	<b>\$ 0.176</b>	<b>\$ 0.218</b>	<b>55.3</b>	<b>\$ 4.967</b>	<b>\$ 3.852</b>	<b>\$ 1.115</b>	<b>22.4</b>
Depreciation	0.692	0.637	0.055	7.9	-	-	-	-	0.692	0.637	0.055	7.9
Other Post Employment Benefits	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 5.265</b>	<b>\$ 4.313</b>	<b>\$ 0.952</b>	<b>18.1</b>	<b>\$ 0.394</b>	<b>\$ 0.176</b>	<b>\$ 0.218</b>	<b>55.3</b>	<b>\$ 5.659</b>	<b>\$ 4.489</b>	<b>\$ 1.170</b>	<b>20.7</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (4.506)</b>	<b>\$ (3.530)</b>	<b>\$ 0.976</b>	<b>21.7</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (4.506)</b>	<b>\$ (3.530)</b>	<b>\$ 0.976</b>	<b>21.7</b>

Table 2

**MTA STATEN ISLAND RAILWAY**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**May 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
<b>Revenue</b>												
Farebox Revenue	2.499	2.433	(0.066)	(2.6)	-	-	-	-	2.499	2.433	(0.066)	(2.6)
Other Operating Revenue	1.160	1.123	(0.037)	(3.2)	-	-	-	-	1.160	1.123	(0.037)	(3.2)
Capital and Other Reimbursements	-	-	-	-	1.968	0.568	(1.400)	(71.1)	1.968	0.568	(1.400)	(71.1)
<b>Total Revenue</b>	<b>\$ 3.659</b>	<b>\$ 3.556</b>	<b>\$ (0.103)</b>	<b>(2.8)</b>	<b>\$ 1.968</b>	<b>\$ 0.568</b>	<b>\$ (1.400)</b>	<b>(71.1)</b>	<b>\$ 5.627</b>	<b>\$ 4.124</b>	<b>\$ (1.503)</b>	<b>(26.7)</b>
<b>Expenses</b>												
Labor:												
Payroll	8.266	7.803	0.463	5.6	0.835	0.186	0.649	77.7	9.101	7.989	1.112	12.2
Overtime	1.120	1.563	(0.443)	(39.6)	0.125	0.031	0.094	75.2	1.245	1.594	(0.349)	(28.0)
<b>Total Salaries &amp; Wages</b>	<b>\$ 9.386</b>	<b>\$ 9.366</b>	<b>\$ 0.020</b>	<b>0.2</b>	<b>\$ 0.960</b>	<b>\$ 0.217</b>	<b>\$ 0.743</b>	<b>77.4</b>	<b>\$ 10.346</b>	<b>\$ 9.583</b>	<b>\$ 0.763</b>	<b>7.4</b>
Health and Welfare	1.650	1.584	0.066	4.0	0.215	-	0.215	100.0	1.865	1.584	0.281	15.1
OPEB Current Portion	0.550	0.509	0.041	7.5	-	0.003	(0.003)	-	0.550	0.512	0.038	6.9
Pensions	2.465	2.500	(0.035)	(1.4)	0.038	-	0.038	100.0	2.503	2.500	0.003	0.1
Other Fringe Benefits	0.854	1.407	(0.553)	(64.8)	0.025	-	0.025	100.0	0.879	1.407	(0.528)	(60.1)
<b>Total Fringe Benefits</b>	<b>\$ 5.519</b>	<b>\$ 6.000</b>	<b>\$ (0.481)</b>	<b>(8.7)</b>	<b>\$ 0.278</b>	<b>\$ 0.003</b>	<b>\$ 0.275</b>	<b>98.9</b>	<b>\$ 5.797</b>	<b>\$ 6.003</b>	<b>\$ (0.206)</b>	<b>(3.6)</b>
Reimbursable Overhead	(0.730)	(0.270)	(0.460)	(63.0)	0.730	0.270	0.460	63.0	-	-	-	-
<b>Total Labor Expenses</b>	<b>\$ 14.175</b>	<b>\$ 15.096</b>	<b>\$ (0.921)</b>	<b>(6.5)</b>	<b>\$ 1.968</b>	<b>\$ 0.490</b>	<b>\$ 1.478</b>	<b>75.1</b>	<b>\$ 16.143</b>	<b>\$ 15.586</b>	<b>\$ 0.557</b>	<b>3.5</b>
Non-Labor:												
Electric Power	1.805	2.039	(0.234)	(13.0)	-	0.003	(0.003)	-	1.805	2.042	(0.237)	(13.1)
Fuel	0.225	0.135	0.090	40.0	-	-	-	-	0.225	0.135	0.090	40.0
Insurance	0.665	0.675	(0.010)	(1.5)	-	-	-	-	0.665	0.675	(0.010)	(1.5)
Claims	0.035	0.830	(0.795)	(2,271.4)	-	-	-	-	0.035	0.830	(0.795)	(2,271.4)
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	1.185	0.396	0.789	66.6	-	-	-	-	1.185	0.396	0.789	66.6
Professional Service Contracts	0.330	0.171	0.159	48.2	-	-	-	-	0.330	0.171	0.159	48.2
Materials & Supplies	1.058	0.481	0.577	54.5	-	0.075	(0.075)	-	1.058	0.556	0.502	47.4
Other Business Expenses	0.010	0.056	(0.046)	(460.0)	-	-	-	-	0.010	0.056	(0.046)	(460.0)
<b>Total Non-Labor Expenses</b>	<b>\$ 5.313</b>	<b>\$ 4.783</b>	<b>\$ 0.530</b>	<b>10.0</b>	<b>\$ -</b>	<b>\$ 0.078</b>	<b>\$ (0.078)</b>	<b>-</b>	<b>\$ 5.313</b>	<b>\$ 4.861</b>	<b>\$ 0.452</b>	<b>8.5</b>
Other Expenses Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses</b>												
<b>before Depreciation and OPEB</b>	<b>\$ 19.488</b>	<b>\$ 19.879</b>	<b>\$ (0.391)</b>	<b>(2.0)</b>	<b>\$ 1.968</b>	<b>\$ 0.568</b>	<b>\$ 1.400</b>	<b>71.1</b>	<b>\$ 21.456</b>	<b>\$ 20.447</b>	<b>\$ 1.009</b>	<b>4.7</b>
Depreciation	3.460	3.222	0.238	6.9	-	-	-	-	3.460	3.222	0.238	6.9
Other Post Employment Benefits	0.575	0.612	(0.037)	(6.4)	-	-	-	-	0.575	0.612	(0.037)	(6.4)
<b>Total Expenses</b>	<b>\$ 23.523</b>	<b>\$ 23.713</b>	<b>\$ (0.190)</b>	<b>(0.8)</b>	<b>\$ 1.968</b>	<b>\$ 0.568</b>	<b>\$ 1.400</b>	<b>71.1</b>	<b>\$ 25.491</b>	<b>\$ 24.281</b>	<b>\$ 1.210</b>	<b>4.7</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (19.864)</b>	<b>\$ (20.157)</b>	<b>\$ (0.293)</b>	<b>(1.5)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (19.864)</b>	<b>\$ (20.157)</b>	<b>\$ (0.293)</b>	<b>(1.5)</b>

Table 3

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

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	0.018	3.5	Increased ridership	(0.066)	(2.6)	Due to adverse weather early in the year
Other Operating Revenue	Non Reimb.	0.006	2.5	Mainly the favorable timing of student fare reimbursements	(0.037)	(3.2)	Mainly the unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	0.295	13.1	Mostly the favorable timing of expenses and vacancies	0.463	5.6	Mostly the favorable timing of expenses and vacancies
Overtime	Non Reimb.	0.093	40.4	Largely the favorable timing of maintenance requirements	(0.443)	(39.6)	Primarily the impact of adverse weather, and maintenance/vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.010)	(2.3)	The unfavorable timing of expenses	0.107	4.9	Favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.022)	(9.9)	Mainly increased interagency fringe benefit charges	(0.553)	(64.8)	Mainly increased interagency fringe benefit charges and Workers' Compensation expenses
Reimbursable Overhead	Non Reimb.	(0.027)	(18.5)	Primarily the unfavorable timing of Sandy/other reimbursable project requirements	(0.460)	(63.0)	Primarily the unfavorable timing of Sandy/other reimbursable project requirements
Electric Power	Non Reimb.	0.033	9.1	The favorable timing of expenses	(0.234)	(13.0)	Mainly the unfavorable timing of expenses
Fuel	Non Reimb.	0.021	46.7	Mainly lower fuel prices	0.090	40.0	Mainly lower fuel prices
Insurance	Non Reimb.	0.097	72.9	The favorable timing of interagency payments			
Claims	Non Reimb.				(0.795)	over (100.0)	Accumulated claims accrual adjustments
Maintenance & Other Operating Contracts	Non Reimb.	0.186	78.5	The favorable timing of non-revenue vehicle and other expenses	0.789	66.6	The favorable timing of non-revenue vehicle and other expenses
Professional Service Contracts	Non Reimb.	0.044	66.7	Mostly various office expense underruns	0.159	48.2	Mostly various office expense underruns
Materials and Supplies	Non Reimb.	0.205	89.5	The favorable timing of maintenance material requirements	0.577	54.5	The favorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	(0.218)	(55.3)	Timing of Contractor requirements	(1.400)	(71.1)	Timing of Contractor requirements
Payroll	Reimb.	0.116	69.5	Timing of Contractor requirements	0.649	77.7	Timing of Contractor requirements
Overtime	Reimb.	0.019	76.0	Timing of Contractor requirements	0.094	75.2	Timing of Contractor requirements
Health and Welfare (including OPEB current payment)	Reimb.	0.043	100.0	Timing of Contractor requirements	0.212	98.6	Timing of Contractor requirements

Table 4

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	0.520	0.534	0.014	2.7	2.499	2.371	(0.128)	(5.1)
Other Operating Revenue	0.239	0.908	0.669	279.9	1.160	1.669	0.509	43.9
Capital and Other Reimbursements	0.394	0.010	(0.384)	(97.5)	1.968	0.349	(1.619)	(82.3)
<b>Total Receipts</b>	<b>\$ 1.153</b>	<b>\$ 1.452</b>	<b>\$ 0.299</b>	<b>25.9</b>	<b>\$ 5.627</b>	<b>\$ 4.389</b>	<b>\$ (1.238)</b>	<b>(22.0)</b>
<b><u>Expenditures</u></b>								
Labor:								
Payroll	1.670	1.387	0.283	16.9	8.350	8.357	(0.007)	(0.1)
Overtime	0.255	0.167	0.088	34.5	1.245	1.505	(0.260)	(20.9)
Health and Welfare	0.373	2.128	(1.755)	(470.5)	1.865	2.150	(0.285)	(15.3)
OPEB Current Portion	0.110	0.199	(0.089)	(80.9)	0.550	0.238	0.312	56.7
Pensions	0.501	0.500	0.001	0.2	2.503	2.500	0.003	0.1
Other Fringe Benefits	0.166	0.234	(0.068)	(41.0)	0.818	1.545	(0.727)	(88.9)
GASB Account	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 3.075</b>	<b>\$ 4.615</b>	<b>\$ (1.540)</b>	<b>(50.1)</b>	<b>\$ 15.331</b>	<b>\$ 16.295</b>	<b>\$ (0.964)</b>	<b>(6.3)</b>
Non-Labor:								
Electric Power	0.361	0.371	(0.010)	(2.8)	1.805	2.374	(0.569)	(31.5)
Fuel	0.045	0.004	0.041	91.1	0.225	0.055	0.170	75.6
Insurance	0.133	0.037	0.096	72.2	0.665	0.323	0.342	51.4
Claims	0.007	-	0.007	100.0	0.035	0.955	(0.920)	(2,628.6)
Paratransit Service Contracts	-	-	-	-	-	-	-	-
Mtce. and Other Operating Contracts	0.237	0.032	0.205	86.5	1.185	0.395	0.790	66.7
Professional Service Contracts	0.066	0.014	0.052	78.8	0.330	0.323	0.007	2.1
Materials & Supplies	0.229	0.703	(0.474)	(207.0)	1.058	1.045	0.013	1.2
Other Business Expenditures	0.002	0.034	(0.032)	(1,600.0)	0.010	0.069	(0.059)	(590.0)
<b>Total Non-Labor Expenditures</b>	<b>\$ 1.080</b>	<b>\$ 1.195</b>	<b>\$ (0.115)</b>	<b>(10.6)</b>	<b>\$ 5.313</b>	<b>\$ 5.539</b>	<b>\$ (0.226)</b>	<b>(4.3)</b>
Other Expenditure Adjustments:								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 4.155</b>	<b>\$ 5.810</b>	<b>\$ (1.655)</b>	<b>(39.8)</b>	<b>\$ 20.644</b>	<b>\$ 21.834</b>	<b>\$ (1.190)</b>	<b>(5.8)</b>
<b>Operating Cash Deficit</b>	<b>\$ (3.002)</b>	<b>\$ (4.358)</b>	<b>\$ (1.356)</b>	<b>(45.2)</b>	<b>\$ (15.017)</b>	<b>\$ (17.445)</b>	<b>\$ (2.428)</b>	<b>(16.2)</b>



Table 5

MTA STATEN ISLAND RAILWAY  
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET  
EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL CASH BASIS  
May 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				(0.128)	(5.1%)	Mostly lower ridership due to adverse weather early in the year and the unfavorable timing of farebox cash settlements with NYCT
Other Operating Revenue	0.669	over 100.0%	Mostly the favorable timing of student fare reimbursements from 2014	0.509	43.9%	Mostly the favorable timing of student fare reimbursements from 2014
Capital and Other Reimbursements	(0.384)	(97.5%)	Unfavorable timing of project requirements/reimbursements	(1.619)	(82.3%)	Unfavorable timing of project requirements/reimbursements
Payroll	0.283	16.9%	Favorable timing of expenses			
Overtime	0.088	34.5%	Mostly the favorable timing of maintenance requirements	(0.260)	(20.9%)	Largely the impacts of adverse weather and maintenance/vacancy coverage requirements
Health and Welfare (including OPEB current payment)	(1.844)	over (100.0)%	The unfavorable timing of payments			
Other Fringe Benefits	(0.068)	(41.0%)	Mostly the unfavorable timing of payments	(0.727)	(88.9%)	Mostly higher expenses and higher Workers' Compensation payments
Electric Power				(0.569)	(31.5%)	Largely the unfavorable timing of expenses and payments
Insurance	0.096	72.2%	The favorable timing of interagency payments	0.342	51.4%	The favorable timing of interagency payments
Claims				(0.920)	over (100.0)%	Accumulated public liability claims payouts not anticipated in the Budget
Maintenance Contracts	0.205	86.5%	The favorable timing of non-revenue vehicle and other expenses	0.790	66.7%	The favorable timing of non-revenue vehicle and other expenses
Materials and Supplies	(0.474)	over (100.0)%	Largely the unfavorable timing of payments			

Table 6

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

	Month				Year-to-Date			
	Budget	Actual	Favorable (Unfavorable)		Budget	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<b><u>Receipts</u></b>								
Farebox Revenue	0.000	(0.004)	(0.004)	-	0.000	(0.062)	(0.062)	-
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue	0.000	0.663	0.663	-	0.000	0.546	0.546	-
Capital and Other Reimbursements	0.000	(0.166)	(0.166)	-	0.000	(0.219)	(0.219)	-
<b>Total Receipts</b>	<b>\$0.000</b>	<b>\$0.493</b>	<b>\$0.493</b>	-	<b>\$0.000</b>	<b>\$0.265</b>	<b>\$0.265</b>	-
<b><u>Expenditures</u></b>								
Labor:								
Payroll	0.751	0.623	(0.128)	(17.0)	0.751	(0.368)	(1.119)	(149.0)
Overtime	0.000	(0.024)	(0.024)	-	0.000	0.089	0.089	-
Health and Welfare	0.000	(1.850)	(1.850)	-	0.000	(0.566)	(0.566)	-
OPEB Current Portion	0.000	(0.027)	(0.027)	-	0.000	0.274	0.274	-
Pensions	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Fringe Benefits	0.061	0.010	(0.051)	(83.6)	0.061	(0.138)	(0.199)	(326.2)
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	-
<b>Total Labor Expenditures</b>	<b>\$0.812</b>	<b>(\$1.268)</b>	<b>(\$2.080)</b>	<b>(256.2)</b>	<b>\$0.812</b>	<b>(\$0.709)</b>	<b>(\$1.521)</b>	<b>(187.3)</b>
Non-Labor:								
Electric Power	0.000	(0.043)	(0.043)	-	0.000	(0.332)	(0.332)	-
Fuel	0.000	0.020	0.020	-	0.000	0.080	0.080	-
Insurance	0.000	(0.001)	(0.001)	-	0.000	0.352	0.352	-
Claims	0.000	0.002	0.002	-	0.000	(0.125)	(0.125)	-
Paratransit Service Contracts	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Mtce. and Other Operating Contracts	0.000	0.019	0.019	-	0.000	0.001	0.001	-
Professional Service Contracts	0.000	0.008	0.008	-	0.000	(0.152)	(0.152)	-
Materials & Supplies	0.000	(0.679)	(0.679)	-	0.000	(0.489)	(0.489)	-
Other Business Expenditures	0.000	(0.016)	(0.016)	-	0.000	(0.013)	(0.013)	-
<b>Total Non-Labor Expenditures</b>	<b>\$0.000</b>	<b>(\$0.690)</b>	<b>(\$0.690)</b>	-	<b>\$0.000</b>	<b>(\$0.678)</b>	<b>(\$0.678)</b>	-
Other Expenditures Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
<b>Total Other Expenditures Adjustments</b>	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-	<b>\$0.000</b>	<b>\$0.000</b>	<b>\$0.000</b>	-
<b>Total Expenses</b>								
<b>before Depreciation and OPEB</b>	<b>\$0.812</b>	<b>(\$1.958)</b>	<b>(\$2.770)</b>	<b>(341.1)</b>	<b>\$0.812</b>	<b>(\$1.387)</b>	<b>(\$2.199)</b>	<b>(270.8)</b>
Depreciation Adjustment	0.692	0.637	(0.055)	(7.9)	3.460	3.222	(0.238)	(6.9)
Other Post Employment Benefits	0.000	0.000	0.000	-	0.575	0.612	0.037	6.4
<b>Total Expenditures</b>	<b>\$1.504</b>	<b>(\$1.321)</b>	<b>(\$2.825)</b>	<b>(187.8)</b>	<b>\$4.847</b>	<b>\$2.447</b>	<b>(\$2.400)</b>	<b>(49.5)</b>
<b>Total Cash Conversion Adjustments</b>	<b>\$1.504</b>	<b>(\$0.828)</b>	<b>(\$2.332)</b>	<b>(155.1)</b>	<b>\$4.847</b>	<b>\$2.712</b>	<b>(\$2.135)</b>	<b>(44.0)</b>

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

<b><u>Function/Departments</u></b>	<b><u>Adopted Budget</u></b>	<b><u>Actual</u></b>	<b><u>Favorable (Unfavorable) Variance</u></b>
<b>Administration</b>			
Executive	13	11	2
General Office	6	6	0
Purchasing/Stores	6	5	1
<b>Total Administration</b>	<b>25</b>	<b>22</b>	<b>3</b>
<b>Operations</b>			
Transportation	103	109	(6)
<b>Total Operations</b>	<b>103</b>	<b>109</b>	<b>(6)</b>
<b>Maintenance</b>			
Mechanical	43	41	2
Electronics/Electrical	15	13	2
Power/Signals	26	19	7
Maintenance of Way	46	50	(4)
Infrastructure	25	26	(1)
<b>Total Maintenance</b>	<b>155</b>	<b>149</b>	<b>6</b>
<b>Engineering/Capital</b>			
Sandy Recovery	26	19	7
<b>Total Engineering Capital</b>	<b>26</b>	<b>19</b>	<b>7</b>
<b>Total Positions</b>	<b>309</b>	<b>299</b>	<b>10</b>
Non-Reimbursable	280	277	3
Reimbursable	29	22	7
Total Full-Time	309	299	10
Total Full-Time-Equivalents	0	0	0

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

	<u>Adopted Budget</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
<b>Administration</b>				
Managers/Supervisors	14	16	(2)	
Professional, Technical, Clerical	11	6	5	
Operational Hourlies	0	0	0	
<b>Total Administration</b>	<b>25</b>	<b>22</b>	<b>3</b>	
<b>Operations</b>				
Managers/Supervisors	5	2	3	
Professional, Technical, Clerical	3	4	(1)	
Operational Hourlies	95	103	(8)	
<b>Total Operations</b>	<b>103</b>	<b>109</b>	<b>(6)</b>	
<b>Maintenance</b>				
Managers/Supervisors	8	13	(5)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	134	10	
<b>Total Maintenance</b>	<b>155</b>	<b>149</b>	<b>6</b>	
<b>Engineering/Capital (Sandy Recovery)</b>				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	14	6	
<b>Total Engineering/Capital</b>	<b>26</b>	<b>19</b>	<b>7</b>	
<b>Total Positions</b>				
Managers/Supervisors	31	34	(3)	
Professional, Technical, Clerical	19	14	5	
Operational Hourlies	259	251	8	
<b>Total Positions</b>	<b>309</b>	<b>299</b>	<b>10</b>	

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

<b>Month of May</b>				
<u>Budget</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.380	0.389	0.009	2.4%	
<b>Year-to-Date</b>				
1.869	1.807	(0.062)	(3.3%)	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 May				Explanation
	2014	2015	Variance		
			Amount	Percent	
Average Weekday	0.016	0.017	0.001	4.5%	Mostly due to no rainfall on weeekdays in 2015 and 3.4 inches of rain in 2014, Return to higher ridership growth trend
Average Weekend	0.009	0.009	0.000	3.1%	Return to higher ridership growth trend
12-Month Rolling Average					
Average Weekday	0.015	0.016	0.000	2.9%	Higher ridership growth trend
Average Weekend	0.007	0.008	0.001	8.0%	Weekend service suspensions in 2013

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

**FINANCIAL AND RIDERSHIP REPORT****May 2015**

(All data are preliminary and subject to audit)

**Preliminary Actual Results Compared to the Adopted Budget (budget)**

**Operating revenue** was \$19.8 million in May, \$0.1 million (0.6 percent) below budget, due primarily to delays in miscellaneous recoveries. Year-to-date, operating revenue of \$93.0 million underran budget by \$2.6 million (2.7 percent). Farebox revenue was below budget by \$1.1 million (1.2 percent), due to lower ridership caused by adverse weather. Other operating revenue was under by \$1.6 million (14.3 percent), caused primarily by delays in miscellaneous recoveries.

Total MTA Bus **ridership** in May 2015 was 10.9 million, 0.3 percent (less than 0.1 million riders) below budget. Year-to-Date, ridership was 51.1 million, 2.6 percent (1.4 million riders) below budget. May 2015 average weekday ridership was 430,728, a decrease of 0.3 percent (1,440 riders) from May 2014. Average weekday ridership for the twelve months ending May 2015 was 409,007, an increase of 2.3 percent (9,137 riders) from the twelve months ending May 2014.

**Nonreimbursable expenses** before depreciation and Other Post-Employment Benefits were \$53.4 million in May, \$1.1 million (2.1 percent) above budget. Labor expenses exceeded budget by \$0.7 million (1.7 percent), due largely to higher health & welfare/OPEB current expenses of \$0.6 million (10.1 percent), due to prior period expenses. Overtime expenses were also in excess of budget by \$0.5 million (11.0 percent), caused primarily by additional maintenance requirements in support of an aging fleet and vacancy/absentee coverage requirements. Other fringe benefits underran budget by \$0.4 million (9.8 percent), resulting from the favorable timing of Workers' Compensation payments. Non-labor expenses were above budget by \$0.5 million (3.4 percent), including a \$1.1 million materials & supplies/maintenance contract net overrun representing prior period charges and the timing of expenses, and additional claims requirements of \$1.0 million (41.7 percent), partly offset by lower fuel prices of \$0.9 million (31.1 percent) and professional service contract underruns of \$0.6 million (25.6 percent). Year-to-date, expenses of \$257.9 million were under budget by \$3.0 million (1.1 percent). Labor expenses overran by \$5.1 million (2.7 percent), due primarily to higher overtime expenses of \$3.8 million (18.2 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 \$2.4 million (2.4 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 \$8.1 million (11.8 percent), of which \$4.5 million (30.9 percent) represented lower fuel prices with the remaining underrun of \$3.6 million due primarily to the favorable timing of expenses, affecting several accounts.

Depreciation expenses year-to-date exceeded budget by \$2.9 million (16.9 percent). Other Post-Employment Benefit expenses of \$41.8 million were essentially on budget.

The **operating cash deficit** (excluding subsidies) was \$167.2 million year-to-date, \$2.0 million (1.2 percent) above budget.

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**May 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
<b>Revenue</b>												
Farebox Revenue	\$ 17.697	\$ 17.751	\$ 0.054	0.3	\$ -	\$ -	\$ -	-	\$ 17.697	\$ 17.751	\$ 0.054	0.3
Other Operating Income	2.202	2.023	(0.179)	(8.1)	-	-	-	-	2.202	2.023	(0.179)	(8.1)
Capital and Other Reimbursements	-	-	-	-	0.473	0.890	0.417	88.2	0.473	0.890	0.417	88.2
<b>Total Revenue</b>	<b>\$ 19.899</b>	<b>\$ 19.774</b>	<b>\$ (0.125)</b>	<b>(0.6)</b>	<b>\$ 0.473</b>	<b>\$ 0.890</b>	<b>\$ 0.417</b>	<b>88.2</b>	<b>\$ 20.372</b>	<b>\$ 20.664</b>	<b>\$ 0.292</b>	<b>1.4</b>
<b>- Labor:</b>												
Payroll	\$ 20.525	\$ 20.438	\$ 0.087	0.4	\$ 0.224	\$ 0.440	\$ (0.216)	(96.4)	\$ 20.749	\$ 20.878	\$ (0.129)	(0.6)
Overtime	4.144	4.600	(0.456)	(11.0)	-	-	-	-	4.144	4.600	(0.456)	(11.0)
Health and Welfare	4.433	4.554	(0.121)	(2.7)	0.085	0.149	(0.064)	(75.3)	4.518	4.703	(0.185)	(4.1)
OPEB Current Payment	1.742	2.243	(0.501)	(28.8)	-	-	-	-	1.742	2.243	(0.501)	(28.8)
Pensions	3.762	3.799	(0.037)	(1.0)	0.039	0.074	(0.035)	(89.7)	3.801	3.873	(0.072)	(1.9)
Other Fringe Benefits	3.858	3.480	0.378	9.8	0.038	0.074	(0.036)	(94.7)	3.896	3.554	0.342	8.8
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.145	(0.145)	-	-	0.145	(0.145)	-
<b>Total Labor Expenses</b>	<b>\$ 38.464</b>	<b>\$ 39.114</b>	<b>\$ (0.650)</b>	<b>(1.7)</b>	<b>\$ 0.386</b>	<b>\$ 0.882</b>	<b>\$ (0.496)</b>	<b>*</b>	<b>\$ 38.850</b>	<b>\$ 39.996</b>	<b>\$ (1.146)</b>	<b>(2.9)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.149	\$ 0.157	\$ (0.008)	(5.4)	\$ -	\$ -	\$ -	-	\$ 0.149	\$ 0.157	\$ (0.008)	(5.4)
Fuel	2.938	2.025	0.913	31.1	-	-	-	-	2.938	2.025	0.913	31.1
Insurance	0.454	0.284	0.170	37.4	-	-	-	-	0.454	0.284	0.170	37.4
Claims	2.306	3.268	(0.962)	(41.7)	-	-	-	-	2.306	3.268	(0.962)	(41.7)
Maintenance and Other Operating Contracts	2.373	1.777	0.596	25.1	0.019	-	0.019	100.0	2.392	1.777	0.615	25.7
Professional Service Contracts	2.259	1.681	0.578	25.6	-	-	-	-	2.259	1.681	0.578	25.6
Materials & Supplies	3.094	4.763	(1.669)	(53.9)	0.068	0.008	0.060	88.2	3.162	4.771	(1.609)	(50.9)
Other Business Expense	0.206	0.290	(0.084)	(40.8)	-	-	-	-	0.206	0.290	(0.084)	(40.8)
<b>Total Non-Labor Expenses</b>	<b>\$ 13.777</b>	<b>\$ 14.245</b>	<b>\$ (0.468)</b>	<b>(3.4)</b>	<b>\$ 0.087</b>	<b>\$ 0.008</b>	<b>\$ 0.079</b>	<b>90.8</b>	<b>\$ 13.864</b>	<b>\$ 14.253</b>	<b>\$ (0.389)</b>	<b>(2.8)</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adjs.</b>	<b>\$ 52.241</b>	<b>\$ 53.359</b>	<b>\$ (1.118)</b>	<b>(2.1)</b>	<b>\$ 0.473</b>	<b>\$ 0.890</b>	<b>\$ (0.417)</b>	<b>(88.2)</b>	<b>\$ 52.714</b>	<b>\$ 54.249</b>	<b>\$ (1.535)</b>	<b>(2.9)</b>
Depreciation	3.479	4.058	(0.579)	(16.6)	-	-	-	-	3.479	4.058	(0.579)	(16.6)
OPEB Obligation	8.346	8.349	(0.003)	(0.0)	-	-	-	-	8.346	8.349	(0.003)	(0.0)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Expenses</b>	<b>\$ 64.066</b>	<b>\$ 65.766</b>	<b>\$ (1.700)</b>	<b>(2.7)</b>	<b>\$ 0.473</b>	<b>\$ 0.890</b>	<b>\$ (0.417)</b>	<b>(88.2)</b>	<b>\$ 64.539</b>	<b>\$ 66.656</b>	<b>\$ (2.117)</b>	<b>(3.3)</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (44.167)</b>	<b>\$ (45.992)</b>	<b>\$ (1.825)</b>	<b>(4.1)</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ (44.167)</b>	<b>\$ (45.992)</b>	<b>\$ (1.825)</b>	<b>(4.1)</b>

NOTE: Totals may not add due to rounding



**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**May 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
<b>Revenue</b>												
Farebox Revenue	\$ 84.676	\$ 83.623	\$ (1.053)	(1.2)	\$ -	\$ -	\$ -	-	\$ 84.676	\$ 83.623	\$ (1.053)	(1.2)
Other Operating Income	10.987	9.411	(1.576)	(14.3)	-	-	-	-	10.987	9.411	(1.576)	(14.3)
Capital and Other Reimbursements	-	-	-	-	2.358	2.051	(0.307)	(13.0)	2.358	2.051	(0.307)	(13.0)
<b>Total Revenue</b>	<b>\$ 95.663</b>	<b>\$ 93.034</b>	<b>\$ (2.629)</b>	<b>(2.7)</b>	<b>\$ 2.358</b>	<b>\$ 2.051</b>	<b>\$ (0.307)</b>	<b>(13.0)</b>	<b>\$ 98.021</b>	<b>\$ 95.085</b>	<b>\$ (2.936)</b>	<b>(3.0)</b>
<b>Expenses</b>												
<b>Labor:</b>												
Payroll	\$ 102.420	\$ 104.833	\$ (2.413)	(2.4)	1.117	1.153	\$ (0.036)	(3.2)	\$ 103.537	\$ 105.986	\$ (2.449)	(2.4)
Overtime	20.805	24.598	(3.793)	(18.2)	-	-	-	-	20.805	24.598	(3.793)	(18.2)
Health and Welfare	22.119	22.323	(0.204)	(0.9)	0.426	0.356	0.070	16.5	22.545	22.679	(0.134)	(0.6)
OPEB Current Payment	8.710	8.243	0.467	5.4	-	-	-	-	8.710	8.243	0.467	5.4
Pensions	18.772	19.401	(0.629)	(3.3)	0.193	0.166	0.027	14.0	18.965	19.567	(0.602)	(3.2)
Other Fringe Benefits	19.251	17.828	1.423	7.4	0.189	0.166	0.023	12.2	19.440	17.994	1.446	7.4
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.169	(0.169)	-	-	0.169	(0.169)	-
<b>Total Labor Expenses</b>	<b>\$ 192.077</b>	<b>\$ 197.226</b>	<b>\$ (5.149)</b>	<b>(2.7)</b>	<b>\$ 1.925</b>	<b>\$ 2.010</b>	<b>\$ (0.085)</b>	<b>(4.4)</b>	<b>\$ 194.003</b>	<b>\$ 199.236</b>	<b>\$ (5.233)</b>	<b>(2.7)</b>
<b>Non-Labor:</b>												
Electric Power	\$ 0.742	\$ 0.666	\$ 0.076	10.2	\$ -	\$ -	\$ -	-	\$ 0.742	\$ 0.666	\$ 0.076	10.2
Fuel	14.658	10.129	4.529	30.9	-	-	-	-	14.658	10.129	4.529	30.9
Insurance	2.266	1.450	0.816	36.0	-	-	-	-	2.266	1.450	0.816	36.0
Claims	11.507	11.268	0.239	2.1	-	-	-	-	11.507	11.268	0.239	2.1
Maintenance and Other Operating Contracts	11.839	8.124	3.715	31.4	0.094	-	0.094	100.0	11.933	8.124	3.809	31.9
Professional Service Contracts	11.270	8.463	2.807	24.9	-	-	-	-	11.270	8.463	2.807	24.9
Materials & Supplies	15.438	19.078	(3.640)	(23.6)	0.339	0.041	0.298	87.9	15.777	19.119	(3.342)	(21.2)
Other Business Expense	1.027	1.455	(0.428)	(41.7)	-	-	-	-	1.027	1.455	(0.428)	(41.7)
<b>Total Non-Labor Expenses</b>	<b>\$ 68.746</b>	<b>\$ 60.633</b>	<b>\$ 8.113</b>	<b>11.8</b>	<b>\$ 0.433</b>	<b>\$ 0.041</b>	<b>\$ 0.392</b>	<b>90.5</b>	<b>\$ 69.179</b>	<b>\$ 60.674</b>	<b>\$ 8.505</b>	<b>12.3</b>
<b>Other Expense Adjustments:</b>												
Other	-	-	-	-	-	-	-	-	-	-	-	-
<b>Total Other Expense Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenses before Non-Cash Liability Adj.</b>	<b>\$ 260.823</b>	<b>\$ 257.859</b>	<b>\$ 2.964</b>	<b>1.1</b>	<b>\$ 2.358</b>	<b>\$ 2.051</b>	<b>\$ 0.307</b>	<b>13.0</b>	<b>\$ 263.182</b>	<b>\$ 259.910</b>	<b>\$ 3.272</b>	<b>1.2</b>
Depreciation	17.359	20.290	(2.931)	(16.9)	-	-	-	-	17.359	20.290	(2.931)	(16.9)
OPEB Obligation	41.730	41.751	(0.022)	(0.1)	-	-	-	-	41.730	41.751	(0.022)	(0.1)
Environmental Remediation	-	0.004	(0.004)	-	-	-	-	-	-	0.004	(0.004)	-
<b>Total Expenses</b>	<b>\$ 319.912</b>	<b>\$ 319.904</b>	<b>\$ 0.008</b>	<b>0.0</b>	<b>\$ 2.358</b>	<b>\$ 2.051</b>	<b>\$ 0.307</b>	<b>13.0</b>	<b>\$ 322.270</b>	<b>\$ 321.955</b>	<b>\$ 0.315</b>	<b>0.1</b>
<b>Net Surplus/(Deficit)</b>	<b>\$ (224.249)</b>	<b>\$ (226.870)</b>	<b>\$ (2.621)</b>	<b>(1.2)</b>	<b>\$ (0.000)</b>	<b>\$ -</b>	<b>\$ 0.000</b>	<b>*</b>	<b>\$ (224.249)</b>	<b>\$ (226.870)</b>	<b>\$ (2.621)</b>	<b>(1.2)</b>

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	May 2015				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$	0.054	0.3	(a)	\$	(1.053)	(1.2)	Lower ridership due to the snow storm shutdown of Jan 26-27 and adverse weather.
Other Operating Revenue	NR	\$	(0.179)	(8.1)	Delays in miscellaneous recoveries including Sandy	\$	(1.576)	(14.3)	Delays in miscellaneous recoveries including Sandy
Capital and Other Reimbursements	R	\$	0.417	88.2	Reimbursement receipts from prior periods	\$	(0.307)	(13.0)	Delayed funding, timing of reimbursement receipts, and vacancies
<b>Total Revenue Variance</b>		<b>\$</b>	<b>0.292</b>	<b>1.4</b>		<b>\$</b>	<b>(2.936)</b>	<b>(3.0)</b>	
Payroll	NR	\$	0.087	0.4	(a)	\$	(2.413)	(2.4)	Demographic progression rate changes in the representative groups not budgeted and court judgment for back pay, partially offset by vacancies.
Overtime	NR	\$	(0.456)	(11.0)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	\$	(3.793)	(18.2)	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	\$	(0.622)	(10.1)	Prior period expenses.	\$	0.263	0.9	Timing of expenses
Pension	NR	\$	(0.037)	(1.0)	(a)	\$	(0.629)	(3.3)	Greater than budgeted expenses
Other Fringe Benefits	NR	\$	0.378	9.8	Favorable timing of workers' compensation payments and associated vacancies	\$	1.423	7.4	Favorable timing of workers' compensation payments and associated vacancies
Electric Power	NR	\$	(0.008)	(5.4)	(a)	\$	0.076	10.2	Timing of expenses
Fuel	NR	\$	0.913	31.1	Lower rates	\$	4.529	30.9	Primarily due to lower rates and reduced service as a result of Winter Storms
Insurance	NR	\$	0.170	37.4	Timing of expenses	\$	0.816	36.0	Timing of expenses
Claims	NR	\$	(0.962)	(41.7)	Greater than budgeted expenses	\$	0.239	2.1	Timing of expenses
Maintenance and Other Operating Contracts	NR	\$	0.596	25.1	Timing of expenses and mischarge of security costs in Material and Supplies.	\$	3.715	31.4	Timing of expenses and mischarge of security costs in Material and Supplies.
Professional Service Contracts	NR	\$	0.578	25.6	(a)	\$	2.807	24.9	Timing of expenses
Materials & Supplies	NR	\$	(1.669)	(53.9)	Prior period expenses and mischarges of security costs belonging in Maintenance and Other Operating Contracts	\$	(3.640)	(23.6)	Prior period expenses and mischarges of security costs belonging in Maintenance and Other Operating Services
Other Business Expense	NR	\$	(0.084)	(40.8)	Higher Automatic Collection Fees	\$	(0.428)	(41.7)	Higher Automatic Collection Fees
Depreciation	NR	\$	(0.579)	(16.6)	Non cash expense	\$	(2.931)	(16.9)	Non cash expense
Other Post Employment Benefits	NR	\$	(0.003)	(0.0)	(a)	\$	(0.022)	(0.1)	(a)
Environmental Remediation		\$	-	-		\$	(0.004)	-	
Payroll	R	\$	(0.216)	(96.4)	Prior period expenses	\$	(0.036)	(3.2)	(a)
Health and Welfare	R	\$	(0.064)	(75.3)	} Prior period expenses	\$	0.070	16.5	} Timing of charges.
Pension	R	\$	(0.035)	(89.7)		\$	0.027	14.0	
Other Fringe Benefits	R	\$	(0.036)	(94.7)		\$	0.023	12.2	
Reimbursable Overhead	R	\$	(0.145)	*	Prior period expenses	\$	(0.169)	*	Prior period expenses
Maintenance and Other Operating Contracts	R	\$	0.019	*	Timing of charges	\$	0.094	*	Timing of charges
Materials & Supplies	R	\$	0.060	*	Timing of charges	\$	0.298	*	Timing of charges
<b>Total Expense Variance</b>		<b>\$</b>	<b>(2.117)</b>	<b>(3.3)</b>		<b>\$</b>	<b>0.315</b>	<b>0.1</b>	
<b>Net Variance</b>		<b>\$</b>	<b>(1.825)</b>	<b>(4.1)</b>		<b>\$</b>	<b>(2.621)</b>	<b>(1.2)</b>	

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

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

	May 2015				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Adopted Budget	Actual	Variance	Percent	Adopted Budget	Actual	Variance	Percent
<b>Receipts</b>								
Farebox Revenue	\$ 17.697	\$ 17.101	\$ (0.596)	(3.4)	\$ 84.675	\$ 82.333	\$ (2.342)	(2.8)
Other Operating Revenue	2.228	1.903	(0.325)	(14.6)	11.139	8.505	(2.634)	(23.6)
Capital and Other Reimbursements	0.883	0.515	(0.368)	(41.7)	4.414	1.780	(2.634)	(59.7)
<b>Total Receipts</b>	<b>\$ 20.807</b>	<b>\$ 19.519</b>	<b>\$ (1.288)</b>	<b>(6.2)</b>	<b>\$ 100.229</b>	<b>\$ 92.618</b>	<b>\$ (7.611)</b>	<b>(7.6)</b>
<b>Expenditures</b>								
<i>Labor:</i>								
Payroll	\$ 19.170	\$ 18.815	\$ 0.355	1.9	\$ 105.437	\$ 102.921	\$ 2.516	2.4
Overtime	4.144	4.600	(0.456)	(11.0)	20.805	24.598	(3.793)	(18.2)
Health and Welfare	4.537	4.540	(0.003)	(0.1)	22.686	24.181	(1.495)	(6.6)
OPEB Current Payment	1.742	2.243	(0.501)	(28.8)	8.710	6.743	1.967	22.6
Pensions	3.831	3.800	0.031	0.8	19.155	19.402	(0.247)	(1.3)
Other Fringe Benefits	3.679	3.848	(0.169)	(4.6)	20.235	18.795	1.440	7.1
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
<b>Total Labor Expenditures</b>	<b>\$ 37.104</b>	<b>\$ 37.846</b>	<b>\$ (0.742)</b>	<b>(2.0)</b>	<b>\$ 197.029</b>	<b>\$ 196.640</b>	<b>\$ 0.389</b>	<b>0.2</b>
<i>Non-Labor:</i>								
Electric Power	\$ 0.150	\$ 0.157	\$ (0.007)	(4.7)	\$ 0.750	\$ 0.666	\$ 0.084	11.2
Fuel	2.972	1.890	1.082	36.4	14.862	8.711	6.151	41.4
Insurance	0.460	-	0.460	100.0	2.300	0.719	1.581	68.7
Claims	2.000	0.757	1.243	62.2	10.000	14.333	(4.333)	(43.3)
Maintenance and Other Operating Contracts	2.419	(0.220)	2.639	*	12.097	6.027	6.070	50.2
Professional Service Contracts	2.285	1.250	1.035	45.3	11.425	10.073	1.352	11.8
Materials & Supplies	3.199	3.536	(0.337)	(10.5)	15.995	21.478	(5.483)	(34.3)
Other Business Expenses	0.208	0.243	(0.035)	(16.8)	1.040	1.213	(0.173)	(16.6)
<b>Total Non-Labor Expenditures</b>	<b>\$ 13.694</b>	<b>\$ 7.613</b>	<b>\$ 6.081</b>	<b>44.4</b>	<b>\$ 68.469</b>	<b>\$ 63.220</b>	<b>\$ 5.249</b>	<b>7.7</b>
<b>Other Expenditure Adjustments :</b>								
Other	-	-	-	-	-	-	-	-
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>
<b>Total Expenditures</b>	<b>\$ 50.798</b>	<b>\$ 45.459</b>	<b>\$ 5.339</b>	<b>10.5</b>	<b>\$ 265.498</b>	<b>\$ 259.860</b>	<b>\$ 5.638</b>	<b>2.1</b>
<b>Operating Cash Surplus/(Deficit)</b>	<b>\$ (29.990)</b>	<b>\$ (25.940)</b>	<b>\$ 4.050</b>	<b>13.5</b>	<b>\$ (165.269)</b>	<b>\$ (167.242)</b>	<b>\$ (1.973)</b>	<b>(1.2)</b>

NOTE: Totals may not add due to rounding

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

Operating Receipts or Disbursements	May 2015			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (0.596)	(3.4)	Lower ridership	\$ (2.342)	(2.8)	Lower ridership due to the snow storm shutdown of Jan 26-27 and adverse weather.
Other Operating Revenue	(0.325)	(14.6)	Delays in miscellaneous recoveries including Sandy	(2.634)	(23.6)	Delays in miscellaneous recoveries including Sandy
Capital and Other Reimbursements	(0.368)	(41.7)	Delayed funding, timing of reimbursement receipts, and vacancies.	(2.634)	(59.7)	Delayed funding, timing of reimbursement receipts, and vacancies.
<b>Total Receipts</b>	<b>\$ (1.288)</b>	<b>(6.2)</b>		<b>\$ (7.611)</b>	<b>(7.6)</b>	
Payroll	\$ 0.355	1.9	Vacancies	\$ 2.516	2.4	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	(0.456)	(11.0)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	(3.793)	(18.2)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	(0.504)	(8.0)	Payment of prior period expenses	0.472	1.5	Timing of payments
Pension	0.031	0.8	(a)	(0.247)	(1.3)	(a)
Other Fringe Benefits	(0.169)	(4.6)	(a)	1.440	7.1	(a)
GASB	-	-		-	-	
Electric Power	(0.007)	(4.7)	(a)	0.084	11.2	(a)
Fuel	1.082	36.4	Lower rates	6.151	41.4	Lower rate and reduced service as the result of Winter Storms
Insurance	0.460	100.0	Timing of payments	1.581	68.7	Timing of payments
Claims	1.243	62.2	Timing of payments	(4.333)	(43.3)	Payments for injuries from bus collisions occurring in 2011-2014
Maintenance and Other Operating Contracts	2.639	*	Timing of payments	6.070	50.2	Timing of payments and mischarge of security costs in Material and Supplies.
Professional Service Contracts	1.035	45.3	Timing of payments	1.352	11.8	Timing of payments
Materials & Supplies	(0.337)	(10.5)	Greater than budgeted expenses	(5.483)	(34.3)	Mischarge of security costs belonging in Maintenance and Operating Contracts and payments for prior periods
Other Business Expenditure	(0.035)	(16.8)	Greater than budgeted expenses	(0.173)	(16.6)	Greater than budgeted expenses
<b>Total Expenditures</b>	<b>\$ 5.339</b>	<b>10.5</b>		<b>\$ 5.638</b>	<b>2.1</b>	
<b>Net Cash Variance</b>	<b>\$ 4.050</b>	<b>13.5</b>		<b>\$ (1.973)</b>	<b>(1.2)</b>	

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

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

(\$ in millions)

	May 2015					Year-To-Date				
	Favorable (Unfavorable)					Favorable (Unfavorable)				
	Adopted Budget	Actual	Variance	Percent		Adopted Budget	Actual	Variance	Percent	
<b>Receipts</b>										
Farebox Revenue	\$ (0.000)	\$ (0.650)	\$ (0.650)	*		\$ (0.000)	\$ (1.290)	\$ (1.290)	*	
Other Operating Revenue	0.026	(0.120)	(0.146)	*		0.152	(0.906)	(1.058)	*	
Capital and Other Reimbursements	0.410	(0.375)	(0.785)	*		2.056	(0.271)	(2.327)	*	
<b>Total Receipts</b>	<b>\$ 0.435</b>	<b>\$ (1.145)</b>	<b>\$ (1.580)</b>	<b>*</b>		<b>\$ 2.208</b>	<b>\$ (2.467)</b>	<b>\$ (4.675)</b>	<b>*</b>	
<b>Expenditures</b>										
<i>Labor:</i>										
Payroll	\$ 1.579	\$ 2.063	\$ 0.484	30.6		\$ (1.900)	\$ 3.065	\$ 4.965	*	
Overtime	-	-	-	-		-	-	-	-	
Health and Welfare	(0.019)	0.163	0.182	*		(0.141)	(1.502)	(1.361)	*	
OPEB Current Payment	-	-	-	-		-	1.500	1.500	-	
Pensions	(0.031)	0.073	0.104	*		(0.190)	0.165	0.355	*	
Other Fringe Benefits	0.217	(0.294)	(0.511)	*		(0.795)	(0.801)	(0.006)	(0.7)	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	0.145	0.145	-		-	0.169	0.169	-	
<b>Total Labor Expenditures</b>	<b>\$ 1.746</b>	<b>\$ 2.150</b>	<b>\$ 0.404</b>	<b>23.1</b>		<b>\$ (3.026)</b>	<b>\$ 2.596</b>	<b>\$ 5.622</b>	<b>*</b>	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ (0.001)	\$ -	\$ 0.001	100.0		\$ (0.008)	\$ -	\$ 0.008	100.0	
Fuel for Buses and Trains	(0.035)	0.135	0.170	*		(0.204)	1.418	1.622	*	
Insurance	(0.006)	0.284	0.290	*		(0.034)	0.731	0.765	*	
Claims	0.306	2.511	2.205	*		1.507	(3.065)	(4.572)	*	
Maintenance and Other Operating Contracts	(0.027)	1.997	2.024	*		(0.164)	2.097	2.261	*	
Professional Service Contracts	(0.026)	0.431	0.457	*		(0.155)	(1.610)	(1.455)	*	
Materials & Supplies	(0.037)	1.235	1.272	*		(0.218)	(2.359)	(2.141)	*	
Other Business Expenditures	(0.002)	0.047	0.049	*		(0.013)	0.242	0.255	*	
<b>Total Non-Labor Expenditures</b>	<b>\$ 0.171</b>	<b>\$ 6.640</b>	<b>\$ 6.469</b>	<b>*</b>		<b>\$ 0.710</b>	<b>\$ (2.546)</b>	<b>\$ (3.256)</b>	<b>*</b>	
<b>Other Expenditure Adjustments:</b>										
Other	-	-	-	-		-	-	-	-	
<b>Total Other Expenditure Adjustments</b>	<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>		<b>\$ -</b>	<b>\$ -</b>	<b>\$ -</b>	<b>-</b>	
<b>Gap Closing Expenditures:</b>										
'Additional Actions for Budget Balance: Expenditures	-	-	-	-		-	-	-	-	
<b>Total Gap Closing Expenditures</b>	<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>		<b>-</b>	<b>-</b>	<b>-</b>	<b>-</b>	
<b>Total Cash Conversion Adjustments before Non-Cash Liability Adjs.</b>										
	<b>\$ 2.352</b>	<b>\$ 7.645</b>	<b>\$ 5.293</b>	<b>*</b>		<b>\$ (0.108)</b>	<b>\$ (2.417)</b>	<b>\$ (2.309)</b>	<b>*</b>	
Depreciation Adjustment	3.479	4.058	0.579	16.6		17.359	20.290	2.931	16.9	
Other Post Employment Benefits	8.346	8.349	0.003	0.0		41.730	41.751	0.022	0.1	
Environmental Remediation	-	-	-	-		-	0.004	0.004	-	
<b>Total Cash Conversion Adjustments</b>	<b>\$ 14.177</b>	<b>\$ 20.052</b>	<b>\$ 5.875</b>	<b>41.4</b>		<b>\$ 58.980</b>	<b>\$ 59.628</b>	<b>\$ 0.648</b>	<b>1.1</b>	

NOTE: Totals may not add due to rounding

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

	<u>May 2015</u>			<u>Year-to-date as of May 2015</u>		
	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance	Adopted Budget	Actual	Favorable/ (Unfavorable) Variance
<b><u>Farebox Revenue</u></b>						
Fixed Route	\$ 17.697	\$ 17.751	\$ 0.054	\$ 84.676	\$ 83.623	\$ (1.053)
<b>Total Farebox Revenue</b>	<b>\$ 17.697</b>	<b>\$ 17.751</b>	<b>\$ 0.054</b>	<b>\$ 84.676</b>	<b>\$ 83.623</b>	<b>\$ (1.053)</b>
Other Revenue	\$ 2.202	\$ 2.023	\$ (0.179)	\$ 10.987	\$ 9.411	\$ (1.576)
Capital & Other	0.473	0.890	0.417	2.358	2.051	(0.307)
<b>Total Revenue</b>	<b>\$ 20.372</b>	<b>\$ 20.664</b>	<b>\$ 0.292</b>	<b>\$ 98.021</b>	<b>\$ 95.085</b>	<b>\$ (2.936)</b>
<b><u>Ridership</u></b>						
Fixed Route	10.909	10.878	(0.031)	52.433	51.057	(1.376)
<b>Total Ridership</b>	<b>10.909</b>	<b>10.878</b>	<b>(0.031)</b>	<b>52.433</b>	<b>51.057</b>	<b>(1.376)</b>

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

FUNCTION/DEPARTMENT	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
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	10	3	
Non-Departmental	27	-	27	
<b>Total Administration</b>	<b>141</b>	<b>103</b>	<b>38</b>	Vacancies to be filled
<b>Operations</b>				
Buses	2,226	2,191	35	
Office of the Executive VP	1	4	(3)	
Safety & Training	31	57.00	(26)	Students in Training
Road Operations	119	114	5	
Transportation Support	20	23	(3)	
Operations Planning	31	30	1	
Revenue Control	27	25	2	
<b>Total Operations</b>	<b>2,455</b>	<b>2,444</b>	<b>11</b>	
<b>Maintenance</b>				
Buses	754	751	3	
Maintenance Support/CMF	176	172	4	
Facilities	73	67	6	
Supply Logistics	92	92	-	
<b>Total Maintenance</b>	<b>1,095</b>	<b>1,082</b>	<b>13</b>	Vacancies to be filled
Capital Program Management	37	25	12	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>25</b>	<b>12</b>	Vacancies to be filled
Security	18	16	2	
<b>Total Public Safety</b>	<b>18</b>	<b>16</b>	<b>2</b>	
<b>Total Positions</b>	<b>3,746</b>	<b>3,670</b>	<b>76</b>	
Non-Reimbursable	3,708	3,636	72	
Reimbursable	38	34	4	
<b>Total Full-Time</b>	<b>3,731</b>	<b>3,656</b>	<b>75</b>	
Total Full-Time Equivalents	15	14	1	

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

FUNCTION/OCCUPATIONAL GROUP	Adopted Budget	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
<b>Administration</b>				
Managers/Supervisors	54	45	9	
Professional, Technical, Clerical	62	58	4	
Operational Hourlies	25	-	25	
<b>Total Administration</b>	<b>141</b>	<b>103</b>	<b>38</b>	Vacancies to be filled
<b>Operations</b>				
Managers/Supervisors	304	297	7	
Professional, Technical, Clerical	50	53	(3)	
Operational Hourlies	2,101	2,094	7	
<b>Total Operations</b>	<b>2,455</b>	<b>2,444</b>	<b>11</b>	
<b>Maintenance</b>				
Managers/Supervisors	217	220	(3)	
Professional, Technical, Clerical	18	22	(4)	
Operational Hourlies	860	840	20	
<b>Total Maintenance</b>	<b>1,095</b>	<b>1,082</b>	<b>13</b>	Vacancies to be filled
<b>Engineering/Capital</b>				
Managers/Supervisors	21	13	8	
Professional, Technical, Clerical	16	12	4	
Operational Hourlies	-	-	-	
<b>Total Engineering/Capital</b>	<b>37</b>	<b>25</b>	<b>12</b>	Vacancies to be filled
<b>Public Safety</b>				
Managers/Supervisors	14	11	3	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	2	(2)	
<b>Total Public Safety</b>	<b>18</b>	<b>16</b>	<b>2</b>	
<b>Total Baseline Positions</b>				
Managers/Supervisors	610	586	24	
Professional, Technical, Clerical	150	148	2	
Operational Hourlies	2,986	2,936	50	
<b>Total Baseline Positions</b>	<b>3,746</b>	<b>3,670</b>	<b>76</b>	



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

	May						May Year-to-Date					
	Adopted Budget		Actuals		Var. - Fav./(Unfav)		Adopted Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
<b>NON-REIMBURSABLE OVERTIME</b>												
<u>Scheduled Service</u>	53,200	\$2.2	50,001	\$2.0	3,199	\$0.2	259,257	\$10.7	248,965	\$10.6	10,291	\$0.1
					6.0%	7.3%					4.0%	1.3%
<u>Unscheduled Service</u>	10,859	\$0.5	10,355	\$0.4	503	0.0	52,991	\$2.3	43,445	\$1.9	9,546	0.5
					4.6%	8.1%					18.0%	19.8%
<u>Programmatic/Routine Maintenance</u>	15,232	\$0.7	21,812	\$1.0	(6,579)	(0.3)	83,601	\$3.6	127,473	\$5.7	(43,873)	(2.1)
					-43.2%	-46.8%					-52.5%	-59.0%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
					0.0%	0.0%					0.0%	0.0%
<u>Vacancy/Absentee Coverage</u>	15,420	\$0.7	24,886	\$1.1	(9,466)	(0.5)	72,243	\$3.2	92,810	\$4.2	(20,567)	(1.1)
					-61.4%	-68.8%					-28.5%	-33.9%
<u>Weather Emergencies</u>	3,308	\$0.1	56	\$0.0	3,252	0.1	21,053	\$0.8	41,362	\$1.9	(20,309)	(1.1)
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	232	\$0.0	199	\$0.0	33	0.0	1,041	\$0.0	897	\$0.0	144	0.0
					14.3%	24.8%					13.9%	23.6%
<u>Other</u>	323	\$0.0	621	\$0.0	(298)	(0.0)	1,573	\$0.1	3,356	\$0.2	(1,783)	(0.1)
					*	*					*	*
Subtotal	98,574	\$4.1	107,929	\$4.6	(9,355)	(\$0.5)	491,759	\$20.8	558,309	\$24.6	(66,550)	(\$3.8)
					-9.5%	-11.0%					-13.5%	-18.2%
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
<b>TOTAL OVERTIME</b>	<b>98,574</b>	<b>\$4.1</b>	<b>107,929</b>	<b>\$4.6</b>	<b>(9,355)</b>	<b>(\$0.5)</b>	<b>491,759</b>	<b>\$20.8</b>	<b>558,309</b>	<b>\$24.6</b>	<b>(66,550)</b>	<b>(\$3.8)</b>
					<b>-9.5%</b>	<b>-11.0%</b>					<b>-13.5%</b>	<b>-18.2%</b>

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)

	May			0		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
<b>NON-REIMBURSABLE OVERTIME</b>						
Scheduled Service	3,199	\$0.2		10,291	\$0.1	
	6.0%	7.3%		4.0%	1.3%	
Unscheduled Service	503	\$0.0		9,546	\$0.5	
	4.6%	8.1%		18.0%	19.8%	
Programmatic/Routine Maintenance	(6,579)	(\$0.3)		(43,873)	(\$2.1)	
	-43.2%	-46.8%	Aging bus fleet impact on bus maintenance.	-52.5%	-59.0%	Aging bus fleet impact on bus maintenance.
Unscheduled Maintenance	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
Vacancy/Absentee Coverage	(9,466)	(\$0.5)	Vacancies	(20,567)	(\$1.1)	Vacancies
	-61.4%	-68.8%		-28.5%	-33.9%	
Weather Emergencies	3,252	\$0.1		(20,309)	(\$1.1)	-
	*	*		*	*	
Safety/Security/Law Enforcement	33	\$0.0		144	\$0.0	
	14.3%	24.8%		13.9%	23.6%	
Other	(298)	(\$0.0)		(1,783)	(\$0.1)	
	*	*		*	*	
<b>Subtotal</b>	<b>(9,355)</b>	<b>(\$0.5)</b>		<b>(66,550)</b>	<b>(\$3.8)</b>	
	-9.5%	-11.0%		-13.5%	-18.2%	
<b>REIMBURSABLE OVERTIME</b>	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<b>TOTAL OVERTIME</b>	<b>(9,355)</b>	<b>(\$0.5)</b>		<b>(66,550)</b>	<b>(\$3.8)</b>	

**METROPOLITAN TRANSPORTATION AUTHORITY**  
**2015 Overtime Reporting**  
**Overtime Legend**

**REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS**

<b><u>Type</u></b>	<b><u>Definition</u></b>
<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.

# Report



## FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
<b>Design Starts</b>	\$17.3	\$57.5	332
<b>Design Completions</b>	79.0	28.9	37
<b>Awards</b>	884.6	737.3	83
<b>Substantial Completions</b>	679.5	531.8	78
<b>Closeouts</b>	2,593.5	432.8	17

During May, NYCT awarded projects totaling \$51.2 million including:

- station improvements including platform and mezzanine repairs at the Wilson Avenue and Atlantic Avenue Stations on the Canarsie Line and ventilator repair at the Sterling Street and Beverly Road Stations on the Nostrand Line and Church Avenue on the 6<sup>th</sup> Avenue Line;
- rail car washer repair at the 239<sup>th</sup> Street, Concourse and Pelham Yards in the Bronx; and
- mainline track replacement on the Jerome Line in the Bronx, mainline switch replacement on the Broadway-7<sup>th</sup> Avenue Line in Manhattan and yard switch replacement system-wide.

During the same period, NYCT substantially completed projects totaling \$28.3 million including:

- modification of signal control lines system-wide; and
- replacement of two escalators at the Roosevelt Avenue Station on the Queens Boulevard Line.

Also during May, NYCT started 12 design projects for \$15.5 million, completed seven designs for \$7.6 million, and closed out seven projects for \$62.8 million.

Capital Program Status  
July 2015  
(May 2015)

During May, NYCT awarded projects totaling \$51.2 million including \$22.9 million for station component improvements at six NYCT stations in Brooklyn. At the Wilson Avenue Station on the Canarsie Line, improvements include the repair of platform edges, columns, ceilings, walls and mezzanine and at the Atlantic Avenue on the Canarsie Line, the platform columns and canopies will be repaired. At Sterling Street and Beverly Road Stations on the Nostrand Line and Church Avenue on the 6th Avenue Line, the ventilator structures will be repaired and components will be replaced including concrete, gratings and frames and waterproofing.

Also during May, NYCT awarded a \$15.2 million project to repair rail car washers at the 239th Street, Concourse and Pelham Yards in the Bronx. This project will enable NYCT to properly maintain its rail cars in good working order and prolong the useful life of the fleet. Work at these three yards will replace damaged or obsolete high priority car washer components including walls, piping, spray nozzles, control equipment, water flow meters, lighting, electrical panels and distribution systems, etc.

In May, NYCT also awarded three projects for \$4.0 million to replace mainline track on the Jerome Line in the Bronx, mainline switches on the Broadway-7th Avenue Line in Manhattan and yard switches system-wide. Work includes the replacement of track and switch materials such as contact rail, running rails, ties, ballast, replacement of existing turnouts, track switches, switch valves, signal cable including positive and negative connections, and associated equipment that have reached the end of their useful life.

During May, NYCT substantially completed projects totaling \$28.3 million including the \$10 million fifth phase of an ongoing safety initiative to modernize the entire signal system. Phase five of the initiative addressed approximately 92 locations and included 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.

NYCT also completed the replacement of two escalators at the Roosevelt Avenue Station on the Queens Boulevard Line for \$9.9 million. The project scope included replacement of all escalator equipment, expansion of the escalator machine room, rehabilitation of the existing escalator pit, and smoke detection system at the escalator landings. The new escalators will replace escalators that have reached the end of their useful lives and are subject to frequent breakdowns. They have been designed to the latest standards to include up and down direction option, safety switches and fault finders to provide maximum safety and reliability for our customers.

Also during May, NYCT started 12 design projects for \$15.5 million, completed seven designs for \$7.6 million, and closed out seven projects for \$62.8 million.

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

**Projects Closed During May 2015**  
**(\$ in millions)**

<b>Project</b>	<b>Base Budget</b>	<b>Current Budget</b>	<b>Original Date</b>	<b>Months Delay</b>
Replace 3 Escalators - Southern Manhattan	\$14.3	\$16.0	08/2014	9
Facilities: Distribution: Maspeth Warehouse Repairs	9.6	10.3	10/2014	7
Mainline Track Replacement 2014 / 8th Avenue	12.8	13.6	05/2015	0
Mainline Track Replacement 2014 / Concourse	3.4	2.7	05/2015	0
Mainline Track Switches 2013 at Brighton	4.8	7.5	06/2015	(1)
Circuit Breaker House 146 Prospect Park / Brighton	6.0	6.1	07/2015	(2)
Sprinkler & Alarm Systems: Phase 2 / 3 Locations	6.7	6.5	07/2015	(2)

The closeout of the Replacement of 3 Escalators project was delayed by nine months due to legal issues that needed to be resolved with one of the subcontractors. The closeout of the Maspeth Warehouse Repairs project was delayed by seven months due to a delay in the processing of closeout documentation and the receipt and approval of as-built drawings.

**CAPITAL PROJECT MILESTONE SUMMARY**  
**2015**  
**(THROUGH MAY 31, 2015)**

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

**May**

Design Starts	\$0.0	0	\$15.5	12	N/A	N/A
Design Completions	4.7	4	7.6	7	164.2	175.0
Construction Awards	47.7	9	51.2	9	107.3	100.0
Substantial Completions	56.5	9	28.3	5	50.0	55.6
Closeouts	239.6	11	62.8	7	26.2	63.6

**2015 Year-To-Date**

Design Starts	\$17.3	17	\$57.5	44	332.1	258.8
Design Completions	79.0	42	28.9	27	36.6	64.3
Construction Awards	884.6	87	737.3	68	83.3	78.2
Substantial Completions	679.5	80	531.8	61	78.3	76.3
Closeouts	2,593.5	98	432.8	52	16.7	53.1

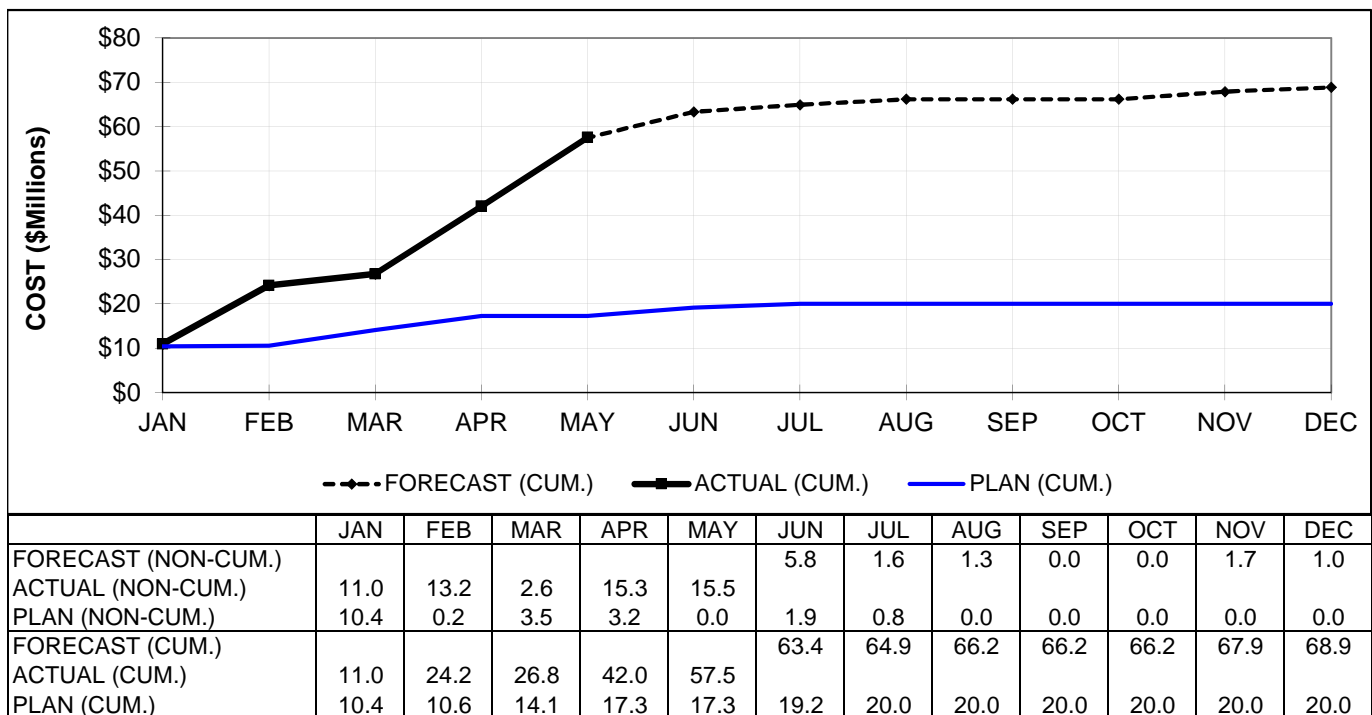
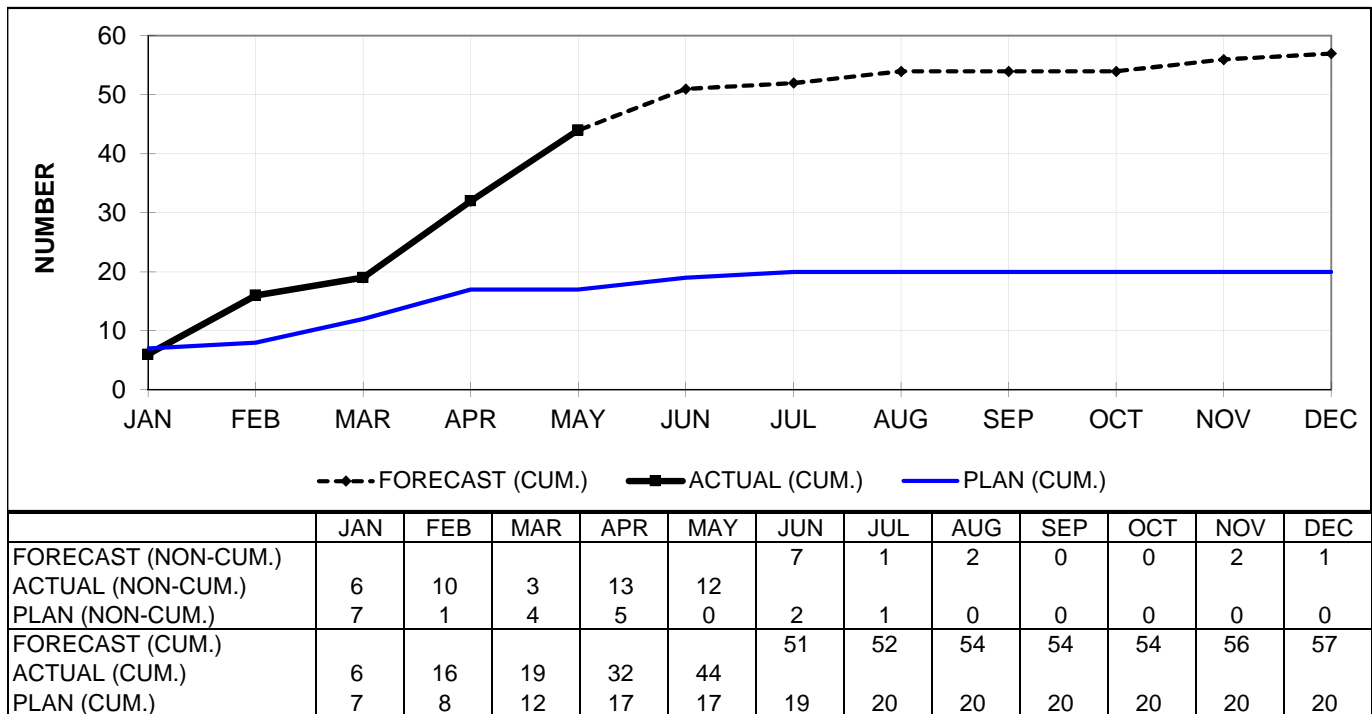
**2015 Projected To-Year-End**

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$20.0	20	\$68.9	57	344.2	285.0
Design Completions	188.2	96	191.5	107	101.8	111.5
Construction Awards	1,822.1	138	2,391.9	152	131.3	110.1
Substantial Completions	1,672.9	191	1,768.0	191	105.7	100.0
Closeouts	8,149.3	236	8,041.1	234	98.7	99.2

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

## 2015 Design Starts Charts

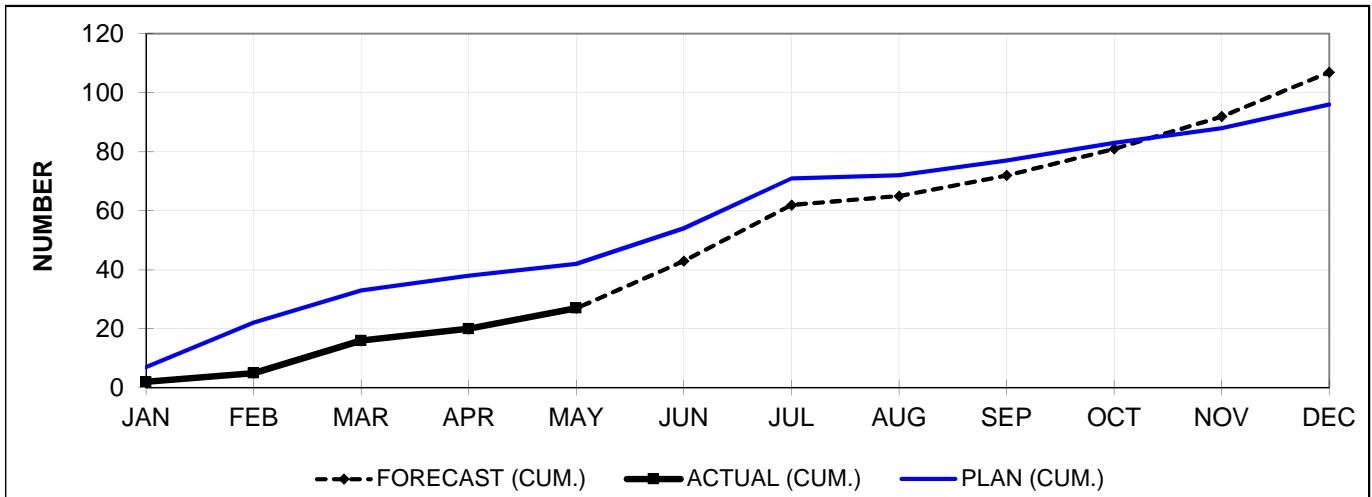
As of May 2015



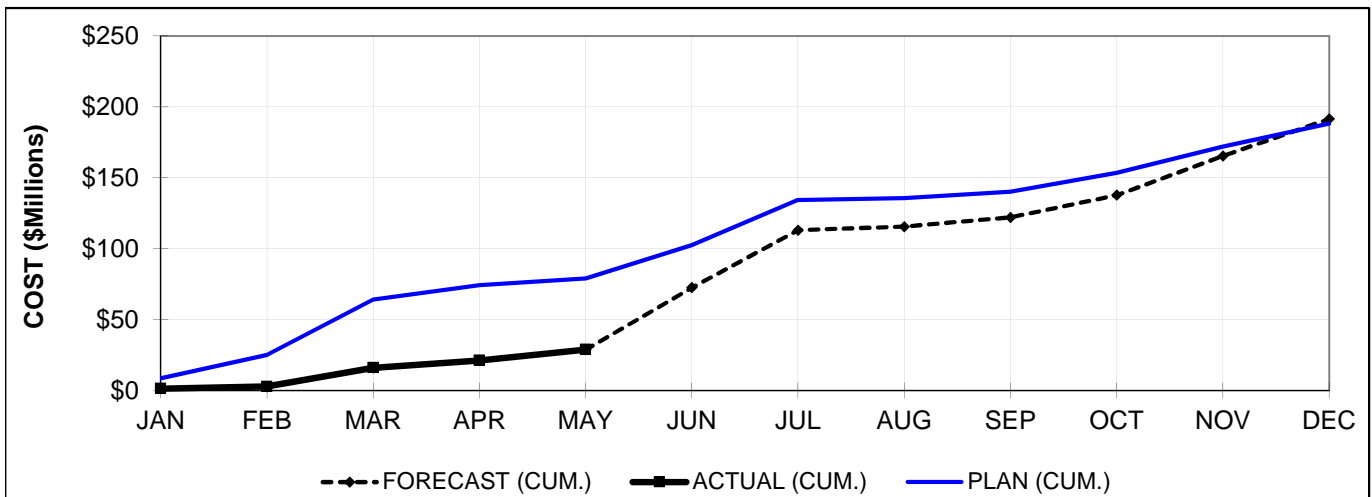


## 2015 Design Completions Charts

As of May 2015



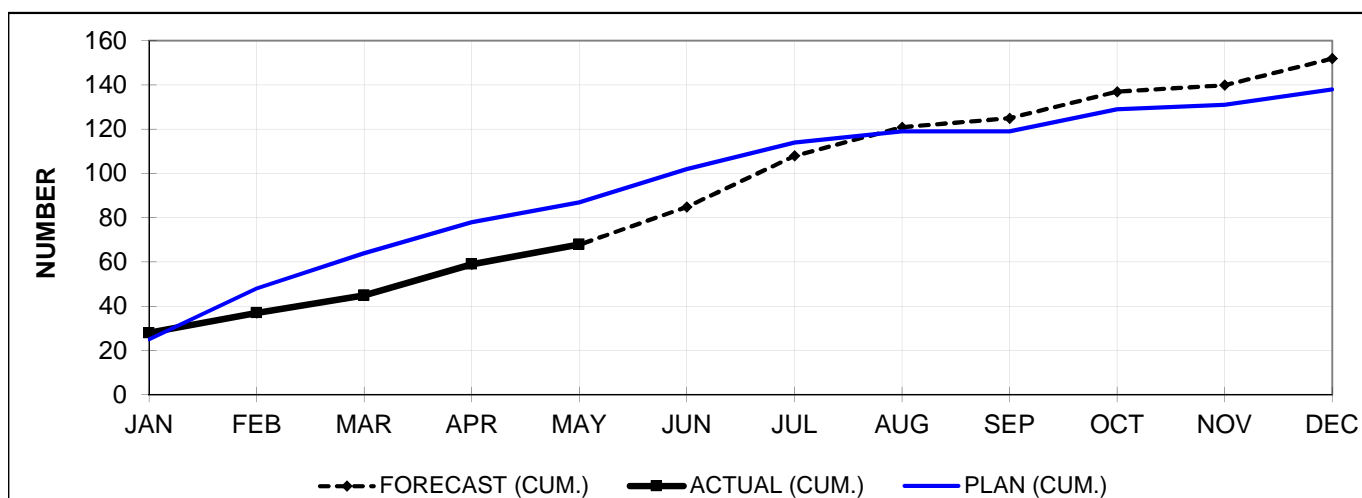
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						16	19	3	7	9	11	15
ACTUAL (NON-CUM.)	2	3	11	4	7	12	17	1	5	6	5	8
PLAN (NON-CUM.)	7	15	11	5	4	12	17	1	5	6	5	8
FORECAST (CUM.)	2	5	16	20	27	43	62	65	72	81	92	107
ACTUAL (CUM.)	2	5	16	20	27	43	62	65	72	81	92	107
PLAN (CUM.)	7	22	33	38	42	54	71	72	77	83	88	96



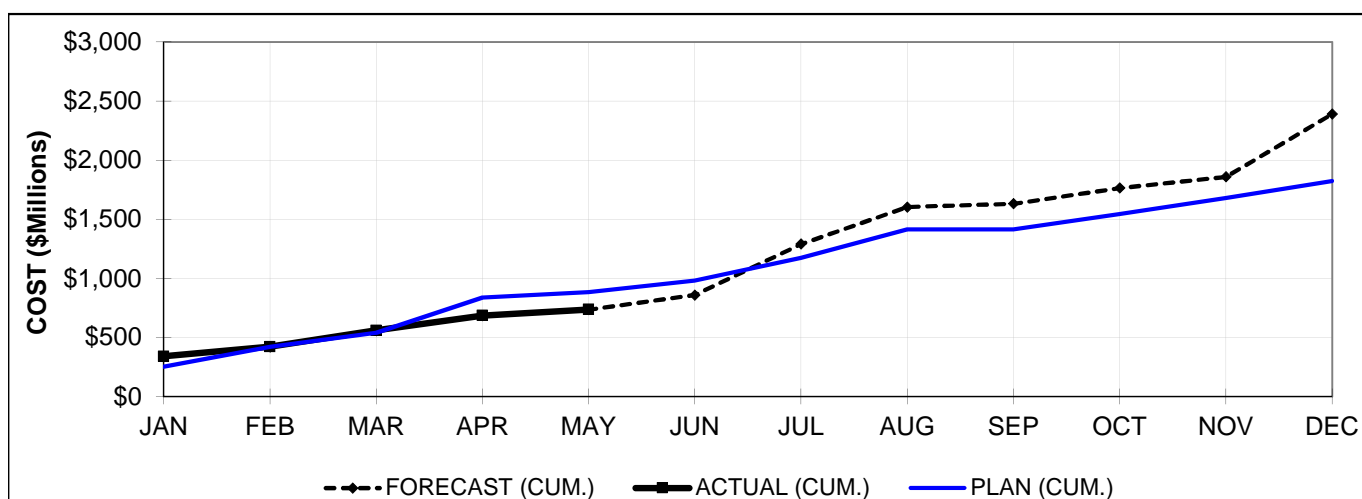
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						43.8	40.5	2.5	6.6	15.7	27.6	26.0
ACTUAL (NON-CUM.)	1.4	1.5	13.2	5.2	7.6	23.6	31.8	1.4	4.5	13.3	18.4	16.2
PLAN (NON-CUM.)	8.8	16.4	39.0	10.1	4.7	23.6	31.8	1.4	4.5	13.3	18.4	16.2
FORECAST (CUM.)	1.4	2.9	16.1	21.3	29.0	72.7	113.2	115.7	122.2	137.9	165.5	191.5
ACTUAL (CUM.)	1.4	2.9	16.1	21.3	29.0	72.7	113.2	115.7	122.2	137.9	165.5	191.5
PLAN (CUM.)	8.8	25.2	64.2	74.3	79.0	102.6	134.3	135.7	140.3	153.6	172.0	188.2

## 2015 Awards Charts

As of May 2015



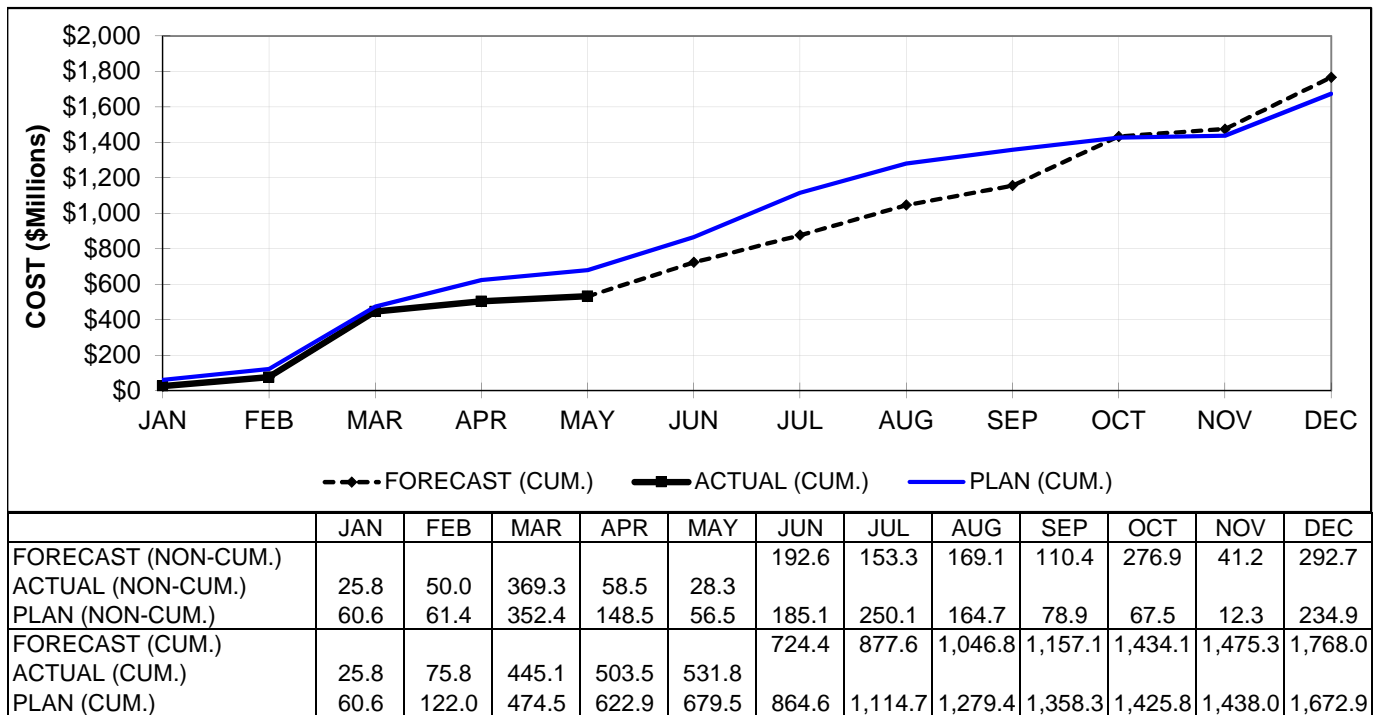
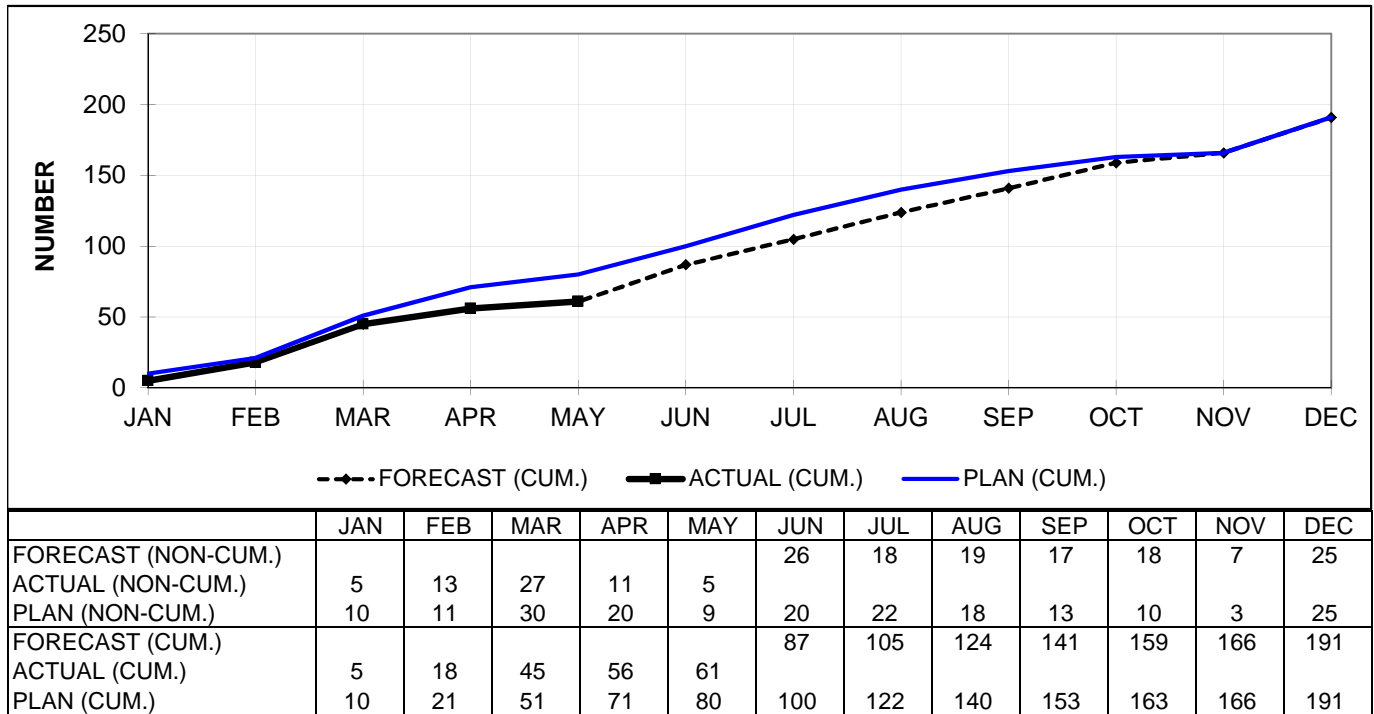
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						17	23	13	4	12	3	12
ACTUAL (NON-CUM.)	28	9	8	14	9							
PLAN (NON-CUM.)	25	23	16	14	9	15	12	5	0	10	2	7
FORECAST (CUM.)						85	108	121	125	137	140	152
ACTUAL (CUM.)	28	37	45	59	68							
PLAN (CUM.)	25	48	64	78	87	102	114	119	119	129	131	138



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)						122.6	432.0	313.0	27.7	133.1	94.8	531.5
ACTUAL (NON-CUM.)	340.9	81.5	137.7	126.0	51.2							
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.)						859.9	1,291.9	1,604.9	1,632.6	1,765.7	1,860.4	2,391.9
ACTUAL (CUM.)	340.9	422.4	560.1	686.1	737.3							
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

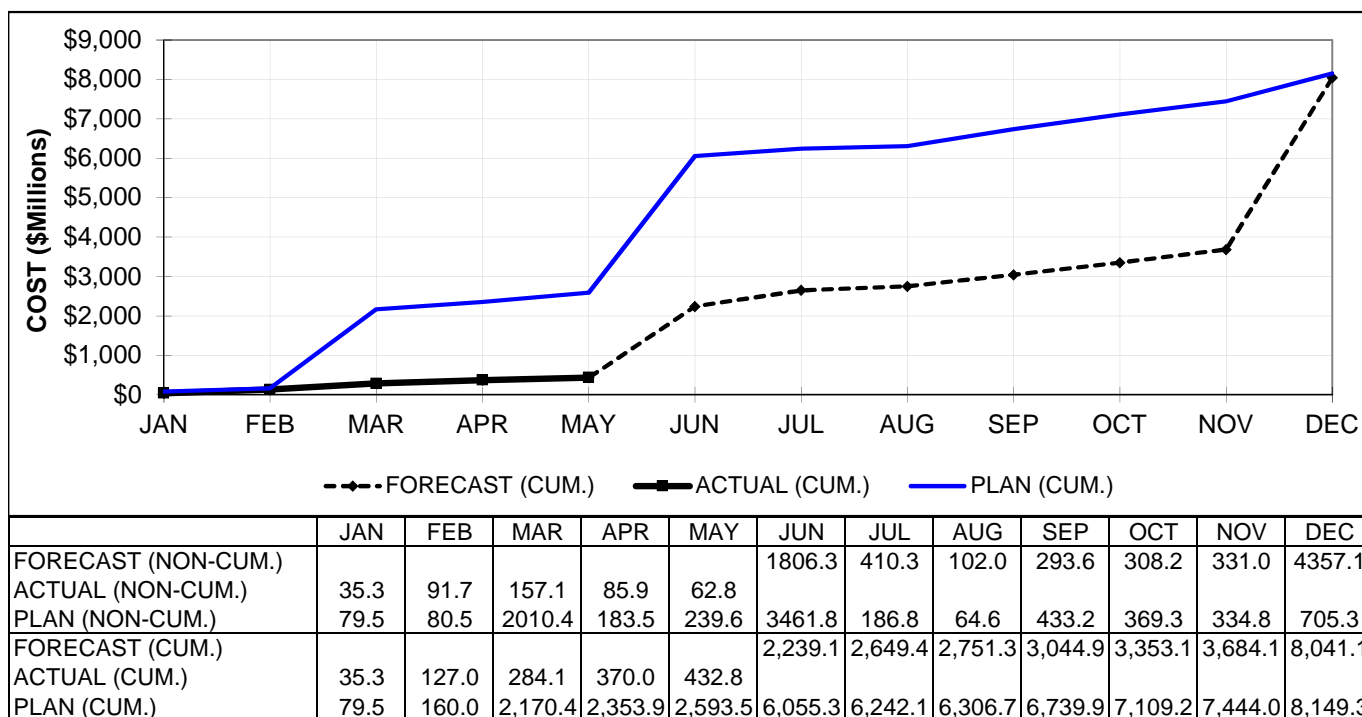
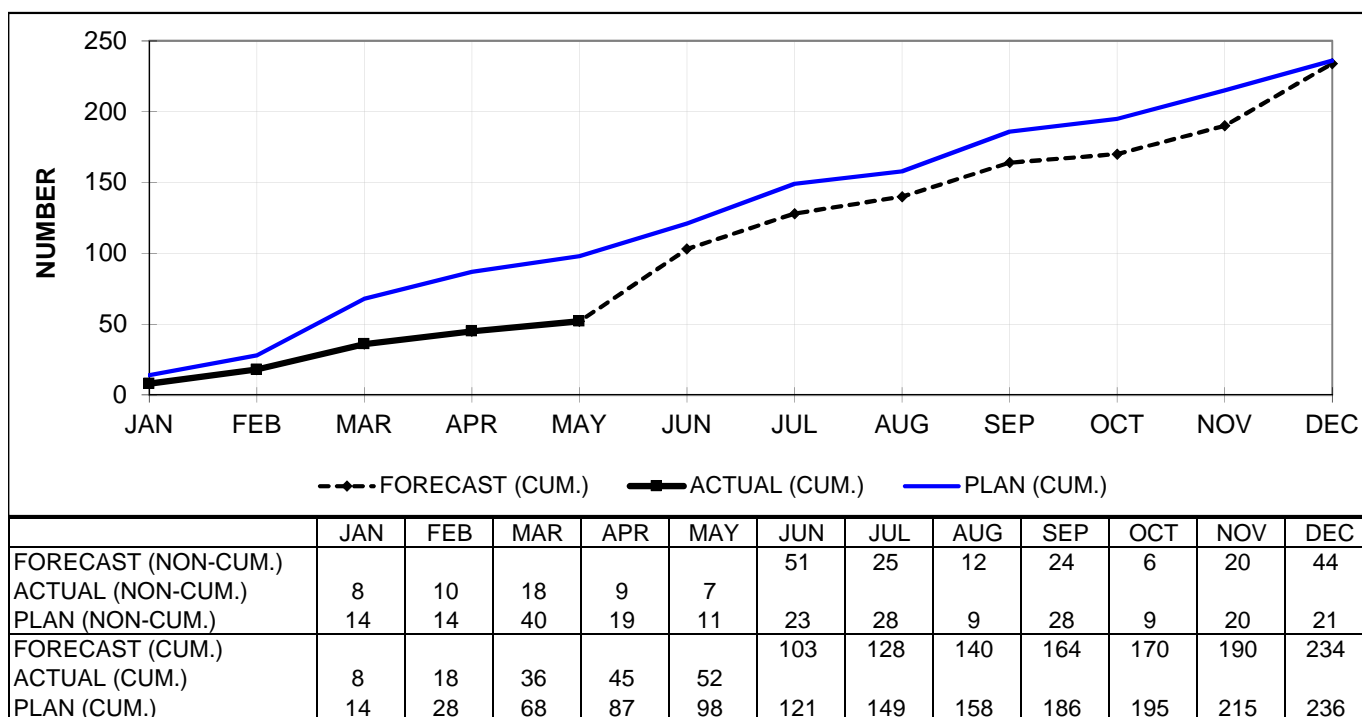
## 2015 Substantial Completions Charts

As of May 2015



## 2015 Closeouts Charts

As of May 2015



# Report

## PROCUREMENTS

The Procurement Agenda this month includes 15 actions for a proposed expenditure of \$276.9M.

<b>Subject</b> Request for Authorization to Award Various Procurements					
<b>Department</b> Materiel Division – NYCT					
<b>Department Head Name</b> Stephen M. Plochochi					
<b>Department Head Signature</b> 					
<b>Project Manager Name</b> Rose Davis					
<b>Board Action</b>					
<b>Order</b>	<b>To</b>	<b>Date</b>	<b>Approval</b>	<b>Info</b>	<b>Other</b>
1	Committee	7/20/15			
2	Board	7/22/15			

July 9, 2015			
<b>Department</b> Law and Procurement – MTACC			
<b>Department Head Name</b> Evan Eisland			
<b>Department Head Signature</b> 			
<b>Internal Approvals</b>			
	<b>Approval</b>		<b>Approval</b>
	President NYCT 7/10/15		President MTACC
	Executive VP 7/10/15		President MTA Bus 7/10/14
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

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

**PURPOSE:**

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

**DISCUSSION:**

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

Procurements Requiring Two Thirds Vote:		# of Actions	\$ Amount
Schedule A:	Non-Competitive Purchases and Public Work Contracts	1	\$ 8.0 M
	• Motor Coach Industries Service Parts		\$ 8.0 M
SUBTOTAL		1	\$ 8.0 M

MTA Bus Company proposes to award Non-Competitive procurements in the following categories:

Schedules Requiring Majority Vote:

Schedule E:	Miscellaneous Procurement Contracts	1	\$ 1.2 M
	• Motorola, Inc.		\$ 1.2 M
SUBTOTAL		1	\$ 1.2 M

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

**NYC Transit proposes to award Competitive procurements in the following categories:**Procurements Requiring Two-Thirds Vote:

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule B: Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)	2	\$ TBD M
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	3	\$ 207.0 M

Schedules Requiring Majority Vote:

Schedule F: Personal Service Contracts	1	\$ 1.0 M
Schedule G: Miscellaneous Service Contracts	2	\$ 43.2 M
<b>SUBTOTAL</b>	<b>8</b>	<b>\$ 251.2 M</b>

**MTA Capital Construction proposes to award Competitive procurements in the following categories:**Schedules Requiring Majority Vote:

Schedule I: Modifications to Purchase and Public Works Contracts	1	\$ 0.8 M
<b>SUBTOTAL</b>	<b>1</b>	<b>\$ 0.8 M</b>

**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 Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	2	\$ 9.3 M
<b>SUBTOTAL</b>	<b>2</b>	<b>\$ 9.3 M</b>

**MTA Capital Construction proposes to award Ratifications in the following categories:**Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	2	\$ 6.4 M
<b>SUBTOTAL</b>	<b>2</b>	<b>\$ 6.4 M</b>

<b>TOTAL</b>	<b>15</b>	<b>\$ 276.9 M</b>
--------------	-----------	-------------------

**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.



**JULY 2015**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

**A. Non-Competitive Purchases and Public Work Contracts**

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

- |  |                           |                                      |
|--|---------------------------|--------------------------------------|
| <b>1. Motor Coach Industries</b>                               | <b>\$8,000,000 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Service Parts</b>   |                           |                                      |
| <b>Sole Source - Three-year omnibus</b>                        |                           |                                      |
| Purchase of inventory and non-inventory replacement bus parts. |                           |                                      |

# Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 1

<b>Vendor Name (&amp; Location)</b> Motor Coach Industries Service Parts (Louisville, KY)	<b>Contract Number</b> NONE	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Description</b> Purchase of inventory and non-inventory replacement bus parts	<b>Total Amount:</b> NYC Transit: \$2,000,000 MTABC: \$6,000,000	
<b>Contract Term (including Options, if any)</b> October 2, 2015 – October 1, 2018	\$8,000,000 (Est.)	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Division of Materiel, Stephen M. Plochochi	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval		

## Discussion:

This is an omnibus approval request for items identified as obtainable only from Motor Coach Industries Service Parts (MCISP), and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the \$15,000 small purchase threshold. NYC Transit and MTA Bus Company (MTABC) are not obligated to generate any purchase orders pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9(b) of Public Authorities Law 1209, and paragraph 5(b) of Public Authorities Law 1265-a for NYC Transit and MTABC respectively, which allows for purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 8,686 items covered by this approval for the purchase of replacement bus parts such as door assemblies, cooling system components and hydraulic components used on NYC Transit and MTABC buses. These items are identified as obtainable only from MCISP for the following reasons: sole pre-qualified item on the Qualified Products List and not available from any distributor or other source; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to MCISP. These items are advertised a minimum of once every twelve months to seek competition. A list of MCISP sole source items, as well as NYC Transit and MTABC's intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. These sole source parts will be used by NYC Transit's Department of Buses (DOB) and MTABC for normal maintenance and replenishment of inventory and non-inventory bus parts for the MCI Over-the-Road fleet for 898 buses (387 NYC Transit, 511 MTABC) and represents approximately 15.7% of the combined bus fleet of 5,725 buses.

The existing omnibus approval for \$10,000,000 (\$5,000,000 for NYC Transit and \$5,000,000 for MTABC) was approved by the Board in September 2012 and expires on October 1, 2015. There is a remaining balance of \$2,907,123 for NYC Transit's portion and approximately \$2,189,043 for MTABC's portion of unexpended funds on the existing omnibus approval. The reason for the remaining funds for NYC Transit is the decrease in the number of buses that went through the scheduled maintenance program due to upcoming retirement of a sizable portion of the MCI fleet. The retiring MCI buses will be replaced by Prevost buses, therefore, NYC Transit's fleet of MCI buses is expected to be reduced from 387 buses to 116 buses by the end of 2016 resulting in a decrease in the amount anticipated to be spent on MCI sole source parts. MTABC does not anticipate retiring any of its MCI bus fleet during the upcoming omnibus period and anticipates spending a greater amount on MCI sole source parts as its fleet of MCI buses ages.

An analysis was performed on 80 (33 NYC Transit, 47 MTABC) contracts issued during the term of the existing omnibus approval that exceeded the \$15,000 threshold, which represents a total contract value of \$6,283,197 (\$1,785,381 NYC Transit, \$4,497,816 MTABC). Of the 80 contracts, 64 (28 NYC Transit, 36 MTABC) have comparative history. A price analysis of the 64 sole source contracts revealed an annual weighted average price increase of 1.31%. These 64 contracts amount to a total of \$3,605,452 (\$1,628,707 NYC Transit, \$1,976,745), or 57.4% of the \$6,283,197 of contracts issued under the existing omnibus approval. Procurement reviewed the corresponding Producer Price Indices that showed a combined annual weighted average price increase of 1.62%, which compares favorably to the 1.31% annual weighted price increase under the existing omnibus approval.

Based on an analysis of the fleet composition, it is anticipated that NYC Transit and MTABC will require approximately \$2,000,000 and \$6,000,000 respectively for sole source items from MCISP during the term of this new omnibus approval request. Procurement believes that the amount requested will be sufficient to procure all sole source materials from MCISP for the next three-year period. Procurement, DOB, and MTABC will continue to research alternate sources of supply wherever possible. Under this new omnibus approval, pricing for any procurement is established by requesting a quotation for each item from MCISP on an as-required basis. Each item to be purchased under this new approval will be subject to a cost and/or price analysis and determination that the price is found to be fair and reasonable.

**JULY 2015**

**LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote:**

**E. Miscellaneous Procurement Contracts**

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

- |   |                          |                                      |
|---|--------------------------|--------------------------------------|
| <b>1. Motorola, Inc.</b>  | <b>\$1,184,058 (NTE)</b> | <b><u>Staff Summary Attached</u></b> |
| <b>Contract# MSS152386</b>  |                          |                                      |
| Lease and maintenance of 900MHz frequencies and all ancillary equipment for the MTA Bus Company's Bus Radio Communication System. |                          |                                      |

## Schedule E: Miscellaneous Procurement Contracts

Item Number: 1

<b>Vendor Name (&amp; Location)</b> Motorola, Inc. (Montvale, NJ)	
<b>Description</b> Lease and maintenance of 900 MHz frequencies and all ancillary equipment for the MTA Bus Company's Bus Radio Communication System	
<b>Contract Term (including Options, if any)</b> Five years	
<b>Option(s) included in Total Amount?</b>	<input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Non- competitive	

<b>Contract Number</b> MSS152386	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b> \$1,184,058 (NTE)	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> MTA Bus Company, Darryl C. Irick	

### Discussion:

This contract is for the lease and maintenance of the nine 900 MHz band frequencies, all Command Center and Depot ancillary equipment, and a single transmission tower located at Columbus Circle in Manhattan for MTA Bus Company (MTABC) for five years in the not-to-exceed amount of \$1,184,058. This system provides MTABC with its only means to provide two-way communication for all of MTABC's revenue bus fleet, road operations' managers and supervisors and the Bus Command Center for both routine operations and critical emergency communications 24 hours a day, seven days a week, 365 days per year.

Prior to the formation of MTABC, Motorola provided the nine leased 900 MHz frequencies to the private bus companies managed by New York City. In 2005, MTABC assumed the rights, and obligations of the NYC Department of Transportation contract with Motorola and MTABC has maintained this vital contract with Motorola since that time. The nine leased 900 MHz frequencies are utilized by MTABC for its bus radio communications system. The existing contract that expires in August 2015 includes leasing of the frequencies, Bus Command Center and depot equipment including the antenna system, power, transmitters, receivers, central controllers, combiner, communication room, telephone lines, auxiliary power, and space on the roof of the transmission tower at Columbus Circle. All maintenance and technician labor for the contract term is also included. The current operating software (Smartnet) for this radio system is proprietary to Motorola and cannot be maintained by a third party.

NYC Transit is FCC licensed for twenty 800 MHz channels and has an outside vendor maintain its antenna towers. The NYC Transit channels and system are not compatible with the MTABC 900 MHz radio system. Therefore, a joint procurement is not feasible at this time. However, a joint contract is being developed on a competitive basis that will replace the aging and obsolete bus radio communication system for MTABC and NYC Transit. While the initial completion date for a joint procurement was prior to the expiration of the current MTABC Motorola contract, compliance with new NYS seismic building code requirements and obtaining other approvals, impacted the project's design and the projected completion date. The revised completion date has been rescheduled for June 2020.

The future radio system will utilize NYC Transit's existing 800 MHz radio channels as well as the additional channels allocated to NYC Transit in the 700 MHz band. NYC Transit's Department of Buses and MTABC will share a common radio network, base station sites and a new unified Bus Command Center that will be built under a separate procurement. Maintaining current radio operations while transitioning to the new digital radio system is vital in maintaining bus communications and operations of our bus network.

MTABC's present contract MPN090283 was awarded as a three year contract in August 2009 for \$1,470,391, inclusive of 2 one-year options that included a 2.5% escalation for each year of renewal. For this new five-year contract with Motorola, MTABC negotiated a 19.47% decrease in pricing from the existing contract. This savings was the result of negotiating all five years up front. MTABC is requesting this new contract with Motorola, to maintain the current bus radio system until the new multi-agency system is in place. As a result of further negotiations, MTABC received a final proposal from Motorola in the amount of \$1,184,058 resulting in a further cost reduction of \$108,092 or 8.4%, which is deemed fair and reasonable.

This contract is subject to the review and approval of the Office of the NY State Comptroller (OSC) and an award will not be made until approval has been received. Therefore, in order to not impact the operation of MTABC's Bus Radio Communication System, MTABC negotiated an extension of up to 90 days with Motorola, in the event that the OSC review period requires 90 days.

**JULY 2015**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Two-Thirds Vote:**

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

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

- |   |                                     |                                      |
|---|-------------------------------------|--------------------------------------|
| <p><b>1. Contractor To Be Determined</b><br/> <b>Contract Term To Be Determined</b><br/> <b>Contract# B-40663</b><br/> RFP Authorizing Resolution for the purchase of 138 low floor 40-foot Compressed Natural Gas buses.</p> | <p><b>Cost To Be Determined</b></p> | <p><u>Staff Summary Attached</u></p> |
|   |                                     |                                      |
| <p><b>2. Contractor To Be Determined</b><br/> <b>Contract# C-82004</b><br/> RFP Authorizing Resolution for the design and construction of the Clifton Car Repair Shop in Staten Island.</p>                                   | <p><b>Cost To Be Determined</b></p> | <p><u>Staff Summary Attached</u></p> |

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

(Staff Summaries required for items requiring Board approval.)

- |  |   |  |
|--|---|--|
| <p><b>3. Mitsubishi Electric Power Products, Inc.</b>    <b>\$1,200,000 (NTE)</b><br/> <b>Three-Proposals – Three-year contract</b><br/> <b>Contract# S-48002</b><br/> Contract for Communications Based Train Control Equipment Supplier Interoperability.</p>                                      | <p><b>\$205,780,452 (Aggregate)</b></p> | <p><u>Staff Summary Attached</u></p>                         |
| <p><b>4. Siemens Industry, Inc.</b><br/> <b>5. Thales Transport &amp; Security, Inc.</b><br/> <b>Two-Proposals – Sixty-seven-month contract</b><br/> <b>Contract# S-48004</b><br/> Contract for Signal System modernization for Communications Based Train Control on the Queens Boulevard Line.</p> |   | <p><u>Staff Summary Attached</u></p> <p align="center">↓</p> |

**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.)

- |   |                                  |                                      |
|---|----------------------------------|--------------------------------------|
| <p><b>6. Jacobs Civil Consultants, Inc.</b><br/> <b>Five-Proposals – Four-year contract</b><br/> <b>Contract# CM-1559</b><br/> Indefinite quantity value engineering consultant services.</p> | <p><b>\$1,000,000 (Est.)</b></p> | <p><u>Staff Summary Attached</u></p> |
|---|----------------------------------|--------------------------------------|

**JULY 2015**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote con't:**


**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.)

- |  |                            |                                      |
|--|----------------------------|--------------------------------------|
| <b>7. Bay Crane Service, Inc.</b><br><b>Two Bids/Low Bidder – Five-year contract</b><br><b>RFQ# 89516</b><br>Leasing of cranes with operators.   | <b>\$42,807,271 (Est.)</b> | <b><u>Staff Summary Attached</u></b> |
| <br>   |                            |                                      |
| <b>8. Northeast Lamp Recycling, Inc.</b><br><b>Four Bids/Low Bidder – Five-year contract</b><br><b>RFQ# 102758</b><br>Multi-agency contract for the handling, removal, transportation and recycling of various types of bulbs and lamps. | <b>\$417,720 (Est.)</b>    | <b><u>Staff Summary Attached</u></b> |

# Staff Summary

Page 1 of 2

<b>Item Number</b> 1			
<b>Division &amp; Division Head Name:</b> VP Materiel, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Date</b>	<b>Approval</b>
1	Materiel	6	President
2	Law	7	for Chair
X			
3	Budget	8	
X			
4	SVP Buses	9	
X			
5	Executive VP	10	

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract No.</b>
RFP Authorizing Resolution	B-40663
<b>Description</b> Purchase of 138 Low Floor 40-foot Compressed Natural Gas buses	
<b>Total Amount</b> Cost to be Determined	
<b>Contract Term (including Options, if any)</b> TBD	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE:

To request that the Board determine that competitive bidding is impractical or inappropriate for the procurement of 138 Low Floor 40-foot Compressed Natural Gas (CNG) buses for NYC Transit and that it is in the public interest to issue a competitive Request for Proposals (RFP) pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law.

## DISCUSSION:

Subdivision 9(g) of Section 1209 of the Public Authorities Law permits NYC Transit to use a competitive RFP in lieu of competitive bidding to award a contract for the purchase or rehabilitation of rapid transit cars or omnibuses. NYC Transit is desirous of utilizing such a procedure with respect to the procurement of 138 Low Floor 40-foot CNG buses. These CNG buses will be purchased to replace aging buses that will have reached the end of their useful life. Additionally, as these buses have CNG tanks that, by federal regulations, can only be used for 15 years from the date of manufacture, the buses must be taken out of service or undergo a cost prohibitive and technically intrusive CNG tank replacement program. CNG buses are deployed in two NYC Transit depots, Jackie Gleason and West Farms.

The RFP process will allow NYC Transit to arrive at the best overall proposal through negotiations and evaluation based on criteria that reflect the critical needs of the agency. Upon completion of the RFP process, NYC Transit will obtain Board approval for the actual contract award.

By utilizing the RFP process, NYC Transit will be able to: 1) weigh factors such as overall project price, NYS content, overall quality of proposer and product; 2) negotiate specific contract terms, such as warranty and payment terms; 3) negotiate technical matters as deemed appropriate; and 4) include any other factors that NYC Transit deems relevant to its operation.

## IMPACT ON FUNDING:

It is anticipated that funds for the procurement of the 138 CNG buses will be funded under SF02-2451, as part of the proposed 2015-2019 Capital Program. This project is anticipated to be 100% MTA funded. No award will be made until 2015-2019 funding is available or an alternative funding source is identified.



## Staff Summary

### **ALTERNATIVES:**

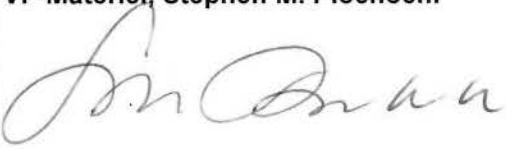

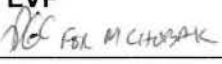
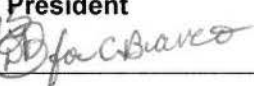
Issue a competitive Invitation For Bid. Not recommended, given the complexity of this procurement and the advantages offered by the RFP process.

### **RECOMMENDATION:**

It is recommended that the Board determine that competitive bidding is impractical or inappropriate for the procurement of 138 Low Floor 40-foot CNG buses for NYC Transit and that it is in the public interest to issue a competitive RFP pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law.

# Staff Summary

Page 1 of 2

<b>Item Number</b> 2			
<b>Division &amp; Division Head Name:</b> VP Materiel, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
<b>Order</b>	<b>Approval</b>	<b>Date</b>	<b>Approval</b>
1	Materiel 	6/10/15	EVP 
2 X	Law	7/10/15	President 
3 X	Budget	8	
4 X	CPM	9	
5 X	Subways	10	

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b>	<b>Contract No.</b>
RFP Authorizing Resolution	C-82004
<b>Description</b> Design and Construction of the Clifton Car Repair Shop in Staten Island	
<b>Total Amount</b> TBD	
<b>Contract Term (including Options, if any)</b> TBD	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE:

To request that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate, and that, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law, it is in the public interest to issue a competitive Request for Proposal (RFP) for the design and construction of a new Clifton Car Repair Shop (Clifton Shop) in the Borough of Staten Island. This project will be managed by NYC Transit's Capital Program Management (CPM) for the Department of Subways' Staten Island Railway (SIR).

## DISCUSSION:

SIR is proposing to replace the existing Clifton Shop at 845 Bay Street in the Borough of Staten Island with a new car repair facility on the existing site. On October 29, 2012, Superstorm Sandy flooded and incapacitated the existing Clifton Shop with seawater. While urgent repairs were made to the facility shortly after the storm to restore limited operations at this facility, the shop today is still not operating at full pre-storm functionality and experiences flooding when there is a heavy rainfall. While making long-term repairs would restore the shop's full functionality, making such a significant investment in an aging facility would still leave the shop vulnerable to future storm events and require the construction of a free-standing perimeter wall for protection. In addition, any improvements in the shop will need to be designed to deal with future fleet plans and maintenance practices of new rail cars. When comparing the cost of this work to other alternatives that meet SIR's current and future operational needs, replacement of the existing facility with a new resilient shop emerged as a cost effective alternative to protect against future storm related damages, meet SIR's current and future demand for maintaining new rail cars, and relocate administrative staff currently situated in nearby rented space.

The new Clifton Shop will include resiliency measures such as exterior walls that can sustain Category 2, plus three feet storm conditions as well as protection for all exterior openings and enhanced site drainage. Also included are overhead cranes to lift rail car air conditioners, a wheel truing machine, shop machines, parts storage, administrative space, state of the art fire alarm and security systems, while still retaining most of the existing shop equipment used to service rail cars.

## Staff Summary

Page 2 of 2

NYC Transit contemplates a very aggressive project schedule to complete this new facility. NYC Transit intends to award overlapping design and construction responsibilities to a single contract entity – a Design-Build contractor. A conceptual design along with an Owner's Project Requirements document are being prepared by CPM and will be the basis for soliciting proposals to complete the design and perform the construction of the new facility.

Utilizing the RFP process is the best way to solicit for this type of project. While cost will remain an important criteria, given the complex nature of this project, it is in the best interest of NYC Transit to be able to consider other factors, such as technical approaches to the work to determine which proposal offers the best overall value. In addition, the RFP process will allow NYC Transit greater flexibility than a low bid process to negotiate alternative approaches to the work as well as contract terms and conditions that could potentially result in a lower overall cost for the project while still achieving NYC Transit's requirements.

Selection of a contractor will be accomplished through the use of a RFP process based on NYC Transit's conceptual design documents. Proposers will be asked to submit a design solution and costs to design and construct the new Clifton Shop.

### **ALTERNATIVES:**

The use of a sealed bid process in which factors other than cost cannot be considered, is not recommended as it does not provide a means to evaluate technical matters or to consider or negotiate alternative proposals.



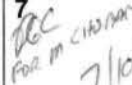
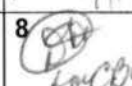
### **IMPACT ON FUNDING:**

This project will be funded by the Federal Transit Administration and the MTA, and managed by NYC Transit under the MTA Capital Program. Shop funding will be provided through Superstorm Sandy repair and resiliency funds, and the cost of centralizing staff will be funded through a new project in the NYC Transit core capital program.

### **RECOMMENDATION:**

It is recommended that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public interest to use the competitive Request for Proposal process, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law for the design and construction of the new Clifton Shop in the Borough of Staten Island.

# Staff Summary

Item Number <b>3</b>			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
<b>Internal Approvals</b>			
Order	Approval	Date	Approval
1	Materiel 	6 X	Subways
2 X	Law	7  FOR M CHAIRMAN 7/10/15	EVP
3 X	Budget	8  for finance 7/10/15	President
4 X	DDCR		
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name Mitsubishi Electric Power Products Inc.	Contract No. S-48002
Description Communication Based Train Control (CBTC) Equipment Supplier Interoperability	
Total Amount \$1,200,000 (NTE)	
Contract Term (including Options, if any) Three Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE:

To obtain Board approval to award a competitively negotiated contract for the Communication Based Train Control (CBTC) Equipment Supplier Interoperability Project to qualify an additional CBTC Supplier, Mitsubishi Electric Power Products Inc. (Mitsubishi), in the not-to-exceed amount of \$1,200,000 with a duration of thirty-six months.

## DISCUSSION:

The purpose of this project is to qualify and develop one additional CBTC supplier beyond the two suppliers already qualified (Siemens and Thales) to increase competition in future CBTC contracts and to enhance the long-term supply of CBTC systems and subsystems. The selected supplier will develop and demonstrate that their CBTC equipment is interoperable with the existing Siemens and Thales equipment. For this highly specialized project, the selected supplier's cost will be partially offset by the use of a stipend.

This project will utilize the documentation and Integrated Test facility (ITF) developed under the Siemens and Thales consortium Culver Test Track project to qualify one additional interoperable CBTC supplier. The selected supplier's CBTC systems and subsystems will be tested at the ITF, as well as on the Culver Test Track to demonstrate compliance with all of the requirements. An Independent Safety Assessor (ISA) will audit the additional CBTC supplier's compliance with the safety program as well as the system development, test processes and safety analysis methods used by the CBTC supplier.

An RFP Authorizing Resolution for the use of a competitive Request for Proposal (RFP) procurement process and the use of a stipend as compensation was approved by the Board in December 2013. This is a highly specialized field and extensive outreach efforts were made to the industry to encourage competition for this RFP. These efforts included an International CBTC Forum in 2011 attended by major transit agencies and suppliers in the industry and a Request for Information (RFI) in 2012 where all known potential suppliers were invited to participate. The participants in the Forum and the responders to the RFI were contacted directly for this RFP. The RFP was advertised in April 2014. Selection was accomplished through the use of a one-step RFP process in which prospective Proposers submitted technical and cost proposals that were reviewed by a Selection Committee (SC) in accordance with pre-established criteria, which included: previous experience with CBTC systems functionally similar to NYC Transit systems, ability to meet NYC Transit Interoperability Interface Specifications (I2S), proposed duration needed to complete the project, and overall project cost. Of the nine firms that purchased the RFP package, six firms did not propose for one or more of the following reasons: they were previously qualified as suppliers; they were not CBTC suppliers; they could not meet the specifications; or, through mergers and acquisitions, they were combining with other suppliers/proposers. The three remaining firms submitted their technical and stipend proposals as follows: Ansaldo STS USA Inc. (Ansaldo) \$27,521,042, GE Transportation Systems Global Signaling (GE) \$16,417,412, and Mitsubishi Electric Power Products, Inc. (Mitsubishi) \$1,000,000. The internal estimate was \$20,202,899.

Due to the complexity of the project, a Technical Committee (TC) comprised of members from various NYC Transit departments was established in order to conduct an evaluation of the technical proposals and report its findings to the Selection Committee (SC). All three proposers were invited for oral presentations. After oral presentations, the TC deemed two teams, Ansaldo and Mitsubishi, to be technically qualified. The SC, considering the evaluation criteria, unanimously recommended the two teams for negotiations. GE was not recommended for negotiations because their technical proposal had the widest gap for complying with NYC Transit requirements, and their product is still at an early stage of development. Negotiations with Ansaldo and Mitsubishi focused on the contract terms and conditions, and on the proposed completion schedule, ensuring that there was a unified understanding as to what type of commitment was required by the proposer and the support NYC Transit would be providing during the contract. Negotiations also focused on the proposed cost and scope of work.

Following negotiations, Ansaldo and Mitsubishi were considered technically comparable and satisfactory and the firms were requested to submit their Best and Final Offers (BAFOs). BAFOs were received as follows: Ansaldo \$18,965,000 (stipend) and Mitsubishi \$1,200,000 (stipend). Based on the technical proposals, oral presentations, and BAFOs, and in accordance with the evaluation criteria, the SC unanimously recommended Mitsubishi for award. Mitsubishi's BAFO was slightly higher than its initial proposal due to additional technical requirements that were formally introduced to both proposers by NYC Transit during the negotiation process. Mitsubishi's BAFO of \$1,200,000 was \$19,002,899 below the budget estimate of \$20,202,899. Both BAFOs are considered "Fair & Reasonable" by Procurement and CPM based on the competitive nature of the RFP. Although both firms were deemed to be technically comparable and satisfactory with extensive worldwide experience, Mitsubishi's proposal was deemed to be the one offering the best overall value to NYC Transit in terms of both price and compliance with the I2S. Mitsubishi's BAFO clearly indicated their willingness to absorb most of the costs associated with this project, which will considerably reduce the cost for NYC Transit, saving millions of dollars. Mitsubishi's Management said that their cost proposal is the result of a strategic and long term company investment decision to become a qualified CBTC system supplier for NYC Transit. Mitsubishi based their technical proposal on their interoperable system currently in use in Japan. Mitsubishi's carborne controller has been in revenue operation with the Japan Rail East (JRE) operator, and their complete system passed all tests with the Japan Rail West (JRW) operator in 2013. Mitsubishi's high level of compliance with the I2S provides reasonable assurance that the system will be built as required and completed on time. Mitsubishi will establish a team of engineers in NYC to support the project. Mitsubishi's senior management has committed that they will provide additional resources, as needed, at no cost to NYC Transit to ensure that all project schedules are met.

Mitsubishi is currently providing, as a subcontractor, the Solid State Interlocking (SSI) system for the NYC Transit Dyre Avenue/Morris Park Project (Contract S-32773). The Mitsubishi Electric Group has over 130,000 employees in 42 different countries and is a leader in the manufacture and sales of electric and electronic equipment used in several sectors. Mitsubishi's Transportation Systems Product Line includes the manufacturing of Rolling Stock Systems, Power Supply and Electrification Systems, Station Facilities Systems, Transportation Planning and Control Systems, and Communication Systems. Mitsubishi's other Projects with MTA included various contracts with NYC Transit for parts for the R142 Overhaul, and with LIRR and MNR for propulsion on the M-7, M-8 and M-9 car equipment. Worldwide, Mitsubishi is currently installing CBTC systems for JR East in Tokyo and an Automatic Train Control (ATC) system for the Yokohama, Japan, Green Line Subway. In connection with a previous contract awarded, Mitsubishi was found to have significant adverse information (SAI) within the meaning of the All-Agency Responsibility Guidelines. The Chairman approved a recommendation that they be found responsible for that award and future awards provided that no new SAI was found. No new SAI has been found by Materiel's background checks and investigations. After consideration of all relevant information, Mitsubishi was found fully responsible for award.

#### **M/W/DBE:**

Based on the scope of work and lack of subcontracting opportunities, the MTA Department of Diversity and Civil Rights (DDCR) has established goals at 0% MBE and 0% WBE for this contract. Mitsubishi has not completed any MTA contract that contained goals; therefore, no assessment of the firm's MWDBE performance can be determined at this time.

#### **IMPACT ON FUNDING:**

This contract is funded with 100% MTA funds. The contract will not be executed until a WAR Certificate has been issued.

#### **ALTERNATIVES:**

There are no alternatives. The qualification of an additional vendor is imperative to increase competition for future CBTC projects.

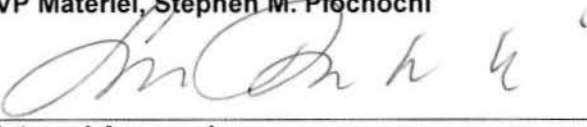
#### **CAPITAL PROGRAM REPORTING**

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

#### **RECOMMENDATION:**

That the Board approve the award of this competitively negotiated contract for the CBTC Equipment Supplier Interoperability Project to qualify an additional CBTC Supplier, Mitsubishi, in the not-to-exceed amount of \$1,200,000 with a duration of thirty-six months.

# Staff Summary

Item Number 4-5			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel WD	6 X	Subways
2 X	Law	7 RSC PER M. CHABAK 7/10/15	EVP
3 X	Budget	8 JH for change 7/10/15	President
4 X	DDCR	9	
5 X	CPM	10	

<b>SUMMARY INFORMATION</b>	
<b>Vendor Name</b> Siemens Industry, Inc. Thales Transport & Security, Inc.	<b>Contract No.</b> S-48004
<b>Description</b> CBTC Queens Boulevard Line (QBL) West Phase I	
<b>Total Amount</b> \$205,780,452	
<b>Contract Term (including Options, if any)</b> 67 months	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE:

To obtain Board approval to award contract S-48004 for the Communication Based Train Control (CBTC) Queens Boulevard Line (QBL) West Phase I to Siemens Industry, Inc. (Siemens) and Thales Transport & Security, Inc. (Thales) in the total amount of \$205,780,452 (\$156,172,932 for Siemens and \$49,607,520 for Thales) with a duration of 67 months.

## DISCUSSION:

NYC Transit is moving toward a "state of the art" train control system with the installation of CBTC along with an Auxiliary Wayside Signaling System (AWS) on various subway lines. CBTC's operational benefits to NYC Transit include enhanced train control capabilities, improved safety and shorter headways between trains allowing for increased passenger capacity through a more efficient use of the track and car fleet. This will enable an increase in the number of trains per hour as well as improved and more reliable service. The advancement of CBTC is a key component of NYC Transit's strategy of addressing increased ridership.

Siemens and Thales are currently the only two companies whose systems have been pre-qualified to participate on this project. Since late 2006, CBTC has been operational along the full length of the Canarsie Line (Contract S-32701, Siemens) and in June 2010, the Flushing Line CBTC contract (S-32723, Thales) was awarded and is anticipated to be completed in 2017. In September 2011, under the Culver Test Track CBTC project (S-32748), a Siemens/Thales consortium worked to finalize NYC Transit's Interoperability Interface Specifications (I2S). The Queens Boulevard Line (QBL) represents the next step in NYC Transit's efforts to advance CBTC technology throughout its system by demonstrating the interoperability and integration of two distinct CBTC systems on a revenue line with multiple train overlays. Achieving interoperability on the QBL will further validate the safety of operating these CBTC subsystems and thus allow NYC Transit the opportunity to procure CBTC subsystems through competitive bidding for future lines. To further the competitive market for CBTC, NYC Transit is also proceeding with a contract to qualify an additional CBTC Supplier, which is included in this Board agenda as a separate item.

QBL provides crosstown service across Manhattan under 53<sup>rd</sup> Street and east through Queens to Jamaica. The QBL project will provide a CBTC signal system overlay from north of Union Turnpike to north of 47<sup>th</sup>-50<sup>th</sup> Street Station/6<sup>th</sup> Avenue Line and south of 50<sup>th</sup> Street/8<sup>th</sup> Avenue Line. It is among the busiest lines in the transit system and is served by the E, F, M and R lines. This project will provide centralized traffic control through Automatic Train Supervision (ATS) at designated locations and at the Rail Control Center, the prototype installation of carborne equipment on four trains in order to verify installation procedures and a data communication system (DCS) network and radio transponders. Also included in the work is the provision of equipment for the retrofitting of 309 R160 car sets consisting of either 4-car or 5-car units, 301 of which will be installed by NYC Transit employees. Installation of wayside equipment will be performed under a separate contract that will be competitively bid for award in 2016. Both the car and wayside equipment installation, which are integral parts of the project, are projected to be funded by the pending 2015-19 Capital Plan.



An Authorizing Resolution requesting the use of a competitive RFP procurement process was approved by the Board in December 2013. The one-step RFP required proposers to submit technical and cost proposals to be reviewed by a Selection Committee (SC) in accordance with pre-established selection criteria, which included: proposer's plans and approach to implement changes in accordance with the latest I2S, project management approach including, phasing and staging plans, project schedules reflecting on time completion and cost.

In order to maximize competition between Proposers, the contract was structured into shares consisting of the following: 1. Carborne sub-systems (209 units); 2. Wayside equipment (Area 1 approx. 70%); 3. Carborne sub-systems (100 units); 4. Wayside equipment (Area 2 approx. 30%); 5. the Data Communication System (DCS); and 6) the ATS System. While the awards of shares 1, 2, 3 and 4 would be split between Proposers, single awards would be made for shares 5 and 6.

The RFP was advertised in May 2014. Siemens and Thales each submitted proposals on December 1, 2014. The proposals included technical narratives for each of the contract shares and sealed cost proposals. The internal estimate was \$184,000,000. Although Siemens and Thales are the only two qualified companies, a Technical Committee (TC) was established to conduct an evaluation of technical proposals in order to verify the companies' continual compliance with the latest I2S. Both Proposers were invited for oral presentations. After oral presentations and upon completion of the technical evaluations, the TC deemed Siemens' and Thales' technical qualifications to be fully satisfactory and reported their findings to the SC. Based on the TC's evaluation, the SC unanimously recommended the two Proposers for negotiations.

Cost proposals were opened with prices significantly in excess of the engineer's estimate. The lowest cost combination of shares proposed by the two contractors was \$306,721,908, approximately 68% higher than the internal estimate of \$184,000,000.

Due to the disparity between the Proposal and internal estimate, extensive negotiations were conducted with each of the Proposers and included discussions of contractual terms and conditions, special conditions, scope of work, risk, level of staffing and detailed cost. As a result of negotiations and discussions with both Proposers, a Post-Proposal Addendum (PPA) was issued to capture the changes and clarifications made to the technical specifications. The PPA requested that both Proposers provide interim proposals for continued negotiations of the base contract shares, and, in an effort to reduce unknown risks and cost, requested contractors to propose on four alternates based on various combinations of shares with fixed quantities of work.

Siemens and Thales each submitted interim proposals on May 6, 2015. The interim proposals resulted in a lowest cost combination of shares of \$270,819,175, which represented a 12% reduction from the initial total of \$306,721,908. Interim pricing remained significantly high, therefore additional negotiations were held and alternative solutions were explored with each of the Proposers. As a result of negotiations of both cost and shares, another round of interim proposals was requested. The revised interim proposals were for the base contract shares and two alternates. The alternate proposals were for A. Carborne (305 units), B. Wayside Areas 1 and 2 without the 71<sup>st</sup> Avenue interlocking, C. Carborne (4 units), and D. the 71<sup>st</sup> Avenue interlocking Wayside only. Alternate 1 consisted of items A and B while Alternate 2 consisted of items C and D. Due to the changes in technical specifications and a better understanding of the contractors staffing and risks associated with the project, the internal estimate was further revised to \$208,011,663.

Revised interim proposals were received and resulted in a lowest cost combination of shares of \$262,561,503. After a final round of negotiations with both Proposers, they were requested to submit their Best and Final Offers (BAFOs). The request for BAFO instructed Siemens and Thales to submit a base proposal and two alternate proposals based on the numbers of carborne and wayside CBTC units as stated in the previous revised interim proposal with the DCS and ATS being proposed separately. BAFOs were received on June 29, 2015, which also included a proposed alternate from Thales based on reduced project management efforts.

The SC reconvened and unanimously recommended to award Alternate 1 to Siemens which consisted of the larger shares A. (Carborne 305 units) and B. (Wayside Areas 1 and 2 without the 71<sup>st</sup> Avenue interlocking) and Alternate 2 to Thales which consisted of the smaller shares C. (Carborne 4 units) and D. (The 71<sup>st</sup> Avenue interlocking Wayside only). The SC also recommended the award of the DCS and ATS to Siemens. The award determination was based on the alternative proposals which offered the lowest cost combination and best overall value to NYC Transit. The lowest cost combination of shares total price of \$205,780,452 was approximately 1% lower than the revised estimate of \$208,011,663. The extensive negotiations ultimately resulted in NYC Transit saving \$101M from the initial proposal. The price for the Siemens portion of the work is considered fair and reasonable. The price for the Thales portion of the work is considered acceptable. The overall price for the project is considered fair and reasonable.

A background check performed by Materiel on Thales revealed no "Significant Adverse Information" (SAI) within the meaning of the All Agency Responsibility Guidelines. In connection with a previous contract awarded, Siemens was found to have SAI. However, the Chairman approved a recommendation that Siemens be found responsible for future awards provided that no new SAI

was found. No new SAI has been found by Materiel's background checks and investigations. After consideration of all relevant information, Siemens and Thales have been found fully responsible for award.

**M/W/DBE:**

The MTA Department of Diversity and Civil Rights (DDCR) has established goals at 0% MBE and 0% WBE. The scope of work within this contract is classified as proprietary and specialized work, and the equipment is also specialized. NYC Transit will utilize its employees to perform installation of carborne equipment. These factors were taken into consideration by DDCR in order to support a Zero Goal Determination.

**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.

**IMPACT ON FUNDING:**

This contract is 100% MTA funded. Funds are available in planning number MW56-7027 Project ID T60803/19 in the 2010-14 Plan and prior Programs. Both the car and wayside equipment installation, which are integral parts of the project, are projected to be funded by the pending 2015-19 Capital Plan. The contract will not be awarded until a WAR Certificate is received.

**ALTERNATIVES:**


None. Assessing critical factors, such as safety and achieving interoperability, can only be accomplished using the RFP process.

**RECOMMENDATION:**

That the Board approve the award of contract S-48004 for the Communication Based Train Control (CBTC) Queens Boulevard Line (QBL) West Phase I to Siemens and Thales in the total amount of \$205,780,452 (\$156,172,932 for Siemens and \$49,607,520 for Thales) with a duration of 67 months.



# Staff Summary

Item Number 6			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel	6 7/10/15	EVP
2	Law	7/10/15	President
3	Budget		
4	DDCR		
5	CPM		

SUMMARY INFORMATION	
Vendor Name	Contract No.
Jacobs Civil Consultants, Inc.	CM-1559
Description	
IQ Value Engineering Consultant Services	
Total Amount	
\$1,000,000 (Estimate)	
Contract Term (including Options, if any)	
Four Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type	
<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type	
<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

## PURPOSE

To obtain Board approval to award an Indefinite Quantity (IQ) contract to Jacobs Civil Consultants, Inc. (Jacobs) to perform Value Engineering Consultant Services (VE) in the total estimated amount of \$1 million over a four year contract term.

## DISCUSSION

Value Engineering is an organized methodology of reviews and analyses of technical reports, Architectural and Engineering drawings, plans and specifications, cost estimates and schedules performed at any stage of design to make recommendations to ensure that a project will be constructed at the lowest overall life cycle cost while maintaining the requirements for quality, safety, maintainability, performance and reliability. Value Engineering is performed independently on designs prepared by both in-house staff and consultants.

Under this contract the consultant will perform VE for NYC Transit Capital Program Management (CPM). The NYC Transit Project Manager will submit the scope of work to the consultant to obtain their proposal. Contract CM-1559 replaces the current contracts in place for IQ VE that expire this year. This procurement was advertised with the intent of awarding two contracts. However, after a more in-depth review of historical VE performed and the amount of potential new work, it was determined that one contract would be sufficient.

This RFP was solicited using a one-step procurement process. In response to NYC Transit's advertisements, five firms submitted proposals. They were: Henningson, Durham & Richardson Architecture and Engineering, PC (HDR), Jacobs, NCE Value Consultants, Inc. (NCE), PMA Consultants, LLC (PMA), and Value Management Strategies, Inc. (VMS). The Selection Committee (SC) reviewed and evaluated the written technical proposals in accordance with the established evaluation criteria, which included: plan of approach, experience in relevant areas, experience of project team and key personnel, current workload, past performance on similar projects, management and quality assurance plans and also conducted oral presentations with the respondents to the RFP. The SC recommended the following three consultant firms for negotiations: HDR, Jacobs and NCE.

## Staff Summary

PMA was not recommended because they lacked sufficient qualifications and experience to successfully perform the required services under the contract based on the information provided in their technical proposal submission. VMS, a California-based company lacked the required certifications to perform professional engineering work in New York State.

The initial cost proposals from these firms were as follows: HDR - \$1,105,644, Jacobs - \$1,179,036 and NCE - \$1,312,337. The in-house estimate was \$1,075,359 including an allowance for out-of-pocket expenses. The cost proposals from these selected firms were based on pre-determined labor titles and associated hours.

Price negotiations were held with the three selected firms with discussions focusing on the consultant's hourly rates, fixed fee and overhead. After negotiation sessions were conducted with all three firms, Best and Final Offers (BAFOs) were requested and received as follows: HDR - \$1,057,895, Jacobs - \$1,047,030 and NCE \$1,138,291. CPM and Procurement have determined all three vendors' BAFOs to be within the "Fair and Reasonable" range based on analysis of the initial and revised cost proposals and the competitive nature of this RFP.

After receipt of BAFOs the SC reconvened and selected Jacobs for award. In addition to having the lowest cost, Jacobs was the most technically preferred firm and has a proven track record of performance in rendering VE to NYC Transit over the last 17 years. Based upon the amount and frequency of VE previously performed and the projected requirements going forward, CPM decided that one qualified firm could satisfactorily perform the required VE and, therefore, only one contract will be awarded.

Reference checks were made and revealed that Jacobs' performance was satisfactory. Background investigations and materials submitted by Jacobs disclosed no "significant adverse information" within the meaning of the All Agency Responsibility Guidelines.

### **M/W/DBE:**

The MTA Department of Diversity and Civil Rights (DDCR) has established 10% MBE and 10% WBE goals for this project. DDCR has approved Jacobs' M/WBE Utilization Plans. Jacobs has achieved its M/W/DBE goals on previous MTA contracts.

### **ALTERNATIVES:**

Perform the work using in-house personnel. At this time, in-house personnel do not have the expertise necessary to perform the specific tasks required under the scope of work for this project.

### **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.

### **IMPACT ON FUNDING:**

The cost of this contract will be funded with 100% MTA funds. A WAR Certificate will be requested and the contract will not be executed until a WAR Certificate has been issued.

### **RECOMMENDATION**

That the Board approve the award of IQ contract CM-1559 to Jacobs Civil Consultants, Inc. to perform VE in the total estimated amount of \$1 million over a four-year contract term.

## Schedule G: Miscellaneous Service Contracts

Item Number: 7

<b>Vendor Name (&amp; Location)</b> Bay Crane Service, Inc. (Long Island City, NY)
<b>Description</b> Leasing of cranes with operators
<b>Contract Term (including Options, if any)</b> Five years
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

<b>Contract Number</b> RFQ 89516	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Total Amount:</b> \$42,807,271 (Est.)	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Subways, Joseph Leader	

### Discussion:

This contract is for the leasing of cranes with operators for an estimated amount of \$42,807,271.

NYC Transit's Department of Subways, Division of Track requested the contract for the leasing, operation and maintenance of cranes, ranging in size from a 45-ton hydraulic rough terrain crane to a 400-ton truck crane to be used in subway yards, streets and along the right of way. NYC Transit requires five cranes and operators to be on NYC Transit's property at all times and an additional four cranes paid for and on reserve at all times, to be available for NYC Transit requirements at which time the contractor will provide operators. The cranes are used to move heavy materials, such as track panels, rails, ties, third rail protection boards and fiberglass walkways.

Following an extensive outreach to the marketplace, during which 33 companies were contacted and four companies attended the pre-bid conference, two bids were received. In addition to the two bids, a third company attended the bid opening but failed to submit a timely bid. This third company was asked what its bid amount would have been and it responded with a dollar amount that would have made it the second low bid, thus its bid would not have been selected for a contract award. During the pre-bid conference and market research conducted thereafter, NYC Transit confirmed that very few companies have the resources necessary to provide the number of cranes, within the required time frame on a daily basis, to meet NYC Transit's operational needs.

A bid protest was received on May 13, 2015 from the second lowest bidder, US Crane & Rigging LLC, and was assigned to a protest officer. After careful review, the protest was denied because it had no merit. Bay Crane's pricing of \$42,807,271 is 19.8% lower than the second lowest bidder. This new contract further improved upon the existing contract by providing some different size cranes and greater flexibility in meeting NYC Transit's needs. Bay Crane's final price is considered to be fair and reasonable.

It should be mentioned that a crane owned by Bay Crane was involved in a building crane accident. This accident is currently under investigation, but is not considered to be significant adverse information. Bay Crane advised NYC Transit that it had leased that crane to another contractor and that the lessee provided the operator and insured and indemnified Bay Crane against liability.

## Schedule G: Miscellaneous Service Contracts

Item Number: 8

<b>Vendor Name (&amp; Location)</b> Northeast Lamp Recycling, Inc. (East Windsor, CT)		<b>Contract Number</b> RFQ 102758	<b>Renewal?</b> <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
<b>Description</b> Handling, removal, transportation, and recycling of various types of lamps and bulbs		<b>Total Amount:</b> NYC Transit: \$355,033 (Est.) MTABC: \$44,987 (Est.) LIRR: \$17,700 (Est.) \$417,720 (Est.)	
<b>Contract Term (including Options, if any)</b> Five Years		<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>  Office of System Safety, Cheryl Kennedy	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive			
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:			

### Discussion:

This multi-agency contract is for the handling, removal, transportation, and recycling of various types of lamps and bulbs for a five year term in the estimated total amount of \$417,720. NYC Transit's share is \$355,033; MTA Bus Company's share is \$44,987; and Long Island Rail Road's share is \$17,700.

Under this agreement, the contractor is required to pick up, transport, and recycle various types of lamps and bulbs that contain mercury or lead in accordance with the Resources Conservation and Recovery Act (RCRA) and all other applicable laws, rules and regulations. These lamps and bulbs include straight fluorescent, U-tube fluorescent, circle line fluorescent, high intensity discharge, compact fluorescent and other bulbs. Each agency's contract will be utilized on an as-needed basis without any obligation of any of the agencies to commit to a minimum amount.

Extensive outreach to the marketplace was performed to increase competition. An Invitation for Bid was advertised and four bids were received, one bid more than was received when the existing contract was solicited. Northeast Lamp Recycling, Inc. (NLR), the incumbent, submitted the lowest bid of \$417,720, which was 34% lower than the second lowest bidder. For this new five-year contract, NLR's unit price per pound has increased to \$0.30 from \$0.19 under the existing five-year contract, a 53% increase. Procurement contacted NLR to find out why its bid price increased from the existing contract. NLR stated that its actual costs under the existing contract exceeded its bid price and, having honored that bid price for five years; it needed to adjust its price to better reflect the actual cost of performance. The price has been found to be fair and reasonable based on adequate price competition.

**JULY 2015**

**LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL**

**Procurements Requiring Majority Vote**

**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.)

- 1. Skanska USA Civil Northeast, Inc.                      \$805,000                      Staff Summary Attached**  
**Contract# A-36138.93**

Modification to the contract for the Dey Street Concourse, the R Line Underpass and Platform Finishes at the Cortlandt Street Station on the R Line; in order to address impact costs associated with a previously granted excusable and impactable time extension.

Item Number: 1

<b>Vendor Name (&amp; Location)</b> Skanska USA Civil Northeast, Inc. (Whitestone, NY)	
<b>Description</b> Dey Street Concourse, R/W Underpass and Platform Finishes	
<b>Contract Term (including Options, if any)</b> March 30, 2010- December 31, 2012	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> MTA Capital Construction, Michael Horodniceanu	

<b>Contract Number</b> A-36138	<b>AWO/Mod. #</b> 93
<b>Original Amount:</b>	\$ 17,093,000
<b>Prior Modifications:</b>	\$ 6,357,425
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 23,450,425
<b>This Request:</b>	\$ 805,000
<b>% of This Request to Current Amount:</b>	3.4%
<b>% of Modifications (including This Request) to Original Amount:</b>	42.0%

**Discussion:**

This modification addresses impact costs associated with a previously granted excusable and impactable time extension.

The contract provides for the finishes of the Dey Street Concourse, the R Line Underpass and Platform Finishes at the Cortlandt Street Station on the R Line as part of the new Fulton Street Transit Center (Fulton Center).

Several modifications have been presented to the Board over the last few years, across the various Fulton Center contracts, associated with the implementation of enhancements, technology changes and the reprogramming of space previously identified for use by NYC Transit personnel at Fulton Center and the Corbin Building into commercial tenant, retail and public spaces. Prior Modification Nos. 29, 45, 49 and 59 under this contract addressed enhancement and technology changes to the Dey Street Concourse including revisions to electrical work to support the installation of new LED signage and video displays, changes to ceiling finishes and the furnishing and installation of customized aluminum and glass wall panels.

The original completion date for this contract was in October 2011. Beginning in January 2011, MTACC issued the first of several Stop Work Orders to suspend construction of certain elements of the work in anticipation of these enhancement and technology changes. These changes resulted in an excusable time extension of 295 work days, 140 of which were considered compensable. The schedule impact was addressed previously under Modification No. 62; this modification addresses the associated impact costs.

The contractor's impact cost proposal was \$1,725,564; MTACC's revised estimate is \$739,446. Following review by MTA Audit, negotiations resulted in the agreed upon price of \$805,000, which is considered fair and reasonable. Savings of \$920,564 were achieved.

**JULY 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. **Forte/Emis JV** Staff Summary Attached  
**Contract# A-36308.3** **\$9,116,550 (Est.)**  
Modification to the contract for station renewal at five locations on the Liberty Line in Queens, in order to provide additional steel repair and a time extensions of 29 work days, excusable and non-impactable.
  
2. **Lucius Pitkin, Inc.** Staff Summary Attached  
**Contract# 104666** **\$160,303 (Est.)**  
**Emergency Declaration**  
Provide engineering consultant services to investigate and recommend corrective action to address failures of the Energy Guidance System spine for the 2010 and 2012-13 Nova articulated bus fleets.

## Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

<b>Vendor Name (&amp; Location)</b>	
Forte/Emis JV (Holbrook, NY)	
Station Renewal at Five Locations on the Liberty Line in Queens	
<b>Contract Term (including Options, if any)</b>	
December 6, 2013 – March 4, 2016	
<b>Option(s) included in Total Amount?</b>	<input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b>	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
<b>Solicitation Type</b>	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
<b>Funding Source</b>	
<input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b>	
Capital Program Management, Frederick E. Smith	

Contract Number	AWO/Mod. #:
A-36308	3
<b>Original Amount:</b>	\$ 39,339,000
<b>Prior Modifications:</b>	\$ 216,160
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 39,555,160
<b>This Request:</b>	\$ 9,116,550 (Est.)
<b>% of This Request to Current Amount:</b>	23.0%
<b>% of Modifications (including This Request) to Original Amount:</b>	23.7%

### Discussion:

This retroactive modification provides additional steel repair and a time extension of 29 work days, excusable and non-impactable.

This contract is for the renewal of five stations (104<sup>th</sup> Street; 111<sup>th</sup> Street; Rockaway Boulevard; 88<sup>th</sup> Street; and 80<sup>th</sup> Street) on the Liberty Line in the Borough of Queens. The contract calls for station painting; replacement of mezzanine concrete topping, doors, windows, light fixtures; rehabilitation of mezzanine exterior walls; demolition and reconstruction of concrete platforms and repair of embedded structural steel supporting the platforms.

The platform steel is embedded in the existing concrete platform slabs, so the extent of steel deterioration could not be determined by the visual survey performed during the design phase of the project. Accordingly, the contract provides for platform steel repair on the basis of a unit price and an estimated quantity, and provides for an equitable adjustment of the unit price if the actual quantity differs from the estimated quantity by more than ten percent. The contractual estimated quantity of steel repair is 11.94 tons. As constructed, each station has about 160 to 180 tons of platform steel, so the five stations have about 800 to 900 tons of platform steel total. The contractual platform steel repairs represent about 1.3% to 1.5% of the total existing platform steel.

In mid-2014, the contractor began demolishing the concrete platform slabs and exposing the platform steel. As work progressed, it became evident that a greater percentage of the platform steel had deteriorated than expected and the contractual estimated quantity would be greatly exceeded. The SVP & Chief Engineer authorized a budget modification for retroactive additional work, which was approved in November 2014, and subsequently approved a memorandum ratifying the retroactive additional work.

The contract provides two 14 week by-pass occasions (each including five weekend GOs) during which most of the platform work must be performed. One occasion was provided in 2014 and one is provided in 2015. To minimize impact on customers, NYC Transit directed the contractor to perform the additional work within the established by-pass occasions to the extent possible. The contractor performed contractual and additional steel repair work from June 2014 to March 2015, completing a total of 105.93 tons, of which 93.99 tons was additional work. The remaining platform steel repair to be performed in 2015 is estimated at 108.6 tons. Accordingly, the total revised estimated quantity is 214.53 tons, of which 202.59 tons is additional work. The total additional platform steel repairs represent about 22% to 25% of total existing platform steel. Construction of the existing platforms was completed 100 years ago, in 1915. The visual inspection performed during the design state of the project did not disclose the extent of platform steel deterioration. In the future, especially when designing for the renewal of stations of this age, NYC Transit will consider full length repairs of specific platform girder elements such as top flange angles, and budget estimated costs accordingly on a unit price basis.

The contractor's bid included a unit price of \$35,000 per ton for the contractual estimated quantity of 11.94 tons of platform steel repairs, total for all five stations. Unit price negotiations were conducted by negotiating the price of the additional work actually performed at two stations (88<sup>th</sup> and 104<sup>th</sup>) in 2014. For those two stations, a total of 89.53 tons of platform steel repairs were completed, of which 77.59 tons were additional work, since the estimated 11.94 tons intended for all five stations was exhausted.



even before finishing repairs on the first two stations. The contractor's final proposal was \$4,453,666, or \$57,400 per ton. NYC Transit's revised estimate was \$3,445,012, or \$44,400 per ton. Negotiations, conducted after coordination with MTA Audit, resulted in the agreed lump sum of \$3,491,550 and in the agreed unit price \$45,000 per ton, which was found to be fair and reasonable for all additional platform steel repairs. At the agreed unit price, the estimated additional 202.59 tons total will cost an estimated total of \$9,116,550.

The contractor and NYC Transit also agreed on an extension of 29 work days, excusable and non-impactable, extending the Substantial Completion date from March 4, 2016 to April 14, 2016. An additional GO was needed; it was not available until after the 2014 occasion, which affected the project schedule.

A partial payment of \$2,312,100 was made in February 2015, and a partial payment of \$1,917,450 is in process, for the additional work completed under this modification from June 2014 to March 2015.

## Schedule K: Ratification of Completed Procurement Actions

Item Number: 2

<b>Vendor Name (&amp; Location)</b> Lucius Pitkin, Inc. (New York, NY)
<b>Description</b> Engineering consultant services
<b>Contract Term (including Options, if any)</b> One Year
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
<b>Procurement Type</b> <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other: Emergency Declaration

<b>Contract Number</b> 104666	<b>Renewal?</b> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
<b>Total Amount:</b> \$160,303 (Est.)	
<b>Funding Source</b> <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> Department of Buses, Darryl C. Irick	

### Discussion:

It is requested that the Board formally ratify the declaration of emergency made by the Vice President, Materiel, waiving competitive bidding pursuant to the All-Agency Guidelines for the Procurement of Services, Article IV, Paragraph C, and ratify the award of this contract to provide engineering consultant services in order to investigate and recommend corrective action to address failures of the Energy Guidance System (EGS) spine for the 2010 and 2012-13 Nova articulated bus fleets comprised of a total of 418 buses.

The EGS spine is a semi-circular strip of spring steel riveted at each end to the front and rear sections of the articulated joint of a bus. Fluid lines and harnesses are bundled together and secured by straps to trays that are attached to the spine, which flexes as the articulation joint moves.

In 2012, critical failures occurred on the bus fleet of ninety 2010 Nova articulated buses wherein the EGS spine became fatigued and failed at its riveted connection to the bus frame. The unconstrained movement of the severed EGS spine rubs into the adjacent fluid lines and harnesses, increasing the risk of a failure. After investigation, starting in 2013 the fluid lines and harnesses running through the EGS spine were lengthened and rerouted by Nova, but the original design of the EGS spine remained the same. The 2012-13 Nova articulated bus fleet comprised of 328 buses was also retrofitted by Nova to include lengthened and rerouted fluid lines and harnesses. As part of the retrofit, the EGS spine was inspected for any preliminary signs of imminent failure, and replaced if necessary. Frequent inspections are now conducted to ensure the physical integrity of the EGS spine. All 418 buses have been inspected.

In early 2015, subsequent to the attempts to correct the problem, both 2010 and 2012-13 Nova articulated bus fleets began experiencing the same problem of the EGS spine failing and rubbing into the adjacent fluid lines and harnesses. As a result, Nova and the designer of the EGS spine, Hubner, presented Department of Buses (DOB) with a potential re-design of the EGS spine. However, DOB found the changes insufficient to adequately address the scope of the problem. Buses will continue to operate in revenue service subject to frequent inspections as described above until a design solution has been identified and validated, and each bus has been campaigned by Nova.

Because this failure can lead to a safety-sensitive condition, an emergency was declared so that NYC Transit could immediately retain the services of a third party engineering consultant firm with technical expertise beyond the scope of in-house personnel. NYC Transit is concerned about Nova's ability to objectively analyze and address the issues in a timeframe that is sensitive to the nature of the problem. NYC Transit therefore decided to employ the services of a structural engineering consultant to provide an independent analysis and recommendations for corrective action. Lucius Pitkin, Inc. (LPI) is nationally renowned, has the requisite expertise, and is immediately available to begin the required work. LPI has shown exemplary performance on other contracts with NYC Transit when structural analyses were needed.

LPI's proposal is \$160,303 based on firm unit prices for hourly rates for various job titles associated with this type of work. The price schedule also contained a line item for equipment (strain gages, wires, etc.) The final price was found to be fair and reasonable based on historical labor rates for the various job titles.

**JULY 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. **86th Street Constructors, JV**                      **\$1,640,000**                      **Staff Summary Attached**  
**Contract# C-26012.14**  
Modification to the contract for the construction of the Second Avenue Subway – 86th Street Station Finishes, in order to address changes to the station facility power at the 86<sup>th</sup> Street Station resulting from Con Edison’s comments.
  
2. **Judlau Contracting, Inc.**                      **\$4,750,000**                      **Staff Summary Attached**  
**Contract# C-26006.102**  
Modification to the contract for the construction of the Second Avenue Subway – 63rd Street/Lexington Avenue Station Reconstruction, in order to address additional structural steel work performed at the 63<sup>rd</sup> Street/Lexington Avenue Station.

Item Number: 1

<b>Vendor Name (&amp; Location)</b> 86th Street Constructors, JV (New York, NY)		<b>Contract Number</b> C-26012	<b>AWO/Mod. #:</b> 14
Second Avenue Subway – 86 <sup>th</sup> Street Station Finishes, Mechanical, Electrical and Plumbing Systems, Ancillary Buildings and Entrances		<b>Original Amount:</b> \$ 208,376,000	
<b>Contract Term (including Options, if any)</b> June 12, 2013 – May 31, 2016		<b>Prior Modifications:</b> \$ 2,834,524	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		<b>Prior Budgetary Increases:</b> \$ 0	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		<b>Current Amount:</b> \$ 211,210,524	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		<b>This Request:</b> \$ 1,640,000	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		<b>% of This Request to Current Amount:</b> 0.8%	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> MTA Capital Construction, Dr. Michael Horodniceanu		<b>% of Modifications (including This Request) to Original Amount:</b> 2.2%	

**Discussion:**

This retroactive modification is for changes to the station facility power at the 86<sup>th</sup> Street Station.

The contract work includes the installation of mechanical systems including HVAC in the station and ancillary facilities; tunnel ventilation systems in the adjacent tunnels; electrical medium voltage and 120V systems; plumbing for track, sanitary and storm drainage, hot and cold water supply, pump systems and fire suppression; escalators and elevators in the station entrances; construction of the station platform and mezzanine levels, ancillary facilities and entrances; construction of interior walls and rooms; architectural finishes including floors, ceilings, wall treatments, signage, stairs, handrails, guardrails, and station elements including the Station Service Center and Concession Booth; building exteriors including walls, roofing, glazed storefronts, and canopies at station entrances and ancillary facilities; and restoration of the surface of Second Avenue and adjacent streets impacted by construction.

The contract requires the Contractor to install two facility power substations at the 86th Street Station that will provide power for lighting, tunnel ventilation fans, escalators, elevators, communication rooms, HVAC and plumbing systems. The facility power substations are designed by MTACC's Designer of Record, and, in accordance with Con Edison's requirements, shop drawing submissions are made to Con Edison for review and approval by the Contractor after award of the construction contract.

Upon review of the latest facility substation submission, Con Edison determined that certain changes to the design are required. These changes include revisions to the switchgear, transformer equipment, grounding, mimic panels and additional two new battery rooms.

Con Edison's changes to the design require changes to this contract which are addressed in this modification. Whether this modification is the result of an error or omission in design is currently being evaluated.

Due to the lead time associated with the switchgear and transformer equipment, and the potential schedule impact, it was necessary to direct the contractor to proceed immediately with the changes to the equipment. Approval to process this modification on a retroactive basis was obtained from the MTACC President on September 30, 2014.

The contractor's revised proposal was \$1,875,344. MTACC's revised estimate is \$1,722,399. Negotiations resulted in a lump sum price of \$1,640,000, which is considered fair and reasonable. Savings of \$235,344 were achieved. The schedule impact of this modification is currently under review and will be addressed in a future modification.

**Item Number: 2**

<b>Vendor Name (&amp; Location)</b> Judlau Contracting, Inc. (New York, NY)	
<b>Description</b> Second Avenue Subway - 63 <sup>rd</sup> St/Lexington Avenue Station Reconstruction	
<b>Contract Term (including Options, if any)</b> January 13, 2011 – October 16, 2015	
<b>Option(s) included in Total Amount?</b> <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
<b>Procurement Type</b> <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-Competitive	
<b>Solicitation Type</b> <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
<b>Funding Source</b> <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
<b>Requesting Dept/Div &amp; Dept/Div Head Name:</b> MTA Capital Construction, Dr. Michael Horodniceanu	

<b>Contract Number</b> C-26006	<b>AWO/Mod. #</b> 102
<b>Original Amount:</b>	\$ 176,450,000
<b>Prior Modifications:</b>	\$ 17,474,697
<b>Prior Budgetary Increases:</b>	\$ 0
<b>Current Amount:</b>	\$ 193,924,697
<b>This Request:</b>	\$ 4,750,000
<b>% of This Request to Current Amount:</b>	2.5%
<b>% of Modifications (including This Request) to Original Amount:</b>	12.6%

**Discussion:**

This modification is for additional structural steel work performed at the 63<sup>rd</sup> St./Lexington Avenue Station.

The contract calls for station reconstruction, as well as rehabilitation and reconstruction of new entrances to allow access from 3<sup>rd</sup> Avenue; connect new entrances to platforms; utility installation and relocation; and installation of elevators and escalators in the station and entrances.

The contract requires significant structural steel work in various areas including a 100 foot deep shaft from street level that is divided into upper and lower level platforms, Mezzanines 1 through 6 and a roof level. This area will accommodate four high-speed elevators. As part of the contract, the Designer of Record is responsible for the design of steel members including beams and columns as well as providing design criteria for the steel connection designs. Based on the information provided in the contract documents, the contractor is responsible for the design and detailing of the steel connections.

In November 2012, the Contractor submitted a request for additional compensation claiming that the steel stiffening and connections were more complicated than could have reasonably been anticipated from the bid documents and required work beyond the scope of the contract. Such additional work included: (i) horizontal and vertical stiffening of several existing and new steel beams; (ii) redesign of various beams due to design errors or omissions; (iii) redesign of connections, fabrication, and erection of connections; and (iv) incidental work including additional concrete demolition to access steel, lead paint abatement and clean up.

In response, MTACC agreed to compensate the Contractor for horizontal and vertical stiffening of the beams and some redesign work (Items (i) and (ii) above) which appear to have resulted from a design error/omission. MTACC rejected the Contractor's remaining claims. The Contractor appealed that decision to the Chief Engineer and the Chief Engineer ruled that the Contractor's claim has merit and that the MTA should compensate the Contractor for additional engineering, design, steel fabrication and installation captured in Items (iii) and (iv) above.

This modification addresses the additional costs associated with the engineering, design, fabrication and installation of approximately 332 steel stiffeners, 81 seat brackets, 480 doubler plates and 45 additional steel members. This modification resolves all of the issues discussed above, including those submitted to the Chief Engineer.

The Contractor's proposal was \$6,207,095; MTACC's estimate is \$4,427,760. Negotiations resulted in a lump sum price of \$4,750,000, which is considered fair and reasonable. Savings of \$1,457,095 were achieved. The schedule impact of this work was addressed in a prior modification. Related impact costs will be addressed in a future modification.



## **STATION ACCESS CHANGES**

## **REQUEST FOR PUBLIC HEARING: Station Access Changes at 7 Av **F****G** and Borough Hall **4****5** Stations in Brooklyn**

### **PUBLIC HEARING TO OCCUR FALL 2015**

#### **Service Issue**

To improve customer service and increase capacity at the 7 Av **F****G** and the Borough Hall **4****5** stations in Brooklyn, it is recommended to reconfigure fare control lines at the station mezzanine level. The reconfiguration would feature more turnstiles at key locations which would eliminate congestion and improve customer flow and convenience. While the reconfiguration would improve fare control capacity at both ends of the mezzanines, it would preclude free-zone access across the mezzanines, thereby limiting customer access to a staffed station agent booth to only one side of the mezzanine. This change of access to a staffed agent booth triggers a public hearing and MTA Board approval under our service change procedures. This staff summary is to request the public hearing, which would be held in the fall of 2015. The community has requested and is partially funding the work at the 7 Av **F****G** station.

#### **Recommendation**

Authorize a public hearing on station access changes at the 7 Av **F****G** and Borough Hall **4****5** stations in the fall of 2015.

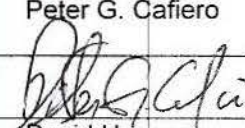
#### **Budget Impact**

The proposed access changes at the 7 Av station will cost approximately \$400,000 which includes reconfiguration and expansion of turnstile arrays, relocation of the station agent booth and modification of CCTV cameras. The local City Council member has elected to give NYCT \$200,000 of discretionary funding towards this effort. The access changes at Borough Hall station would be part of station renewal capital project, with a total cost of \$34 million, of which \$300,000 would be for station access improvements.

#### **Proposed Implementation Date**






The improvements at the 7 Av **F****G** station would be implemented in either late 2015 or in 2016. The capital project at the Borough Hall **4****5** station is scheduled to start construction in late 2016.

# Staff Summary

Subject	Request for a Public Hearing on Station Access Changes at Two Stations in Brooklyn
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	David Haase

Date	June 29, 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	Chairman		X		
3	Board			X	

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

## Purpose

To obtain approval to hold a public hearing on station access at the 7 Av **F G** station and the Borough Hall **4 5** station, both in Brooklyn. If approved, the hearing would be held in the fall of 2015. The access changes would then go to the Board for approval in late 2015 or early 2016.

## Discussion

Station access changes are proposed at the 7 Av **F G** station in Park Slope, Brooklyn and at the Borough Hall **4 5** station in downtown Brooklyn. These changes would improve customer service in several ways as described below. However, the changes would preclude access to the staffed station agent booth from one end of each station mezzanine; passengers will still be able to fully access all platforms, but at one end of the station they would have to walk at street level to access the station agent.

### 7 Av **F G** Station

The attached diagram indicates both the existing and proposed station layouts. Currently passengers entering the station mezzanine at either the 7th Avenue or 8th Avenue ends of the station can walk approximately 300 feet to the station agent booth in the middle of the station mezzanine. The agent at this location has extremely limited sightlines and serves a small portion of passengers because the agent is so remote from paths of direct station access. Virtually all passengers use high entry-exit turnstiles at the 7th or 8th Avenue ends of the station and go directly down to the platforms.

It is proposed to relocate the station agent booth to the 7th Avenue end of the station, which is used by 65% of the station's ridership. The free-zone passageways, which are about 550 feet end-to-end would be closed. Free-zone area would be limited to only the ends of the mezzanine at 7th and 8th Avenues. With the center of mezzanine closed to passengers, the existing center platform stairs would be converted to emergency-exit only.

Passengers entering the station at 8th Avenue would not have access to the station agent; to reach the agent, passengers would have to walk 700 feet at street level to enter the station at 7th Avenue. However, 8th Avenue passengers would have access to an intercom to speak with the station agent, as well as fare vending machines. High entry-exit turnstiles would be replaced by arrays of low turnstiles. Low turnstiles would also replace high entry-exit turnstiles at the 7th Avenue end of the station, increasing passenger access capacity.

The community and the local council person endorse this proposal and will give NYCT \$200,000 for this effort. The relocated station agent will be in immediate proximity to 65% of the station's ridership (as opposed to currently remote to all passengers) and high wheel turnstiles will be replaced by high-capacity low turnstiles at both ends of the station.

## **Borough Hall 4 5 Station**

The center mezzanine over the Lexington line 4 5 platforms at Borough Hall station in downtown Brooklyn has street stairs on both the north and south sides of Joralemon Street. There are three track overpasses connecting the north and south sides of the mezzanine, with the center overpass currently part of the station's free-zone. This free-zone overpass allows customers who have entered on the northside of Joralemon Street to access the station agent in the booth on the southside of the mezzanine. It is proposed to convert the free-zone overpass to paid-zone to allow for expanded fare control lines. Passengers on the northside of Joralemon Street who need to access the station agent would have to cross Joralemon Street at street-level and enter the station on the southside. See the attached diagram.

It is proposed to convert the center free-zone overpass to paid-zone so there will be sufficient space to install more low turnstiles to serve on the southside of the mezzanine. On the southside of the mezzanine there is very little room between free-zone street stairs and paid-zone platform stairs. Space for fare control (turnstiles) is further constrained by maintaining the center overpass as a free-zone. There is room for only two low turnstiles at one platform stair and three turnstiles at the other stair. This is insufficient capacity and there is frequently congestion. Converting the center overpass to paid-zone will create space to relocate turnstiles and expand more of them.

Ridership is split almost equally between the north- and south-sides of the mezzanine - 52% of the center mezzanine's ridership uses the northside and 48% uses the south-side. Passengers on the northside of Joralemon Street would have to walk about 80 feet across Joralemon to enter the station on the south-side to access the station agent. However, passengers on the northside will have improved access to all platforms because the northside control lines will also be improved. High wheel turnstiles will be replaced by low turnstiles, greatly expanding fare control capacity and eliminating existing congestion. There will continue to be Metrocard vending machines on the northside of the mezzanine for passengers.



# Staff Summary

## Recommendation

Authorize a public hearing on the proposed station access changes at the 7 Av **F G** and Borough Hall **4 5** stations in Brooklyn.

## Alternative to the Proposed Service Change

*Do not authorize a public hearing on these station access changes.* Fare control lines at the 7 Av station can still be improved, but the station agent booth would remain in the middle of a 600-foot long mezzanine, remote from virtually all passengers. At Borough Hall station, the fare control lines of the northside of the mezzanine can be improved, but the fare control lines on the southside of mezzanine would remain inadequate and congested.

## Budget Impact

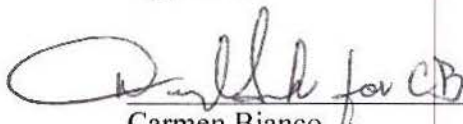
At 7 Av station, the cost to relocate the station agent booth, improve fare control lines at both ends of the station and modify CCTV cameras is estimated at \$400,000. The local community has pledged to give NYCT half of this amount - \$200,000 - towards the station improvements.

At Borough Hall station, the cost of reconfiguring improving fare control lines would be part of the greater renewal project, budgeted at \$34 million, of which \$300,000 is for the proposed access changes.

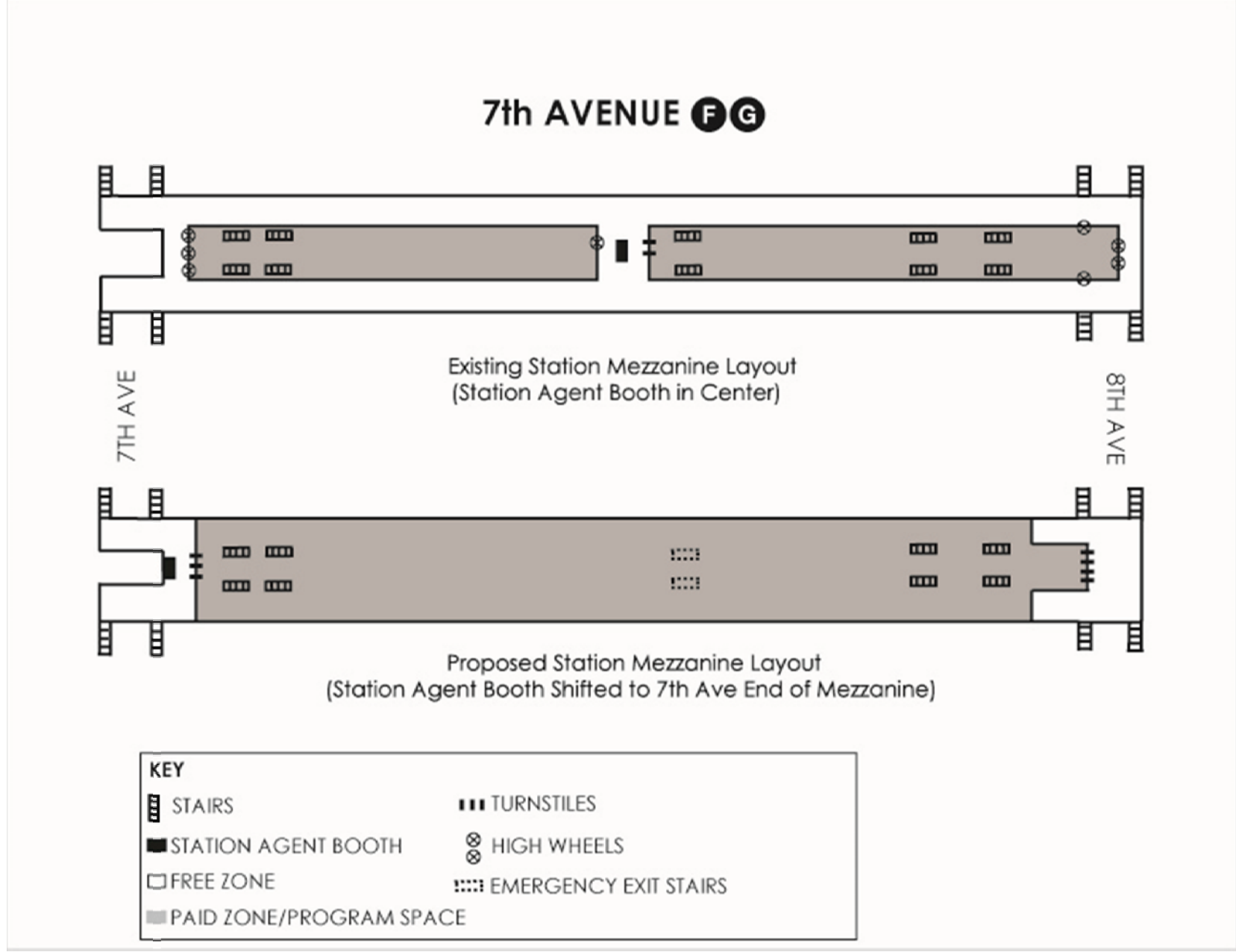
## Proposed Implementation Date

Public hearing would be in the fall of 2015. If the station access changes are later approved by the Board, the 7 Av station improvements would be implemented in late 2015 or 2016. The capital project at Borough Hall station is scheduled to start construction in late 2016.

Approved:

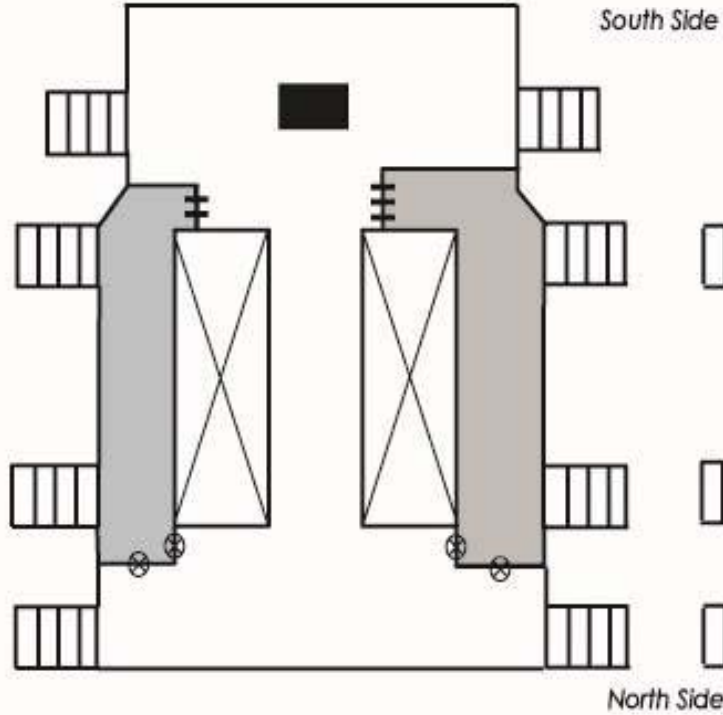
  
Carmen Bianco  
President, NYCT

  
Thomas F. Prendergast  
Chairman, MTA

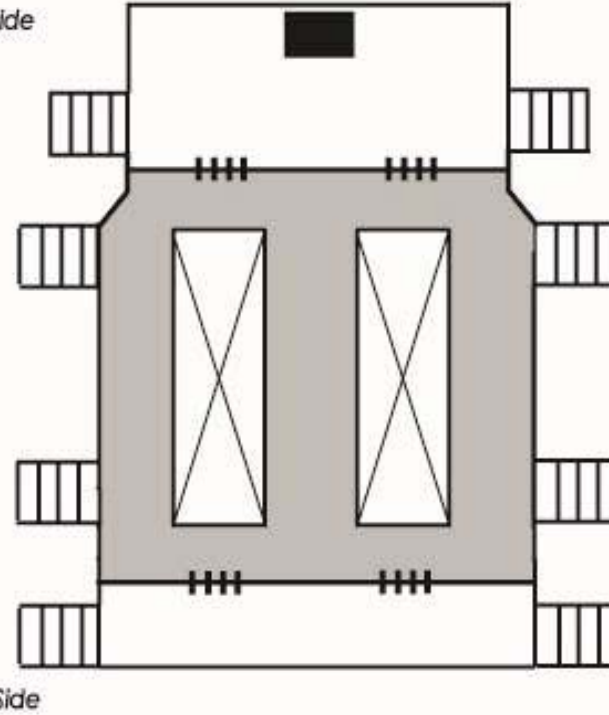


## BOROUGH HALL 4 5

Existing Station Mezzanine Layout



Proposed Station Mezzanine Layout



### KEY



STREET STAIRS



STATION AGENT BOOTH



FREE ZONE



PAID ZONE/PROGRAM SPACE



TURNSTILES



HIGH WHEELS

# Report



## **SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report**

### **MetroCard Market Share**

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

<u>Fare Media</u>	<u>May 2014</u>	<u>May 2015*</u>	<u>Difference</u>
Cash	2.7%	2.2%	(0.5%)
Single-Ride Ticket	0.9%	0.8%	(0.1%)
Bonus Pay-Per-Ride	43.1%	39.5%	(3.6%)
Non-Bonus Pay-Per-Ride	3.3%	5.5%	2.2%
7-Day Farecard	21.0%	22.6%	1.6%
30-Day Farecard	<u>29.0%</u>	<u>29.4%</u>	0.4%
Total	100.0%	100.0%	

\* Preliminary

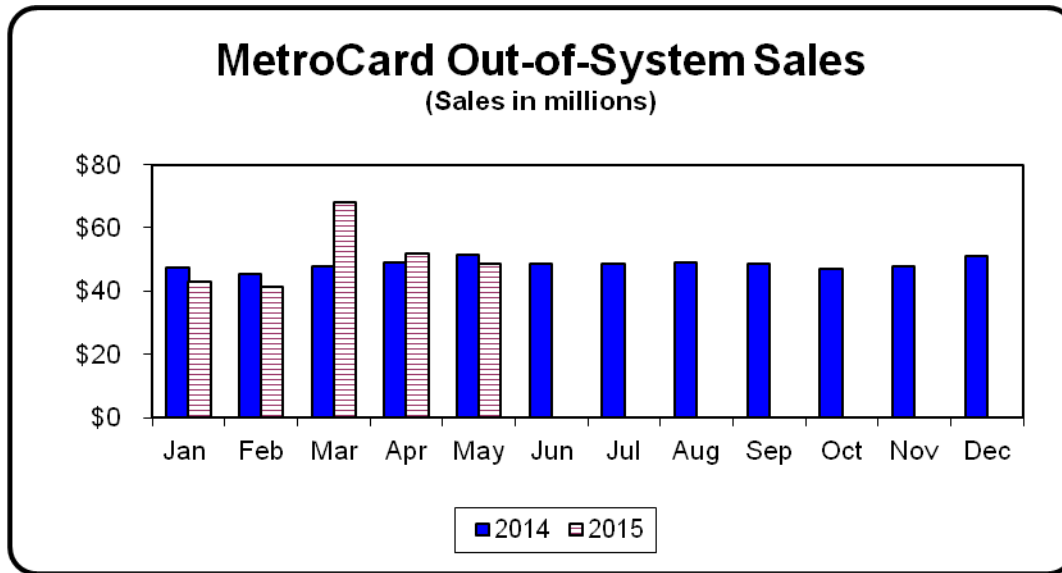
*Note: Percentages may not add due to rounding.*

### **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 May 2015 was 4,370, a 3.08 percent decrease from the same period last year. The average value of a credit issued was \$70.58.

## **MetroCard Extended Sales**

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$48.9 million in May 2015, a 5.0 percent decrease compared to May of 2014. Year to date sales totaled \$253.7 million, a 5.2 percent increase compared to the same period last year.



### *Retail Sales*

There were 4,631 active out-of-system sales and distribution locations for MetroCards, generating \$24.4 million in sales revenue during May 2015.

### *Employer-based Sales of Pre-tax Transportation Benefits*

Sales of 144,710 MetroCards valued at approximately \$12.8 million were made in May 2015 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$88.45. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 85,541 for May 2015, generating an additional \$9.9 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$123.2 million, a 10 percent increase when compared to last year.

## **Mobile Sales Program**

In May 2015, the Mobile Sales unit completed 190 site visits, of which 134 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$118,000 in revenue was generated. In May 2015, the Mobile Sales unit assisted and enabled 2,028 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at the Hanac Ravenswood Senior Center (Queens).

### **Reduced-Fare Program**

During May 2015 enrollment in the Reduced-Fare Program increased by 6,573 new customers, while 565 customers left the program. The total number of customers in the program is 962,645. Seniors account for 788,152 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 174,493 customers. Of those, a total of 37,574 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 \$8.3 million in value to their farecards during the month.

### **EasyPay Reduced Fare Program**

In May 2015, the EasyPay Reduced Fare program enrollment totaled 148,167 accounts. During the month, active EasyPay customers accounted for approximately 2.3 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 \$15.

### **EasyPay Xpress Pay-Per-Ride Program**

In May 2015, the EasyPay Xpress PPR program enrollment totaled 75,973 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 22 trips per month, with an average monthly bill of \$60.

### **EasyPay Xpress Unlimited Program**

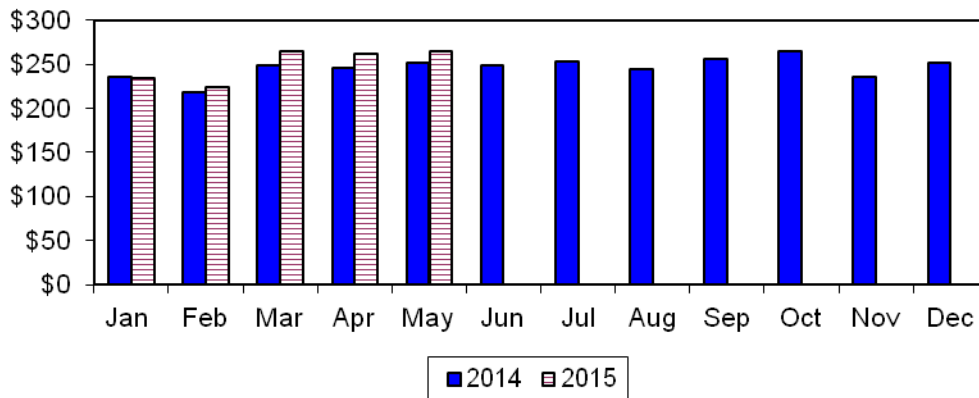
In May 2015, the EasyPay Xpress Unlimited program enrollment totaled 15,313 accounts. During this month, active Xpress Unlimited customers accounted for approximately 706,000 subway and local bus rides with \$1.5 million charged to their accounts. Each active account averaged 51 trips per month with a fixed monthly bill of \$116.50.

### **In-System Automated Sales**

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during May 2015 totaled \$264.8 million, on a base of 15.5 million customer transactions. This represents a 1.7 percent decrease in vending machine sales compared to the same period last year. During May 2015, MEMs accounted for 2,115,816 transactions resulting in \$53,920,056 in sales. Debit/credit card purchases accounted for 76.7 percent of total vending machine revenue, while cash purchases accounted for 23.3 percent. Debit/credit card transactions account for 52.5 percent of total vending machine transactions, while cash transactions account for 47.5 percent. The average credit sale was \$28.21, more than three times the average cash sale of \$8.38. The average debit sale was \$20.39.

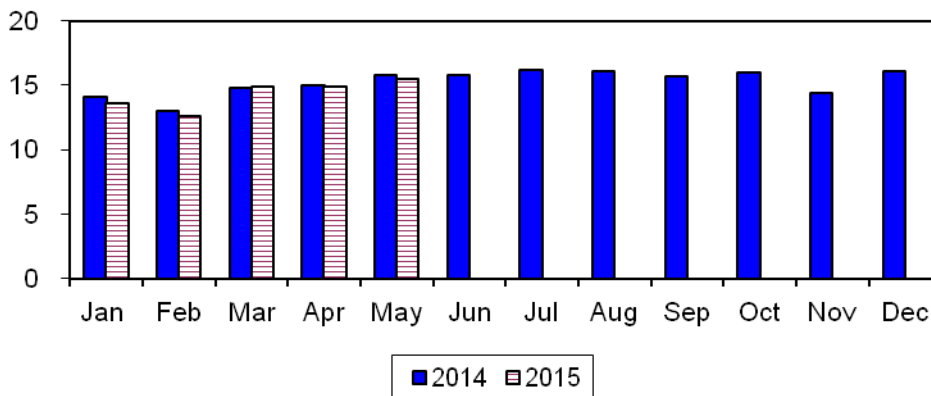
## Vending Machine Sales

(Sales in millions)



## Vending Machine Transactions

(Transactions in millions)



## **MTACC MONTHLY PROJECT STATUS REPORT:**

- **FULTON CENTER**
- **7 LINE WEST EXTENSION**
- **SECOND AVENUE SUBWAY**



## Fulton Center Active and Future Construction Contracts

### Report to the Transit Committee - July 2015

data thru June 2015; \$\$ in million

	Budget	Expenditures
Construction	\$ 927.5	\$ 871.3
Design	106.7	104.8
Construction Management	144.9	122.4
Real Estate	220.9	207.2
<b>Total</b>	<b>\$ 1,400.0</b>	<b>\$ 1,305.7</b>

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

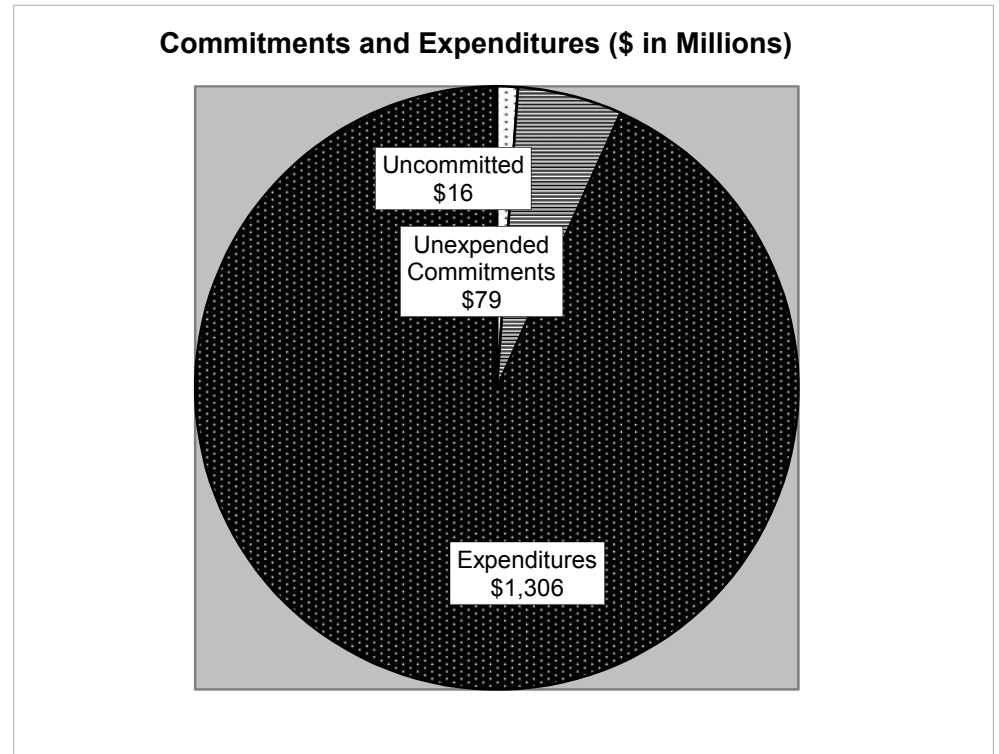
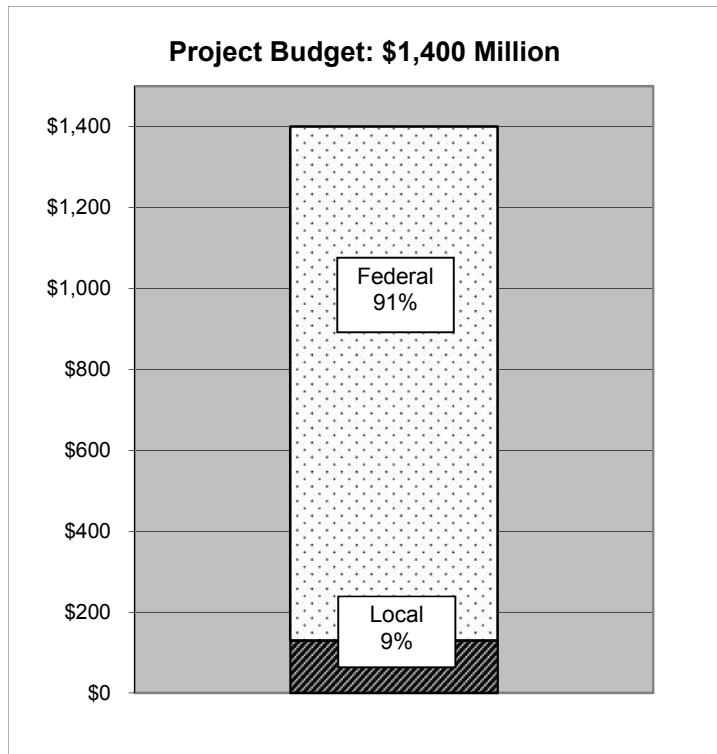
Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone	Forecast Substantial Completion
4F: Transit Center Building Plaza - Schiavone, JV	\$221.4	\$208.3	\$13.1	\$196.8	Jan-2011	Aug-2010	Jun-2014	Nov-2014	Dec-2015
R to E Connector	<i>To be Coordinated with Port Authority</i>				TBD	TBD	TBD	TBD	TBD

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

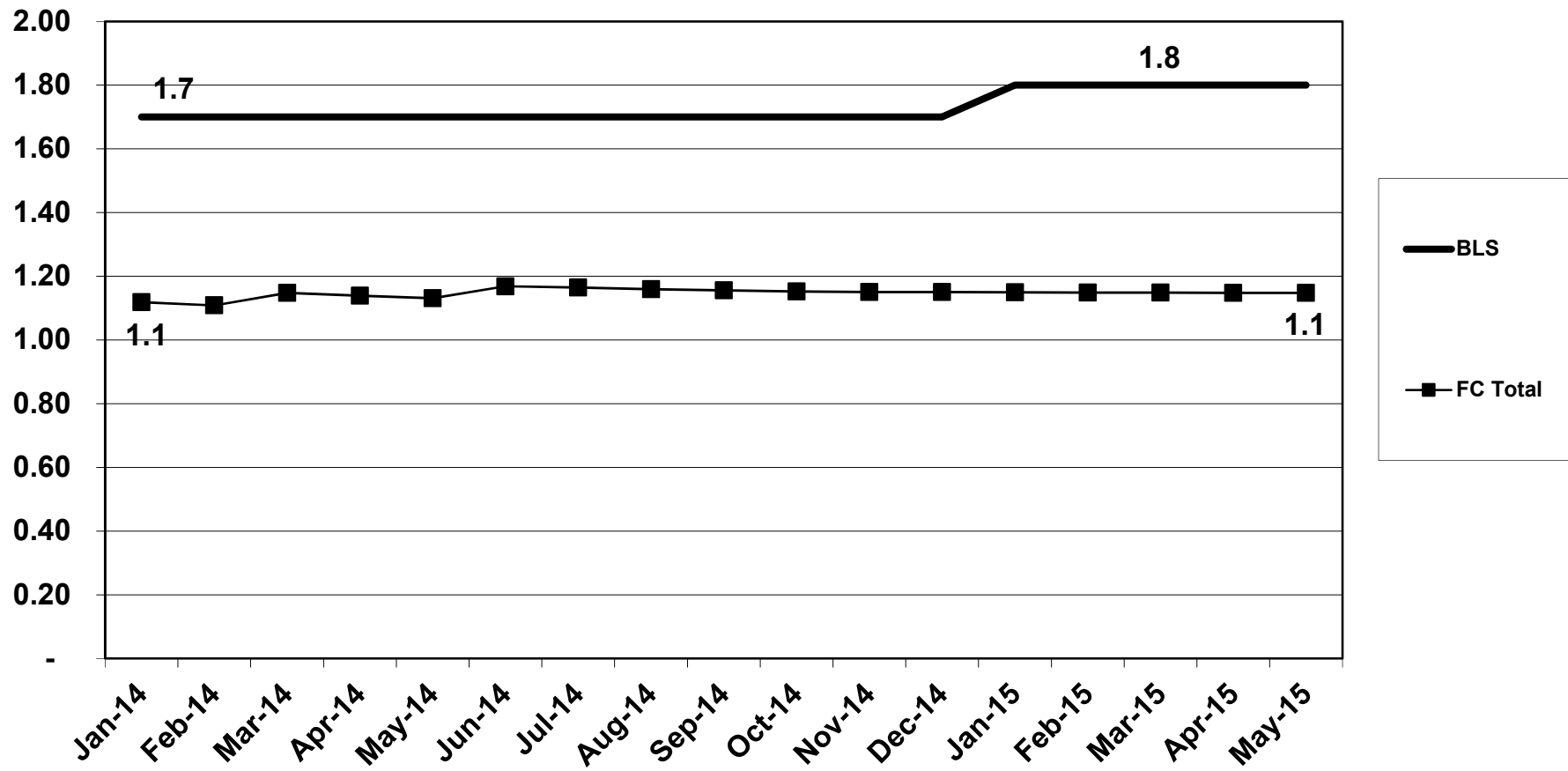
# Fulton Center Status

**Report to the Transit Committee - July 2015**  
data thru June 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	\$ 882
ARRA (Federal Stimulus)	423	-	423	423	423	-	423
<b>Total</b>	<b>\$ 1,400</b>	<b>\$ 130</b>	<b>\$ 1,270</b>	<b>\$ 1,270</b>	<b>\$ 1,384</b>	<b>\$ 16</b>	<b>\$ 1,306</b>



**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 - July 2015

data thru June 2015; \$s in million

	Budget	Expenditures
Final Design	\$ 118.7	117.9
Construction	1,903.9	1,829.2
Construction Management	48.3	42.7
Subway Project Reserve	29.9	-
<b>Total of HYDC-Funded Subway Work</b>	<b>\$ 2,100.8</b>	<b>\$ 1,989.8</b>
HYDC-Funded Non-Subway Work <sup>†</sup>	266.0	239.4
<b>Total of HYDC-Funded Subway and Non-Subway Work</b>	<b>\$ 2,366.8</b>	<b>\$ 2,229.2</b>
MTA-Funded PE/EIS Work and Other	53.1	53.0
<b>Total</b>	<b>\$ 2,419.9</b>	<b>\$ 2,282.3</b>

	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
<b>Systems, Finishes, and Core &amp; Shell of Site A (Vent Building)</b> <i>Skanska/Railworks JV</i>	<b>\$555.8</b>	<b>\$553.0</b>	<b>\$2.8</b>	<b>\$536.9</b>	<b>Aug-2011</b>	<b>Jun-2014</b>	<b>Q3-2015</b>
<b>Site P Secondary Station Entrance Core &amp; Shell and Building Systems/Finishes<sup>††</sup></b> <i>John P. Picone Inc.</i>	<b>\$92.3</b>	<b>\$85.1</b>	<b>\$7.2</b>	<b>\$38.5</b>	<b>Sep-2012</b>	<b>Apr-2016</b>	<b>Dec-2016</b>

\*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.

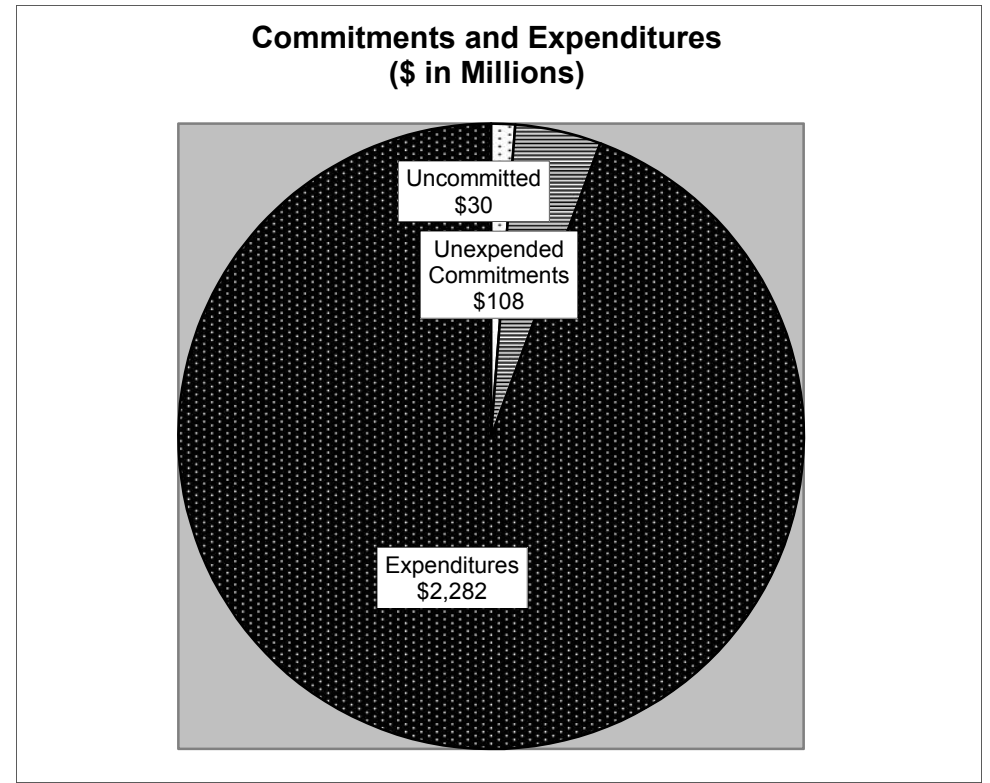
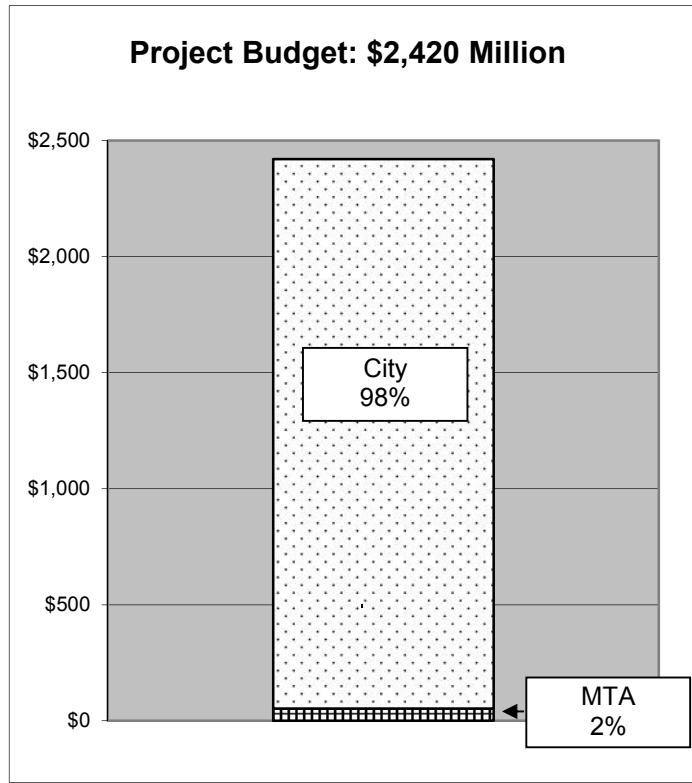
# 7 Line Extension Status

## Report to the Transit Committee - July 2015

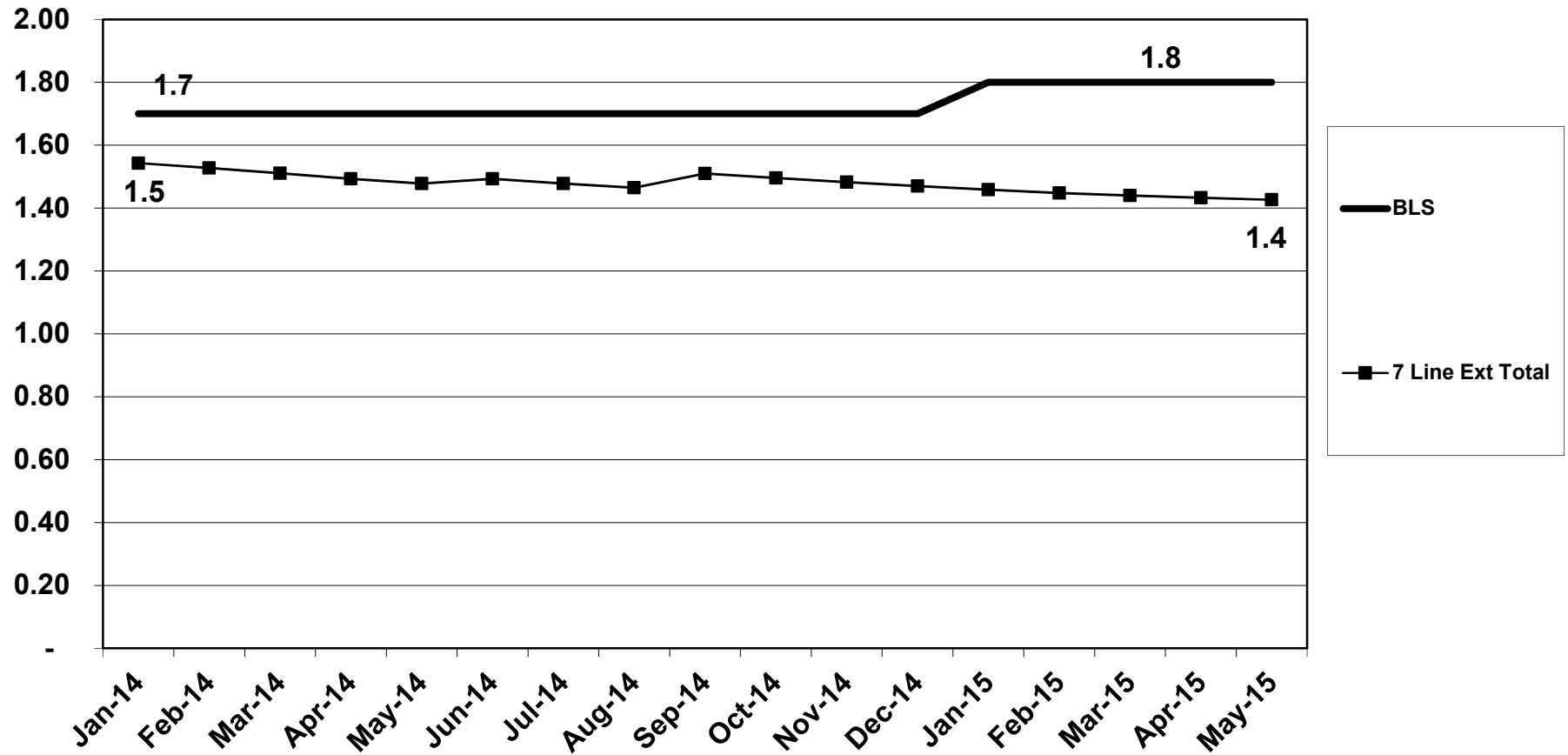
data thru June 2015

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	MTA Funds*	City Funds	City Funds Received	Committed	Uncommitted	Expended
2000-2004	\$ 53	\$ 53	\$ -	\$ -	\$ 53	\$ 0	\$ 53
2005-2009	2,367	-	2,367	2,337	2,337	30	2,229
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,337	\$ 2,390	\$ 30	\$ 2,282

\* 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 - July 2015

data thru June 2015; \$s in million

	Budget	Expenditures
Construction	\$ 3,394.0	\$ 2,545.2
Design	\$ 508.2	485.6
Construction Management	\$ 267.3	165.3
Real Estate	\$ 281.5	230.4
<b>Total</b>	<b>\$ 4,451.0</b>	<b>\$ 3,426.5</b>

	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	\$199.1	\$6.7	\$169.6	Jul-2010	Jan-2011	May-2014	Dec-2015
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$268.9	\$14.0	\$145.2	Mar-2011	Jan-2012	Aug-2016	Nov-2016
96th St Station Finishes <i>EE Cruz &amp; Tully, JV</i>	\$362.3	\$352.6	\$9.8	\$228.7	Mar-2011	Jun-2012	Dec-2015	Nov-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$289.3	\$283.9	\$5.4	\$153.5	Nov-2012	Feb-2013	Nov-2015	Sep-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$213.4	\$9.5	\$77.8	Oct-2013	Jun-2013	May-2016	Aug-2016

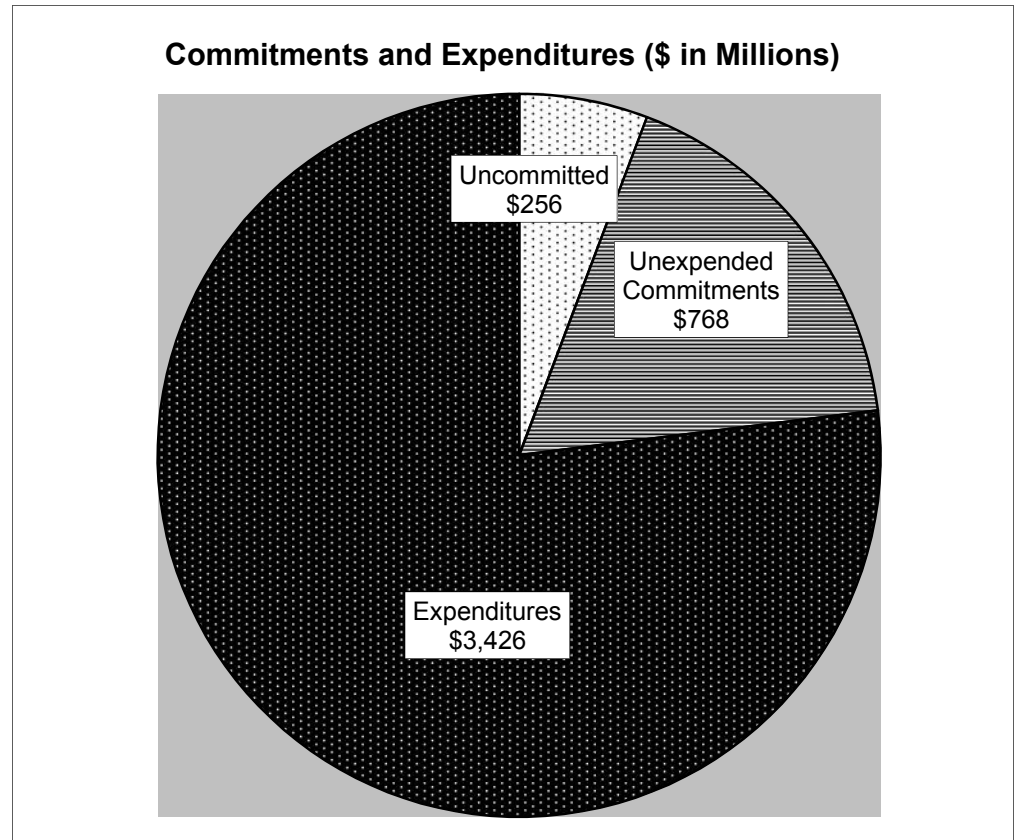
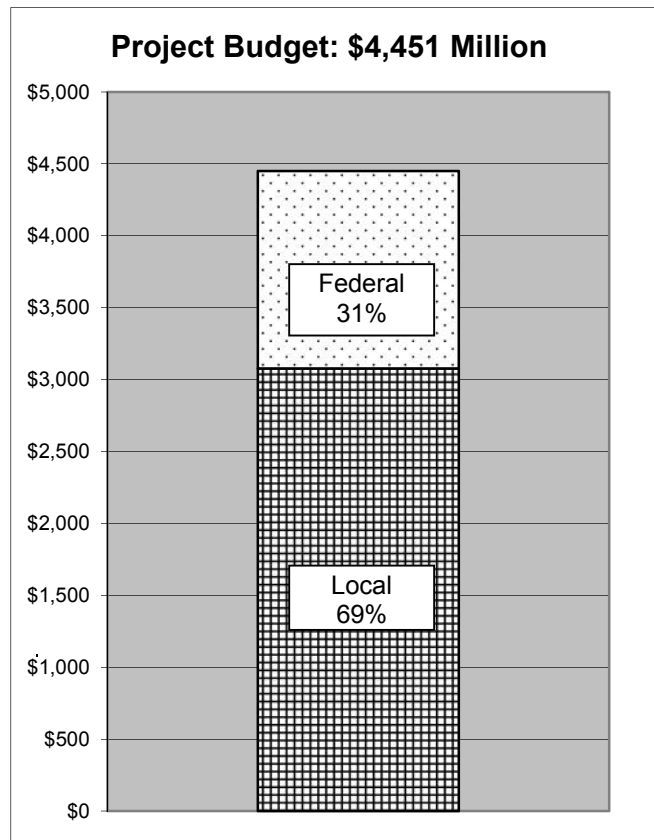
\*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

## Second Avenue Subway (Phase 1) Status

Report to the Transit Committee - July 2015

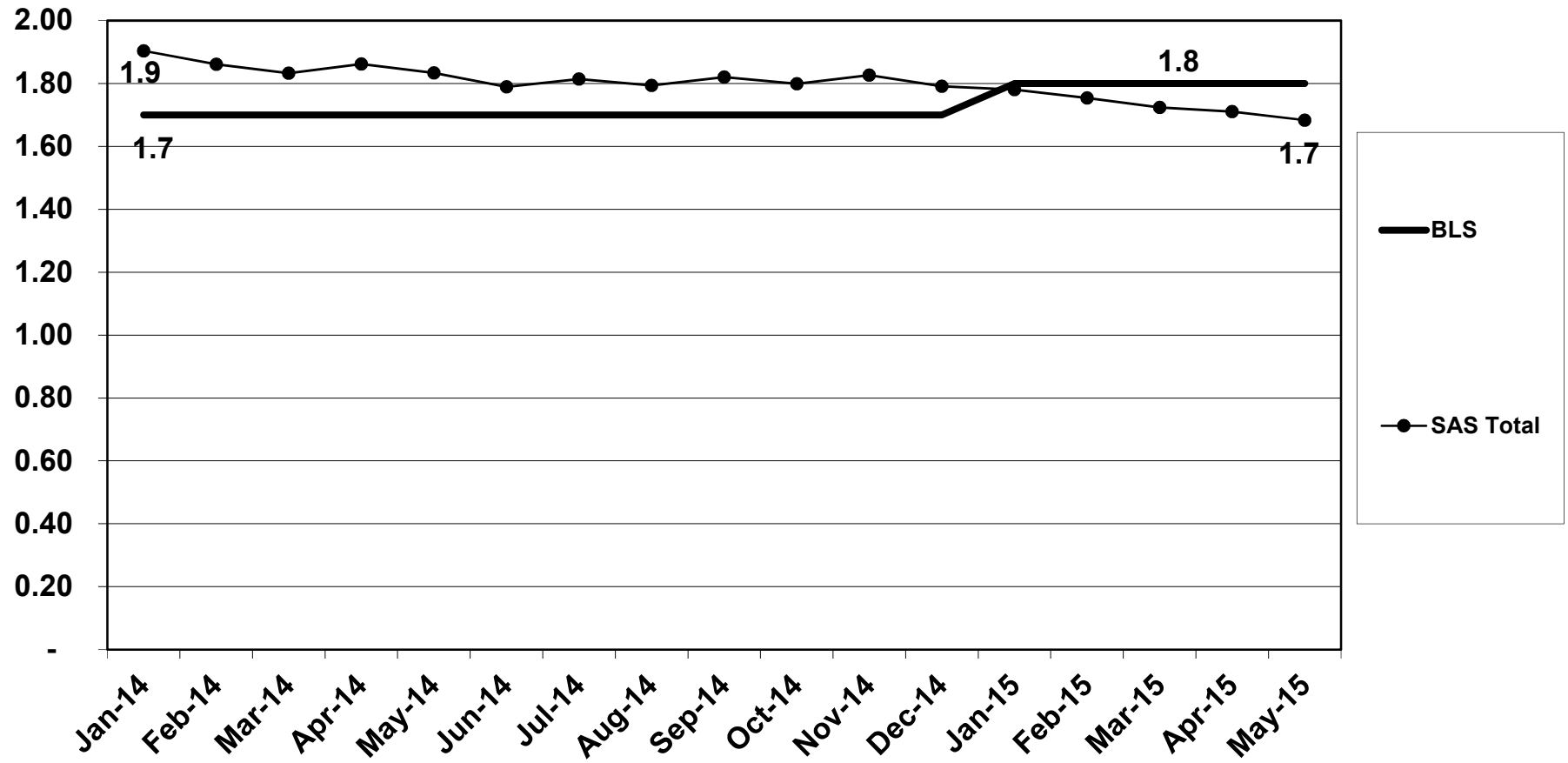
data thru June 2015

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	1,873	41	1,628
2010-2014	1,487	1,487	-	-	1,272	215	759
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,195	\$ 256	\$ 3,426





# 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)