



New York City Transit
Bus Company

Transit & Bus Committee Meeting

September 2015

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
A. Albert
E. Watt

New York City Transit and Bus Committee Meeting

2 Broadway - 20th Floor Board Room

New York, NY 10004

Monday, 9/21/2015

10:00 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – JULY 20, 2015

July Committee Meeting Minutes - Page 4

3. COMMITTEE WORK PLAN

Committee Workplan - Page 10

4. OPERATIONS PERFORMANCE SUMMARY

a. July Operations Report

July Operations Report - Page 18

b. June Operations Report

June Operations Report - Page 55

5. FINANCIAL REPORTS

a. July NYCT Financial & Ridership Report

NYCT July Financial Report - Page 92

b. July SIR Financial & Ridership Report

SIR July Financial Report - Page 113

c. July MTA Bus Financial & Ridership Report

MTA Bus July Financial Report - Page 124

d. June NYCT Financial & Ridership Report

NYCT June Financial Report - Page 137

e. June SIR Financial & Ridership Report

SIR June Financial Report - Page 158

f. June MTA Bus Financial & Ridership Report

MTA Bus June Financial Report - Page 169

g. Capital Program Status Report

Capital Program Status Report - Page 182

6. PROCUREMENTS

NYC Transit September Procurement Staff Summary and Resolution - Page 191

a. Non-Competitive Actions (None)

b. Competitive Actions

NYCT Competitive Actions - Page 195

c. Ratifications

NYCT, MTACC Ratifications - Page 210

7. ACTION ITEMS

a. Design and Construction Oversight Services for 200 East 63rd Street

MTACC Design and Construction Services for 200 East 63rd Street - Page 216

b. Installation of Additional On The Go Machines in Subway Stations

NYCT Extension of On The Go Station Kiosk License Agreements - Page 218

8. SERVICE CHANGES

a. MTA Bus QM2 and QM3 Travel Path Revision

MTA Bus QM2, QM3, QM20 Travel Path Revision - Page 220

9. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 225

b. 2015 NYC Transit Mid-Year Forecast Monthly Allocation

2015 NYC Transit Mid-Year Forecast Monthly Allocation - Page 229

c. 2015 SIR Mid-Year Forecast Monthly Allocation

2015 SIR Mid-Year Forecast Monthly Allocation - Page 239

d. 2015 MTA Bus Mid-Year Forecast Monthly Allocation

2015 MTA Bus Mid-Year Forecast Monthly Allocation - Page 248

e. 2016 NYC Transit Preliminary Budget (Materials Previously Distributed)

f. 2016 SIR Preliminary Budget (Materials Previously Distributed)

g. 2016 MTA Bus Preliminary Budget (Materials Previously Distributed)

10. STANDARD FOLLOW-UP REPORTS

a. Service Quality Indicators (including NYCT and MTA Bus PES)

Service Quality Indicators (including NYCT and MTA Bus PES) - Page 258

b. Elevator & Escalator Report, 2nd Qtr, 2015

Elevator and Escalator Report, 2nd Qtr, 2015 - Page 300

c. Transit Adjudication Bureau Report, 2nd Qtr, 2015

Transit Adjudication Bureau Report, 2nd Qtr, 2015 - Page 328

d. EEO & Diversity Report, 2nd Qtr, 2015 (NYCT and MTA Bus)

EEO and Diversity Report, 2nd Qtr, 2015 (NYCT and MTA Bus) - Page 330

11. MTACC REPORT

MTACC Report - Page 346

**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,
MTA Capital Construction Company and MTA Bus Company
July 20, 2015**

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

The following Members were present:
Hon. Fernando Ferrer, Committee Chair
Hon. Andrew Albert
Hon. Jonathan A. Ballan
Hon. Allen P. Cappelli
Hon. Ira Greenberg
Hon. Susan G. Metzger
Hon. Jeffrey Kay
Hon. Charles G. Moerdler
Hon. John J. Molloy
Hon. Polly Trottenberg

The following Member was absent:
Hon. John H. Banks III, Vice-Chair

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

William Henderson, of the Transit Riders' Council, commended President Bianco for the improvements he implemented while President of NYCT, expressing his appreciation for the emphasis placed on providing evenly spaced subway service and improving the riding experience overall.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee on Operations of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, MTA Capital Construction Company and MTA Bus Company approved the Minutes of its June 22, 2015 meeting. There were no changes to the Work Plan.

Chair Ferrer announced President Bianco's retirement, recognizing the dedication and high level of quality he brought to his position, especially considering the ever increasing ridership demands and severe weather conditions he was faced with while President.

Members Moerdler, Metzger, Cappelli, Albert, Ballan and Trottenberg, as well as Chief Fox, also praised Mr. Bianco's accomplishments as President, and expressed regret at his departure.

President Bianco expressed his gratitude for the support and appreciation he has received, and thanked Chairman Prendergast for the opportunities he made possible.

President Bianco announced that the July Committee meeting would also be Fred Smith's last, commending him on the quality of his performance as SVP and Chief Engineer of the Department of Capital Program Management, and on his humanitarianism.

IV. Agenda Items

A. Operations Report

SVP Leader reported to the Committee on the Department of Subways' operating performance, and made a presentation updating the Committee on improvements in 6, 7 and F line service.

President Irick reported to the Committee on bus operating performance for both NYCT and MTA Bus. He also wished President Bianco well on his retirement.

President Bianco presented an informational video on the subject of the NYCT signal system, addressing both the impact that the advanced age of the system has on subway service, and the prospects for improvement once Communication-Based Train Control (CBTC) is implemented system wide.

In response to a question from Member Moerdler, SVP Smith noted that the cost of fully upgrading the signal system would be in the range of \$15-\$20 billion and would require ongoing investment in modernization measures, including CBTC, adding that the process would be take many years and would require a steady infusion of funds.

Member Moerdler commended President Irick on his efforts to reduce “bus bunching” and provide more regularly spaced bus service.

In response to a question from Member Cappelli, President Bianco noted that investment in CBTC is necessary since high ridership lines are currently operating near capacity.

In response to a question from Member Albert, President Bianco explained that all new rail cars will be CBTC compatible.

VP Kennedy presented the Safety Report.

In response to a question from Member Moerdler regarding fires caused by debris on the tracks, President Bianco advised the Committee that three new vacuum trains are on order, and that there is considerable staff dedicated to cleaning the Right of Way. He also noted that trash receptacles may be returned to certain stations, depending on the effect their removal has had on overall station cleanliness. Member Ballan added that the amount of debris in the stairwells and surrounding areas at street level also needs to be evaluated as part of the decision making process.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to a question from Member Cappelli, Chief Fox agreed to provide statistical information on the number of sexually motivated offenses that have been committed by repeat offenders.

Member Moerdler suggested that the New York City Criminal Justice Coordinator remind the Police Department, District Attorneys and the Courts of their shared responsibility for addressing recidivist crime.

In response to a question from Member Ballan regarding an increase in the number of vagrants, Chief Fox advised the Committee that placements have increased dramatically, and that homeless outreach workers, Bowery Resident Community staff, and the NYPD Transit Bureau, are now being cross trained.

B. Financial Reports

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

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

SVP Smith presented Members with the Capital Program Status report. Chair Ferrer commended SVP Smith on his performance as Chief Engineer and Senior Vice President of Capital Program Management.

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 15 action items for a proposed expenditure of \$276.9 million.

VP Plochochi highlighted for the Committee two procurement Agenda items: (1) two contract awards, one to Siemens Industry Incorporated and the other to Thales Transport & Security, Incorporated, in the total combined award amount of \$205.8M to bring CBTC to a portion of the Queens Boulevard Line, and (2) award of a \$1.2M contract to Mitsubishi Electric Power Products Incorporated for the development and testing of CBTC software and systems.

In response to a question from Member Kay, VP Plochochi explained that award of a contract for crane services to Bay Crane Service, Inc., the incumbent provider, was being recommended, noting that despite considerable outreach efforts competition for the solicitation was light.

In response to a question from Member Ballan regarding the proposed award of a CBTC contract to Siemens/Thales, VP Plochochi explained that the price proposal submitted was significantly reduced through negotiation and scope clarification.

In response to an inquiry by Member Albert, Peter Cafiero, Chief, Operations Planning, agreed to brief him on the planning of diversions of subway service associated with CBTC work on the Queens Boulevard Line.

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

NYCT's non-competitive procurement requiring a two-thirds vote (Schedule A in the Agenda), its competitive procurements requiring a two-thirds vote (Schedules B and C in the Agenda) and those requiring a majority vote (Schedules F and G in the Agenda), as

well as its proposed ratifications requiring a majority vote (Schedule K in the Agenda), were approved and forwarded to the full Board for consideration.

MTACC's competitive procurements requiring a majority vote (Schedule I in the Agenda), as well as its proposed ratifications of completed procurement actions requiring a majority vote (Schedule K in the Agenda) were approved and forwarded to the full Board for consideration.

MTA Bus Company's non-competitive procurements requiring a majority vote (Schedule E in the Agenda) were approved and forwarded to the full Board for consideration.

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

V. Service Changes

Peter Cafiero notified the Committee of the planned public hearing for Station Access Changes at two stations in Brooklyn: 7th Avenue on the **F** & **G** lines and Borough Hall on the **4** & **5** lines, and indicated that it was anticipated the Station Access Changes would be brought before the Committee for its approval in the fall of 2015, after the planned public hearing.

In response to a question from Member Albert regarding the conversion of High Entry/Exit Turnstiles (HEETs) to the less secure waist level turnstile, Mr. Cafiero noted that NYCT will be collaborating with the NYPD, but that to date a noticeable increase in crime associated with the change has not been seen. He agreed to provide Member Albert with additional information on how the turnstile areas will be monitored to discourage fare evasion.

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,

A handwritten signature in black ink, appearing to read 'Bettina Quintas', with a stylized flourish at the end.

Bettina Quintas
Assistant Secretary



2015 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

September 2015

Public comment/Committee review of budget	
2015 NYC Transit Mid-Year Forecast Monthly Allocation	Management & Budget
2015 SIR Mid-Year Forecast Monthly Allocation	Management & Budget
2015 MTA Bus Mid-Year Forecast Monthly Allocation	Management & Budget
2016 Preliminary NYC Transit Budget	Management & Budget
2016 Preliminary SIR Budget	Management & Budget
2016 Preliminary MTA Bus Budget	Management & Budget
Service Quality Indicators (including PES & MTA Bus PES)	Operations Planning
Elevator & Escalator Service Report, 2 nd Qtr, 2015	Subways
Transit Adjudication Bureau Report, 2 nd Qtr, 2015	Law
NYCT & MTA Bus EEO & Diversity Report, 2 nd Qtr, 2015	EEO & Human Resources

October 2015

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

November 2015

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

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

December 2015

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

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

January 2016

Approval of 2016 NYC Transit
Committee Work Plan

Committee Chair & Members

February 2016

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

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

March 2016

No Items

April 2016

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

Management & Budget
Management & Budget
Management & Budget

May 2016

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

Law
Subways
EEO & Human Resources

June 2016

No Items

July 2016

No Items

August 2016

No Meetings Held



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

SEPTEMBER 2015

2015 NYC Transit Mid-Year Forecast Monthly Allocation

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

2015 SIR Mid-Year Forecast Monthly Allocation

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

2015 MTA Bus Mid-Year Forecast Monthly Allocation

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

2016 NYC Transit Preliminary Budget

Public comments will be accepted on the 2016 Preliminary Budget.

2016 SIR Preliminary Budget

Public comments will be accepted on the 2016 Preliminary Budget.

2016 MTA Bus Preliminary Budget

Public comments will be accepted on the 2016 Preliminary Budget.

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report, 2nd Qtr, 2015

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

Transit Adjudication Bureau Report, 2nd Qtr, 2015

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

EEO & Diversity Report, 2nd Qtr, 2015

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

OCTOBER 2015

2016 NYC Transit Preliminary Budget

Public comments will be accepted on the 2016 Preliminary Budget.

2016 SIR Preliminary Budget

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

2016 MTA Bus Preliminary Budget

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

II. SPECIFIC AGENDA ITEMS (con't)

NOVEMBER 2015

2016 Preliminary NYC Transit Budget

Public comments will be accepted on the 2016 Preliminary Budget.

2016 SIR Preliminary Budget

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

2016 MTA Bus Preliminary Budget

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

Charter for Transit Committee

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

DECEMBER 2015

NYCT 2016 Adopted Budget/Financial Plan 2016-2019

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

SIR 2016 Adopted Budget/Financial Plan 2016-2019

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

MTA 2016 Bus Adopted Budget/Financial Plan 2016-2019

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

EEO & Diversity Report, 3rd Qtr, 2015

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

III. SPECIFIC AGENDA ITEMS (con't)

JANUARY 2016

Approval of Committee Work Plan

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

FEBRUARY 2016

Preliminary Review of NYC Transit's 2015 Operating Results

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

Preliminary Review of SIR 2015 Operating Results

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

Preliminary Review of MTA Bus 2015 Operating Results

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

Adopted Budget/Financial Plan 2016-2019

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

SIR Adopted Budget/Financial Plan 2016-2019

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

MTA Bus Adopted Budget/Financial Plan 2016-2019

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

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

II. SPECIFIC AGENDA ITEMS (con't)

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report- 2015 Year-End Report

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

MARCH 2016

No Agenda Items

APRIL 2016

Final Review of NYC Transit 2015 Operating Results

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

Final Review of SIR 2015 Operating Results

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

Final Review of MTA Bus 2015 Operating Results

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

MAY 2016

Transit Adjudication Bureau Report, 1st Qtr, 2016

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

Elevator & Escalator Service Report, 1st Qtr, 2016

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

EEO & Diversity Report, 1st Qtr, 2016

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

JUNE 2016

No Agenda Items

IV. SPECIFIC AGENDA ITEMS (con't)

JULY 2016

No Agenda Items

AUGUST 2016

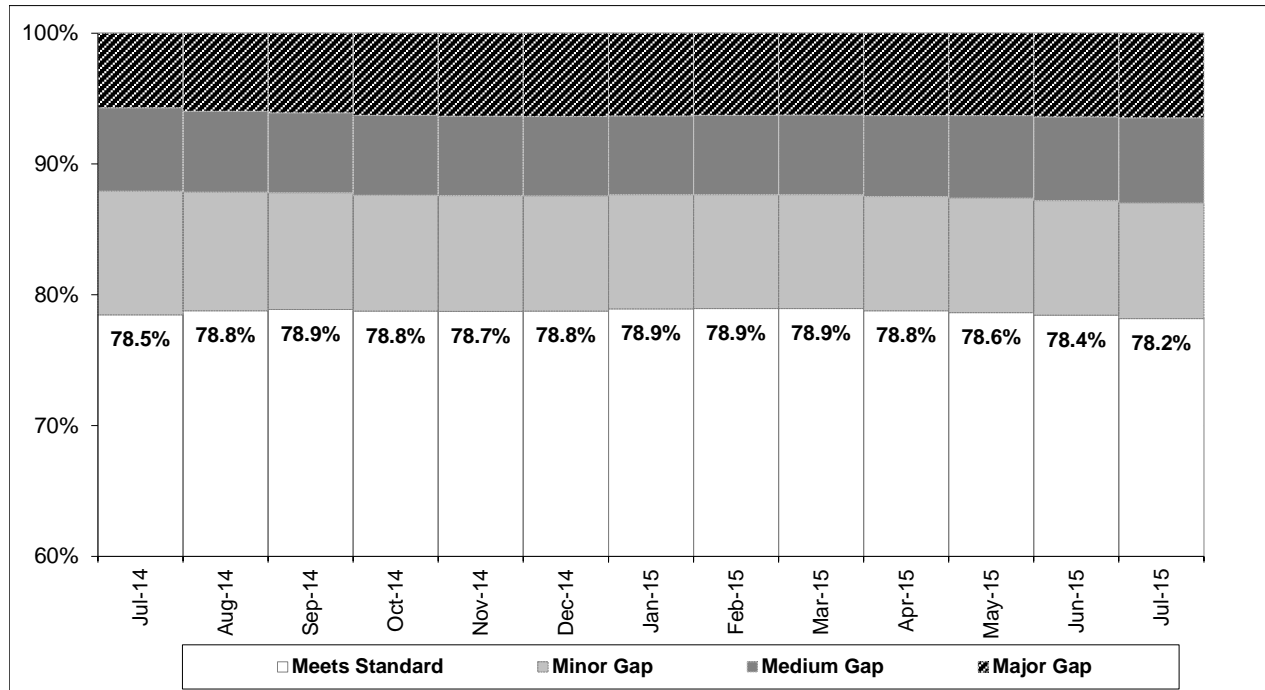
No Meetings Held

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: July 2015			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				78.2%	78.5%	-0.3%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	72.0%	73.4%	-1.4%	72.6%	73.6%	-1.0%
A Division Weekday Wait Assessment - (All Lines)				75.2%	76.0%	-0.8%
B Division Weekday Wait Assessment	79.3%	82.6%	-3.3%	79.8%	79.8%	0.0%
System Weekend Wait Assessment (Charts 3)				85.6%	84.3%	+1.3%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	84.3%	87.2%	-2.9%	81.6%	84.8%	-3.2%
A Division Weekend Wait Assessment - (All Lines)				83.8%	85.7%	-1.9%
B Division Weekend Wait Assessment	88.4%	84.4%	+4.0%	86.7%	83.4%	+3.3%
System Weekday Terminal On-Time Performance (Charts 4-5)	69.4%	76.9%	-7.5%	71.7%	76.5%	-4.8%
A Division Weekday Terminal On-Time Performance	65.9%	73.2%	-7.3%	67.7%	70.4%	-2.7%
B Division Weekday Terminal On-Time Performance	72.3%	79.9%	-7.6%	75.1%	81.3%	-6.2%
System Number of Terminal Delays (Charts 6)	52,216	40,681	+28.4%	46,472	39,529	+17.6%
System Weekend Terminal On-Time Performance (Charts 7-8)	74.8%	84.3%	-9.5%	77.0%	83.4%	-6.4%
A Division Weekend Terminal On-Time Performance	75.7%	80.2%	-4.5%	74.5%	80.6%	-6.1%
B Division Weekend Terminal On-Time Performance	74.3%	87.2%	-12.9%	78.6%	85.3%	-6.7%
System Number of Weekend Terminal Delays (Charts 9)	12,849	7,939	+61.8%	11,808	8,398	+40.6%
Mean Distance Between Failures (Charts 10-11)	114,591	134,709	-14.9%	141,719	138,217	+2.5%
A Division Mean Distance Between Failures	98,966	119,094	-16.9%	124,287	124,502	-0.2%
B Division Mean Distance Between Failures	129,620	149,228	-13.1%	157,974	150,542	+4.9%
System Weekday Service-KPI (Charts 12-13)	76.8%	78.5%	-1.7%	77.5%	78.4%	-0.9%
A Division Weekday Service-KPI	72.8%	75.2%	-2.4%	73.3%	74.2%	-0.9%
B Division Weekday Service-KPI	79.6%	80.9%	-1.3%	80.4%	81.3%	-0.9%
System Weekday PES-KPI (Charts 14-16)				91.4%	91.4%	0.0%
Staten Island Railway						
24 Hour On-Time Performance	97.6%	92.3%	+5.3%	93.1%	93.6%	-0.5%
AM Rush On-Time Performance	99.2%	98.0%	+1.2%	93.3%	94.8%	-1.5%
PM Rush On-Time Performance	99.0%	99.0%	0.0%	94.7%	96.1%	-1.4%
Percentage of Completed Trips	99.8%	99.8%	0.0%	99.7%	99.7%	0.0%
Mean Distance Between Failures	74,376	70,924	+4.9%	48,560	70,282	-30.9%
Staten Island Railway PES-KPI (Charts 17)				91.0%	90.1%	+0.9%

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		
Aug '14 - Jul '15	78.2%	8.8%	6.5%	6.5%	2015 GOAL: 80.7%
Aug '13 - Jul '14	78.5%	9.4%	6.4%	5.7%	2014 ACTUAL: 78.8%

Chart 1

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

Aug '14 - Jul '15					Aug '13 - Jul '14				
Line	Meets	GAP			Meets	Headways*			Standard Difference
	Standard	Minor	Medium	Major		Standard	Minor	Medium	
①	79.4%	8.9%	6.3%	5.3%	80.3%	8.2%	5.8%	5.7%	-0.9%
②	72.7%	10.0%	8.9%	8.3%	71.6%	10.4%	9.4%	8.7%	+1.1%
③	78.5%	9.4%	6.7%	5.4%	76.9%	10.0%	7.2%	5.9%	+1.6%
④	71.5%	9.6%	8.5%	10.4%	71.7%	9.7%	8.7%	9.8%	-0.2%
⑤	66.8%	9.9%	10.6%	12.7%	68.6%	10.1%	9.6%	11.7%	-1.8%
⑥	66.6%	9.5%	10.4%	13.5%	72.3%	8.3%	8.2%	11.2%	-5.7%
⑦	75.3%	10.1%	7.2%	7.4%	75.8%	10.2%	7.5%	6.5%	-0.5%
④ S 42nd	90.6%	3.9%	2.6%	2.8%	91.0%	4.0%	1.9%	3.1%	-0.4%
Subdivision A	75.2%	8.9%	7.7%	8.2%	76.0%	8.9%	7.3%	7.8%	-0.8%
① A	68.0%	10.2%	8.9%	12.9%	69.5%	11.1%	8.7%	10.6%	-1.5%
① B	78.5%	9.6%	6.4%	5.5%	79.2%	10.6%	5.9%	4.3%	-0.7%
① C	80.0%	9.9%	5.4%	4.7%	80.5%	9.8%	5.8%	4.0%	-0.5%
① D	80.3%	9.4%	6.4%	3.9%	80.0%	10.2%	5.8%	4.0%	+0.3%
① E	75.4%	9.8%	7.4%	7.4%	73.8%	10.2%	8.7%	7.3%	+1.6%
① F	72.6%	9.0%	7.8%	10.6%	71.3%	10.2%	8.6%	9.9%	+1.3%
① S Fkln	95.5%	1.9%	1.1%	1.5%	96.3%	1.7%	1.1%	0.9%	-0.8%
① G	81.8%	10.2%	5.4%	2.6%	76.9%	11.9%	6.9%	4.2%	+4.9%
① S Rock	91.5%	4.9%	1.8%	1.8%	89.9%	6.6%	1.8%	1.7%	+1.6%
① J Z	79.8%	9.6%	5.7%	4.9%	79.9%	10.5%	5.9%	3.7%	-0.1%
① L	81.3%	9.1%	5.9%	3.7%	79.2%	11.5%	4.9%	4.4%	+2.1%
① M	77.9%	9.4%	7.3%	5.3%	77.8%	11.5%	6.6%	4.0%	+0.1%
① N	78.8%	9.9%	6.0%	5.3%	80.4%	9.5%	6.2%	3.9%	-1.6%
① Q	79.1%	9.6%	6.0%	5.2%	79.3%	11.1%	6.6%	3.0%	-0.2%
① R	76.3%	9.3%	6.9%	7.4%	82.6%	10.0%	4.7%	2.6%	-6.3%
Subdivision B	79.8%	8.8%	5.9%	5.5%	79.8%	9.8%	5.9%	4.6%	+0.0%
Systemwide	78.2%	8.8%	6.5%	6.5%	78.5%	9.4%	6.4%	5.7%	-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)

Aug '14 - Jul '15					Aug '13 - Jul '14				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	87.5%	6.9%	3.6%	2.0%	89.6%	5.8%	2.8%	1.8%	-2.1%
②	79.1%	10.3%	6.6%	4.0%	81.8%	9.9%	5.7%	2.6%	-2.7%
③	86.7%	7.5%	3.6%	2.3%	88.8%	6.7%	2.7%	1.8%	-2.1%
④	75.4%	9.9%	7.9%	6.8%	79.2%	9.8%	6.5%	4.5%	-3.8%
⑤	83.5%	7.4%	5.0%	4.2%	84.8%	7.6%	4.2%	3.4%	-1.3%
⑥	77.4%	9.6%	7.3%	5.7%	84.4%	7.8%	4.7%	3.1%	-7.0%
⑦	82.2%	8.8%	4.6%	4.5%	79.1%	12.5%	5.9%	2.6%	+3.1%
⑤ 42nd	98.9%	0.6%	0.2%	0.3%	98.0%	1.0%	0.4%	0.6%	+0.9%
Sub Division A	83.8%	7.6%	4.9%	3.7%	85.7%	7.6%	4.1%	2.5%	-1.9%
①	74.6%	9.6%	7.1%	8.7%	77.7%	11.3%	7.1%	3.9%	-3.1%
③	83.6%	8.6%	4.1%	3.8%	75.3%	10.0%	9.1%	5.6%	+8.3%
④	85.3%	6.8%	3.6%	4.3%	82.5%	10.6%	5.6%	1.3%	+2.8%
⑤	82.4%	8.0%	4.2%	5.4%	82.9%	10.3%	5.3%	1.6%	-0.5%
⑥	86.7%	7.1%	2.1%	4.1%	77.6%	11.9%	6.5%	4.0%	+9.1%
⑤ Fkln	95.1%	3.0%	0.8%	1.1%	95.5%	3.8%	0.0%	0.7%	-0.4%
⑦	93.8%	3.9%	1.2%	1.2%	86.2%	8.9%	2.8%	2.1%	+7.6%
① ②	91.5%	6.1%	1.8%	0.7%	91.6%	6.0%	2.0%	0.4%	-0.1%
③	86.9%	6.8%	3.1%	3.1%	81.0%	9.9%	6.3%	2.8%	+5.9%
④	89.3%	5.4%	3.4%	1.8%	81.2%	10.2%	5.3%	3.2%	+8.1%
⑤	85.8%	7.5%	3.9%	2.8%	86.8%	9.1%	4.0%	0.2%	-1.0%
⑥	85.9%	5.4%	4.4%	4.4%	82.0%	12.2%	4.1%	1.7%	+3.9%
Sub Division B	86.7%	6.5%	3.3%	3.5%	83.4%	9.5%	4.8%	2.3%	+3.3%
Systemwide	85.6%	7.0%	3.9%	3.6%	84.3%	8.8%	4.5%	2.4%	+1.3%

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

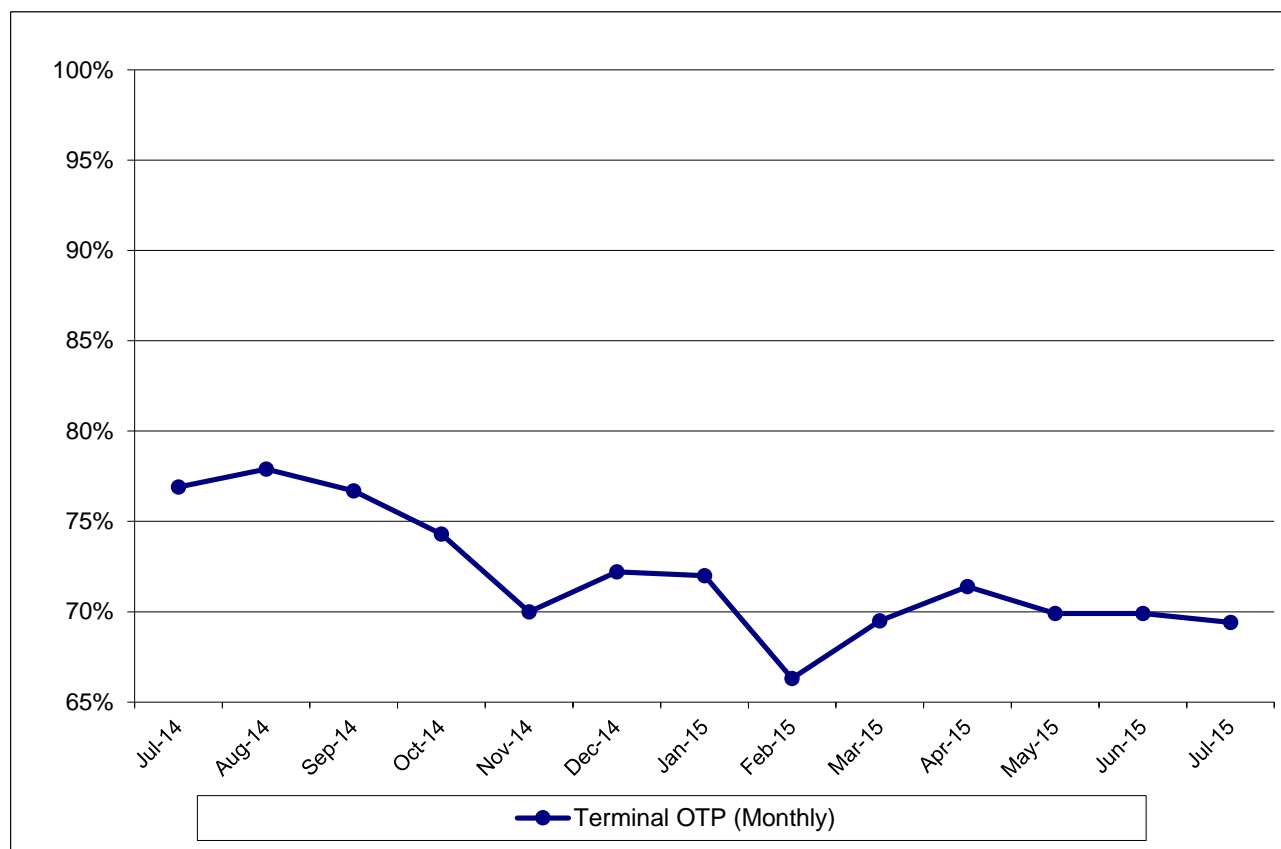
* Headway
Definitions

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

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

Jul 2015: 69.4%
Jul 2014: 76.9%
12-Mon Avg: 71.7%
(Aug '14-Jul '15)

Subdivision A Monthly Results

Jul 2015: 65.9%
Jul 2014: 73.2%
12-Mon Avg: 67.7%
(Aug '14-Jul '15)

Subdivision B Monthly Results

Jul 2015: 72.3%
Jul 2014: 79.9%
12-Mon Avg: 75.1%
(Aug '14-Jul '15)

Discussion of Results

In July 2015, Over Crowding (17,283 delays), Right-Of-Way (9,574 delays), and Track Gangs (8,439 delays) were the highest categories of delays, representing 67.6% of the total 52,216 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Aug '14 - Jul '15</u>	<u>Aug '13 - Jul '14</u>	<u>% Difference</u>
①	78.0%	79.8%	-1.8%
②	47.0%	47.1%	-0.1%
③	68.3%	65.5%	+2.8%
④	45.8%	45.5%	+0.3%
⑤	42.8%	46.4%	-3.6%
⑥	48.8%	60.1%	-11.3%
⑦	84.4%	87.8%	-3.4%
⑤ 42 St	98.3%	97.7%	+0.6%
Subdivision A	67.7%	70.4%	-2.7%
①	68.2%	76.3%	-8.1%
②	75.9%	75.5%	+0.4%
③	81.7%	86.9%	-5.2%
④	74.7%	77.2%	-2.5%
⑤	71.9%	73.4%	-1.5%
⑥	58.7%	56.9%	+1.8%
⑤ Fkln	99.5%	98.9%	+0.6%
⑦	70.6%	81.9%	-11.3%
⑤ Rock	95.5%	95.4%	+0.1%
① ②	79.4%	90.0%	-10.6%
③	92.7%	93.5%	-0.8%
④	71.7%	78.9%	-7.2%
⑤	68.8%	76.7%	-7.9%
⑥	72.3%	82.3%	-10.0%
⑦	65.9%	89.7%	-23.8%
Subdivision B	75.1%	81.3%	-6.2%
Systemwide	71.7%	76.5%	-4.8%

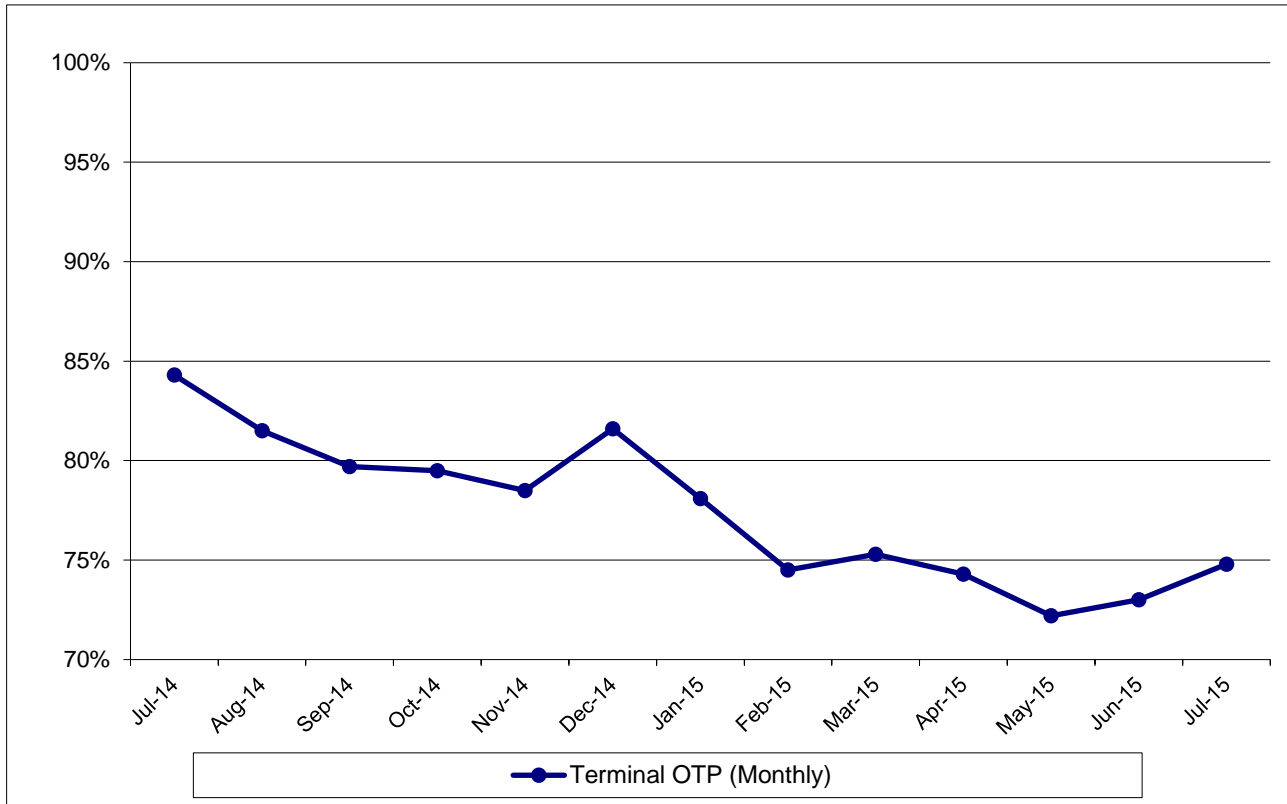
Chart 5

July 2015 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	17,283
ROW Delays	9,574
Track Gangs	8,439
Car Equipment	3,228
Work Equipment/G. O.	2,636
Sick Customer	2,524
Police	2,003
Unruly Customer	1,639
Operational Diversions	1,529
Fire	1,344
Employee	1,143
External	426
Infrastructure	283
Inclement Weather	164
Total Delays	<u><u>52,216</u></u>

* Total may differ slightly due to rounding.

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide Monthly Results

Jul 2015: 74.8%
 Jul 2014: 84.3%
 12-Mon Avg: 77.0%
 (Aug '14-Jul '15)

Subdivision A Monthly Results

Jul 2015: 75.7%
 Jul 2014: 80.2%
 12-Mon Avg: 74.5%
 (Aug '14-Jul '15)

Subdivision B Monthly Results

Jul 2015: 74.3%
 Jul 2014: 87.2%
 12-Mon Avg: 78.6%
 (Aug '14-Jul '15)

Discussion of Results

In July 2015, Work Equipment/G.O.(3,962 delays), Over Crowding (2,632 delays), and Track Gangs (2,072 delays) were the highest categories of delays, representing 67.4% of the total 12,849 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Aug '14 - Jul '15</u>	<u>Aug '13 - Jul '14</u>	<u>% Difference</u>
1	87.1%	88.6%	-1.5%
2	41.4%	50.6%	-9.2%
3	67.9%	80.0%	-12.1%
4	52.7%	67.6%	-14.9%
5	73.7%	75.9%	-2.2%
6	63.0%	71.5%	-8.5%
7	90.0%	93.5%	-3.5%
S 42 St	99.7%	99.1%	+0.6%
Subdivision A	74.5%	80.6%	-6.1%
A	64.8%	78.5%	-13.7%
C	68.4%	75.3%	-6.9%
D	72.1%	85.4%	-13.3%
E	63.2%	75.6%	-12.4%
F	52.5%	56.2%	-3.7%
S Fkln	99.5%	99.0%	+0.5%
G	86.1%	91.8%	-5.7%
S Rock	97.6%	97.5%	+0.1%
J Z	92.4%	96.1%	-3.7%
L	93.1%	95.9%	-2.8%
M	96.5%	97.9%	-1.4%
N	71.4%	81.4%	-10.0%
O	81.8%	91.5%	-9.7%
R	72.8%	78.4%	-5.6%
Subdivision B	78.6%	85.3%	-6.7%
Systemwide	77.0%	83.4%	-6.4%

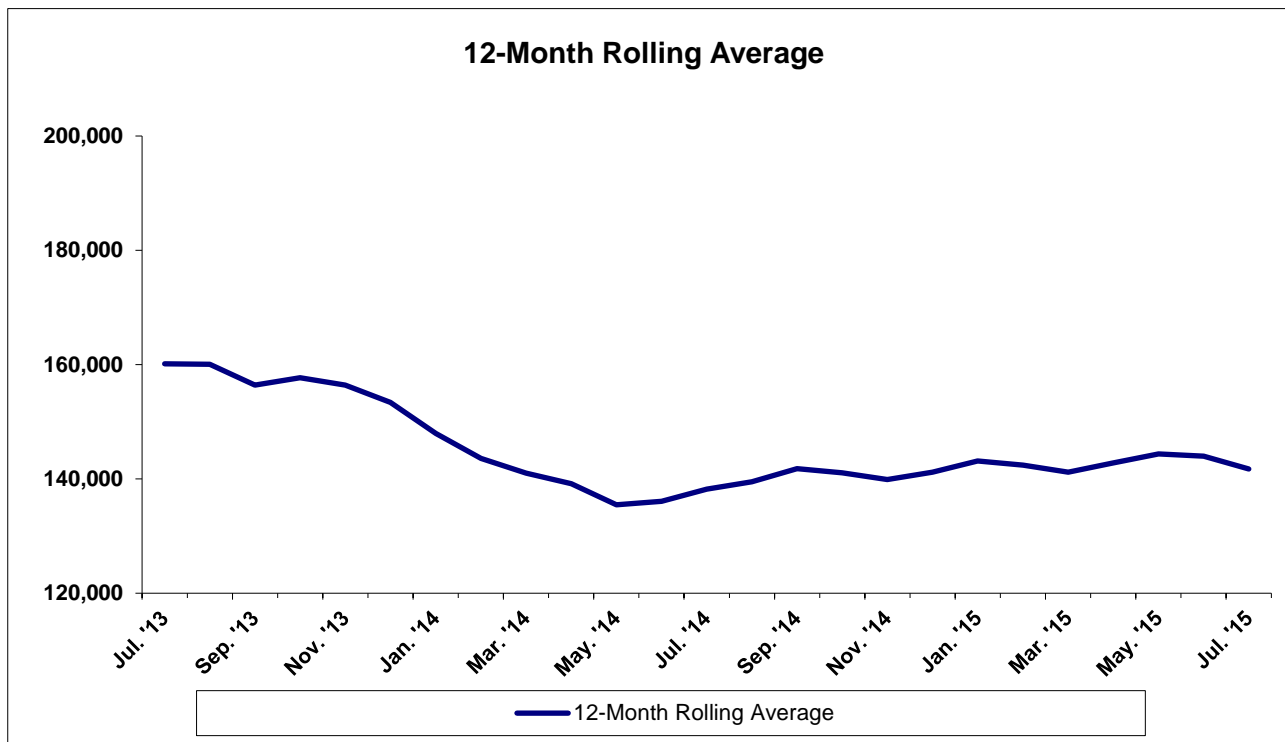
Chart 8

July 2015 Weekend Terminal Delays Systemwide Summary

Categories	Delays
Work Equipment/G. O.	3,962
Over Crowding	2,632
Track Gangs	2,072
ROW Delays	1,290
Car Equipment	577
Unruly Customer	518
Sick Customer	476
Police	400
Operational Diversions	351
Employee	280
Fire	134
External	132
Inclement Weather	15
Infrastructure	10
Total Delays	12,849

* 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

Jul 2015: 114,591

Jul 2014: 134,709

12-Month Average

Aug 14 - Jul 15: 141,719

Aug 13 - Jul 14: 138,217

Annual Result

2015 Goal: 150,000

2014 Actual: 141,202

Discussion of Results

MDBF in July 2015 decreased 14.9% from July 2014. Over the past year, the MDBF 12-month average increased 2.5%.

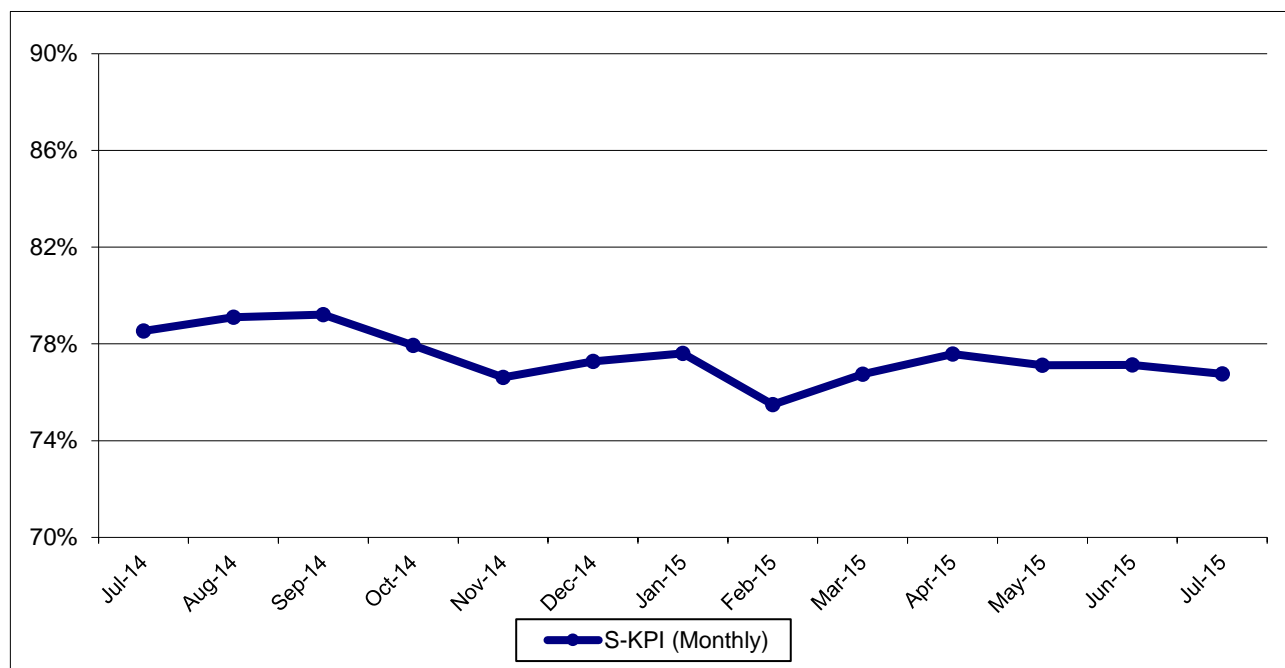
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	July '15	July '14	% Change
R32	222	55,402	54,644	1.39%
R42	50	54,684	40,378	35.43%
R46	752	101,263	86,862	16.58%
R62	315	202,707	221,999	-8.69%
R62A	824	112,581	134,994	-16.60%
R68	425	143,243	145,007	-1.22%
R68A	200	87,259	88,890	-1.83%
R142	1,030	157,685	133,784	17.87%
R142A	350	76,481	82,528	-7.33%
R143	212	76,204	81,791	-6.83%
R160	1,662	381,838	386,440	-1.19%
R188	330	120,617	N/A	N/A
FLEET	6,372	141,719	138,217	2.53%

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

Jul. 2015: 76.8%
 Jul. 2014: 78.5%
 12 Mon Avg: 77.5%
 (Aug '14 - Jul '15)

Subdivision A

Monthly Results

Jul. 2015: 72.8%
 Jul. 2014: 75.2%
 12 Mon Avg: 73.3%
 (Aug '14 - Jul '15)

Subdivision B

Monthly Results

Jul. 2015: 79.6%
 Jul. 2014: 80.9%
 12 Mon Avg: 80.4%
 (Aug '14 - Jul '15)

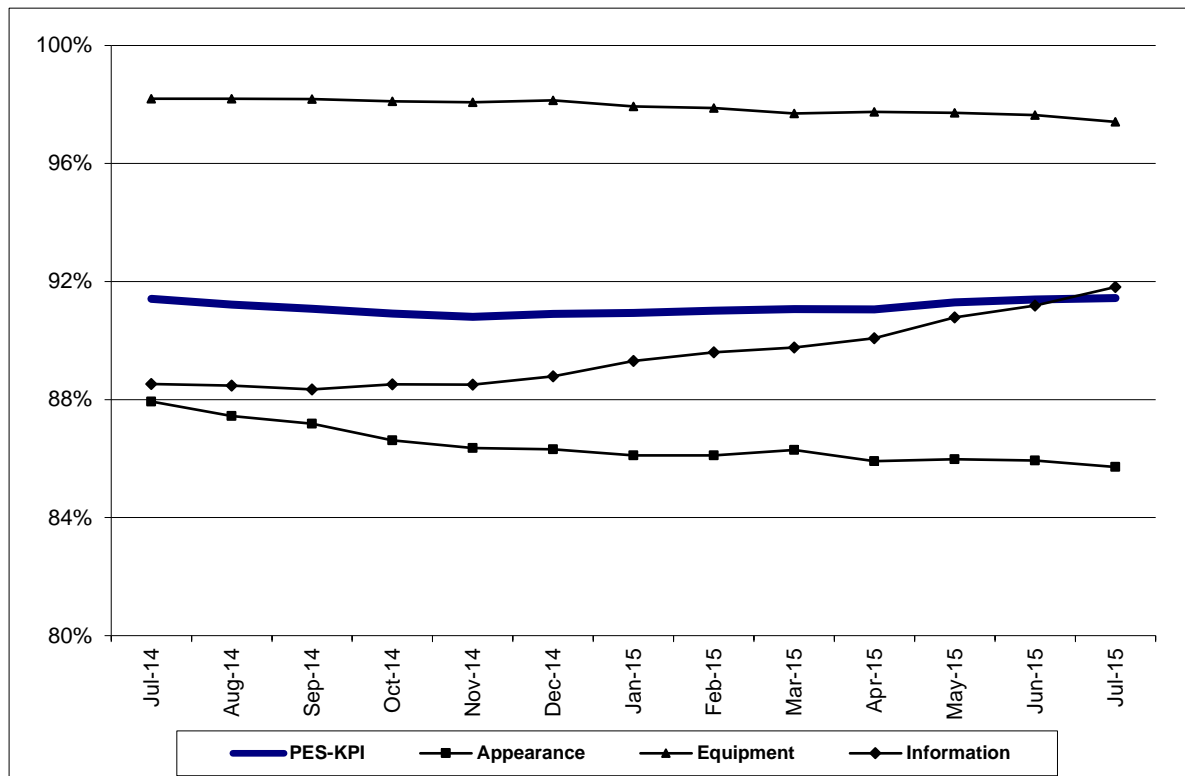
Chart 12

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Aug '14 - Jul '15</u>	<u>Aug '13 - Jul '14</u>	<u>% Difference</u>
①	78.8%	79.1%	-0.3%
②	67.7%	64.6%	+3.1%
③	77.6%	75.8%	+1.8%
④	63.5%	63.0%	+0.5%
⑤	62.9%	63.3%	-0.4%
⑥	59.6%	66.6%	-7.0%
⑦	79.7%	81.8%	-2.1%
⑤ 42nd	87.4%	85.0%	+2.4%
SubDivision A	73.3%	74.2%	-0.9%
①	68.2%	70.0%	-1.8%
②	75.8%	77.0%	-1.2%
③	76.8%	78.1%	-1.3%
④	80.6%	81.1%	-0.5%
⑤	76.8%	76.3%	+0.5%
⑥	71.2%	69.7%	+1.5%
⑤ Fkln	90.0%	90.1%	-0.1%
⑦	76.5%	74.5%	+2.0%
⑤ Rock	88.6%	86.1%	+2.5%
① ②	79.5%	82.7%	-3.2%
③	82.2%	80.6%	+1.6%
④	78.2%	80.4%	-2.2%
⑤	77.9%	81.3%	-3.4%
⑥	79.2%	82.3%	-3.1%
⑦	73.4%	86.5%	-13.1%
SubDivision B	80.4%	81.3%	-0.9%
Systemwide	77.5%	78.4%	-0.9%

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>
July 2015:	91.4%	85.7%	97.4%	91.8%
July 2014:	91.4%	87.9%	98.2%	88.5%
% Difference:	+0.0%	-2.2%	-0.8%	+3.3%

Chart 14

PES-KPI - Subway Car

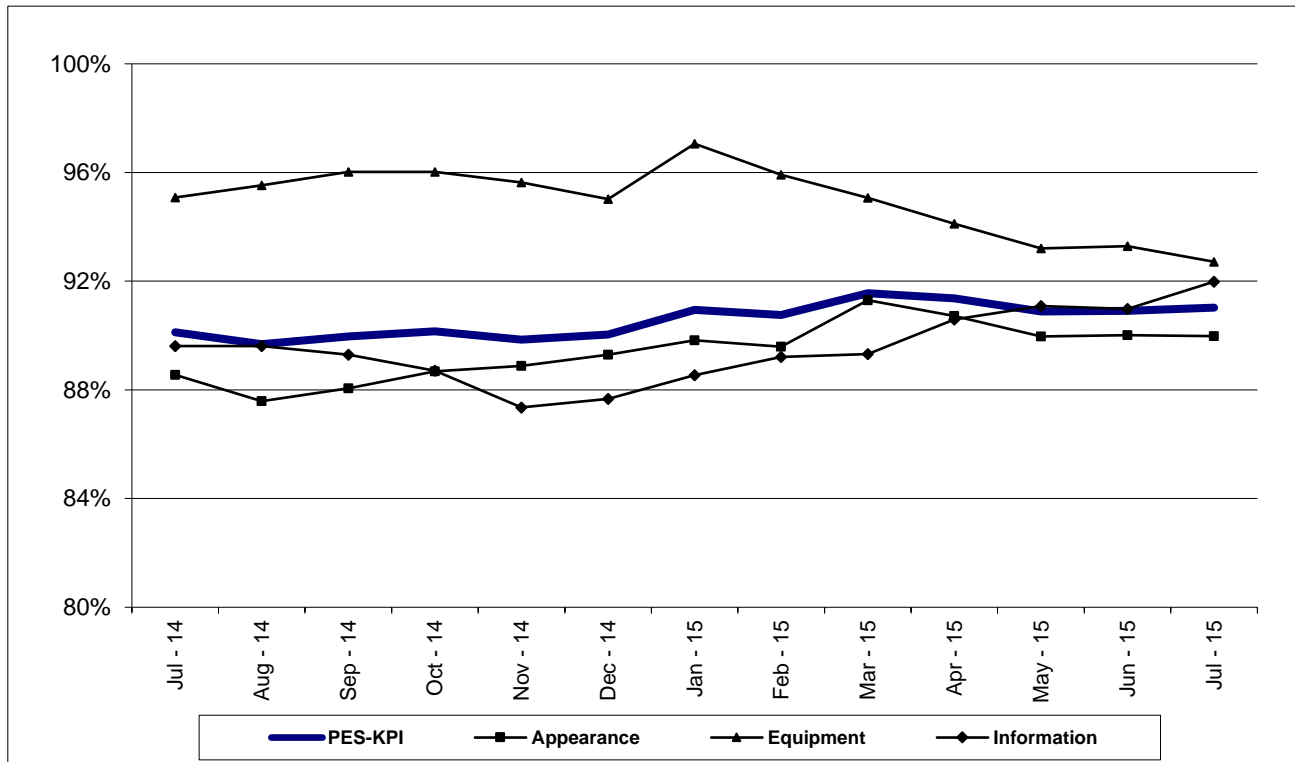
<u>Line</u>	July 2015				July 2014				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
①	93.9%	94.3%	94.6%	92.8%	92.1%	93.5%	92.4%	90.3%	+1.8%
②	94.6%	90.9%	97.3%	95.8%	96.9%	92.9%	98.9%	99.0%	-2.3%
③	95.7%	96.1%	97.3%	93.6%	95.4%	95.2%	98.3%	92.7%	+0.3%
④	95.9%	94.0%	95.4%	98.3%	95.4%	92.2%	98.0%	96.0%	+0.5%
⑤	95.4%	92.7%	97.3%	96.4%	96.1%	94.1%	97.7%	96.7%	-0.7%
⑥	95.6%	93.9%	96.3%	96.6%	95.0%	90.0%	97.6%	97.7%	+0.6%
⑦	96.9%	97.1%	98.6%	95.2%	95.2%	96.4%	98.0%	91.1%	+1.7%
④ S 42nd	95.1%	95.6%	94.8%	94.9%	95.4%	94.0%	99.4%	92.7%	-0.3%
SubDivision A	95.3%	94.1%	96.5%	95.5%	95.0%	93.3%	97.2%	94.5%	+0.3%
① A	93.7%	92.7%	94.4%	94.1%	95.3%	95.0%	96.1%	94.8%	-1.6%
① B	91.9%	91.3%	91.9%	92.6%	94.4%	94.4%	96.2%	92.6%	-2.5%
① C	94.4%	93.5%	95.7%	94.0%	95.3%	94.8%	98.9%	92.2%	-0.9%
① D	91.1%	90.0%	92.2%	91.1%	93.6%	91.5%	96.8%	92.5%	-2.5%
① E	96.7%	93.9%	98.1%	98.1%	96.7%	94.5%	99.3%	96.5%	+0.0%
① F	95.8%	91.9%	97.9%	97.8%	94.7%	91.9%	99.4%	92.8%	+1.1%
④ S Fkn	93.3%	93.9%	94.6%	91.2%	93.0%	92.3%	94.9%	91.8%	+0.3%
① G	94.0%	93.4%	93.9%	94.5%	94.6%	94.6%	96.0%	93.1%	-0.6%
① J/Z	97.4%	95.3%	98.9%	98.2%	94.9%	92.0%	95.1%	97.8%	+2.5%
① L	94.9%	90.6%	95.4%	98.9%	96.1%	92.8%	98.0%	97.4%	-1.2%
① M	95.0%	89.6%	96.2%	99.2%	97.0%	93.7%	99.1%	98.4%	-2.0%
① N	96.0%	91.2%	97.3%	99.5%	95.1%	89.7%	98.7%	97.1%	+0.9%
① Q	95.3%	89.9%	98.5%	97.6%	95.6%	88.9%	99.7%	98.5%	-0.3%
① R	94.8%	91.7%	98.1%	94.6%	96.6%	92.4%	98.6%	98.8%	-1.8%
SubDivision B	94.6%	91.9%	96.0%	96.1%	95.4%	92.8%	97.9%	95.6%	-0.8%
Systemwide	94.9%	92.7%	96.2%	95.9%	95.2%	93.0%	97.6%	95.2%	-0.3%

Chart 15

PES-KPI - Station

<u>Borough</u>	July 2015				July 2014				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	85.7%	75.1%	98.2%	86.0%	87.4%	83.2%	98.3%	81.8%	-1.7%
Manhattan	87.0%	77.2%	98.7%	87.0%	86.8%	80.0%	98.7%	83.2%	+0.2%
Brooklyn	88.8%	81.2%	98.2%	88.3%	87.4%	85.3%	99.0%	78.5%	+1.4%
Queens	89.8%	82.7%	99.5%	88.6%	89.1%	84.8%	99.0%	84.5%	+0.7%
Systemwide	88.0%	79.3%	98.7%	87.6%	87.6%	83.3%	98.8%	81.7%	+0.4%

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>
July 2015:	91.0%	90.0%	92.7%	92.0%
July 2014:	90.1%	88.5%	95.1%	89.6%
% Difference:	+0.9%	+1.5%	-2.4%	+2.4%

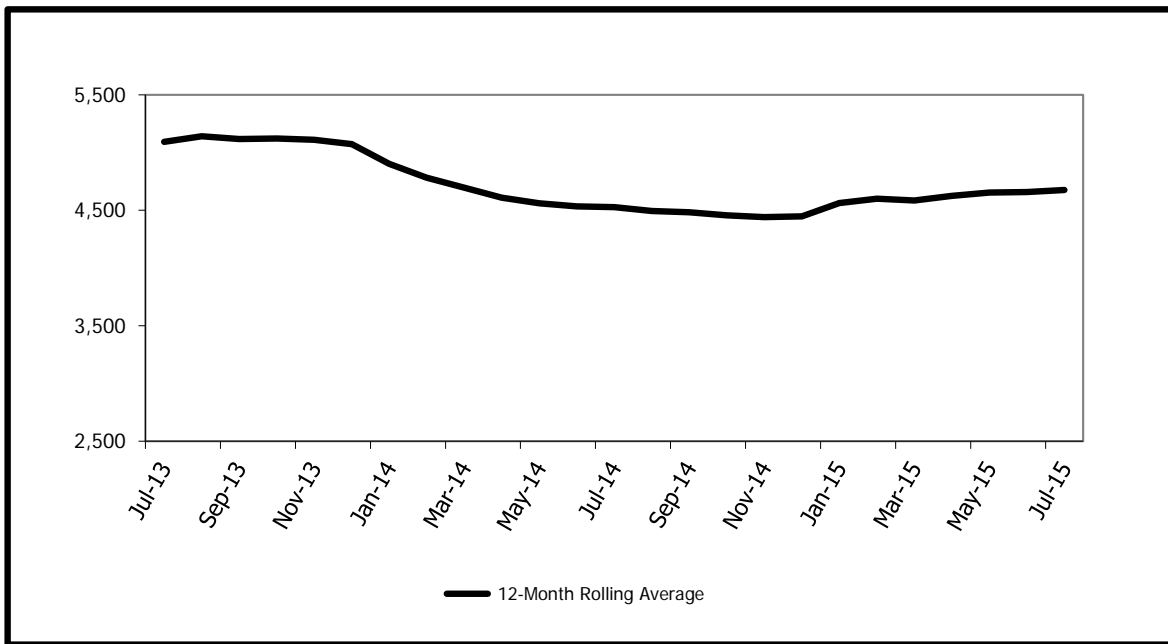
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: July 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	4,369	4,183	+4.4%	4,677	4,528	+3.3%
NYCT Bus	4,170	3,932	+6.1%	4,444	4,344	+2.3%
MTA Bus	5,120	5,221	-1.9%	5,620	5,237	+7.3%
System MDBSI (chart 2)	2,323	2,355	-1.4%	2,458	2,442	+0.7%
NYCT Bus	2,211	2,287	-3.3%	2,380	2,419	-1.6%
MTA Bus	2,747	2,598	+5.7%	2,748	2,518	+9.2%
System Trips Completed (chart 3)	99.12%	99.03%	+0.1%	98.84%	98.90%	-0.1%
NYCT Bus	99.16%	99.22%	-0.1%	98.92%	99.08%	-0.2%
MTA Bus	98.99%	98.25%	+0.7%	98.50%	98.17%	+0.3%
System AM Pull Out (chart 4)	99.72%	99.64%	+0.1%	99.44%	99.29%	+0.2%
NYCT Bus	99.78%	99.87%	-0.1%	99.50%	99.55%	-0.0%
MTA Bus	99.53%	98.89%	+0.6%	99.24%	98.39%	+0.9%
System PM Pull Out (chart 5)	99.80%	99.44%	+0.4%	99.70%	99.56%	+0.1%
NYCT Bus	99.88%	99.83%	+0.0%	99.85%	99.80%	+0.1%
MTA Bus	99.57%	98.11%	+1.5%	99.17%	98.70%	+0.5%
System Buses >= 12 years	25%	28%				
NYCT Bus	29%	32%				
MTA Bus	13%	12%				
System Fleet Age	8.67	8.48				
NYCT Bus	8.61	8.65				
MTA Bus	8.87	7.90				
Paratransit						
% of Trips Completed	94.88%	94.78%	+0.1%	94.54%	93.98%	+0.6%
Trips Requested	656,401	648,829	+1.2%	652,626	656,200	-0.5%
Trips Scheduled	569,319	573,630	-0.8%	564,634	576,890	-2.1%
Trips Completed	540,159	543,676	-0.6%	533,828	542,174	-1.5%
Early Cancellations as a Percentage of Trips Requested	12.47%	10.73%	+1.7%	12.71%	11.29%	+1.4%
Late Cancellations as a Percentage of Trips Scheduled	2.71%	3.38%	-0.7%	3.09%	3.89%	-0.8%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.58%	1.30%	+0.3%	1.50%	1.47%	+0.0%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.83%	0.54%	+0.3%	0.87%	0.66%	+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	0.79%	0.86%	-0.1%	0.77%	0.80%	-0.0%
New Applications Received	3,189	3,243	-1.7%	3,080	3,051	+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

July 2015: 4,369
July 2014: 4,183

12-Month Average

August 14 - July 15: 4,677
August 14 - July 15: 4,528

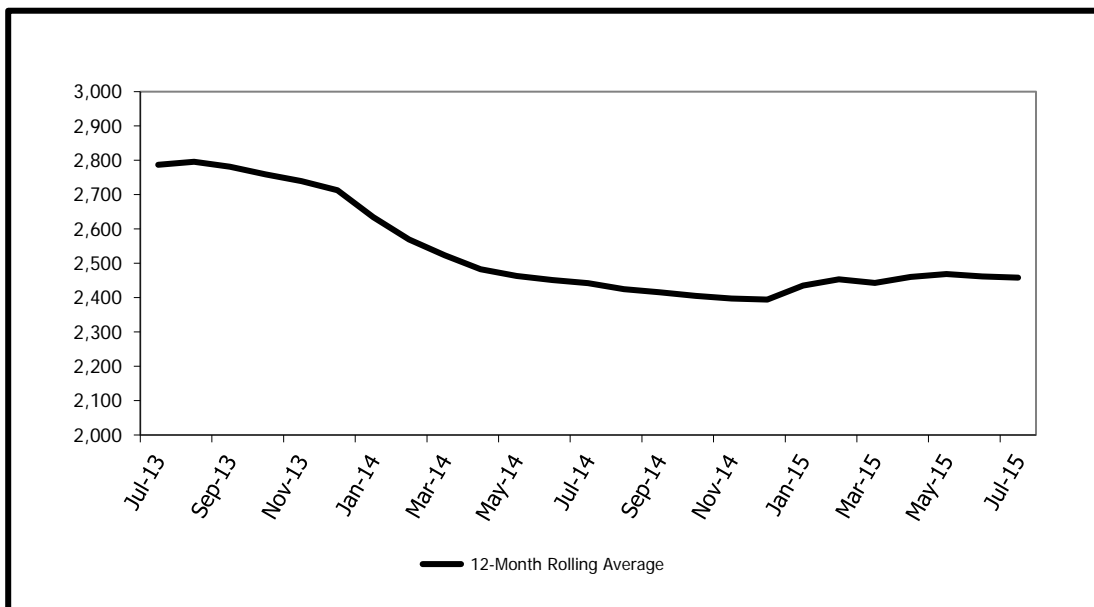
Annual Results

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

July 2015: 2,323
July 2014: 2,355

12-Month Average

August 14 - July 15 2,458
August 14 - July 15 2,442

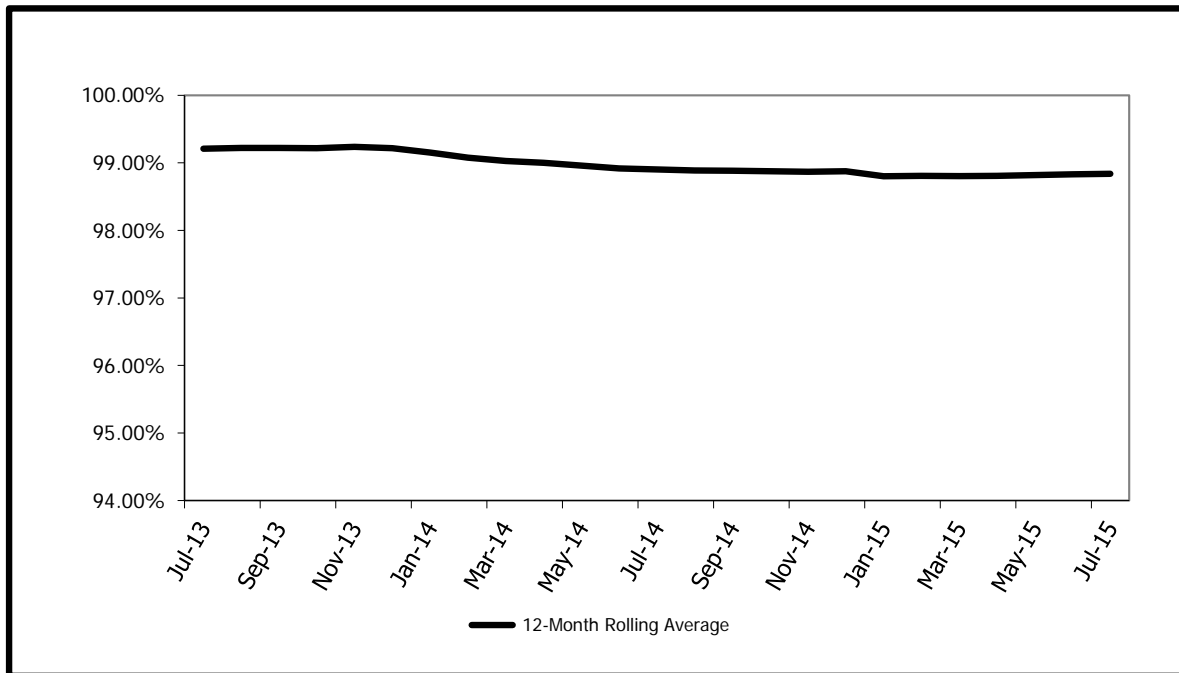
Annual Results

2015 YTD: 2,397
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

July 2015: 99.12%
July 2014: 99.03%

12-Month Average

August 14 - July 15 98.84%
August 14 - July 15 98.90%

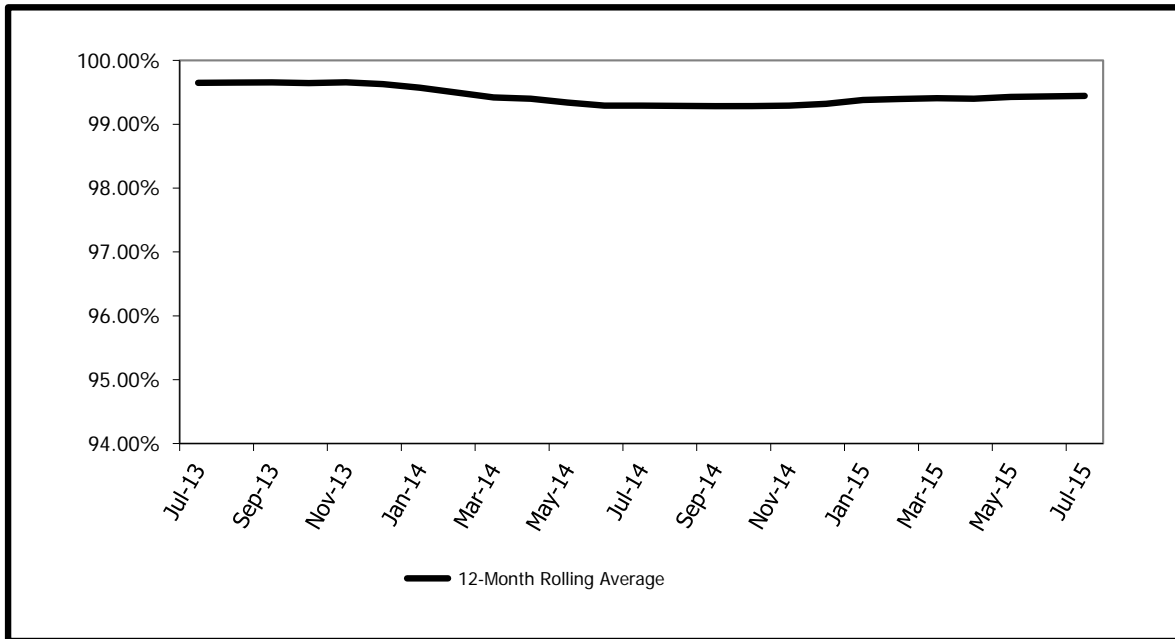
Annual Results

2015 YTD: 98.64%
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

July 2015:	99.72%
July 2014:	99.64%

12-Month Average

August 14 - July 15	99.44%
August 14 - July 15	99.29%

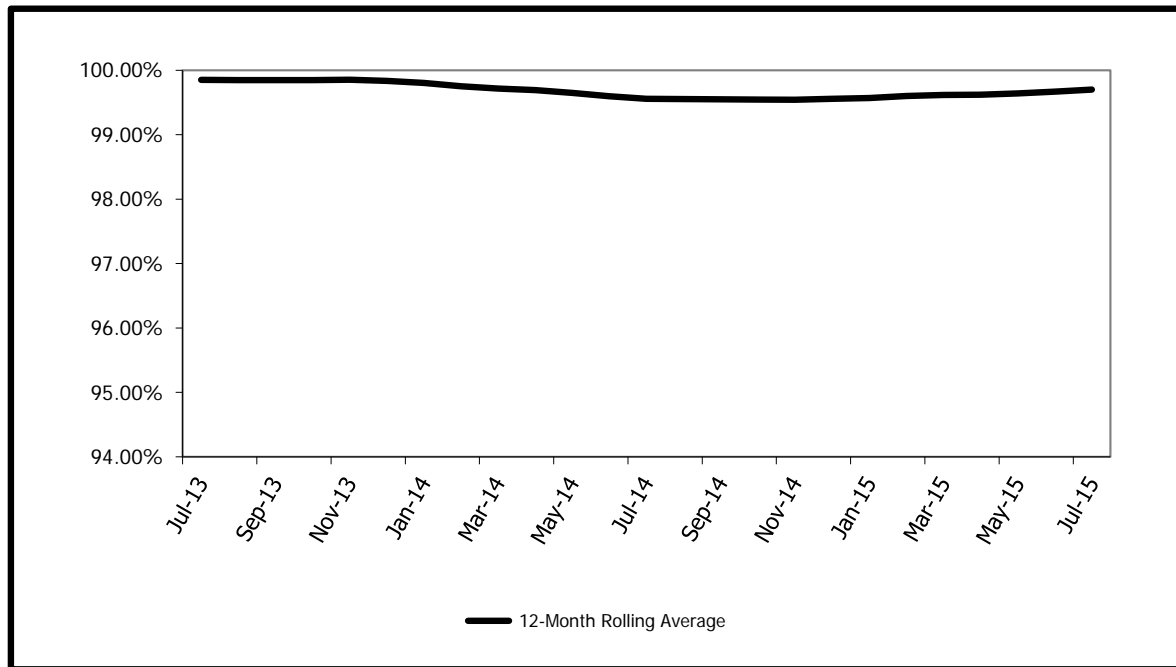
Annual Results

2015 YTD:	99.31%
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	
July 2015:	99.80%	August 14 - July 15	99.70%	2015 YTD:	99.66%
July 2014:	99.44%	August 14 - July 15	99.56%	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 July 2015 are shown below.

Safety Report						
Performance Indicator	Current Month: July 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	2.22	2.38	-6.8%	2.63	2.60	+1.2%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	2.21	2.38	-7.1%	2.61	2.63	-0.8%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	0	1	-100.0%
Subway Derailments ^{2,4} (chart 4)	0	1	-100.0%	1	2	-50.0%
Subway Fires ² (charts 5-6)	74	59	+25.4%	1,033	967	+6.8%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	3.23	2.45	+31.7%	2.73	2.70	+0.9%

Bus Collisions Per Million Miles (chart 7)						
Regional	51.23	44.34	+15.6%	51.33	49.29	+4.1%
NYCT Bus	53.85	45.72	+17.8%	52.63	50.38	+4.5%
MTA Bus	43.20	40.02	+7.9%	47.16	45.80	+3.0%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	5.00	5.72	-12.5%	6.41	6.77	-5.3%
NYCT Bus	4.62	5.41	-14.6%	6.78	7.22	-6.1%
MTA Bus	6.17	6.67	-7.5%	5.24	5.32	-1.6%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.44	1.18	+22.4%	1.10	1.05	+4.2%
NYCT Bus	1.54	1.22	+26.0%	1.15	1.10	+3.9%
MTA Bus	0.96	0.96	-0.1%	0.84	0.77	+7.9%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.57	1.29	+22.0%	1.16	1.13	+2.6%
NYCT Bus	1.69	1.33	+26.9%	1.21	1.17	+2.8%
MTA Bus	0.96	1.06	-9.2%	0.89	0.87	+2.3%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	4.58	5.53	-17.1%	5.52	5.53	-0.2%
MTA Bus	7.14	5.96	+19.8%	7.35	7.25	+1.4%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.34	3.20	+4.4%	3.35	3.34	+0.3%

Subways Crime Report						
Performance Indicator	Current Month: August 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	212	179	+18.4%	1,550	1,443	+7.4%
Robberies ^{3,4}	41	41	0.0%	330	283	+16.6%

SIR Crime Report						
Performance Indicator	Current Month: August 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	2	4	-50.0%	17	13	+30.8%
Robberies ^{3,4}	0	3	-100.0%	8	8	0.0%

¹ Current month data are for June 2015.

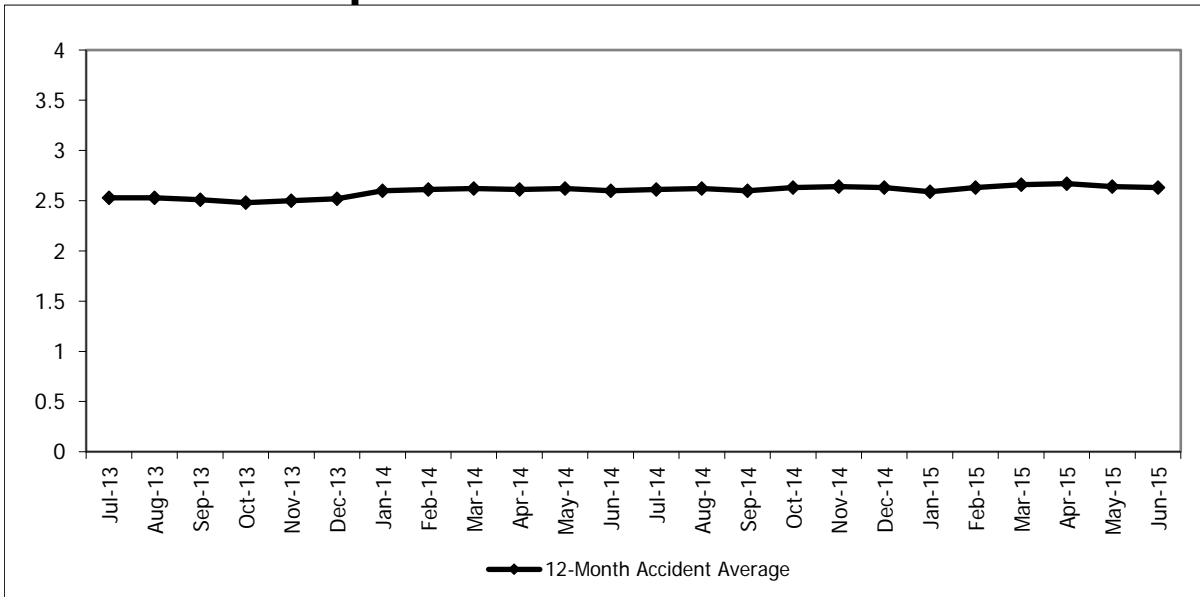
² 12-month figures shown are totals rather than averages.

⁵ Excludes Elevator Entrapments (except for claimed injuries).

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

⁴ Current month data are for August 2015.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

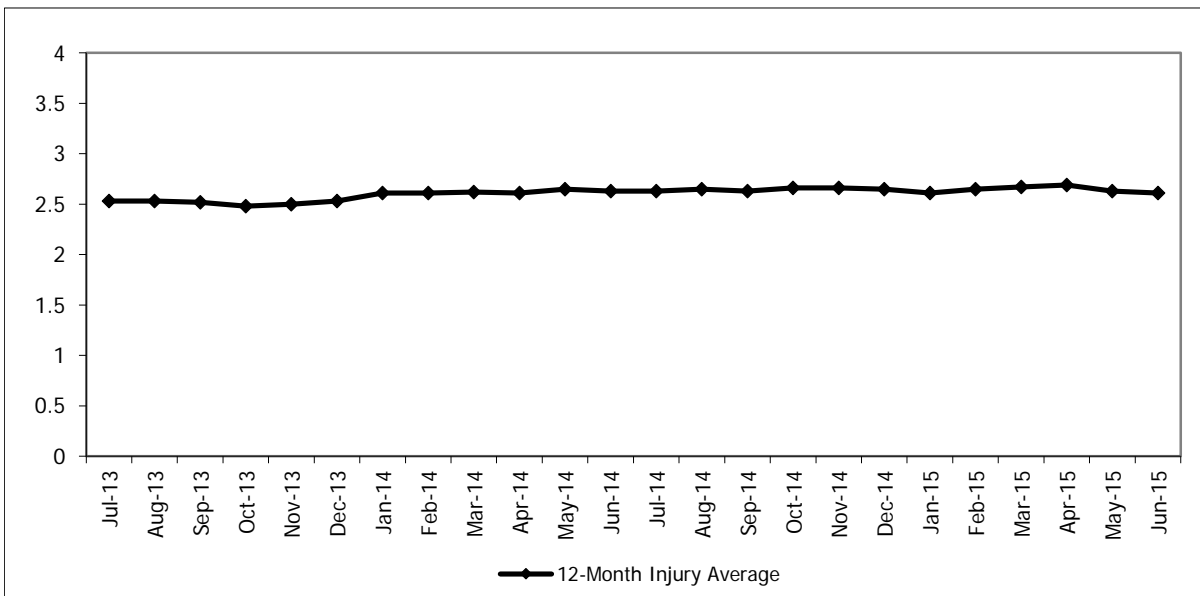
Jun 2015: 2.22
Jun 2014: 2.38

12-Month Average

Jul 14 – Jun 15: 2.63
Jul 13 – Jun 14: 2.60

Annual Results

2015 YTD: 2.74
2014 Actual: 2.63



Monthly Results

Jun 2015: 2.21
Jun 2014: 2.38

12-Month Average

Jul 14 – Jun 15: 2.61
Jul 13 – Jun 14: 2.63

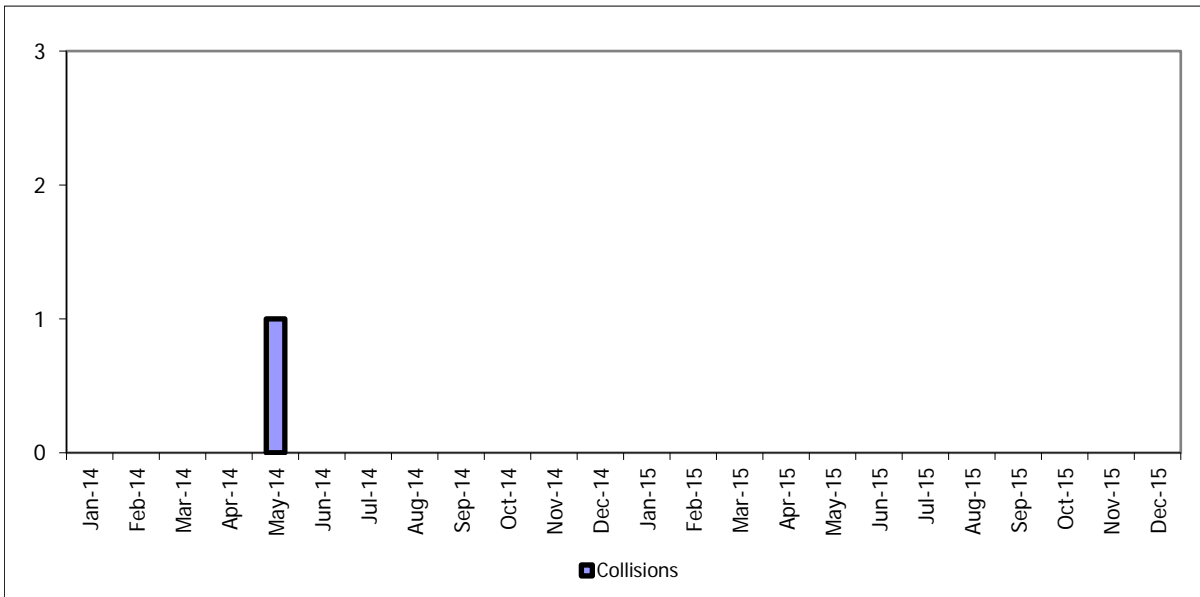
Annual Results

2015 YTD: 2.72
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

Aug 2015: 0

Aug 2014: 0

12-Month Average

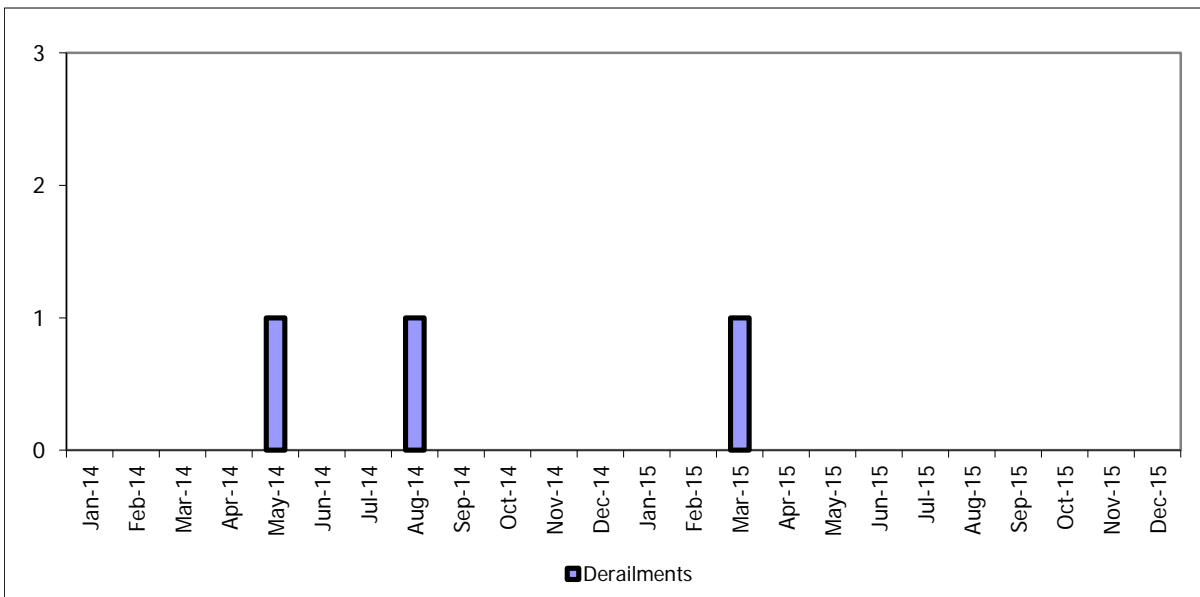
Sep 14 – Aug 15: 0

Sep 13 – Aug 14: 1

Annual Results

2015 YTD: 0

2014 Actual: 1



Monthly Results

Aug 2015: 0

Aug 2014: 1

12-Month Average

Sep 14 – Aug 15: 1

Sep 13 – Aug 14: 2

Annual Results

2015 YTD: 1

2014 Actual: 2

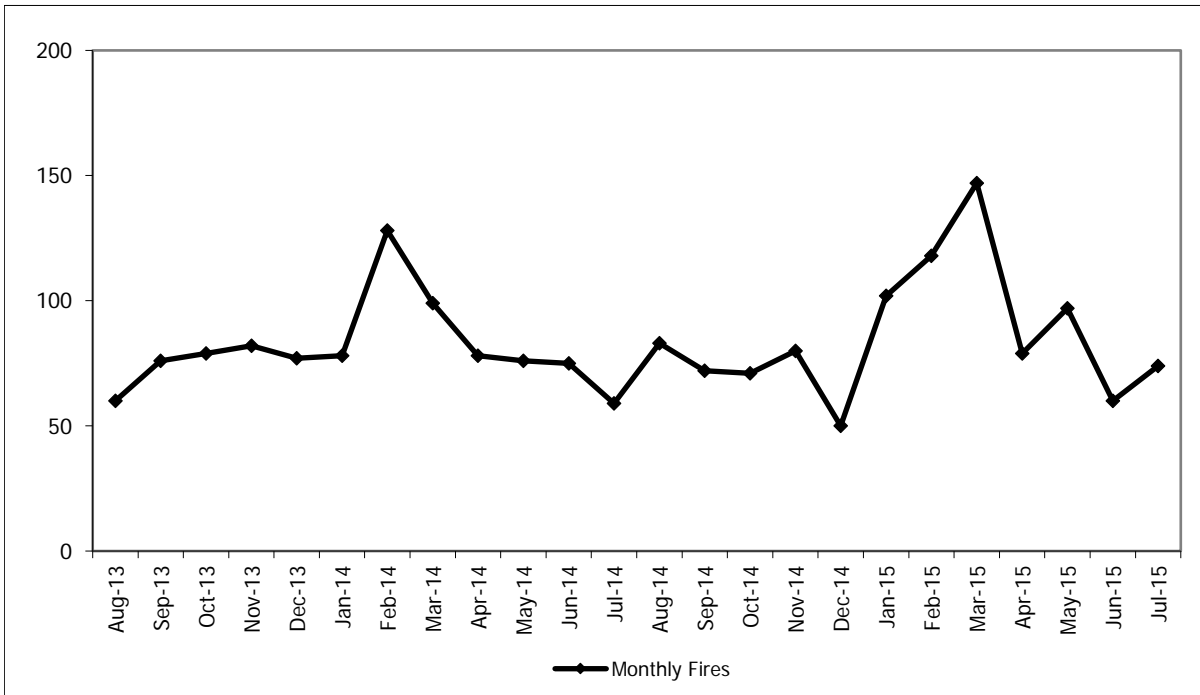
Definitions

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

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

Charts 3-4

Subway Fires



Monthly Results

Jul 2015: 74
Jul 2014: 59

12-Month Average

Aug 14 – Jul 15: 1033
Aug 13 – Jul 14: 967

Annual Results

2015 YTD: 677
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:

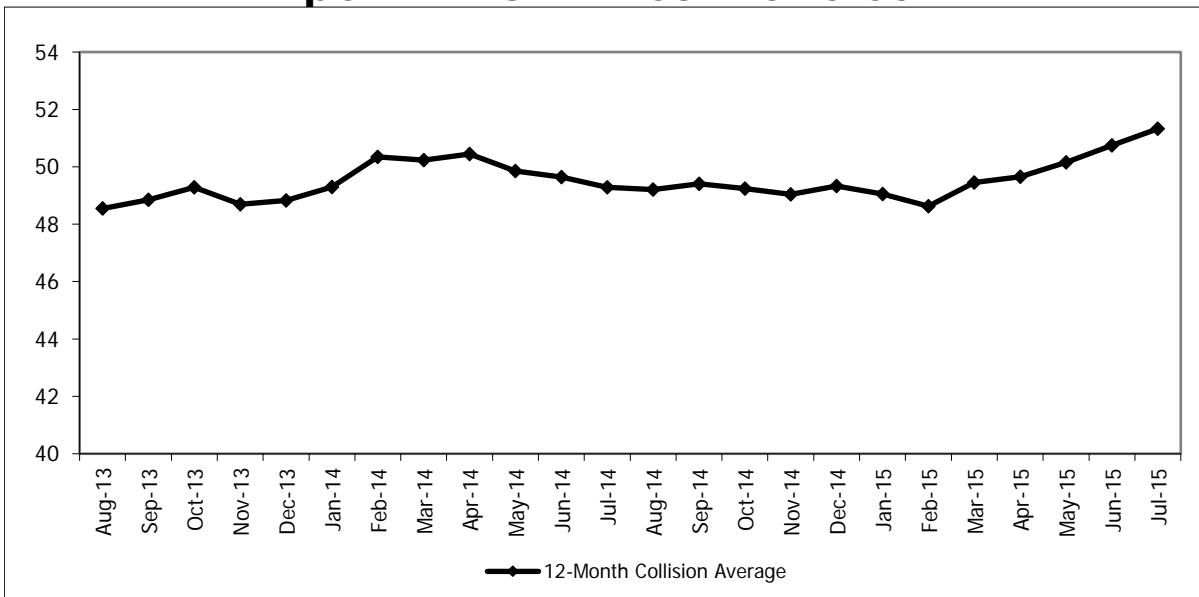
Low:	83.8%	Train:	8
Average:	16.2%	Right-of-way	54
Above Average:	0.0%	Station:	12
High:	0.0%	Other:	0
		Total:	74

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

Train:		Right-of-Way:		Station:	
Debris:	2	Debris:	36	Debris:	7
Hot Wheels:	1	Tie:	7	Air Conditioner:	1
Brake Shoes:	1	Cable:	2	Light Fixture:	1
Trolley Lead:	1	Slating/Walkway:	1	Electrical:	1
Resistor:	1	Undetermined:	1	Cable:	1

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

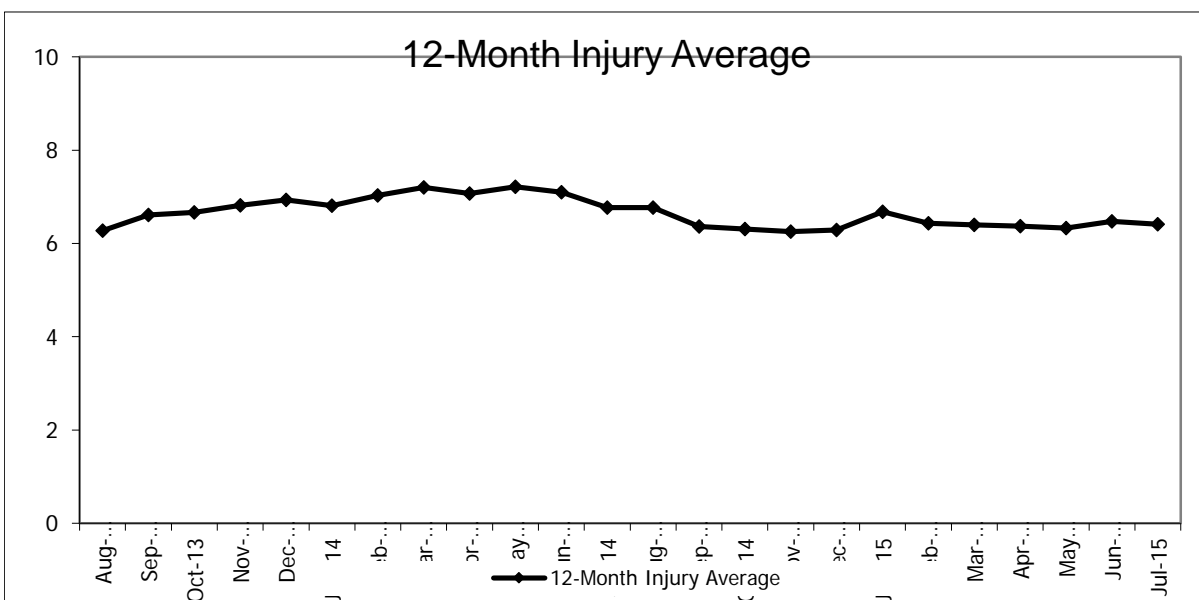
Jul 2015: 51.23
Jul 2014: 44.34

12-Month Average

Aug 14 – Jul 15: 51.33
Aug 13 – Jul 14: 49.29

Annual Results

2015 YTD: 52.29
2014 Actual: 49.33



Monthly Results

Jul 2015: 5.00
Jul 2014: 5.72

12-Month Average

Aug 14 – Jul 15: 6.41
Aug 13 – Jul 14: 6.77

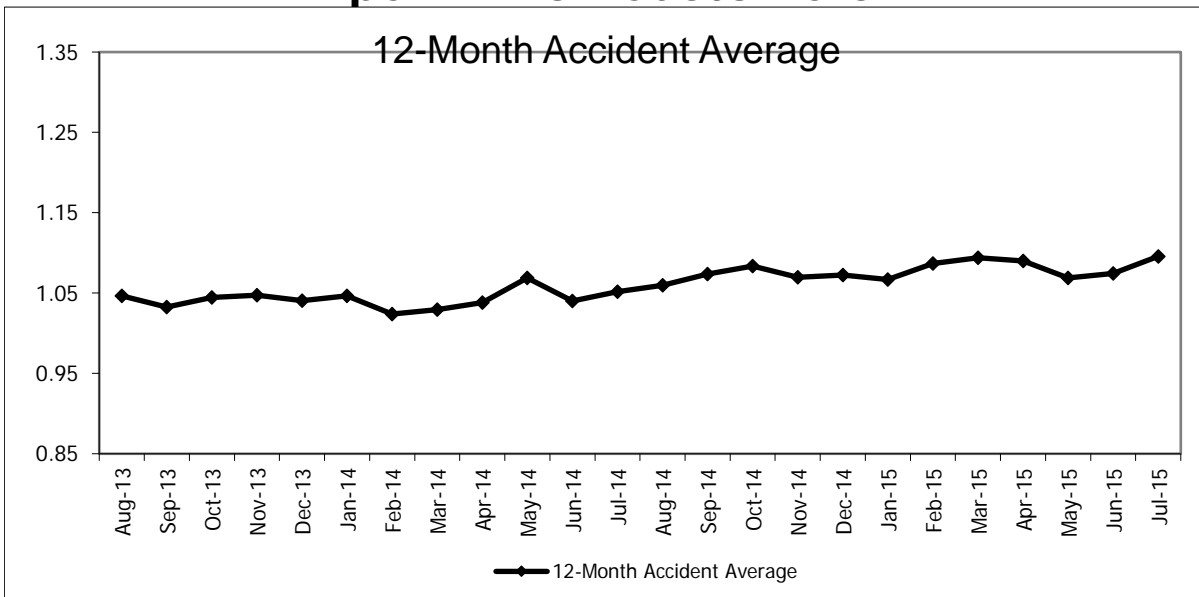
Annual Results

2015 YTD: 6.01
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

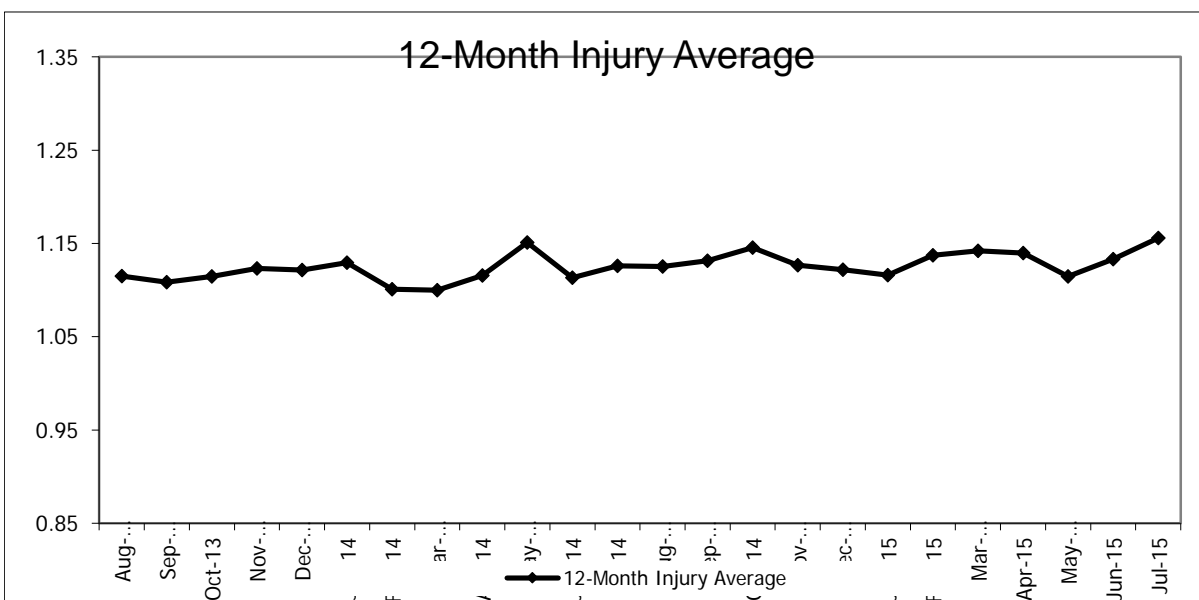
Jul 2015: 1.44
Jul 2014: 1.18

12-Month Average

Aug 14 – Jul 15: 1.10
Aug 13 – Jul 14: 1.05

Annual Results

2015 YTD: 1.09
2014 Actual: 1.07



Monthly Results

Jul 2015: 1.57
Jul 2014: 1.29

12-Month Average

Aug 14 – Jul 15: 1.16
Aug 13 – Jul 14: 1.13

Annual Results

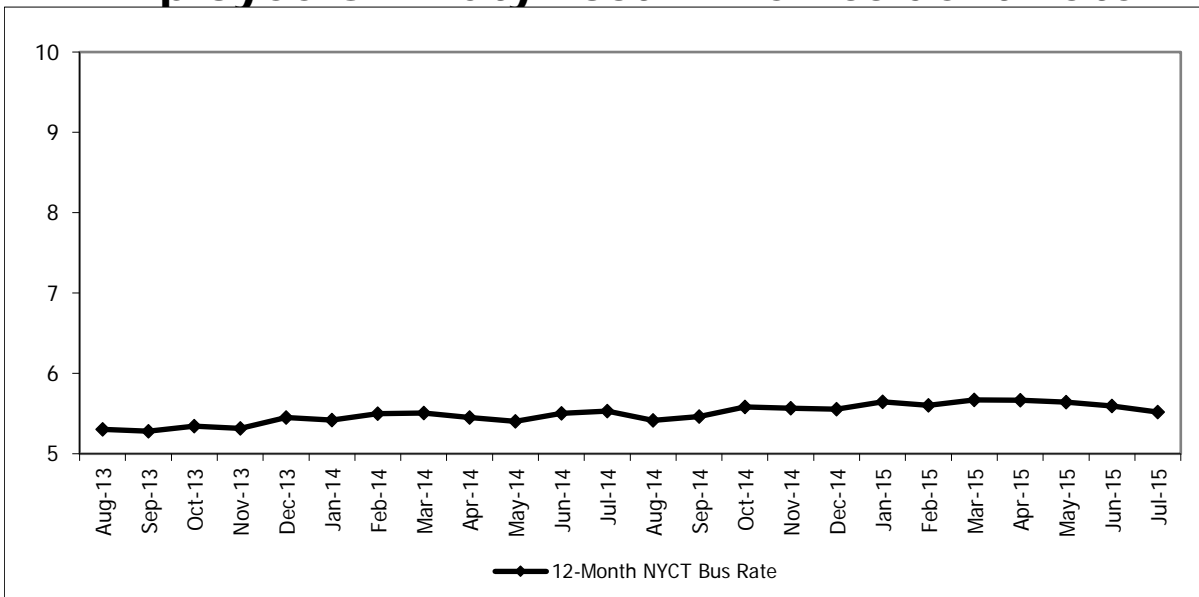
2015 YTD: 1.16
2014 Actual: 1.12

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

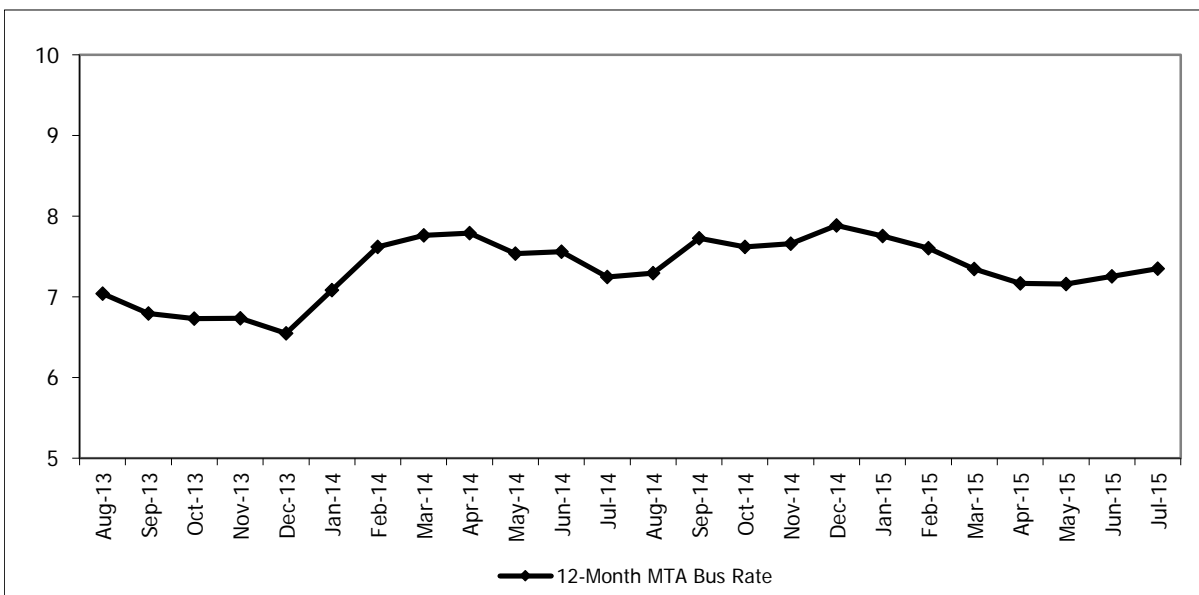
Jul 2015: 4.58
Jul 2014: 5.53

12-Month Average

Aug 14 – Jul 15: 5.52
Aug 13 – Jul 14: 5.53

Annual Results

2015 Goal: 5.49
2014 Actual: 5.55



Monthly Results

Jul 2015: 7.14
Jul 2014: 5.96

12-Month Average

Aug 14 – Jul 15: 7.35
Aug 13 – Jul 14: 7.25

Annual Results

2015 Goal: 7.36
2014 Actual: 7.89

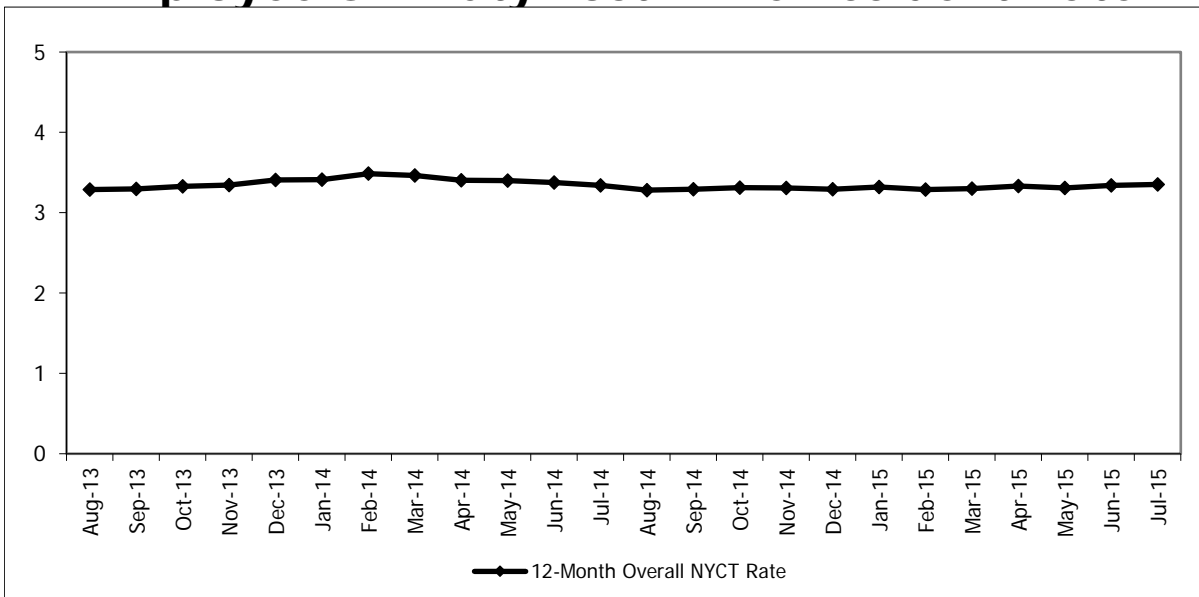
Definitions

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

Chart 11

NYCT Overall & Subways

Employee On-Duty Lost-Time Accident Rate



Monthly Results

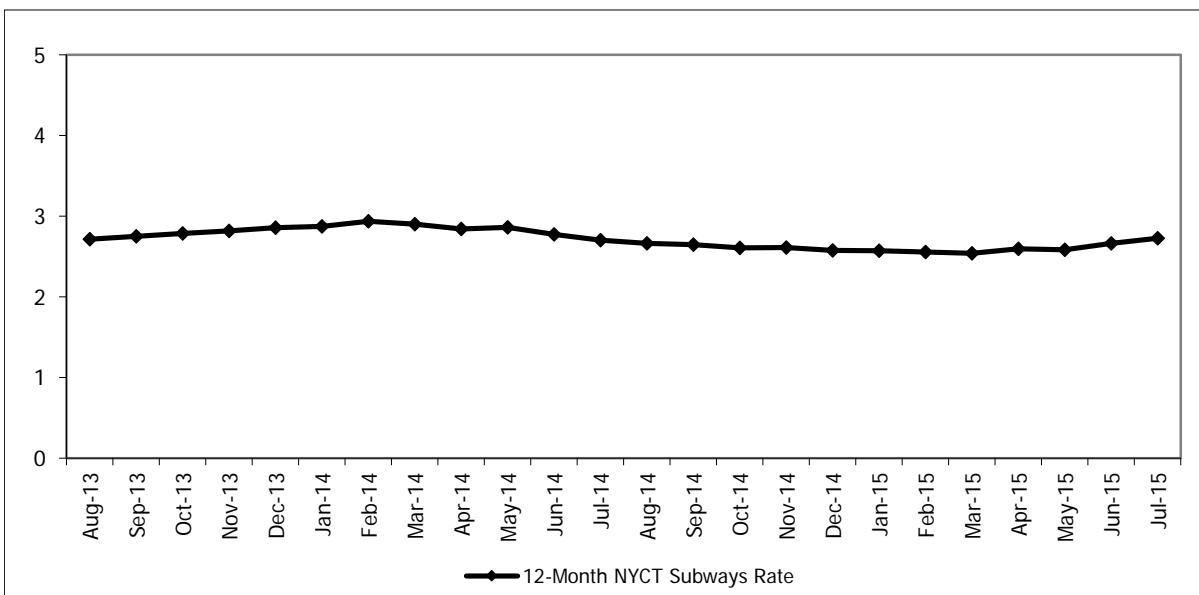
Jul 2015: 3.34
Jul 2014: 3.20

12-Month Average

Aug 14 – Jul 15: 3.35
Aug 13 – Jul 14: 3.34

Annual Results

2015 Goal: 3.20
2014 Actual: 3.29



Monthly Results

Jul 2015: 3.23
Jul 2014: 2.45

12-Month Average

Aug 14 – Jul 15: 2.73
Aug 13 – Jul 14: 2.70

Annual Results

2015 Goal: 2.47
2014 Actual: 2.58

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 AUGUST

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	1	0	1	***. *%
ROBBERY	41	41	0	0.0%
GL	139	120	19	15.8%
FELASSAULT	26	16	10	62.5%
BURGLARY	5	2	3	150.0%
<u>TOTAL MAJOR FELONIES</u>	<u>212</u>	<u>179</u>	<u>33</u>	<u>18.4%</u>

During August, the daily Robbery average decreased from 1.3 to 1.3

During August, the daily Major Felony average increased from 5.8 to 6.8

CRIME STATISTICS JANUARY THRU AUGUST

	2015	2014	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	1	5	-4	-80.0%
ROBBERY	330	283	47	16.6%
GL	1042	1013	29	2.9%
FELASSAULT	165	130	35	26.9%
BURGLARY	12	11	1	9.1%
<u>TOTAL MAJOR FELONIES</u>	<u>1550</u>	<u>1443</u>	<u>107</u>	<u>7.4%</u>

Year to date the daily Robbery average increased from 1.2 to 1.4

Year to date the daily Major Felony average increased from 5.9 to 6.4

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

AUGUST ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	4564	3987	577	14.5%
TOS Arrests	2568	2072	496	23.9%
Summons	7255	7299	-44	-0.6%

JANUARY THRU AUGUST ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	32115	35661	-3546	-9.9%
TOS Arrests	17456	18602	-1146	-6.2%
Summons	54480	66796	-1E+04	-18.4%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	<i>JANUARY- AUGUST</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>	2	1	4	1	2	1	1	2	4	2	3	2	1	1	0	0	1	1	0
<i>Rape</i>	1	10	0	4	1	0	2	2	3	3	0	2	1	0	2	7	4	5	1
<i>Robbery</i>	1429	1241	1111	900	804	830	769	704	783	641	523	501	466	469	499	573	416	283	330
<i>Assault</i>	290	298	287	229	186	189	173	179	152	127	138	116	108	133	128	129	130	130	165
<i>Burglary</i>	24	10	6	5	33	12	7	6	1	5	2	5	1	2	6	18	25	11	12
<i>GL</i>	2264	1739	1581	1653	1489	1427	1120	1224	1197	968	828	868	759	787	1014	1119	1073	1013	1042
<i>TOTAL MAJOR FELONIES</i>	<i>4010</i>	<i>3299</i>	<i>2989</i>	<i>2792</i>	<i>2515</i>	<i>2459</i>	<i>2072</i>	<i>2117</i>	<i>2140</i>	<i>1746</i>	<i>1494</i>	<i>1494</i>	<i>1336</i>	<i>1392</i>	<i>1649</i>	<i>1846</i>	<i>1649</i>	<i>1443</i>	<i>1550</i>
<i>Major Fel Per Day</i>	<i>16.50</i>	<i>13.58</i>	<i>12.30</i>	<i>11.49</i>	<i>10.35</i>	<i>10.12</i>	<i>8.53</i>	<i>8.71</i>	<i>8.81</i>	<i>7.19</i>	<i>6.15</i>	<i>6.15</i>	<i>5.50</i>	<i>5.73</i>	<i>6.79</i>	<i>7.60</i>	<i>6.79</i>	<i>5.94</i>	<i>6.38</i>



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

August 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	3	-3	-100%
Felony Assault	1	0	1	100%
Burglary	0	0	0	0%
Grand Larceny	1	1	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	2	4	-2	-50%

Year to Date 2015 vs. 2014

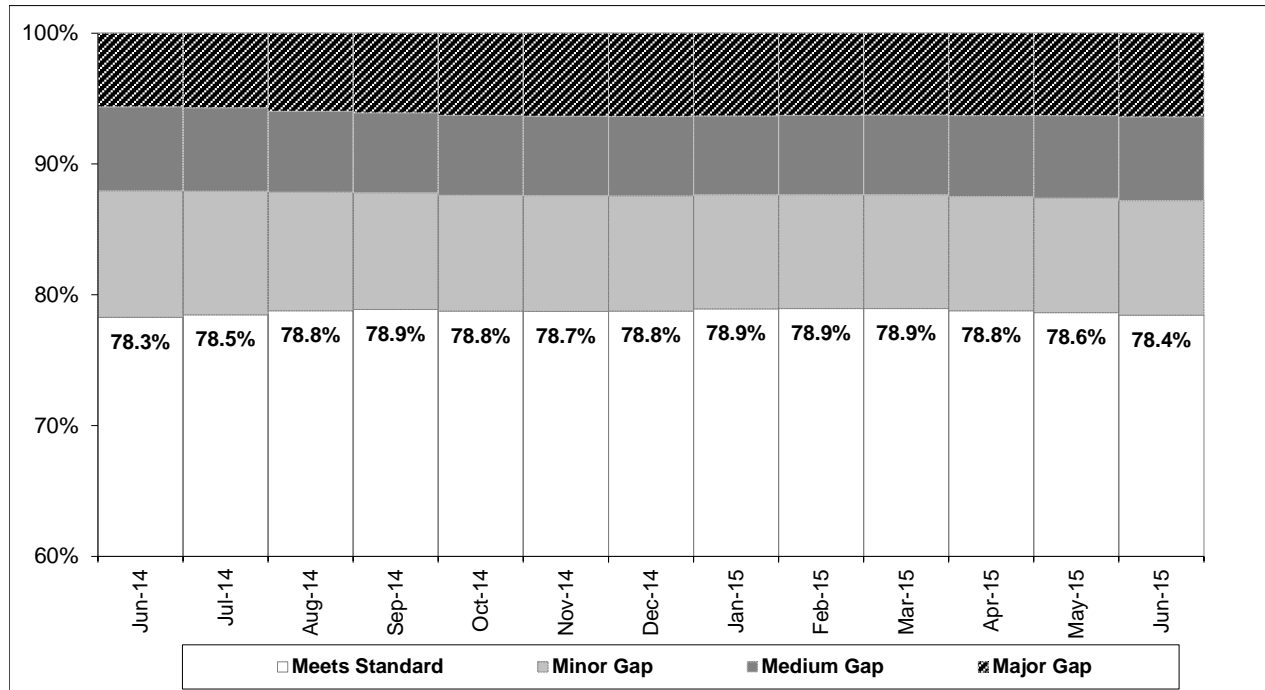
	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	8	0	0%
Felony Assault	2	0	2	100%
Burglary	0	0	0	0%
Grand Larceny	7	5	2	40%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	17	13	4	31%

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: June 2015			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				78.4%	78.3%	+0.1%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	73.1%	74.5%	-1.4%	72.7%	73.7%	-1.0%
A Division Weekday Wait Assessment - (All Lines)				75.4%	76.1%	-0.7%
B Division Weekday Wait Assessment	77.8%	80.2%	-2.4%	80.1%	79.4%	+0.7%
System Weekend Wait Assessment (Charts 3)				85.4%	84.5%	+0.9%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	81.1%	84.9%	-3.8%	81.8%	84.5%	-2.7%
A Division Weekend Wait Assessment - (All Lines)				83.9%	85.5%	-1.6%
B Division Weekend Wait Assessment	88.2%	87.6%	+0.6%	86.4%	83.8%	+2.6%
System Weekday Terminal On-Time Performance (Charts 4-5)	69.9%	74.4%	-4.5%	72.4%	76.8%	-4.4%
A Division Weekday Terminal On-Time Performance	66.8%	70.4%	-3.6%	68.3%	70.7%	-2.4%
B Division Weekday Terminal On-Time Performance	72.5%	77.5%	-5.0%	75.7%	81.6%	-5.9%
System Number of Terminal Delays (Charts 6)	51,428	42,619	+20.7%	45,511	38,869	+17.1%
System Weekend Terminal On-Time Performance (Charts 7-8)	73.0%	82.8%	-9.8%	77.7%	83.5%	-5.8%
A Division Weekend Terminal On-Time Performance	72.9%	79.5%	-6.6%	74.9%	80.7%	-5.8%
B Division Weekend Terminal On-Time Performance	73.0%	85.0%	-12.0%	79.7%	85.4%	-5.7%
System Number of Weekend Terminal Delays (Charts 9)	11,927	8,407	+41.9%	11,399	8,344	+36.6%
Mean Distance Between Failures (Charts 10-11)	141,061	145,969	-3.4%	143,983	136,081	+5.8%
A Division Mean Distance Between Failures	137,238	135,934	+1.0%	126,573	121,996	+3.8%
B Division Mean Distance Between Failures	144,019	154,316	-6.7%	160,160	148,860	+7.6%
System Weekday Service-KPI (Charts 12-13)	77.1%	77.7%	-0.6%	77.9%	78.2%	-0.3%
A Division Weekday Service-KPI	73.3%	74.7%	-1.4%	73.7%	74.2%	-0.5%
B Division Weekday Service-KPI	79.8%	79.9%	-0.1%	80.8%	81.1%	-0.3%
System Weekday PES-KPI (Charts 14-16)				91.4%	91.5%	-0.1%
Staten Island Railway						
24 Hour On-Time Performance	96.7%	92.4%	+4.3%	92.6%	94.0%	-1.4%
AM Rush On-Time Performance	96.5%	94.2%	+2.3%	93.2%	94.9%	-1.7%
PM Rush On-Time Performance	99.3%	97.7%	+1.6%	94.7%	96.0%	-1.3%
Percentage of Completed Trips	99.9%	99.8%	+0.1%	99.7%	99.7%	0.0%
Mean Distance Between Failures	109,011	204,546	-46.7%	48,357	68,353	-29.3%
Staten Island Railway PES-KPI (Charts 17)				90.9%	90.2%	+0.7%

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	
Jul '14 - Jun '15	78.4%	8.7%	6.4%	6.4%	2015 GOAL: 80.7%
Jul '13 - Jun '14	78.3%	9.7%	6.4%	5.6%	2014 ACTUAL: 78.8%

Chart 1

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

Jul '14 - Jun '15					Jul '13 - Jun '14				
Line	Meets	GAP			Meets	Headways*			Standard Difference
	Standard	Minor	Medium	Major		Standard	Minor	Medium	
①	79.6%	8.9%	6.3%	5.2%	80.4%	8.2%	5.8%	5.6%	-0.8%
②	72.7%	10.0%	8.9%	8.4%	71.5%	10.5%	9.4%	8.6%	+1.2%
③	78.6%	9.3%	6.7%	5.3%	76.7%	10.1%	7.2%	6.0%	+1.9%
④	71.5%	9.6%	8.5%	10.3%	71.9%	9.7%	8.7%	9.7%	-0.4%
⑤	67.0%	9.9%	10.5%	12.5%	68.8%	10.1%	9.5%	11.6%	-1.8%
⑥	66.6%	9.4%	10.3%	13.6%	73.1%	8.2%	7.9%	10.8%	-6.5%
⑦	76.0%	10.0%	6.8%	7.2%	75.8%	10.4%	7.5%	6.3%	+0.2%
⑤ 42nd	90.7%	3.9%	2.5%	2.8%	90.8%	4.1%	2.0%	3.1%	-0.1%
Subdivision A	75.4%	8.9%	7.6%	8.2%	76.1%	8.9%	7.3%	7.7%	-0.7%
① A	68.6%	10.0%	8.8%	12.6%	68.9%	11.4%	9.0%	10.7%	-0.3%
① B	78.8%	9.3%	6.2%	5.7%	78.7%	11.1%	6.2%	4.0%	+0.1%
① C	80.5%	9.5%	5.5%	4.5%	80.4%	10.1%	5.5%	4.1%	+0.1%
① D	81.0%	9.0%	6.2%	3.7%	79.6%	10.5%	5.9%	4.0%	+1.4%
① E	75.7%	9.7%	7.3%	7.3%	73.5%	10.7%	8.7%	7.2%	+2.2%
① F	72.6%	9.0%	7.9%	10.6%	71.4%	10.4%	8.6%	9.7%	+1.2%
⑤ Fkln	95.7%	1.9%	1.0%	1.4%	96.3%	1.8%	1.1%	0.7%	-0.6%
① G	82.0%	10.3%	5.2%	2.5%	76.7%	11.8%	7.2%	4.4%	+5.3%
⑤ Rock	91.6%	4.8%	1.8%	1.8%	89.6%	6.9%	1.8%	1.7%	+2.0%
① J Z	79.7%	9.7%	5.7%	4.9%	78.9%	10.9%	6.3%	3.9%	+0.8%
① L	81.6%	9.0%	5.8%	3.6%	78.7%	11.8%	5.0%	4.5%	+2.9%
① M	77.8%	9.6%	7.2%	5.4%	78.0%	11.8%	6.6%	3.6%	-0.2%
① N	79.1%	9.6%	5.8%	5.4%	79.7%	10.0%	6.5%	3.8%	-0.6%
① Q	79.8%	9.2%	6.0%	5.1%	78.6%	11.6%	6.7%	3.1%	+1.2%
① R	76.9%	9.6%	6.4%	7.1%	82.3%	10.1%	5.1%	2.5%	-5.4%
Subdivision B	80.1%	8.7%	5.8%	5.4%	79.4%	10.1%	6.0%	4.5%	+0.7%
Systemwide	78.4%	8.7%	6.4%	6.4%	78.3%	9.7%	6.4%	5.6%	+0.1%

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

*** Headway
Definitions**

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

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

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

Subway Weekend Wait Assessment (6 am - midnight)

Jul '14 - Jun '15					Jul '13 - Jun '14				
Line	Meets	Headways*			Meets	Headways*			Standard Difference
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	
①	87.4%	6.9%	3.7%	2.1%	89.6%	5.8%	2.8%	1.8%	-2.2%
②	79.4%	10.2%	6.5%	3.8%	81.5%	10.1%	5.8%	2.6%	-2.1%
③	87.4%	7.2%	3.4%	2.0%	88.4%	6.9%	2.8%	1.9%	-1.0%
④	75.9%	9.8%	7.6%	6.7%	79.3%	9.8%	6.5%	4.4%	-3.4%
⑤	83.3%	7.4%	5.0%	4.2%	83.9%	8.1%	4.5%	3.6%	-0.6%
⑥	77.5%	9.5%	7.2%	5.7%	84.5%	7.8%	4.6%	3.1%	-7.0%
⑦	81.4%	9.1%	4.8%	4.8%	79.1%	11.8%	6.2%	2.9%	+2.3%
Ⓢ 42nd	99.0%	0.6%	0.2%	0.2%	98.0%	1.0%	0.4%	0.6%	+1.0%
Sub Division A	83.9%	7.6%	4.8%	3.7%	85.5%	7.7%	4.2%	2.6%	-1.6%
Ⓐ	74.4%	9.4%	7.2%	9.1%	77.6%	11.4%	7.3%	3.7%	-3.2%
Ⓒ	83.8%	8.9%	3.4%	3.9%	75.6%	9.7%	9.5%	5.2%	+8.2%
Ⓓ	85.1%	7.0%	3.1%	4.8%	82.3%	10.9%	6.1%	0.7%	+2.8%
Ⓔ	82.0%	8.3%	4.1%	5.6%	83.0%	10.9%	5.0%	1.1%	-1.0%
Ⓕ	85.2%	7.7%	2.1%	4.9%	81.1%	10.8%	5.9%	2.2%	+4.1%
Ⓢ Fkln	94.8%	3.4%	0.7%	1.1%	96.4%	3.3%	0.0%	0.3%	-1.6%
Ⓖ	93.7%	3.8%	1.1%	1.4%	84.9%	10.0%	3.3%	1.8%	+8.8%
Ⓙ Ⓩ	91.5%	6.1%	1.8%	0.6%	90.9%	6.4%	2.2%	0.4%	+0.6%
Ⓛ	86.6%	6.8%	3.3%	3.3%	82.6%	9.1%	5.7%	2.5%	+4.0%
Ⓝ	89.4%	5.7%	3.5%	1.5%	81.3%	10.0%	5.4%	3.3%	+8.1%
Ⓠ	85.8%	7.5%	3.9%	2.8%	86.9%	8.6%	4.1%	0.5%	-1.1%
Ⓡ	85.2%	6.7%	3.3%	4.8%	82.7%	11.6%	4.4%	1.3%	+2.5%
Sub Division B	86.4%	6.8%	3.1%	3.7%	83.8%	9.4%	4.9%	1.9%	+2.6%
Systemwide	85.4%	7.1%	3.8%	3.7%	84.5%	8.7%	4.6%	2.2%	+0.9%

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

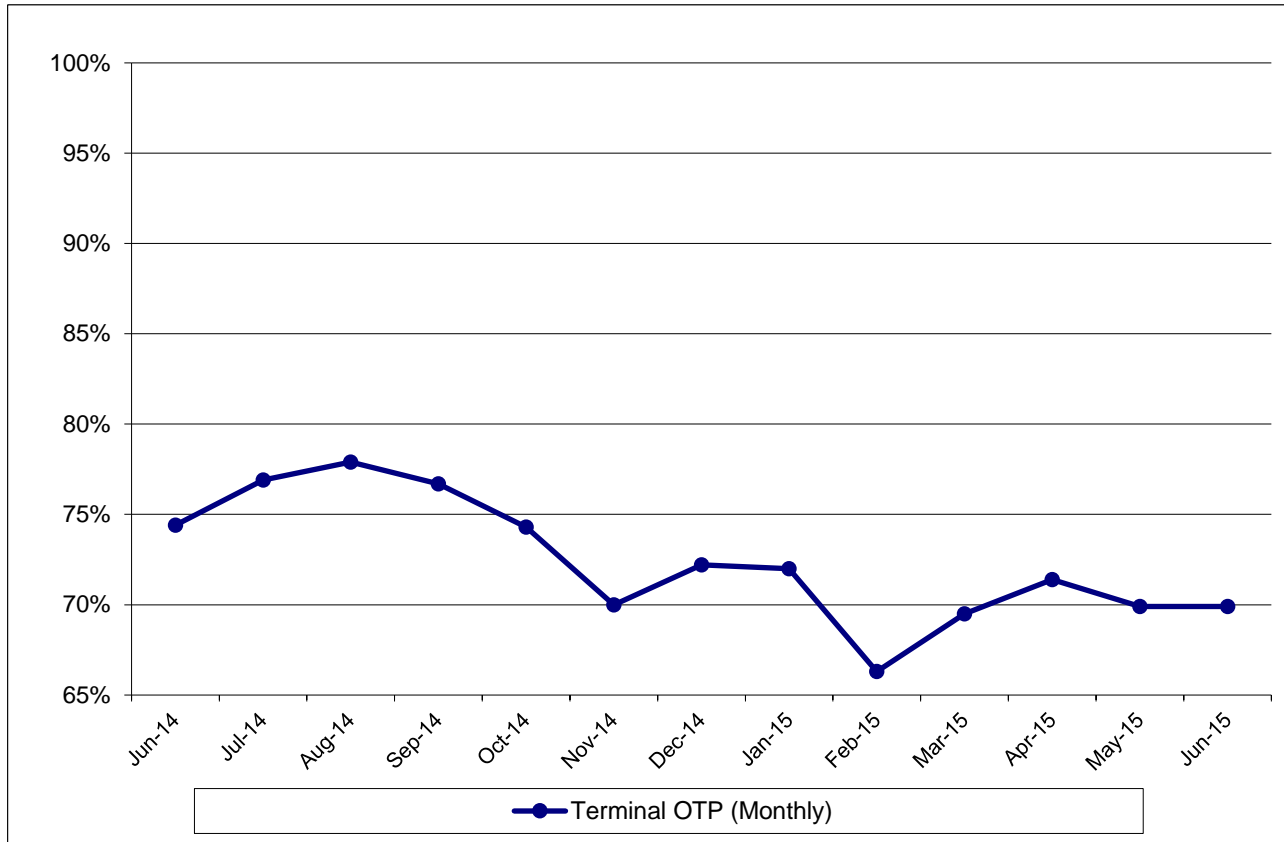
* **Headway Definitions**

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

Jun 2015: 69.9%
Jun 2014: 74.4%
12-Mon Avg: 72.4%
(Jul '14-Jun '15)

Subdivision A Monthly Results

Jun 2015: 66.8%
Jun 2014: 70.4%
12-Mon Avg: 68.3%
(Jul '14-Jun '15)

Subdivision B Monthly Results

Jun 2015: 72.5%
Jun 2014: 77.5%
12-Mon Avg: 75.7%
(Jul '14-Jun '15)

Discussion of Results

In June 2015, Over Crowding (20,537 delays), Track Gangs (8,276 delays), and ROW (7,402 delays) were the highest categories of delays, representing 70.4% of the total 51,428 delays.

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jul '14 - Jun '15</u>	<u>Jul '13 - Jun '14</u>	<u>% Difference</u>
1	78.5%	79.9%	-1.4%
2	48.3%	47.2%	+1.1%
3	68.7%	65.6%	+3.1%
4	46.5%	45.7%	+0.8%
5	43.9%	47.4%	-3.5%
6	49.6%	61.5%	-11.9%
7	85.0%	87.6%	-2.6%
S 42 St	98.2%	97.6%	+0.6%
Subdivision A	68.3%	70.7%	-2.4%
A	69.1%	76.6%	-7.5%
B	76.0%	76.1%	-0.1%
C	82.2%	87.4%	-5.2%
D	74.8%	77.5%	-2.7%
E	72.4%	73.7%	-1.3%
F	58.5%	58.6%	-0.1%
S Fkln	99.5%	98.8%	+0.7%
G	71.9%	82.1%	-10.2%
S Rock	95.5%	95.5%	0.0%
J Z	80.6%	90.5%	-9.9%
L	93.1%	93.4%	-0.3%
M	72.3%	79.7%	-7.4%
N	69.4%	77.3%	-7.9%
Q	73.3%	82.6%	-9.3%
R	69.0%	89.3%	-20.3%
Subdivision B	75.7%	81.6%	-5.9%
Systemwide	72.4%	76.8%	-4.4%

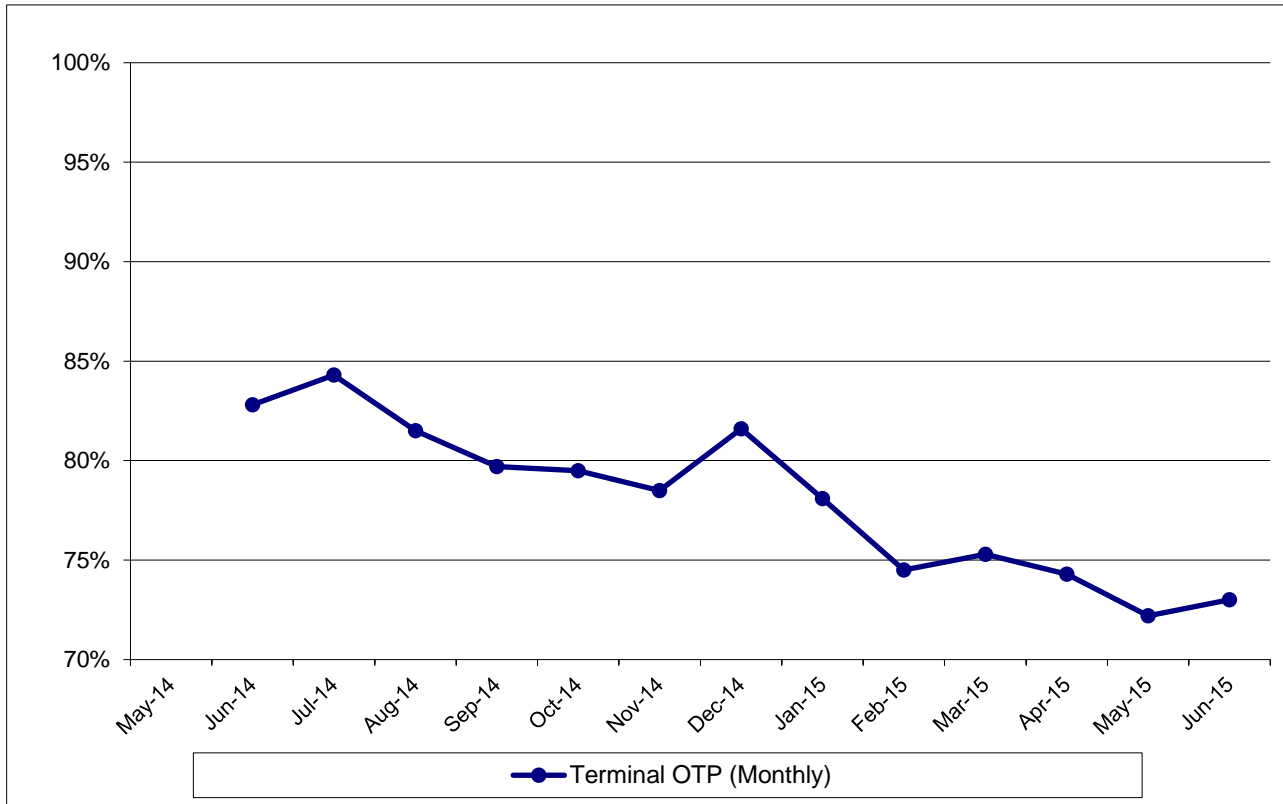
Chart 5

June 2015 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	20,537
Track Gangs	8,276
ROW Delays	7,402
Sick Customer	3,014
Car Equipment	2,547
Work Equipment/G. O.	2,422
Unruly Customer	1,599
Operational Diversions	1,484
Police	1,396
Employee	1,000
Fire	730
Infrastructure	402
Inclement Weather	331
External	287
Collision/Derailment	1
Total Delays	<u><u>51,428</u></u>

* Total may differ slightly due to rounding.

Weekend Terminal On-Time Performance (24 hours)



Weekend Terminal On-Time Performance Definition

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

Weekend Terminal On-Time Performance Results

Systemwide Monthly Results

Jun 2015: 73.0%
Jun 2014: 82.8%
12-Mon Avg: 77.7%
(Ju '14-Jun '15)

Subdivision A Monthly Results

Jun 2015: 72.9%
Jun 2014: 79.5%
12-Mon Avg: 74.9%
(Ju '14-Jun '15)

Subdivision B Monthly Results

Jun 2015: 73.0%
Jun 2014: 85.0%
12-Mon Avg: 79.7%
(Ju '14-Jun '15)

Discussion of Results

In June 2015, Work Equipment/G.O.(3,490 delays), Over Crowding (2,760 delays), and Track Gangs (2,410 delays) were the highest categories of delays, representing 72.6% of the total 11,927 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Jul '14 - Jun '15</u>	<u>Jul '13 - Jun '14</u>	<u>% Difference</u>
①	86.9%	89.2%	-2.3%
②	39.2%	51.0%	-11.8%
③	69.8%	80.3%	-10.5%
④	53.9%	67.9%	-14.0%
⑤	74.3%	75.1%	-0.8%
⑥	63.8%	71.3%	-7.5%
⑦	90.4%	92.8%	-2.4%
⑤ 42 St	99.7%	99.2%	+0.5%
Subdivision A	74.9%	80.7%	-5.8%
①	66.7%	78.5%	-11.8%
③	71.0%	74.9%	-3.9%
④	73.0%	85.0%	-12.0%
⑤	65.6%	76.4%	-10.8%
⑥	53.8%	58.0%	-4.2%
⑤ Fkln	99.6%	99.0%	+0.6%
⑦	86.4%	92.2%	-5.8%
⑤ Rock	97.7%	97.5%	+0.2%
① ②	93.0%	96.1%	-3.1%
③	93.7%	96.2%	-2.5%
④	96.6%	97.8%	-1.2%
⑤	73.1%	80.1%	-7.0%
⑥	82.5%	91.6%	-9.1%
⑦	74.3%	78.2%	-3.9%
Subdivision B	79.7%	85.4%	-5.7%
Systemwide	77.7%	83.5%	-5.8%

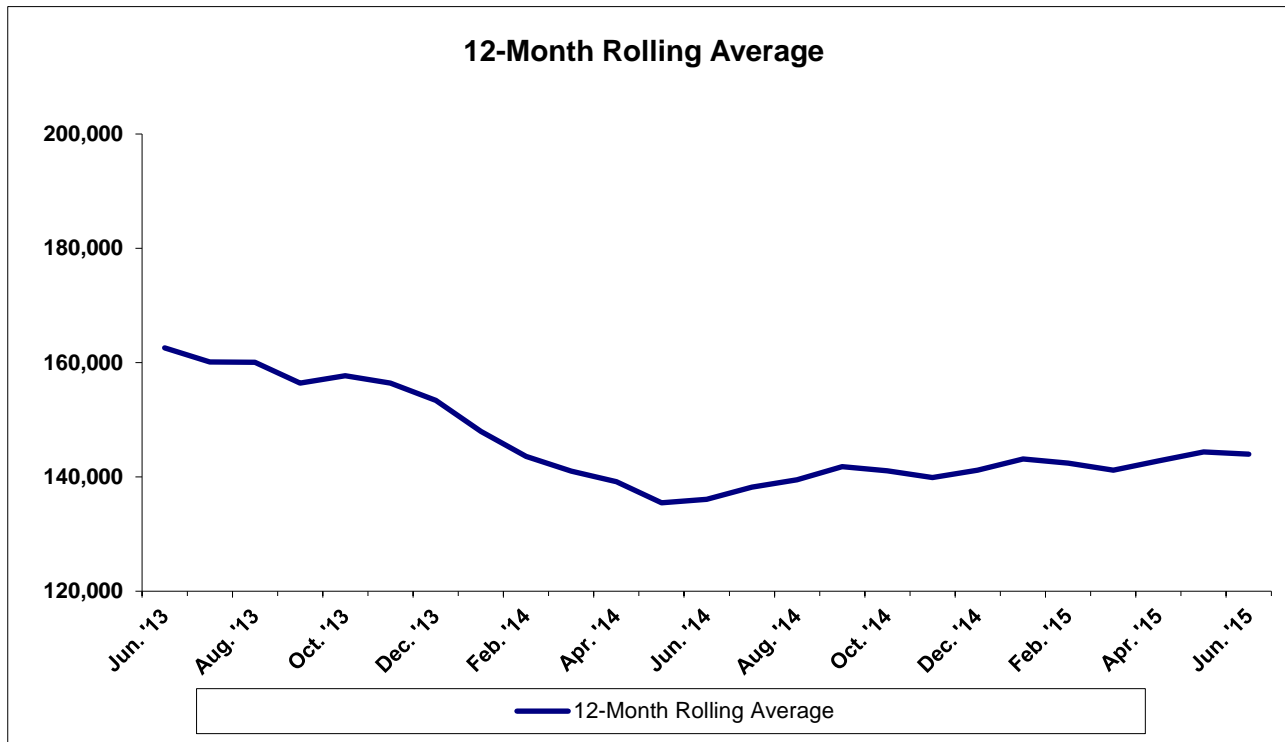
Chart 8

June 2015 Weekend Terminal Delays Systemwide Summary

Categories	Delays
Work Equipment/G. O.	3,490
Over Crowding	2,760
Track Gangs	2,410
ROW Delays	1,111
Unruly Customer	469
Sick Customer	379
Employee	300
Operational Diversions	284
Car Equipment	281
Police	243
Inclement Weather	101
External	74
Fire	21
Infrastructure	4
Total Delays	11,927

* 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

Jun 2015: 141,061

Jun 2014: 145,969

12-Month Average

Jul 14 - Jun 15: 143,983

Jul 13 - Jun 14: 136,081

Annual Result

2015 Goal: 150,000

2014 Actual: 141,202

Discussion of Results

MDBF in June 2015 decreased 3.4% from June 2014. Over the past year, the MDBF 12-month average increased 5.8%.

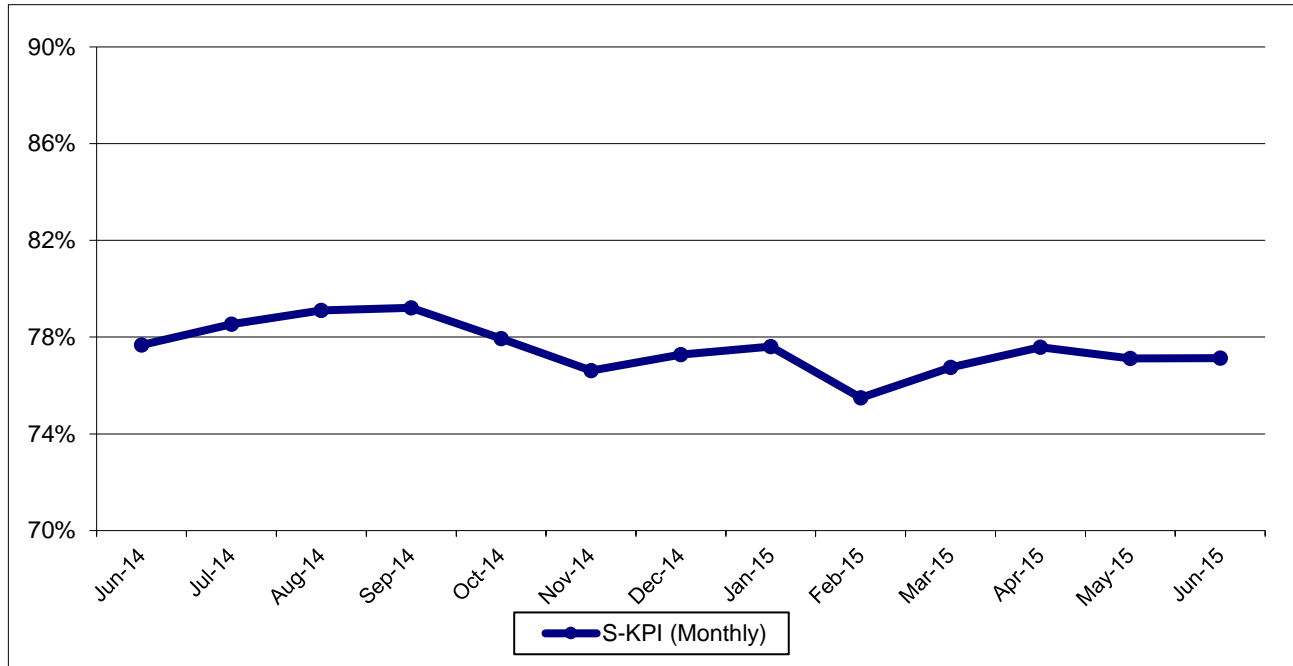
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	June '15	June '14	% Change
R32	222	55,540	50,447	10.10%
R42	50	55,699	38,933	43.06%
R46	752	100,724	87,439	15.19%
R62	315	200,700	216,075	-7.12%
R62A	824	118,541	130,004	-8.82%
R68	425	145,981	146,689	-0.48%
R68A	200	85,470	93,728	-8.81%
R142	1,030	152,238	131,349	15.90%
R142A	355	80,985	82,775	-2.16%
R143	212	83,242	78,612	5.89%
R160	1,662	389,131	384,274	1.26%
R188	297	127,949	NA	NA
FLEET	6,344	143,983	136,081	5.81%

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

Jun. 2015: 77.1%
 Jun. 2014: 77.7%
 12 Mon Avg: 77.9%
 (Jul '14 - Jun '15)

Subdivision A

Monthly Results

Jun. 2015: 73.3%
 Jun. 2014: 74.7%
 12 Mon Avg: 73.7%
 (Jul '14 - Jun '15)

Subdivision B

Monthly Results

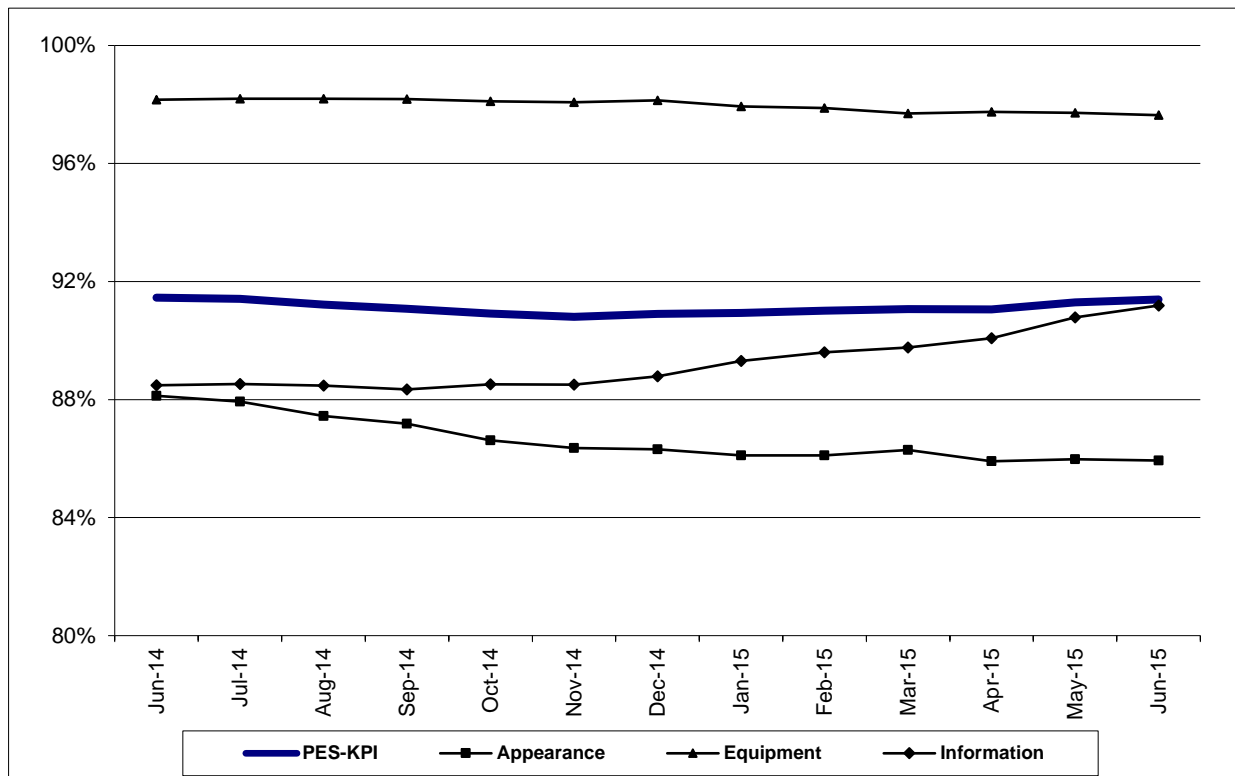
Jun. 2015: 79.8%
 Jun. 2014: 79.9%
 12 Mon Avg: 80.8%
 (Jul '14 - Jun '15)

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Jul '14 - Jun '15</u>	<u>Jul '13 - Jun '14</u>	<u>% Difference</u>
①	79.5%	78.8%	+0.7%
②	67.6%	64.2%	+3.4%
③	77.8%	75.7%	+2.1%
④	64.3%	63.1%	+1.2%
⑤	62.8%	63.9%	-1.1%
⑥	60.0%	67.5%	-7.5%
⑦	80.5%	81.8%	-1.3%
⑤ 42nd	86.9%	84.7%	+2.2%
SubDivision A	73.7%	74.2%	-0.5%
①	68.5%	69.9%	-1.4%
②	75.7%	77.2%	-1.5%
③	76.9%	77.9%	-1.0%
④	81.0%	81.0%	+0.0%
⑤	77.2%	76.2%	+1.0%
⑥	71.1%	70.4%	+0.7%
⑤ Fkln	89.6%	90.8%	-1.2%
⑦	77.1%	74.4%	+2.7%
⑤ Rock	88.6%	86.2%	+2.4%
① ②	80.4%	82.2%	-1.8%
③	82.8%	80.1%	+2.7%
④	78.4%	80.7%	-2.3%
⑤	78.3%	81.0%	-2.7%
⑥	79.9%	81.9%	-2.0%
⑦	74.0%	86.2%	-12.2%
SubDivision B	80.8%	81.1%	-0.3%
Systemwide	77.9%	78.2%	-0.3%

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>
June 2015:	91.4%	85.9%	97.6%	91.2%
June 2014:	91.5%	88.1%	98.2%	88.5%
% Difference:	-0.1%	-2.2%	-0.6%	+2.7%

Chart 14

PES-KPI - Subway Car

<u>Line</u>	June 2015				June 2014				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
①	93.3%	94.3%	93.6%	92.0%	92.2%	92.8%	93.2%	90.5%	+1.1%
②	95.0%	91.6%	97.2%	96.2%	96.5%	92.3%	98.7%	98.5%	-1.5%
③	95.8%	96.3%	97.4%	93.9%	95.5%	94.9%	98.5%	93.2%	+0.3%
④	96.3%	93.8%	95.8%	99.5%	95.3%	92.0%	98.3%	95.8%	+1.0%
⑤	95.9%	92.6%	98.0%	97.1%	96.7%	95.2%	98.2%	96.8%	-0.8%
⑥	95.4%	93.4%	96.4%	96.5%	95.2%	90.0%	97.6%	98.0%	+0.2%
⑦	96.9%	97.2%	98.5%	94.9%	94.6%	95.8%	97.4%	90.7%	+2.3%
⑤ 42nd	95.9%	95.7%	97.3%	94.6%	95.6%	94.9%	99.1%	92.8%	+0.3%
SubDivision A	95.4%	94.0%	96.6%	95.6%	95.0%	93.2%	97.4%	94.6%	+0.4%
①	93.4%	92.6%	93.3%	94.4%	95.2%	94.8%	96.6%	94.4%	-1.8%
②	92.6%	92.2%	93.9%	91.6%	94.5%	94.5%	95.7%	93.4%	-1.9%
③	94.6%	94.1%	96.3%	93.3%	95.2%	94.9%	98.4%	92.4%	-0.6%
④	91.3%	90.3%	92.8%	91.1%	93.5%	91.1%	96.7%	92.8%	-2.2%
⑤	96.2%	93.7%	98.0%	97.1%	97.0%	94.2%	99.3%	97.5%	-0.8%
⑥	95.4%	91.9%	98.1%	96.3%	94.5%	91.4%	98.2%	93.9%	+0.9%
⑤ Fkn	93.7%	94.8%	94.6%	91.8%	93.1%	92.6%	95.1%	91.6%	+0.6%
⑦	93.7%	93.4%	93.7%	94.0%	94.8%	94.9%	96.4%	93.2%	-1.1%
①/②	97.7%	95.3%	99.5%	98.4%	94.8%	92.0%	94.7%	97.7%	+2.9%
③	94.6%	90.3%	96.3%	97.2%	96.5%	92.9%	97.8%	98.8%	-1.9%
④	95.5%	90.0%	97.5%	99.3%	96.6%	92.8%	98.5%	98.5%	-1.1%
⑤	96.0%	90.8%	97.9%	99.5%	94.7%	88.3%	98.8%	97.1%	+1.3%
⑥	95.5%	90.5%	98.5%	97.7%	95.5%	88.6%	99.7%	98.5%	+0.0%
⑦	94.4%	91.2%	97.1%	95.0%	96.5%	92.6%	99.4%	97.7%	-2.1%
SubDivision B	94.7%	92.0%	96.4%	95.7%	95.4%	92.5%	97.8%	95.9%	-0.7%
Systemwide	94.9%	92.7%	96.5%	95.7%	95.2%	92.8%	97.6%	95.4%	-0.3%

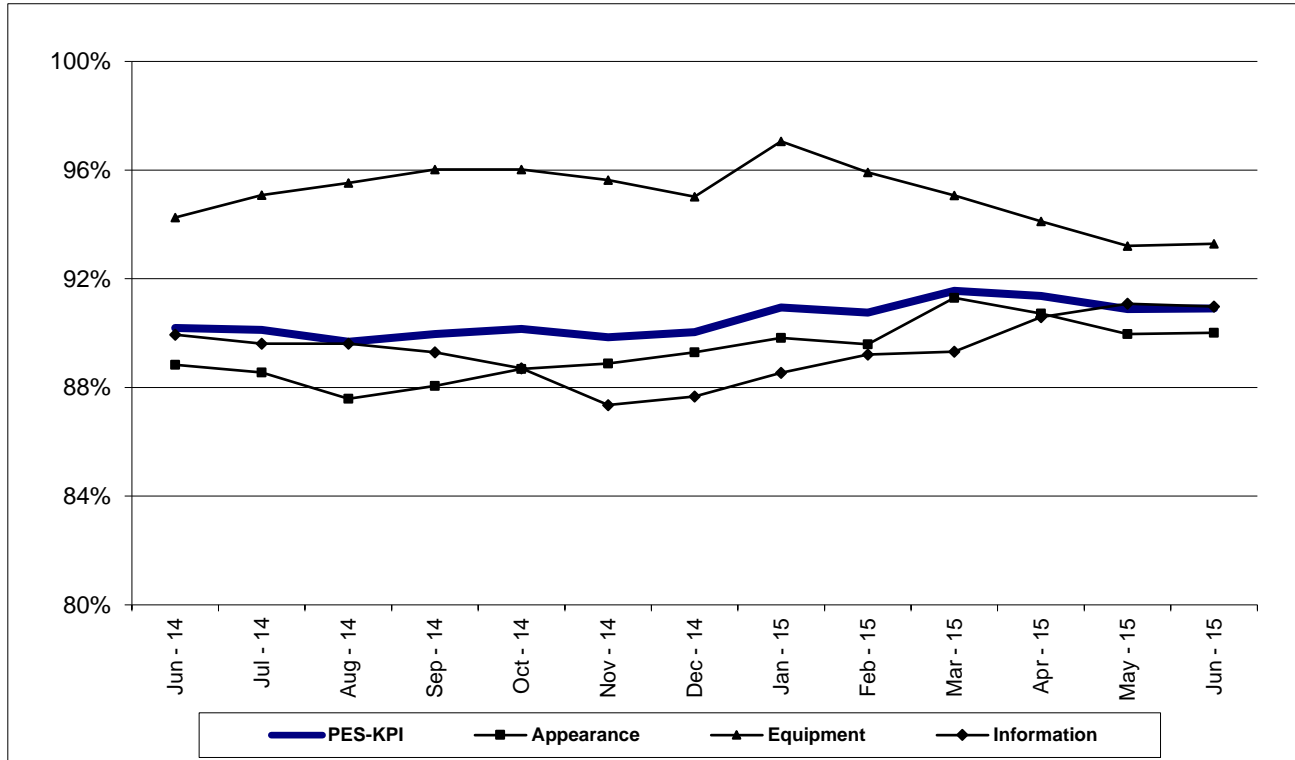
Chart 15

PES-KPI - Station

<u>Borough</u>	June 2015				June 2014				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	85.9%	76.3%	98.1%	85.1%	87.2%	82.7%	97.9%	81.9%	-1.3%
Manhattan	86.8%	77.4%	99.0%	85.9%	87.0%	80.6%	98.7%	83.0%	-0.2%
Brooklyn	88.1%	80.6%	98.3%	86.8%	87.7%	86.6%	99.0%	78.2%	+0.4%
Queens	90.5%	84.8%	99.6%	88.1%	88.9%	84.9%	98.9%	83.9%	+1.6%
Systemwide	87.8%	79.7%	98.9%	86.6%	87.7%	83.8%	98.7%	81.4%	+0.1%

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>
June 2015:	90.9%	90.0%	93.3%	91.0%
June 2014:	90.2%	88.8%	94.3%	89.9%
% Difference:	+0.7%	+1.2%	-1.0%	+1.1%

Chart 17

Monthly Operations Report

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

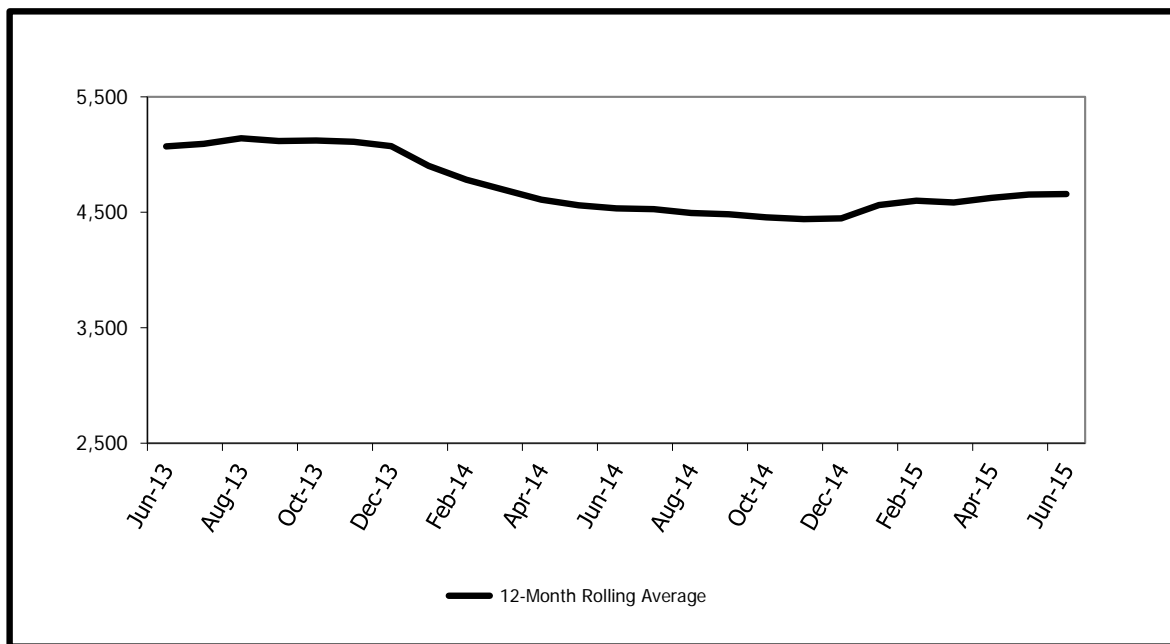
MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: June 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	4,230	4,169	+1.4%	4,659	4,533	+2.8%
NYCT Bus	4,038	3,970	+1.7%	4,420	4,366	+1.2%
MTA Bus	4,978	4,971	+0.2%	5,631	5,164	+9.1%
System MDBSI (chart 2)	2,271	2,340	-3.0%	2,462	2,451	+0.4%
NYCT Bus	2,179	2,278	-4.3%	2,387	2,434	-1.9%
MTA Bus	2,623	2,567	+2.2%	2,735	2,506	+9.1%
System Trips Completed (chart 3)	98.78%	98.64%	+0.1%	98.83%	98.92%	-0.1%
NYCT Bus	98.90%	98.94%	-0.0%	98.92%	99.08%	-0.2%
MTA Bus	98.29%	97.39%	+0.9%	98.44%	98.24%	+0.2%
System AM Pull Out (chart 4)	99.14%	99.03%	+0.1%	99.44%	99.29%	+0.1%
NYCT Bus	99.21%	99.34%	-0.1%	99.51%	99.54%	-0.0%
MTA Bus	98.87%	97.94%	+0.9%	99.19%	98.44%	+0.7%
System PM Pull Out (chart 5)	99.61%	99.26%	+0.3%	99.67%	99.60%	+0.1%
NYCT Bus	99.80%	99.74%	+0.1%	99.85%	99.80%	+0.0%
MTA Bus	98.95%	97.57%	+1.4%	99.04%	98.86%	+0.2%
System Buses >= 12 years	27%	27%				
NYCT Bus	31%	31%				
MTA Bus	13%	11%				
System Fleet Age	8.98	8.36				
NYCT Bus	9.04	8.54				
MTA Bus	8.76	7.74				
Paratransit						
% of Trips Completed	94.72%	94.37%	+0.4%	94.54%	93.95%	+0.6%
Trips Requested	671,826	656,807	+2.3%	651,995	657,101	-0.8%
Trips Scheduled	582,352	580,057	+0.4%	564,993	578,555	-2.3%
Trips Completed *	551,585	547,378	+0.8%	534,121	543,536	-1.7%
Early Cancellations as a Percentage of Trips Requested	12.51%	10.82%	+1.7%	12.57%	11.16%	+1.4%
Late Cancellations as a Percentage of Trips Scheduled	2.79%	3.55%	-0.8%	3.14%	3.93%	-0.8%
No-Shows (Passenger) as a Percentage of Trips Scheduled *	1.47%	1.34%	+0.1%	1.48%	1.49%	-0.0%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	1.03%	0.74%	+0.3%	0.84%	0.64%	+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	0.81%	0.87%	-0.1%	0.78%	0.79%	-0.0%
New Applications Received	3,464	3,136	+10.5%	3,084	3,046	+1.2%

*Due to a software problem, the May 2015 totals for trips completed and customer no-shows were revised.

Trips Completed
Customer No-Shows

<i>Original</i>	<i>Revised</i>
554,493	551,171
5,118	8,444

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

June 2015: 4,230
June 2014: 4,169

12-Month Average

July 14 - June 15: 4,659
July 13 - June 14: 4,533

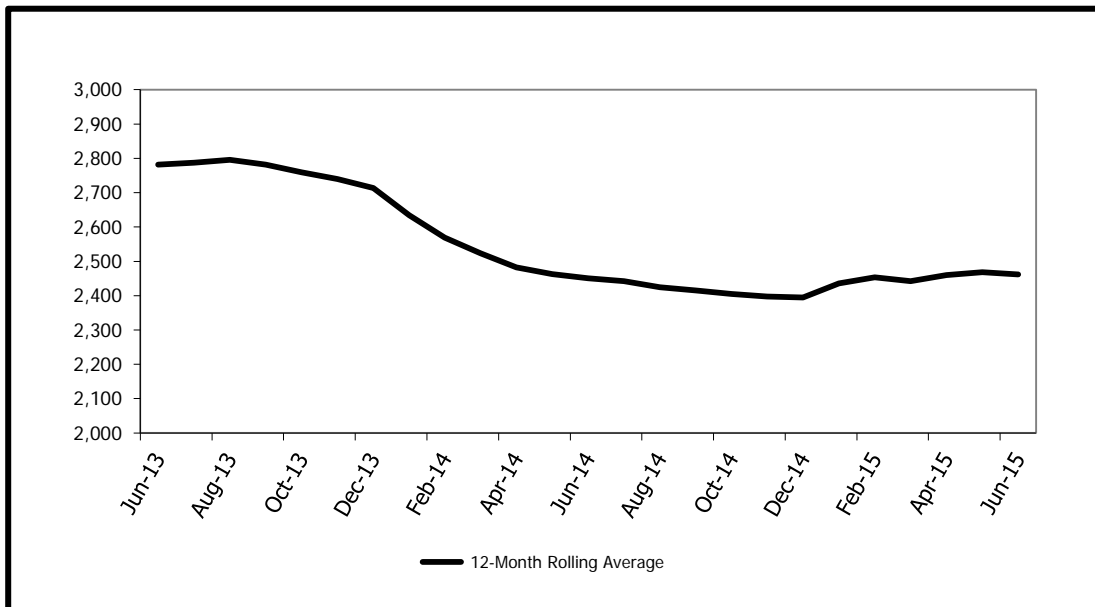
Annual Results

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

June 2015: 2,271
June 2014: 2,340

12-Month Average

July 14 - June 15 2,462
July 13 - June 14 2,451

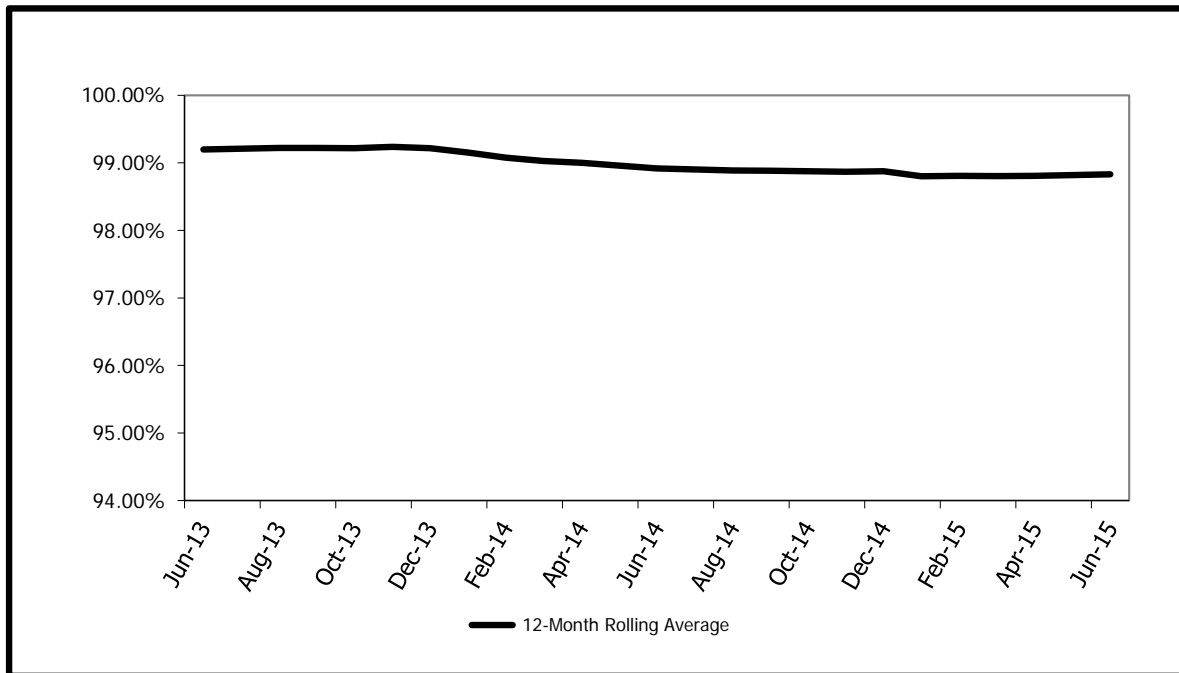
Annual Results

2015 YTD: 2,410
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

June 2015: 98.78%
June 2014: 98.64%

12-Month Average

July 14 - June 15 98.83%
July 13 - June 14 98.92%

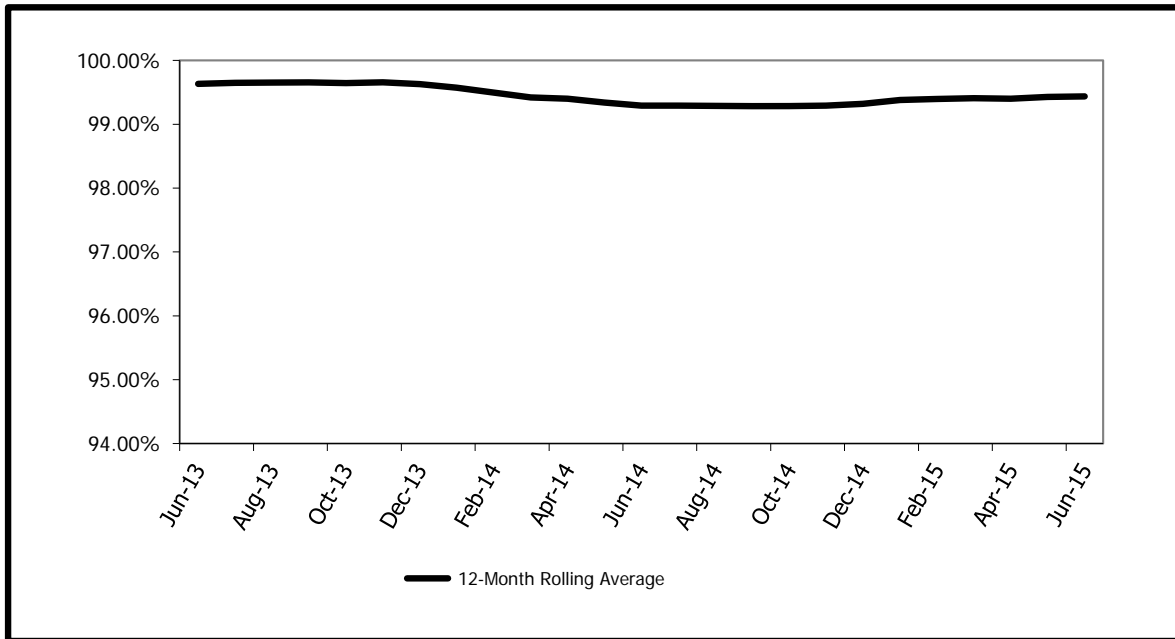
Annual Results

2015 YTD: 98.56%
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

June 2015:	99.14%
June 2014:	99.03%

12-Month Average

July 14 - June 15	99.44%
July 13 - June 14	99.29%

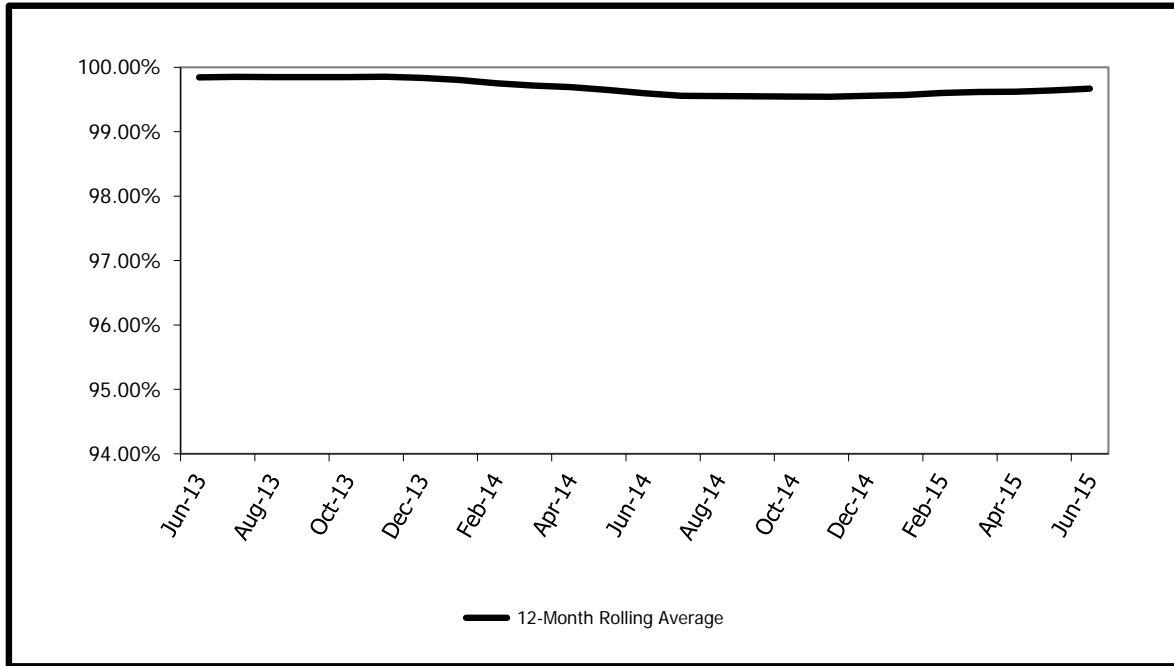
Annual Results

2015 YTD:	99.24%
2014 Actual:	99.32%

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

Chart 4

Bus PM Weekday Pull Out Performance - System*



Definition

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

Monthly Results		12-Month Average		Annual Results	
June 2015:	99.61%	July 14 - June 15	99.67%	2015 YTD:	99.64%
June 2014:	99.26%	July 13 - June 14	99.60%	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 June 2015 are shown below.

Safety Report						
Performance Indicator	Current Month: June 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	2.07	2.50	-17.3%	2.64	2.62	+0.8%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	2.05	2.75	-25.5%	2.62	2.65	-1.1%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	0	1	-100.0%
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	2	1	+100.0%
Subway Fires ² (charts 5-6)	60	75	-20.0%	1,018	984	+3.5%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	3.36	2.21	+52.0%	2.66	2.77	-3.8%

Bus Collisions Per Million Miles (chart 7)						
Regional	57.53	50.64	+13.6%	50.74	49.64	+2.2%
NYCT Bus	57.99	50.65	+14.5%	51.95	50.67	+2.5%
MTA Bus	56.06	50.63	+10.7%	46.89	46.34	+1.2%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	6.54	4.78	+36.8%	6.47	7.10	-8.8%
NYCT Bus	7.29	5.53	+31.7%	6.85	7.73	-11.4%
MTA Bus	4.16	2.35	+77.4%	5.28	5.08	+3.9%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.27	1.20	+5.7%	1.07	1.04	+3.3%
NYCT Bus	1.33	1.19	+11.5%	1.12	1.09	+2.7%
MTA Bus	0.94	1.23	-23.3%	0.84	0.77	+8.8%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.45	1.23	+18.0%	1.13	1.11	+1.8%
NYCT Bus	1.55	1.21	+27.9%	1.18	1.16	+1.5%
MTA Bus	0.94	1.33	-28.8%	0.90	0.86	+4.9%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	6.43	6.84	-5.9%	5.62	5.50	+2.2%
MTA Bus	8.05	6.91	+16.4%	7.23	7.56	-4.4%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.95	3.44	+14.8%	3.35	3.37	-0.6%

Subways Crime Report						
Performance Indicator	Current Month: July 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	211	180	+17.2%	1,328	1,264	+5.1%
Robberies ^{3,4}	44	30	+46.7%	288	242	+19.0%

SIR Crime Report						
Performance Indicator	Current Month: July 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	4	2	+100.0%	15	9	+66.7%
Robberies ^{3,4}	1	1	0.0%	8	5	+60.0%

¹ Current month data are for May 2015.

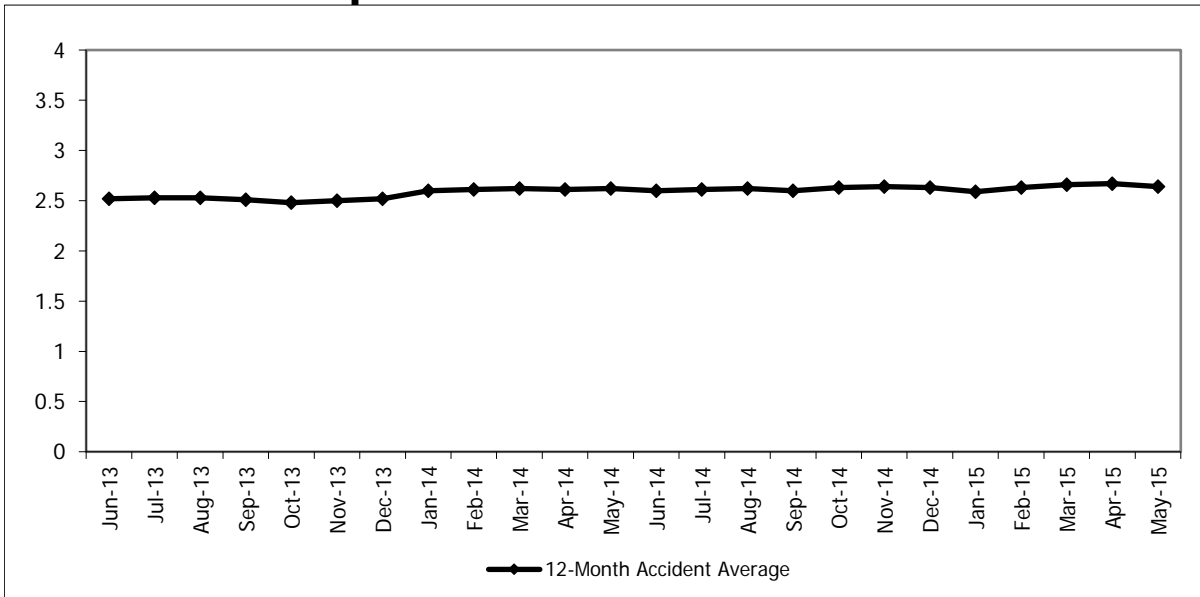
² 12-month figures shown are totals rather than averages.

⁵ Excludes Elevator Entrapments (except for claimed injuries).

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

⁴ Current month data are for July 2015.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

May 2015: 2.07

May 2014: 2.50

12-Month Average

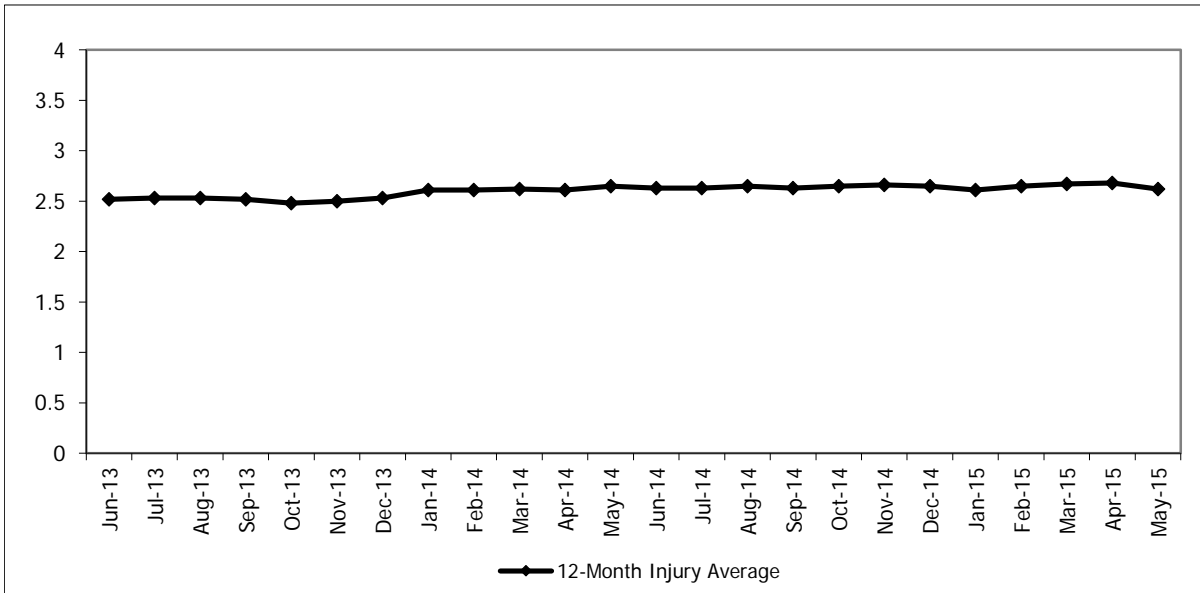
Jun 14 – May 15: 2.64

Jun 13 – May 14: 2.62

Annual Results

2015 YTD: 2.84

2014 Actual: 2.63



Monthly Results

May 2015: 2.05

May 2014: 2.75

12-Month Average

Jun 14 – May 15: 2.62

Jun 13 – May 14: 2.65

Annual Results

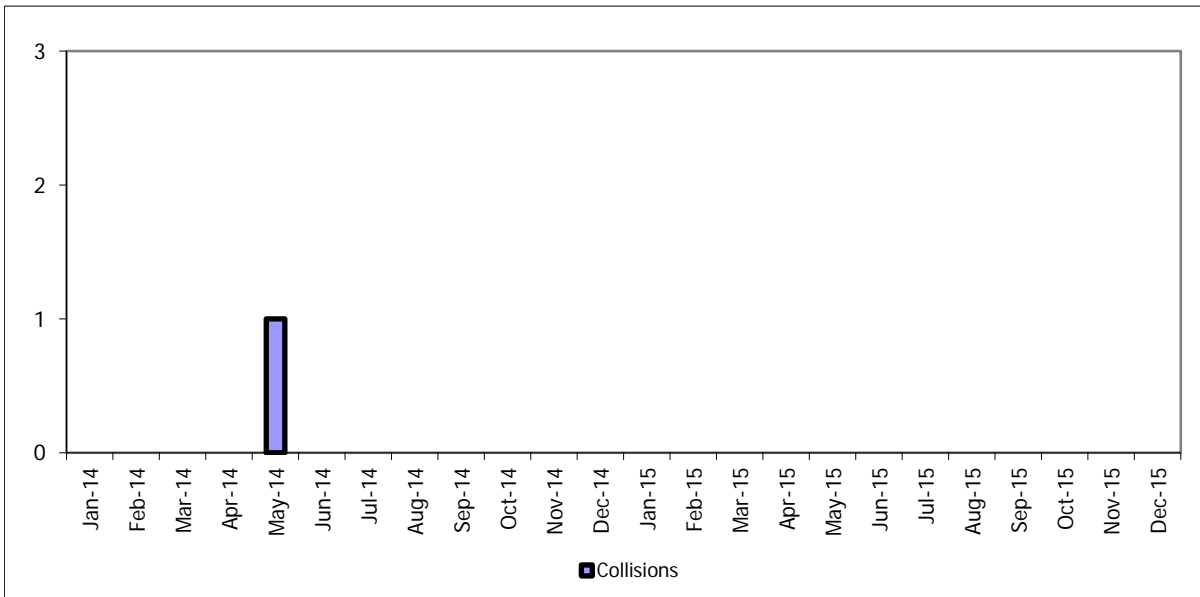
2015 YTD: 2.82

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

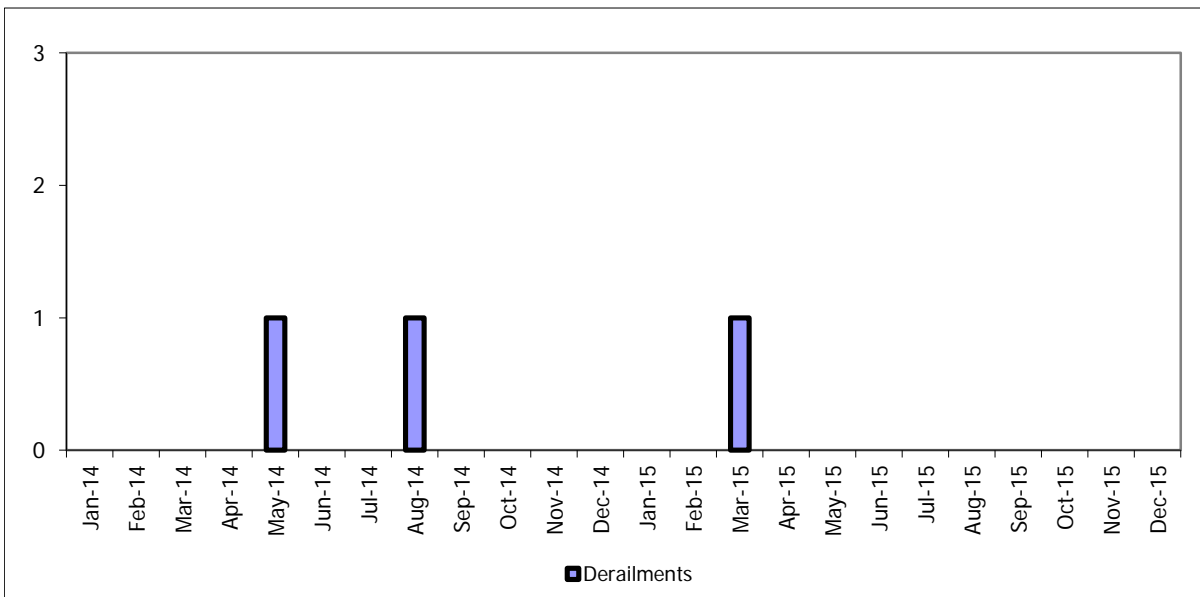
Jul 2015: 0
Jul 2014: 0

12-Month Average

Aug 14 – Jul 15: 0
Aug 13 – Jul 14: 1

Annual Results

2015 YTD: 0
2014 Actual: 1



Monthly Results

Jul 2015: 0
Jul 2014: 0

12-Month Average

Aug 14 – Jul 15: 2
Aug 13 – Jul 14: 1

Annual Results

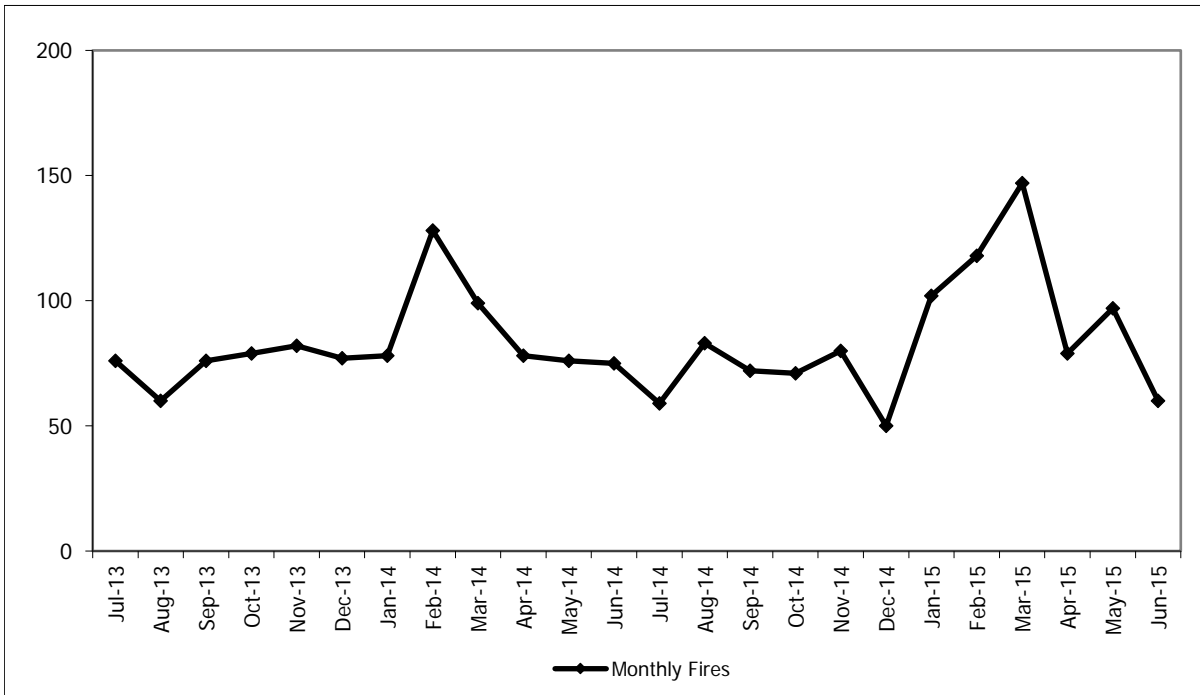
2015 YTD: 1
2014 Actual: 2

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

Jun 2015: 60
Jun 2014: 75

12-Month Average

Jul 14 – Jun 15: 1018
Jul 13 – Jun 14: 984

Annual Results

2015 YTD: 603
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:

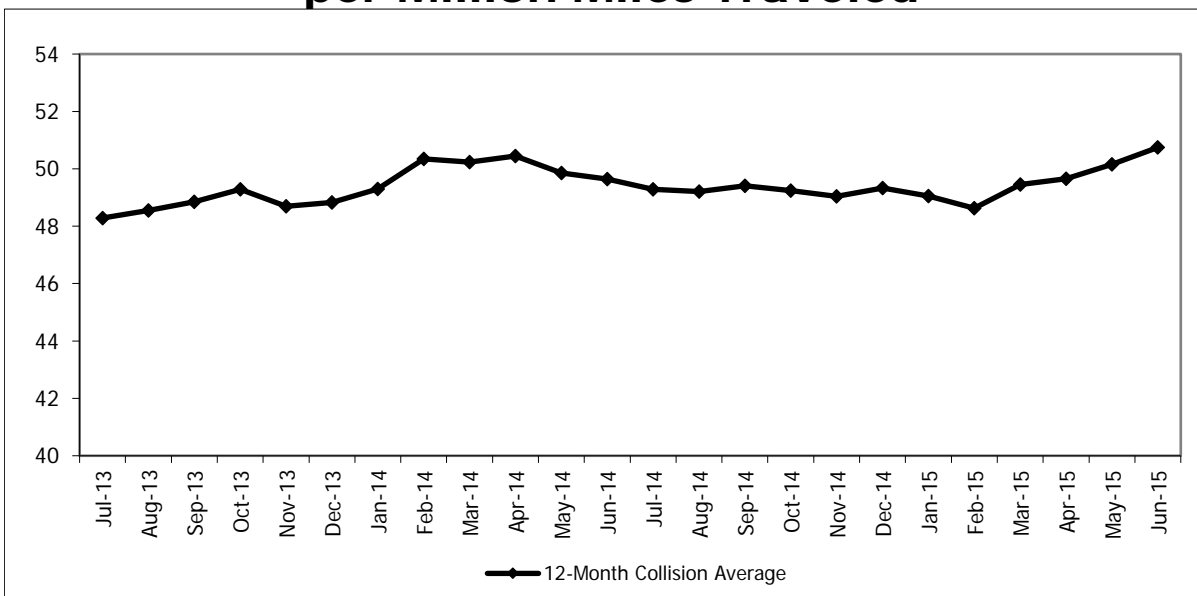
Low:	86.7%	Train:	7
Average:	13.3%	Right-of-way	46
Above Average:	0.0%	Station:	5
High:	0.0%	Other:	2
		Total:	60

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

Train:		Right-of-Way:		Station:	
Debris:	2	Debris:	22	Debris:	3
Grease:	2	Tie:	17	Light Tap:	1
Low Volt Wiring:	1	Insulator:	6	Air Conditioner:	1
Relay:	1	Cable:	4		
Brake Shoes:	1	Undetermined:	2		

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

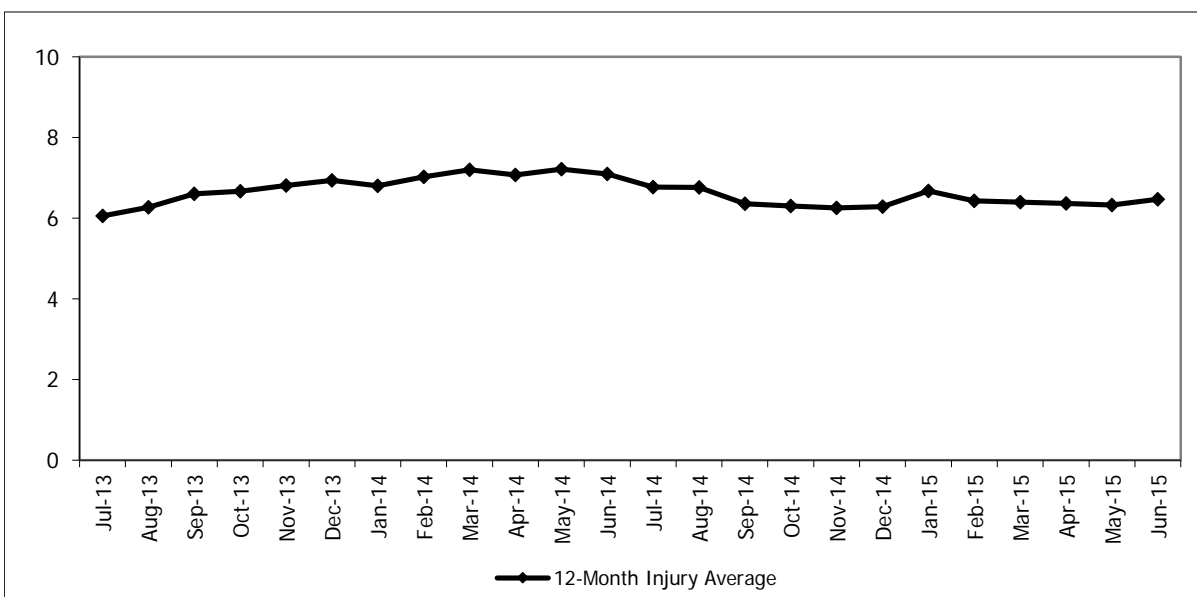
Jun 2015: 57.53
Jun 2014: 50.64

12-Month Average

Jul 14 – Jun 15: 50.74
Jul 13 – Jun 14: 49.64

Annual Results

2015 YTD: 52.47
2014 Actual: 49.33



Monthly Results

Jun 2015: 6.54
Jun 2014: 4.78

12-Month Average

Jul 14 – Jun 15: 6.47
Jul 13 – Jun 14: 7.10

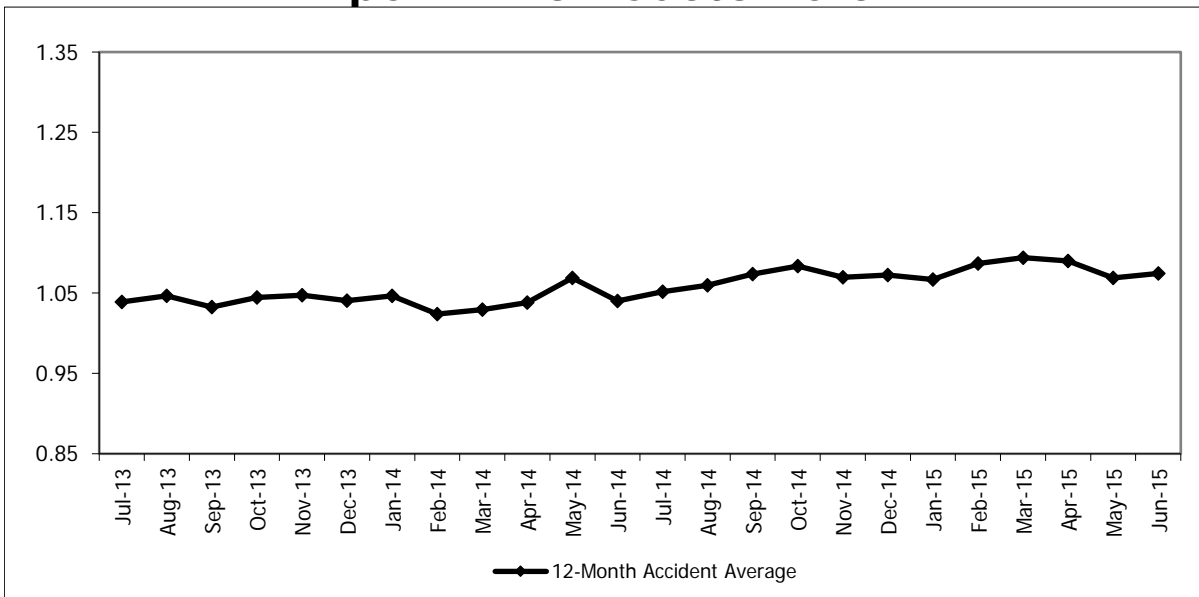
Annual Results

2015 YTD: 6.18
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

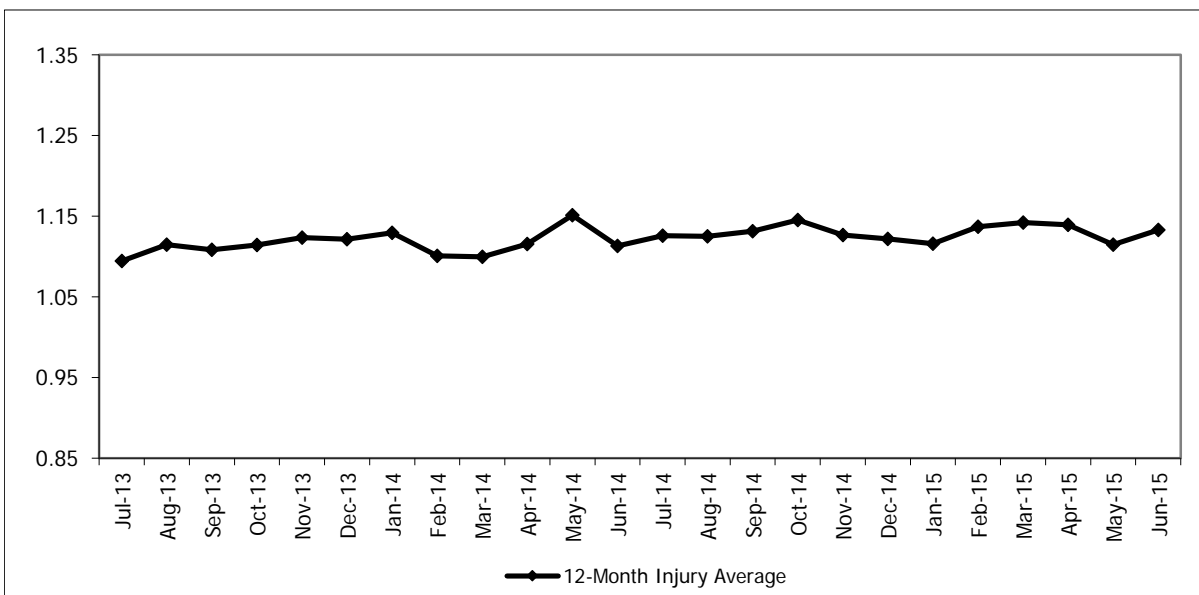
Jun 2015: 1.27
Jun 2014: 1.20

12-Month Average

Jul 14 – Jun 15: 1.07
Jul 13 – Jun 14: 1.04

Annual Results

2015 YTD: 1.03
2014 Actual: 1.07



Monthly Results

Jun 2015: 1.45
Jun 2014: 1.23

12-Month Average

Jul 14 – Jun 15: 1.13
Jul 13 – Jun 14: 1.11

Annual Results

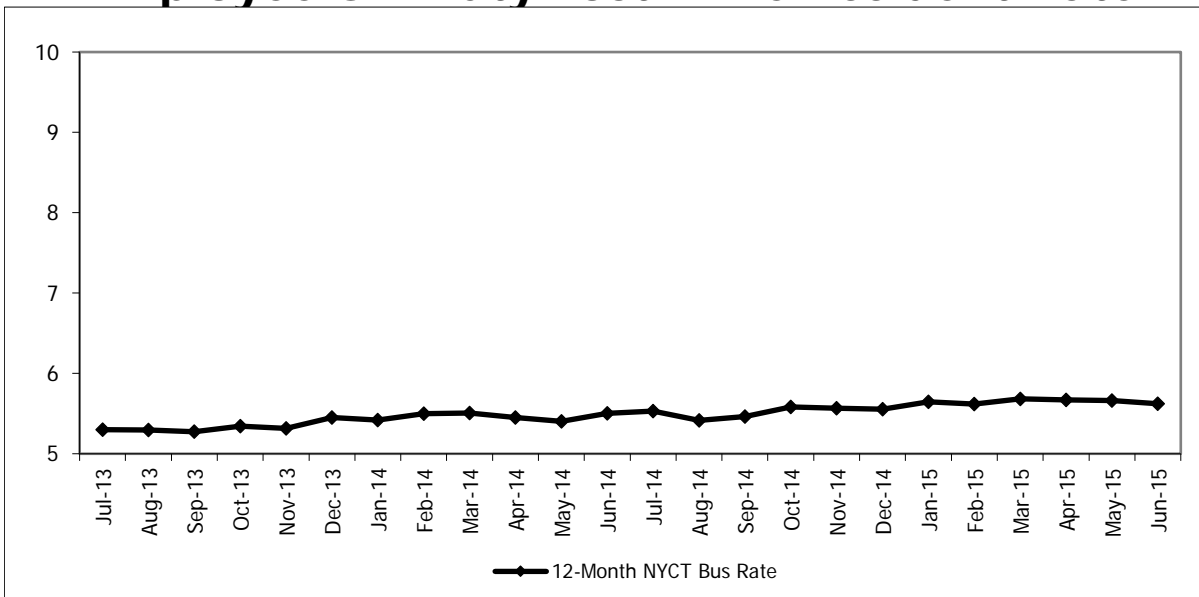
2015 YTD: 1.10
2014 Actual: 1.12

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

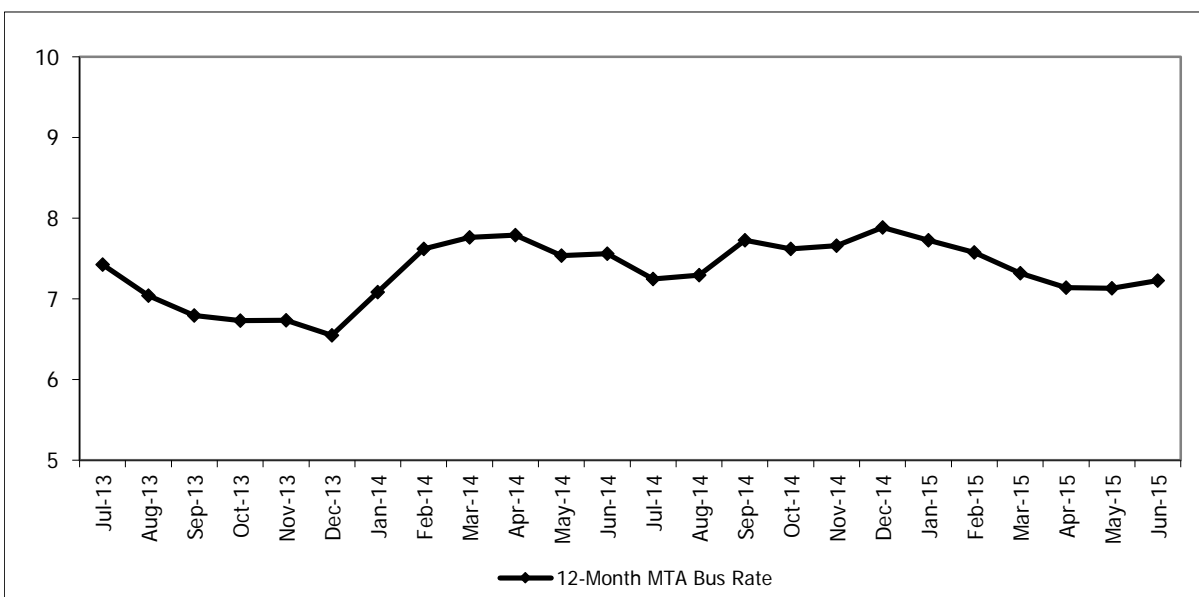
Jun 2015: 6.43
Jun 2014: 6.84

12-Month Average

Jul 14 – Jun 15: 5.62
Jul 13 – Jun 14: 5.50

Annual Results

2015 Goal: 5.49
2014 Actual: 5.55



Monthly Results

Jun 2015: 8.05
Jun 2014: 6.91

12-Month Average

Jul 14 – Jun 15: 7.23
Jul 13 – Jun 14: 7.56

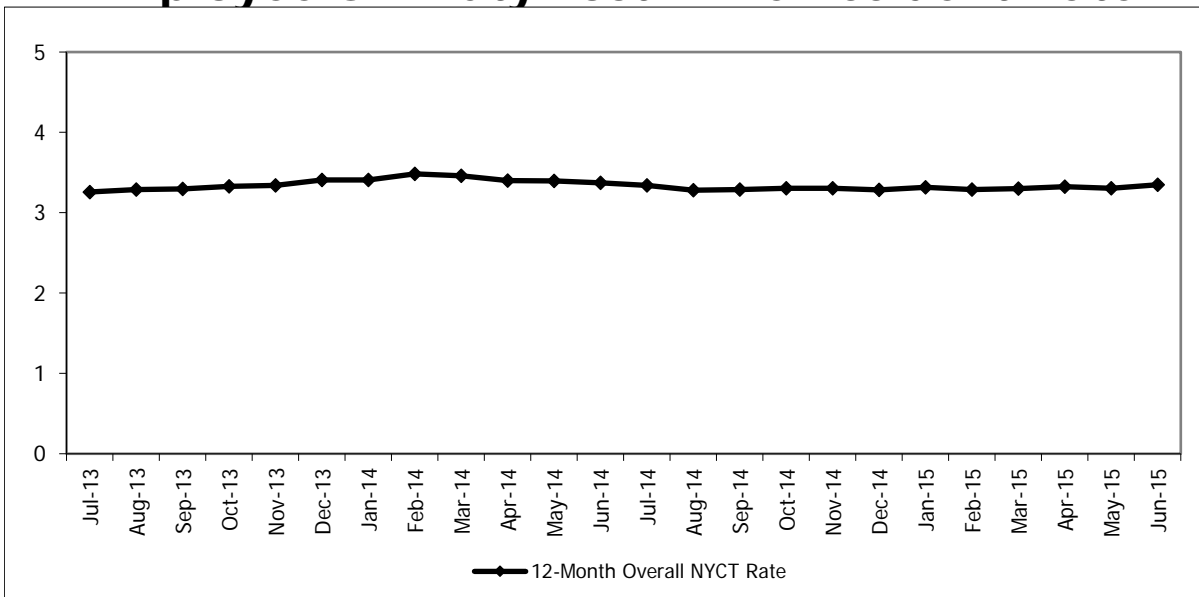
Annual Results

2015 Goal: 7.36
2014 Actual: 7.89

Definitions

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

NYCT Overall & Subways Employee On-Duty Lost-Time Accident Rate



Monthly Results

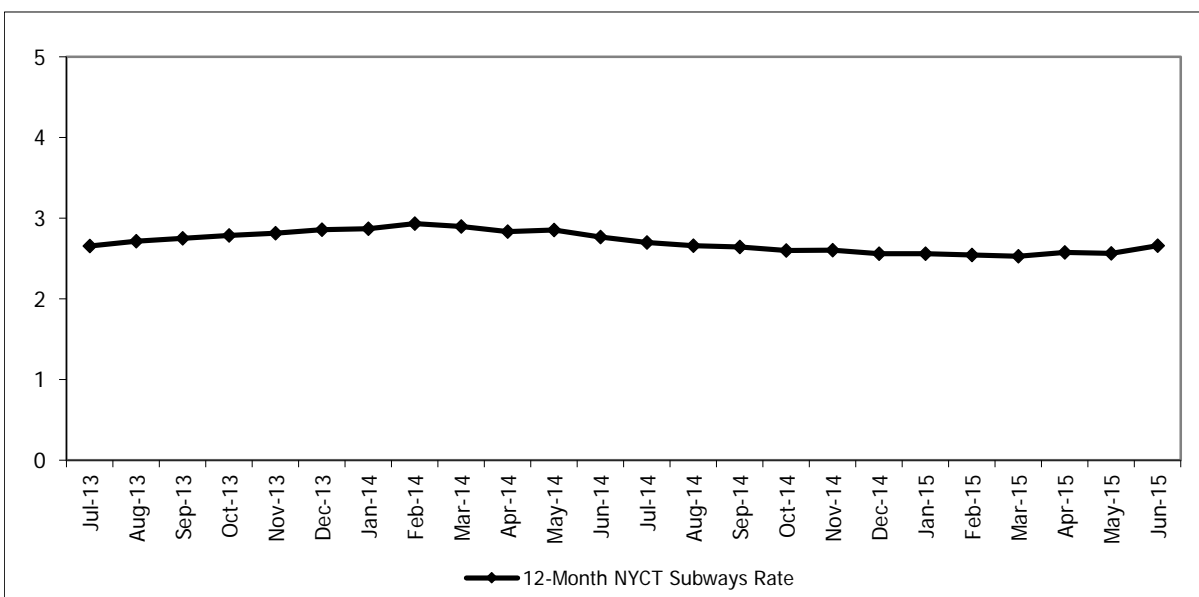
Jun 2015: 3.95
Jun 2014: 3.44

12-Month Average

Jul 14 – Jun 15: 3.35
Jul 13 – Jun 14: 3.37

Annual Results

2015 Goal: 3.20
2014 Actual: 3.28



Monthly Results

Jun 2015: 3.36
Jun 2014: 2.21

12-Month Average

Jul 14 – Jun 15: 2.66
Jul 13 – Jun 14: 2.77

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.)



Police Department
City of New York

MTA Report

CRIME STATISTICS JULY

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	44	30	14	46.7%
GL	156	133	23	17.3%
FELASSAULT	11	15	-4	-26.7%
BURGLARY	0	2	-2	-100.0%
<u>TOTAL MAJOR FELONIES</u>	<u>211</u>	<u>180</u>	<u>31</u>	<u>17.2%</u>

During July, the daily Robbery average increased from 1 to 1.4

During July, the daily Major Felony average increased from 5.8 to 6.8

CRIME STATISTICS JANUARY THRU JULY

	2015	2014	Diff	% Change
MURDER	0	1	-1	-100.0%
RAPE	0	5	-5	-100.0%
ROBBERY	288	242	46	19.0%
GL	896	893	3	0.3%
FELASSAULT	137	114	23	20.2%
BURGLARY	7	9	-2	-22.2%
<u>TOTAL MAJOR FELONIES</u>	<u>1328</u>	<u>1264</u>	<u>64</u>	<u>5.1%</u>

Year to date the daily Robbery average increased from 1.1 to 1.4

Year to date the daily Major Felony average increased from 6 to 6.3

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

JULY ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	4206	4406	-200	-4.5%
TOS Arrests	2399	2254	145	6.4%
Summons	6491	7405	-914	-12.3%

JANUARY THRU JULY ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	27537	31674	-4137	-13.1%
TOS Arrests	14884	16530	-1646	-10.0%
Summons	46618	58788	-1E+04	-20.7%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-JULY																		
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<i>Murder</i>	2	1	4	1	1	0	1	2	3	2	2	2	1	1	0	0	1	1	0
<i>Rape</i>	1	10	0	4	1	0	2	2	3	3	0	2	1	0	2	6	3	5	0
<i>Robbery</i>	1206	1101	985	783	723	720	692	614	699	573	476	438	396	416	425	513	360	242	288
<i>Assault</i>	257	277	251	207	164	173	163	162	137	116	118	105	97	120	121	118	111	114	137
<i>Burglary</i>	21	10	5	5	29	11	3	5	1	1	1	5	1	2	3	18	22	9	7
<i>GL</i>	1921	1523	1367	1430	1295	1235	967	1057	1024	823	726	759	656	668	852	954	936	893	896
<i>TOTAL MAJOR FELONIES</i>	3408	2922	2612	2430	2213	2139	1828	1842	1867	1518	1323	1311	1152	1207	1403	1609	1433	1264	1328
<i>Major Fel Per Day</i>	16.08	13.78	12.32	11.46	10.44	10.09	8.62	8.69	8.81	7.16	6.24	6.18	5.43	5.69	6.62	7.59	6.76	5.96	6.26



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

July 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	1	1	0	0%
Felony Assault	0	0	0	0%
Burglary	0	0	0	0%
Grand Larceny	3	1	2	200%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	4	2	2	100%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	8	5	3	60%
Felony Assault	1	0	1	100%
Burglary	0	0	0	0%
Grand Larceny	6	4	2	50%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	15	9	6	67%



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for July 2015 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	July Results		July Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(3.0)	(0.8)	2,491.0	2,487.7	(3.3)	(0.1)
Nonreimb. Exp. before Dep./OPEB	20.7	1.7	4,507.4	4,484.8	22.6	0.5
Net Cash Deficit*	7.7	2.6	(1,606.5)	(1,590.9)	15.6	1.0

*Excludes Subsidies and Debt Service

July 2015 **farebox revenue** was \$377.0 million, \$3.0 million (0.8 percent) below forecast. Subway revenue was \$1.9 million (0.6 percent) below forecast, bus revenue was \$1.1 million (1.3 percent) below forecast, and paratransit revenue was less than \$0.1 million (2.6 percent) below forecast. Accrued fare media liability was equal to the forecast. Year-to-Date revenue of \$2,487.7 million was \$3.3 million (0.1 percent) below forecast. The July 2015 non-student **average fare** of \$1.873 increased 7.9¢ from July 2014; the subway fare increased 7.8¢, the local bus fare increased 7.4¢, and the express bus fare increased 14.9¢.

Total **ridership** in July 2015 of 202.2 million was 1.6 million trips (0.8 percent) below forecast. Average weekday ridership in July 2015 was 7.5 million, a decrease of 0.4 percent from July 2014. Average weekday ridership for the twelve months ending July 2015 was 7.8 million, an increase of 0.9 percent from the twelve months ending July 2014.

Nonreimbursable expenses before depreciation and OPEB in July were below forecast by \$20.7 million (1.7 percent). Labor expenses were less than forecast by \$14.9 million (1.4 percent), due largely to the favorable timing of health & welfare/OPEB current expenses and credits and favorable reimbursable overhead credits, partly offset by payroll overruns. Non-labor expenses were under forecast by \$5.9 million (4.1 percent), with favorable results reported mostly in maintenance contracts and professional service contract expenses.

Year-to-date, nonreimbursable expenses were below forecast by \$22.6 million (0.5 percent). Labor expenses were less than forecast by \$18.0 million (0.5 percent), again due principally to the timing of health & welfare/OPEB current expenses and credits. Non-labor expenses were under forecast by a net \$4.5 million (0.5 percent), with favorable results reported in materials & supplies, professional service contracts and maintenance contracts, partly offset by electric power overruns.

The **net cash deficit** for July year-to-date was \$1,590.9 million, favorable to forecast by \$15.6 million (1.0 percent).

FINANCIAL RESULTS

Farebox Revenue

July 2015 Farebox Revenue - (\$ in millions)

	July				July Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	288.9	287.0	(1.9)	(0.6%)	1,899.4	1,897.6	(1.8)	(0.1%)
NYCT Bus	85.8	84.7	(1.1)	(1.3%)	555.5	554.1	(1.4)	(0.3%)
Paratransit	1.6	1.5	(0.0)	(2.6%)	10.0	9.9	(0.1)	(0.7%)
Subtotal	376.2	373.2	(3.0)	(0.8%)	2,464.8	2,461.6	(3.3)	(0.1%)
Fare Media Liability	3.7	3.7	0.0	0.0%	26.1	26.1	0.0	0.0%
Total - NYCT	379.9	377.0	(3.0)	(0.8%)	2,491.0	2,487.7	(3.3)	(0.1%)
MTA Bus Company	18.4	18.7	0.3	1.6%	120.1	120.5	0.4	0.3%
<i>Total - Regional Bus</i>	<i>104.2</i>	<i>103.4</i>	<i>(0.8)</i>	<i>(0.7%)</i>	<i>675.5</i>	<i>674.5</i>	<i>(1.0)</i>	<i>(0.2%)</i>

Note: Totals may not add due to rounding.

- The July subway and bus revenue variance was due mainly to lower-than-forecasted ridership.

Average Fare

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

	NYC Transit				MTA Bus Company			
	Prelim.		Change		Prelim.		Change	
	2014	2015	Amount	Percent	2014	2015	Amount	Percent
Subway	1.883	1.960	0.078	4.1%	1.512	1.591	0.079	5.2%
Local Bus	1.491	1.565	0.074	4.9%	1.512	1.591	0.079	5.2%
Subway & Local Bus	1.778	1.858	0.080	4.5%	1.512	1.591	0.079	5.2%
Express Bus	4.974	5.123	0.149	3.0%	4.968	5.136	0.168	3.4%
Total	1.794	1.873	0.079	4.4%	1.774	1.842	0.068	3.8%

- 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 July average fare of \$1.20 was 18¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of July, other operating revenue exceeded forecast by \$0.7 million (2.5 percent), due mostly to higher advertising and real estate revenue, partly offset by lower paratransit Urban Tax revenue. Year-to-date, other operating revenue was higher by \$2.6 million (1.0 percent), primarily from favorable results in advertising, real estate and MetroCard surcharge revenues, partly offset by underruns in paratransit Urban Tax revenue.

Nonreimbursable Expenses

In the month of July, nonreimbursable expenses before depreciation and OPEB were below forecast by \$20.7 million (1.7 percent). Year-to-date, expenses underran by \$22.6 million (0.5 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of July were below forecast by \$14.9 million (1.4 percent). Health & welfare/OPEB current expenses were favorable by \$13.8 million (14.4 percent), due to the favorable timing of credits and expenses. Reimbursable overhead credits were favorable by \$5.0 million (32.8 percent), driven by higher reimbursable overtime requirements. Partly offsetting these positive results were overruns in payroll expenses of \$3.8 million (1.4 percent), due primarily to vacation buyback payments, partly offset by vacancy savings, and higher overtime expenses of \$1.5 million (4.2 percent), due largely to subway service delays and overcrowding and bus traffic/ramp delays. Year-to-date, expenses were under forecast by \$18.0 million (0.5 percent), including the favorable timing of health & welfare/OPEB current expenses/credits of \$12.4 million (1.9 percent), and favorable reimbursable overhead credits of \$8.9 million (6.9 percent), again due to the additional reimbursable overtime requirements. Overtime expenses were in excess of forecast by \$2.8 million (1.1 percent), due mainly to subway service delays and overcrowding, bus traffic and ramp delays, and maintenance requirements for bus overage fleet and subways track.

Non-labor expenses were less than forecast in July by \$5.9 million (4.1 percent). Maintenance contract expenses were less than forecast by \$3.1 million (18.7 percent), principally from painting expense savings and the favorable timing of tire and tube expenses. Professional service contract expenses were under forecast by \$2.6 million (17.6 percent), due primarily to the favorable timing of bond services and Information Technology-related expenses, partly offset by the unfavorable timing of office-related expenses. Claims expenses were below forecast by \$2.0 million (18.4 percent), caused by the timing of expenses. Fuel expenses underran by \$1.3 million (13.1 percent), due to lower prices. Electric power expenses exceeded forecast by \$2.1 million (9.1 percent), due largely to the unfavorable timing of expenses and higher prices, partly offset by lower consumption. Year-to-date, non-labor expenses were favorable by \$4.5 million (0.5 percent), including the following:

- Materials and supplies expenses were under forecast by \$3.4 million (2.0 percent), due mostly to increased scrap/surplus sales and favorable inventory adjustments.
- Professional service contract expenses were favorable by \$2.7 million (4.0 percent), due primarily to the favorable timing of bond service and Information Technology related expenses, partly offset by the unfavorable timing of office-related expenses.
- Maintenance contract expenses were less than forecast by \$2.2 million (2.1 percent), principally from painting expense savings and the favorable timing of tire & tube expenses, partly offset by the unfavorable timing of building-related expenses.
- Claims expenses were under by \$2.0 million (2.6 percent), due to the favorable timing of expenses.

- Electric power expenses were higher than forecast by \$3.4 million (1.9 percent), due mainly to the unfavorable timing of expenses and higher prices, partly offset by lower consumption.
- Insurance expenses overran by \$0.8 million (1.9 percent), resulting from the unfavorable timing of interagency payments.

Depreciation expenses were below forecast year-to-date by \$22.1 million (2.4 percent), due to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$854.6 million of accrued expenses year-to-date, \$45.9 million (5.7 percent) higher than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for July year-to-date was \$1,590.9 million, favorable to forecast by \$15.6 million (1.0 percent).

Incumbents

There were 46,798 full-time paid incumbents at the end of July, a decrease of 64 from June and an increase of 57 from December 2014 (excluding 115 December temporary paid incumbents and reflecting a 1/1/15 transfer of 409 IT consolidation incumbents to MTA).

RIDERSHIP RESULTS

July 2015 Ridership vs. Forecast - (millions)

	July				July Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	148.8	148.1	(0.7)	(0.5%)	1,022.3	1,019.5	(2.7)	(0.3%)
NYCT Bus	54.3	53.4	(0.9)	(1.7%)	378.1	375.2	(2.9)	(0.8%)
Subtotal	203.1	201.5	(1.6)	(0.8%)	1,400.3	1,394.7	(5.6)	(0.4%)
Paratransit	0.7	0.8	0.0	2.9%	5.1	5.1	0.0	0.7%
Total - NYCT	203.8	202.2	(1.6)	(0.8%)	1,405.4	1,399.8	(5.6)	(0.4%)
MTA Bus Company	10.2	10.4	0.2	1.7%	72.0	72.0	0.0	0.0%
<i>Total - Regional Bus</i>	<i>64.5</i>	<i>63.8</i>	<i>(0.7)</i>	<i>(1.1%)</i>	<i>450.1</i>	<i>447.2</i>	<i>(2.9)</i>	<i>(0.6%)</i>

Notes: Totals may not add due to rounding.

- Subway and bus ridership was nearly six percent below forecast over the long holiday weekend from Friday, July 3 (the “observed” Independence Day weekday holiday) through Monday, July 6, possibly indicating that more residents travelled outside the City for the holiday than in recent years.
- Excluding July 3-6, subway ridership was slightly above forecast in July.

July Average Weekday and Weekend Ridership vs. Prior Year

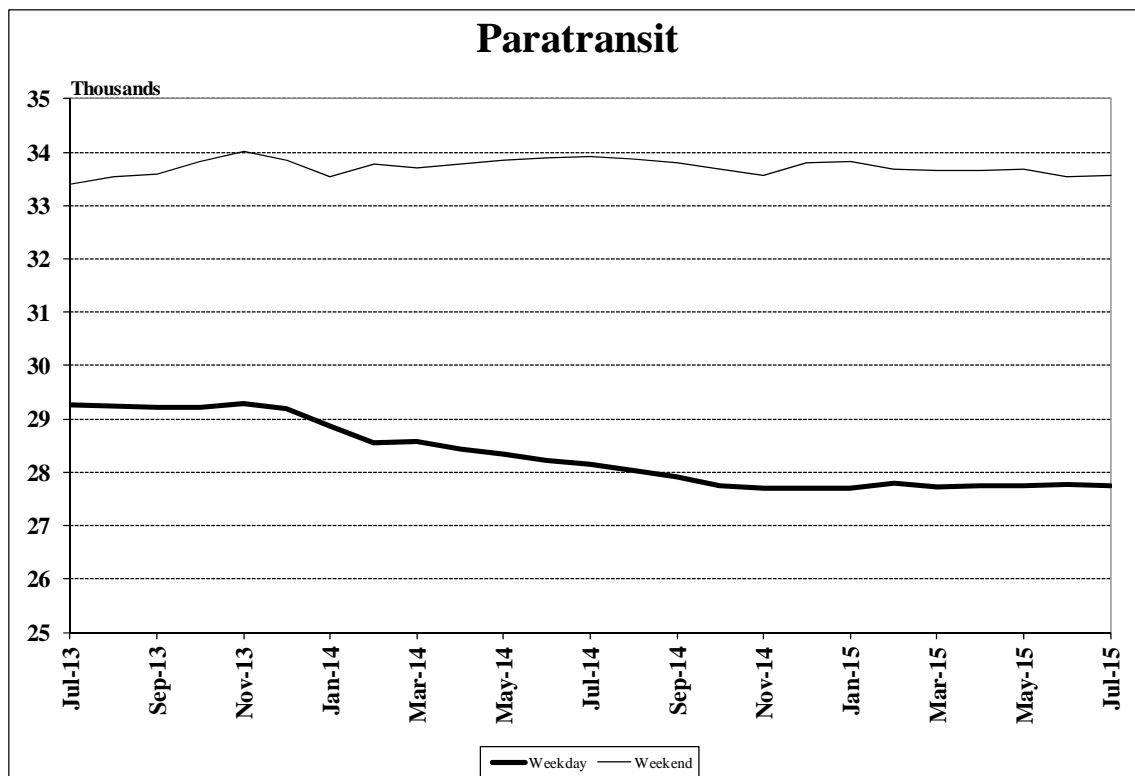
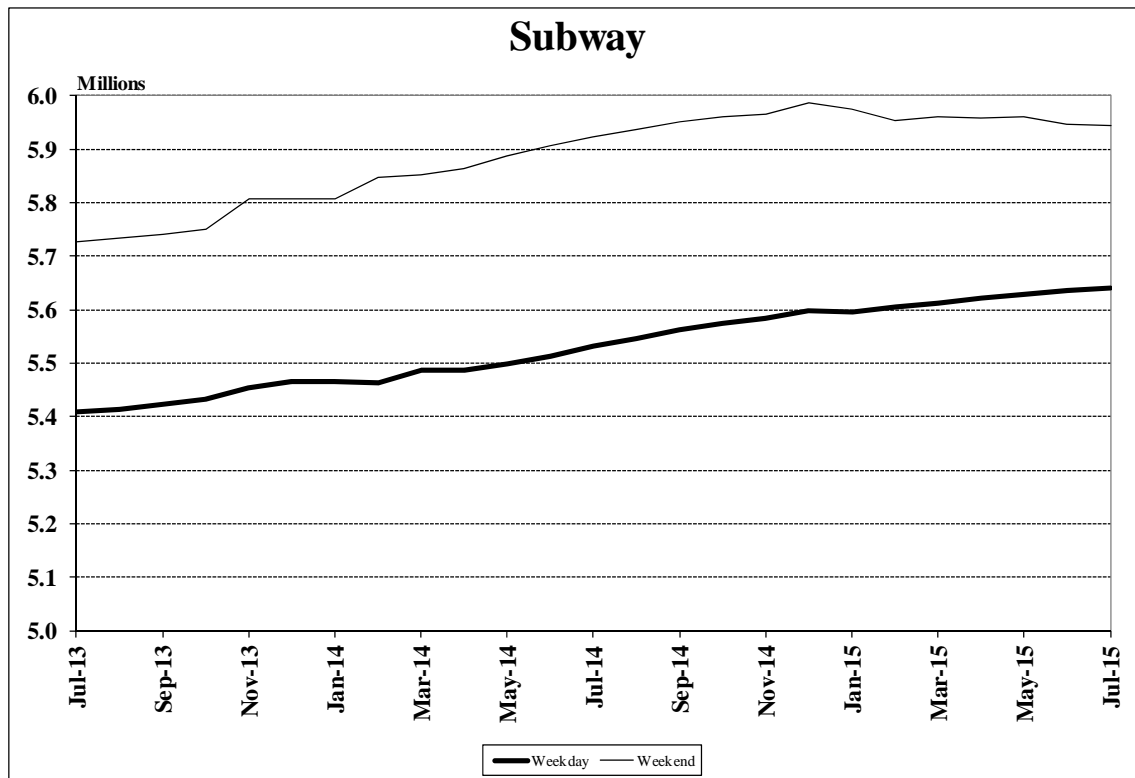
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2014	2015	Amount	Percent	2014	2015	Amount	Percent
Subway	5,467	5,520	+53	+1.0%	5,881	5,859	-21	-0.4%
NYCT Local Bus	1,978	1,898	-80	-4.1%	2,364	2,348	-16	-0.7%
NYCT Express Bus	42	39	-3	-6.3%	12	11	-0	-2.6%
Paratransit	28	28	-0	-0.8%	34	34	+0	+0.8%
TOTAL - NYCT	7,515	7,485	-30	-0.4%	8,290	8,252	-38	-0.5%
MTABC Local Bus	358	355	-3	-0.7%	403	419	+16	+3.9%
MTABC Express Bus	32	30	-2	-7.1%	13	13	-0	-0.8%
Total - MTA Bus	390	385	-5	-1.2%	416	432	+16	+3.8%
Total - Regional Bus	2,410	2,322	-88	-3.6%	2,792	2,791	-1	-0.0%
12-Month								
Rolling Average								
Subway	5,533	5,641	+108	+2.0%	5,922	5,945	+23	+0.4%
Local Bus	2,086	2,049	-37	-1.8%	2,320	2,262	-59	-2.5%
Express Bus	43	41	-1	-2.9%	12	12	-0	-1.5%
Paratransit	28	28	-0	-1.4%	34	34	-0	-1.0%
TOTAL - NYCT	7,689	7,759	+69	+0.9%	8,289	8,253	-36	-0.4%
MTABC Local Bus	371	377	+6	+1.7%	387	388	+1	+0.2%
MTABC Express Bus	32	31	-1	-2.2%	13	12	-0	-3.9%
Total - MTA Bus	402	408	+6	+1.4%	400	400	+0	+0.1%
Total - Regional Bus	2,531	2,498	-33	-1.3%	2,733	2,674	-58	-2.1%

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

- July 2015 average weekday subway ridership was the highest of any July in over forty-five years.

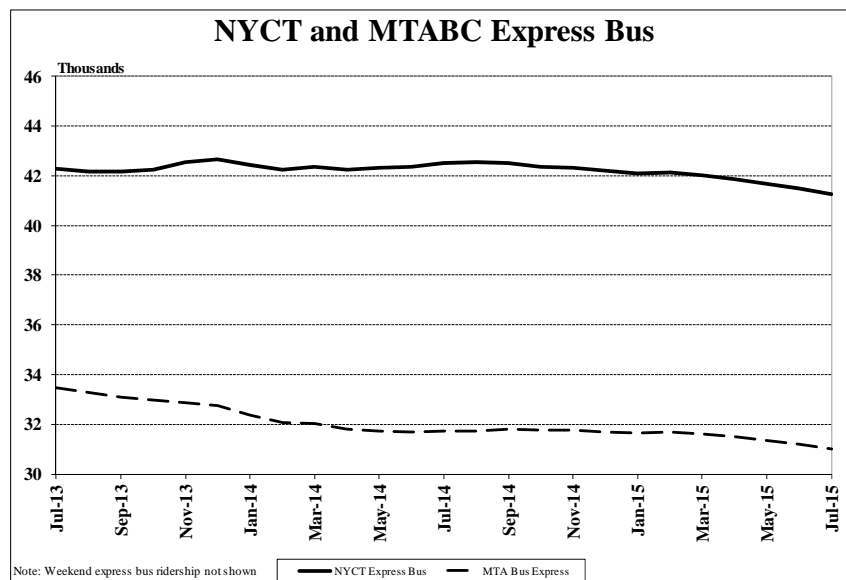
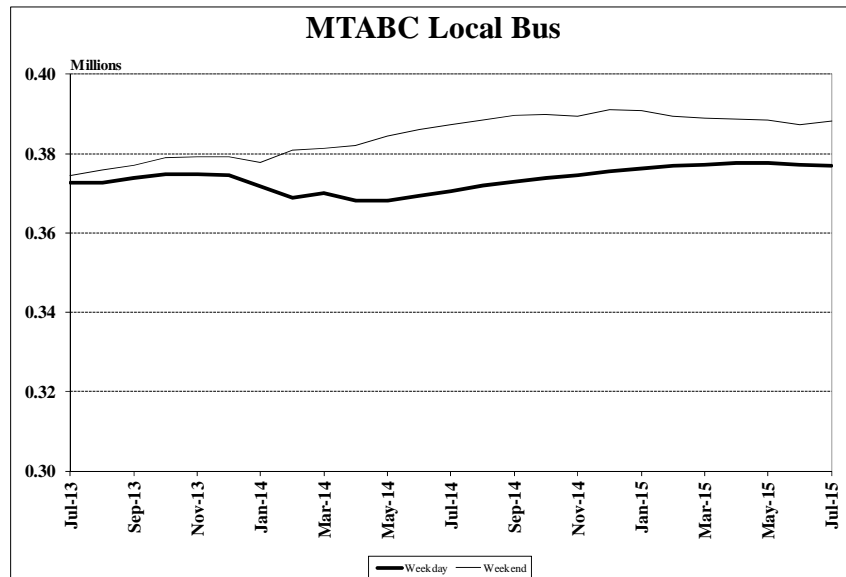
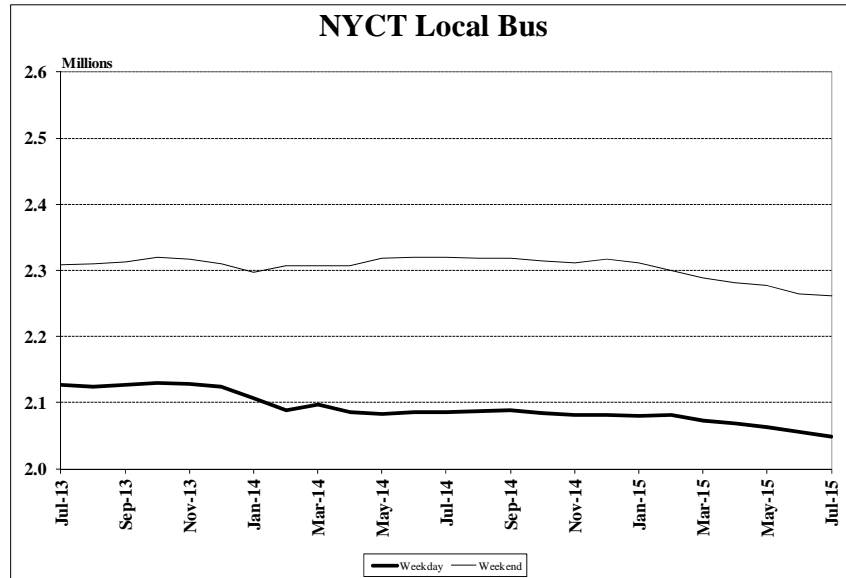
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From July 2014 to July 2015, weekday ridership increased on all area rail services, with the largest rail increase (3.7 percent) on the Staten Island Railway. The largest weekday increase (9.0%) was on the Staten Island Ferry, which along with the Staten Island Railway increase and NYCT Express Bus decrease indicates a shift of Staten Island riders from express bus to the Staten Island Railway and Ferry after the March 22, 2015 fare increase. Bus ridership decreased on all bus services on weekdays, and on all bus services except MTA Bus local bus on weekends.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jul-14	Preliminary Jul-15	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,467	5,520	+1.0%	+2.0%
NYCT Local Bus	1,978	1,898	-4.1%	-1.8%
NYCT Express Bus	42	39	-6.3%	-2.9%
NYCT Paratransit	28	28	-0.8%	-1.4%
Staten Island Railway	14	14	+3.7%	+2.5%
MTA Local Bus	358	355	-0.7%	+1.7%
MTA Express Bus	32	30	-7.1%	-2.2%
Long Island Rail Road	303	312	+3.2%	+2.7%
Metro-North Railroad	286	291	+1.7%	+1.9%
Staten Island Ferry	74	81	+9.0%	+4.6%
PATH	258	262	+1.4%	+1.7%
<u>Average Weekend</u>				
NYCT Subway	5,881	5,859	-0.4%	+0.4%
NYCT Local Bus	2,364	2,348	-0.7%	-2.5%
NYCT Express Bus	12	11	-2.6%	-1.5%
NYCT Paratransit	34	34	+0.8%	-1.0%
Staten Island Railway	8	9	+4.9%	+2.8%
MTA Local Bus	403	419	+3.9%	+0.2%
MTA Express Bus	13	13	-0.8%	-3.9%
Long Island Rail Road	218	222	+1.9%	+2.5%
Metro-North Railroad	243	246	+1.3%	+2.6%
Staten Island Ferry	111	113	+2.2%	+0.5%
PATH	192	213	+11.2%	-3.6%

MTA Bridges and Tunnels (thousands)				
Average Weekday	847	888	+4.9%	+3.1%
Average Weekend	1,562	1,714	+9.7%	+2.7%

Note: Percentages are based on unrounded data.

Economy

From July 2014 to July 2015, New York City employment increased 2.7 percent (111,200 jobs). Private sector employment increased 3.0 percent (107,800 jobs) and government employment increased 0.6 percent (3,400 jobs). All of the private employment sub-sectors increased except manufacturing (down 2,200 jobs or 2.9 percent). The sub-sector with the largest absolute increase was educational & health services (up 34,400 jobs or 4.2 percent). The sub-sector with the largest percentage increase was other services (up 5.9 percent or 10,500 jobs).

As shown in the chart below, recent private sector employment growth has been driven by the leisure and hospitality, education and health services, professional and business services, and other services sub-sectors. Together, these four sub-sectors accounted for 82,500 (77 percent) of the 107,800 private sector employment increase in July 2015, and account for nearly 60 percent of total New York City private sector employment.

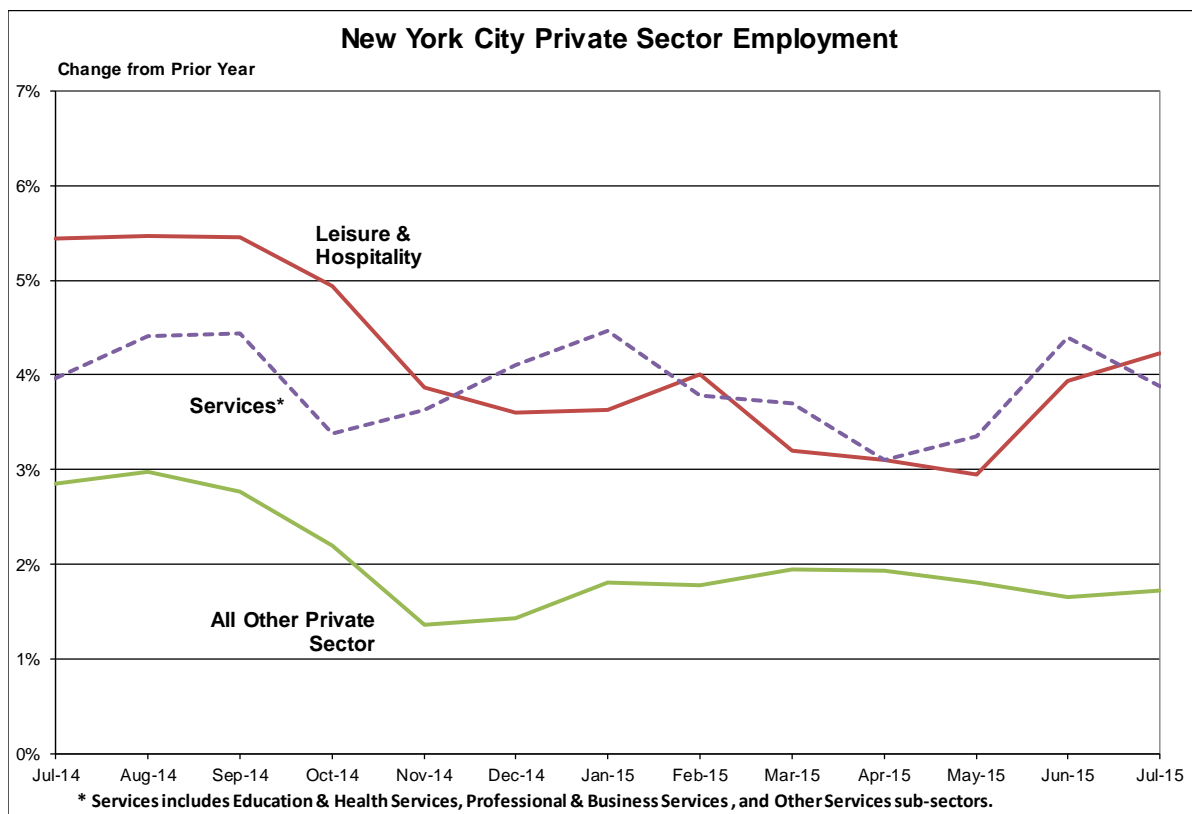


Table 1

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2015
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$288.879	\$287.028	(\$1.851)	(0.6)	\$0.000	\$0.000	\$0.000	-	\$288.879	\$287.028	(\$1.851)	(0.6)
Bus	85.778	84.702	(1.076)	(1.3)	0.000	0.000	0.000	-	85.778	84.702	(1.076)	(1.3)
Paratransit	1.552	1.511	(0.041)	(2.6)	0.000	0.000	0.000	-	1.552	1.511	(0.041)	(2.6)
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	379.940	376.972	(2.968)	(0.8)	0.000	0.000	0.000	-	379.940	376.972	(2.968)	(0.8)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	2.929	2.928	(0.001)	(0.0)	0.000	0.000	0.000	-	2.929	2.928	(0.001)	(0.0)
Paratransit Reimbursement	14.263	13.493	(0.770)	(5.4)	0.000	0.000	0.000	-	14.263	13.493	(0.770)	(5.4)
Other	12.511	14.016	1.505	12.0	0.000	0.000	0.000	-	12.511	14.016	1.505	12.0
Total Other Operating Revenue	29.703	30.437	0.734	2.5	0.000	0.000	0.000	-	29.703	30.437	0.734	2.5
Capital and Other Reimbursements	0.000	0.000	0.000	-	103.288	129.643	26.355	25.5	103.288	129.643	26.355	25.5
Total Revenue	\$409.643	\$407.409	(\$2.234)	(0.5)	\$103.288	\$129.643	\$26.355	25.5	\$512.931	\$537.052	\$24.121	4.7
Expenses												
Labor:												
Payroll	266.588	270.400	(3.812)	(1.4)	35.914	37.247	(1.333)	(3.7)	302.502	307.647	(5.145)	(1.7)
Overtime	35.480	36.968	(1.488)	(4.2)	3.751	11.326	(7.575)	(201.9)	39.231	48.294	(9.063)	(23.1)
Total Salaries & Wages	302.068	307.368	(5.300)	(1.8)	39.665	48.573	(8.908)	(22.5)	341.733	355.941	(14.208)	(4.2)
Health and Welfare	63.831	42.101	21.730	34.0	1.726	1.154	0.572	33.1	65.557	43.255	22.302	34.0
OPEB Current Payment	32.069	39.939	(7.870)	(24.5)	0.688	0.676	0.012	1.7	32.757	40.615	(7.858)	(24.0)
Pensions	681.770	681.104	0.666	0.1	22.942	22.964	(0.022)	(0.1)	704.712	704.068	0.644	0.1
Other Fringe Benefits	27.546	26.936	0.610	2.2	13.366	13.802	(0.436)	(3.3)	40.912	40.738	0.174	0.4
Total Fringe Benefits	805.216	790.080	15.136	1.9	38.722	38.596	0.126	0.3	843.938	828.676	15.262	1.8
Reimbursable Overhead	(15.290)	(20.308)	5.018	32.8	15.290	20.308	(5.018)	(32.8)	0.000	0.000	0.000	-
Total Labor Expenses	\$1,091.994	\$1,077.140	\$14.854	1.4	\$93.677	\$107.477	(\$13.800)	(14.7)	\$1,185.671	\$1,184.617	\$1.054	0.1
Non-Labor:												
Electric Power	23.551	25.697	(2.146)	(9.1)	0.020	0.114	(0.094)	(470.0)	23.571	25.811	(2.240)	(9.5)
Fuel	9.875	8.585	1.290	13.1	0.002	0.002	0.000	0.0	9.877	8.587	1.290	13.1
Insurance	5.737	6.167	(0.430)	(7.5)	0.000	0.000	0.000	-	5.737	6.167	(0.430)	(7.5)
Claims	10.934	8.919	2.015	18.4	0.000	0.000	0.000	-	10.934	8.919	2.015	18.4
Paratransit Service Contracts	32.193	32.475	(0.282)	(0.9)	0.000	0.000	0.000	-	32.193	32.475	(0.282)	(0.9)
Mtce. and Other Operating Contracts	16.478	13.394	3.084	18.7	2.607	2.177	0.430	16.5	19.085	15.571	3.514	18.4
Professional Service Contracts	14.793	12.193	2.600	17.6	0.607	10.736	(10.129)	-	15.400	22.929	(7.529)	(48.9)
Materials & Supplies	25.332	24.769	0.563	2.2	6.052	9.007	(2.955)	(48.8)	31.384	33.776	(2.392)	(7.6)
Other Business Expenses	6.010	6.829	(0.819)	(13.6)	0.323	0.130	0.193	59.8	6.333	6.959	(0.626)	(9.9)
Total Non-Labor Expenses	\$144.903	\$139.028	\$5.875	4.1	\$9.611	\$22.166	(\$12.555)	(130.6)	\$154.514	\$161.194	(\$6.680)	(4.3)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$1,236.897	\$1,216.168	\$20.729	1.7	\$103.288	\$129.643	(\$26.355)	(25.5)	\$1,340.185	\$1,345.811	(\$5.626)	(0.4)
Depreciation	140.827	128.712	12.115	8.6	0.000	0.000	0.000	-	140.827	128.712	12.115	8.6
OPEB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$1,377.724	\$1,344.880	\$32.844	2.4	\$103.288	\$129.643	(\$26.355)	(25.5)	\$1,481.012	\$1,474.523	\$6.489	0.4
Net Surplus/(Deficit)	(\$968.081)	(\$937.471)	\$30.610	3.2	\$0.000	\$0.000	\$0.000	-	(\$968.081)	(\$937.471)	\$30.610	3.2

NOTE: Totals may not add due to rounding.

Note:

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

Table 2

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
July 2015 Year-to-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$1,899.362	\$1,897.578	(\$1.784)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$1,899.362	\$1,897.578	(\$1.784)	(0.1)
Bus	555.487	554.061	(1.426)	(0.3)	0.000	0.000	0.000	-	555.487	554.061	(1.426)	(0.3)
Paratransit	9.996	9.930	(0.066)	(0.7)	0.000	0.000	0.000	-	9.996	9.930	(0.066)	(0.7)
Fare Media Liability	26.117	26.117	0.000	0.0	0.000	0.000	0.000	-	26.117	26.117	0.000	0.0
Total Farebox Revenue	2,490.962	2,487.686	(3.276)	(0.1)	0.000	0.000	0.000	-	2,490.962	2,487.686	(3.276)	(0.1)
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	50.559	50.558	(0.001)	(0.0)	0.000	0.000	0.000	-	50.559	50.558	(0.001)	(0.0)
Paratransit Reimbursement	114.636	115.039	0.403	0.4	0.000	0.000	0.000	-	114.636	115.039	0.403	0.4
Other	93.216	95.421	2.205	2.4	0.000	0.000	0.000	-	93.216	95.421	2.205	2.4
Total Other Operating Revenue	258.411	261.018	2.607	1.0	0.000	0.000	0.000	-	258.411	261.018	2.607	1.0
Capital and Other Reimbursements	0.000	0.000	0.000	-	647.131	684.762	37.631	5.8	647.131	684.762	37.631	5.8
Total Revenue	\$2,749.373	\$2,748.704	(\$0.669)	(0.0)	\$647.131	\$684.762	\$37.631	5.8	\$3,396.504	\$3,433.466	\$36.962	1.1
Expenses												
Labor:												
Payroll	1,775.255	1,776.095	(0.840)	(0.0)	255.208	254.946	0.262	0.1	2,030.463	2,031.041	(0.578)	(0.0)
Overtime	263.658	266.463	(2.805)	(1.1)	61.633	75.981	(14.348)	(23.3)	325.291	342.444	(17.153)	(5.3)
Total Salaries & Wages	2,038.913	2,042.558	(3.645)	(0.2)	316.841	330.927	(14.086)	(4.4)	2,355.754	2,373.485	(17.731)	(0.8)
Health and Welfare	433.958	403.348	30.610	7.1	11.763	11.305	0.458	3.9	445.721	414.653	31.068	7.0
OPEB Current Payment	217.074	235.243	(18.169)	(8.4)	4.622	4.491	0.131	2.8	221.696	239.734	(18.038)	(8.1)
Pensions	786.937	786.136	0.801	0.1	27.361	27.365	(0.004)	(0.0)	814.298	813.501	0.797	0.1
Other Fringe Benefits	179.403	179.858	(0.455)	(0.3)	97.181	97.290	(0.109)	(0.1)	276.584	277.148	(0.564)	(0.2)
Total Fringe Benefits	1,617.372	1,604.585	12.787	0.8	140.927	140.451	0.476	0.3	1,758.299	1,745.036	13.263	0.8
Reimbursable Overhead	(129.705)	(138.604)	8.899	6.9	129.705	138.604	(8.899)	(6.9)	0.000	0.000	0.000	-
Total Labor Expenses	\$3,526.580	\$3,508.539	\$18.041	0.5	\$587.473	\$609.982	(\$22.509)	(3.8)	\$4,114.053	\$4,118.521	(\$4.468)	(0.1)
Non-Labor:												
Electric Power	178.067	181.464	(3.397)	(1.9)	0.147	0.318	(0.171)	(116.3)	178.214	181.782	(3.568)	(2.0)
Fuel	70.619	70.617	0.002	0.0	0.013	0.011	0.002	15.4	70.632	70.628	0.004	0.0
Insurance	42.309	43.109	(0.800)	(1.9)	0.000	0.000	0.000	-	42.309	43.109	(0.800)	(1.9)
Claims	76.538	74.523	2.015	2.6	0.000	0.000	0.000	-	76.538	74.523	2.015	2.6
Paratransit Service Contracts	219.413	220.302	(0.889)	(0.4)	0.000	0.000	0.000	-	219.413	220.302	(0.889)	(0.4)
Mtce. and Other Operating Contracts	107.115	104.902	2.213	2.1	20.080	21.579	(1.499)	(7.5)	127.195	126.481	0.714	0.6
Professional Service Contracts	67.072	64.367	2.705	4.0	5.952	16.172	(10.220)	(171.7)	73.024	80.539	(7.515)	(10.3)
Materials & Supplies	170.247	166.843	3.404	2.0	39.009	42.533	(3.524)	(9.0)	209.256	209.376	(0.120)	(0.1)
Other Business Expenses	49.454	50.182	(0.728)	(1.5)	(5.556)	(5.833)	0.277	5.0	43.898	44.349	(0.451)	(1.0)
Total Non-Labor Expenses	\$980.834	\$976.309	\$4.525	0.5	\$59.645	\$74.780	(\$15.135)	(25.4)	\$1,040.479	\$1,051.089	(\$10.610)	(1.0)
Other Expense Adjustments:												
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenses before Depreciation and OPEB	\$4,507.414	\$4,484.848	\$22.566	0.5	\$647.118	\$684.762	(\$37.644)	(5.8)	\$5,154.532	\$5,169.610	(\$15.078)	(0.3)
Depreciation	920.002	897.865	22.137	2.4	0.000	0.000	0.000	-	920.002	897.865	22.137	2.4
OPEB Account	808.647	854.596	(45.949)	(5.7)	0.000	0.000	0.000	-	808.647	854.596	(45.949)	(5.7)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$6,236.063	\$6,237.309	(\$1.246)	(0.0)	\$647.118	\$684.762	(\$37.644)	(5.8)	\$6,883.181	\$6,922.071	(\$38.890)	(0.6)
Net Surplus/(Deficit)	(\$3,486.690)	(\$3,488.605)	(\$1.915)	(0.1)	\$0.013	\$0.000	(\$0.013)	(100.0)	(\$3,486.677)	(\$3,488.605)	(\$1.928)	(0.1)

NOTE: Totals may not add due to rounding.

Note:

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 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	(3.0)	(0.8)	Due primarily to lower subway and bus ridership	(3.3)	(0.1)	Due primarily to lower subway and bus ridership
Other Operating Revenue	NR	0.7	2.5	Mostly higher advertising, real estate and MetroCard surcharge revenues, partly offset by lower paratransit Urban Tax revenue	2.6	1.0	Mostly due to higher advertising, real estate and MetroCard surcharge revenues
Payroll	NR	(3.8)	(1.4)	Due primarily to vacation buyback payments, partly offset by vacancy savings			
Overtime	NR	(1.5)	(4.2)	Mainly due to subway service delays and overcrowding and bus traffic and ramp delays	(2.8)	(1.1)	Mainly due to subway service delays and overcrowding, bus traffic and ramp delays, and maintenance requirements for bus overage fleet and subways track
Health & Welfare (including OPEB current payment)	NR	13.8	14.4	The favorable timing of expenses/credits	12.4	1.9	The favorable timing of expenses/credits
Reimbursable Overhead	NR	5.0	32.8	Favorable overhead credits, resulting from higher reimbursable overtime requirements	8.9	6.9	Favorable overhead credits, resulting from higher reimbursable overtime requirements
Electric Power	NR	(2.1)	(9.1)	Largely due to the unfavorable timing of expenses and higher prices, partly offset by lower consumption	(3.4)	(1.9)	Largely due to the unfavorable timing of expenses and higher prices, partly offset by lower consumption
Fuel	NR	1.3	13.1	Primarily lower prices			
Insurance	NR	(0.4)	(7.5)	The unfavorable timing of interagency payments	(0.8)	(1.9)	The unfavorable timing of interagency payments
Claims	NR	2.0	18.4	The favorable timing of expenses	2.0	2.6	The favorable timing of expenses
Maintenance and Other Operating Contracts	NR	3.1	18.7	Principally painting savings and the favorable timing of tire & tube expenses	2.2	2.1	Principally painting savings and the favorable timing of tire & tube expenses, partly offset by the unfavorable timing of building-related expenses

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
July 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Professional Service Contracts	NR	2.6	17.6	Due primarily to the favorable timing of bond services and Information-Technology related expenses, partly offset by the unfavorable timing of office-related expenses	2.7	4.0	Due primarily to the favorable timing of bond services and Information-Technology related expenses, partly offset by the unfavorable timing of office-related expenses
Materials and Supplies	NR	0.6	2.2	Due mostly to increased scrap/surplus sales	3.4	2.0	Due mostly to increased scrap/surplus sales and favorable inventory adjustments
Other Business Expenses	NR	(0.8)	(13.6)	Mainly higher MVM debit/credit card charges			
Capital and Other Reimbursements	R	26.4	25.5	Reimbursement increase consistent with higher reimbursable expenses	37.6	5.8	Reimbursement increase consistent with higher reimbursable expenses
Payroll	R	(1.3)	(3.7)	Due primarily to higher capital construction and engineering requirements			
Overtime	R	(7.6)	over (100.0)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability and other Capital Program support	(14.3)	(23.3)	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	(0.4)	(3.3)	Mostly higher FICA and direct overhead expenses			
Maintenance and Other Operating Contracts	R	0.4	16.5	Largely the favorable timing of building-related expenses	(1.5)	(7.5)	Largely the unfavorable timing of construction service requirements
Professional Service Contracts	R	(10.1)	over (100.0)	Mostly a charge-back to MTA of IT consolidated expenses	(10.2)	over (100.0)	Mostly a charge-back to MTA of IT consolidated expenses
Materials & Supplies	R	(3.0)	(48.8)	Mainly communications equipment requirements	(3.5)	(9.0)	Mainly communications equipment requirements
Other Business Expenses	R				0.3	5.0	Principally favorable miscellaneous expenses/credits

Table 4

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
July 2015
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$376.002	\$394.874	\$18.872	5.0	\$2,505.882	\$2,531.181	\$25.299	1.0
Vehicle Toll Revenue								
<u>Other Operating Revenue:</u>								
Fare Reimbursement	13.766	0.000	(13.766)	(100.0)	50.080	81.313	31.233	62.4
Paratransit Reimbursement	4.738	4.167	(0.571)	(12.1)	70.271	71.844	1.573	2.2
Other	3.166	4.305	1.139	36.0	22.662	23.980	1.318	5.8
Total Other Operating Revenue	21.670	8.472	(13.198)	(60.9)	143.013	177.137	34.124	23.9
Capital and Other Reimbursements	119.637	130.079	10.442	8.7	661.930	668.519	6.589	1.0
Total Receipts	\$517.309	\$533.425	\$16.116	3.1	\$3,310.825	\$3,376.837	\$66.012	2.0
<u>Expenditures</u>								
Labor:								
Payroll	395.958	390.243	5.715	1.4	2,023.129	2,025.624	(2.495)	(0.1)
Overtime	51.065	61.427	(10.362)	(20.3)	326.299	342.356	(16.057)	(4.9)
Total Salaries & Wages	447.023	451.670	(4.647)	(1.0)	2,349.428	2,367.980	(18.552)	(0.8)
Health and Welfare	65.558	46.305	19.253	29.4	464.812	427.769	37.043	8.0
OPEB Current Payment	32.758	40.615	(7.857)	(24.0)	221.696	245.937	(24.241)	(10.9)
Pensions	80.127	79.476	0.651	0.8	555.233	554.425	0.808	0.1
Other Fringe Benefits	37.314	45.455	(8.141)	(21.8)	250.057	260.488	(10.431)	(4.2)
Total Fringe Benefits	215.757	211.851	3.906	1.8	1,491.798	1,488.619	3.179	0.2
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	-
Total Labor Expenditures	\$662.780	\$663.521	(\$0.741)	(0.1)	\$3,841.226	\$3,856.599	(\$15.373)	(0.4)
Non-Labor:								
Electric Power	22.722	22.762	(0.040)	(0.2)	182.651	184.418	(1.767)	(1.0)
Fuel	10.278	5.450	4.828	47.0	68.657	67.864	0.793	1.2
Insurance	7.783	8.091	(0.308)	(4.0)	50.646	51.223	(0.577)	(1.1)
Claims	7.334	8.724	(1.390)	(19.0)	83.821	83.130	0.691	0.8
Paratransit Service Contracts	32.038	30.428	1.610	5.0	218.189	219.568	(1.379)	(0.6)
Mtce. and Other Operating Contracts	19.085	18.773	0.312	1.6	127.240	121.136	6.104	4.8
Professional Service Contracts	11.651	20.902	(9.251)	(79.4)	68.331	97.397	(29.066)	(42.5)
Materials & Supplies	30.635	33.626	(2.991)	(9.8)	230.455	239.016	(8.561)	(3.7)
Other Business Expenditures	6.285	6.761	(0.476)	(7.6)	46.129	47.413	(1.284)	(2.8)
Total Non-Labor Expenditures	\$147.811	\$155.517	(\$7.706)	(5.2)	\$1,076.119	\$1,111.165	(\$35.046)	(3.3)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$810.591	\$819.038	(\$8.447)	(1.0)	\$4,917.345	\$4,967.764	(\$50.419)	(1.0)
Net Surplus/(Deficit)	(\$293.282)	(\$285.613)	\$7.669	2.6	(\$1,606.520)	(\$1,590.927)	\$15.593	1.0

NOTE: Totals may not add due to rounding.

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
July 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	18.9	5.0	Mostly the favorable timing of receipts	25.3	1.0	Mostly the favorable timing of receipts
Other Operating Receipts	(13.2)	(60.9)	Due mainly to the unfavorable timing of elderly fare reimbursements	34.1	23.9	Due largely to the favorable timing of receipt of student fare reimbursements
Capital and Other Reimbursements	10.4	8.7	Mostly due to increased 2015 project expenses/billing, partly offset by the unfavorable timing of reimbursements	6.6	1.0	Mostly due to increased 2015 project expenses/billing, partly offset by the unfavorable timing of reimbursements
Salaries & Wages	(4.6)	(1.0)	Largely vacation buyback payments	(18.6)	(0.8)	Largely the unfavorable timing of payments
Health & Welfare (including OPEB current payment)	11.4	11.6	Mainly the favorable timing of expenses/credits	12.8	1.9	Primarily the favorable timing of expenses/credits
Other Fringe Benefits	(8.1)	(21.8)	Primarily the unfavorable timing of payments	(10.4)	(4.2)	Primarily the unfavorable timing of payments
Fuel	4.8	47.0	Largely the favorable timing of payments			
Claims	(1.4)	(19.0)	The unfavorable timing of payments			
Paratransit Service Contracts	1.6	5.0	Primarily the favorable timing of payments			
Maintenance Contracts				6.1	4.8	The favorable timing of payments and expense underruns
Professional Service Contracts	(9.3)	(79.4)	Mostly the unfavorable timing of consolidated Information Technology chargebacks to MTA, partly offset by expense underruns	(29.1)	(42.5)	Mostly the unfavorable timing of consolidated Information Technology chargebacks to MTA, partly offset by expense underruns
Materials & Supplies	(3.0)	(9.8)	Due primarily to the higher expenses	(8.6)	(3.7)	Largely due to the unfavorable timing of payments

Table 6

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
July 2015
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	(\$3.938)	\$17.902	\$21.840	554.6	\$14.920	\$43.495	\$28.575	191.5
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	10.837	(2.928)	(13.765)	(127.0)	(0.479)	30.755	31.234	-
Paratransit Reimbursement	(9.525)	(9.326)	0.199	2.1	(44.365)	(43.195)	1.170	2.6
Other	(9.345)	(9.711)	(0.366)	(3.9)	(70.554)	(71.441)	(0.887)	(1.3)
Total Other Operating Revenue	(8.033)	(21.965)	(13.932)	(173.4)	(115.398)	(83.881)	31.517	27.3
Capital and Other Reimbursements	16.349	0.436	(15.913)	(97.3)	14.799	(16.243)	(31.042)	(209.8)
Total Receipts	\$4.378	(\$3.627)	(\$8.005)	(182.8)	(\$85.679)	(\$56.629)	\$29.050	33.9
Expenditures								
Labor:								
Payroll	(93.456)	(82.596)	10.860	11.6	7.334	5.417	(1.917)	(26.1)
Overtime	(11.834)	(13.133)	(1.299)	(11.0)	(1.008)	0.088	1.096	108.7
Total Salaries & Wages	(105.290)	(95.729)	9.561	9.1	6.326	5.505	(0.821)	(13.0)
Health and Welfare	(0.001)	(3.050)	(3.049)	-	(19.091)	(13.116)	5.975	31.3
OPEB Current Payment	(0.001)	0.000	0.001	100.0	0.000	(6.203)	(6.203)	-
Pensions	624.585	624.592	0.007	0.0	259.065	259.076	0.011	0.0
Other Fringe Benefits	3.598	(4.717)	(8.315)	(231.1)	26.527	16.660	(9.867)	(37.2)
Total Fringe Benefits	628.181	616.825	(11.356)	(1.8)	266.501	256.417	(10.084)	(3.8)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$522.891	\$521.096	(\$1.795)	(0.3)	\$272.827	\$261.922	(\$10.905)	(4.0)
Non-Labor:								
Electric Power	0.849	3.049	2.200	259.1	(4.437)	(2.636)	1.801	40.6
Fuel	(0.401)	3.137	3.538	882.3	1.975	2.764	0.789	39.9
Insurance	(2.046)	(1.924)	0.122	6.0	(8.337)	(8.114)	0.223	2.7
Claims	3.600	0.195	(3.405)	(94.6)	(7.283)	(8.607)	(1.324)	(18.2)
Paratransit Service Contracts	0.155	2.047	1.892	-	1.224	0.734	(0.490)	(40.0)
Mtce. and Other Operating Contracts	0.000	(3.202)	(3.202)	-	(0.045)	5.345	5.390	-
Professional Service Contracts	3.749	2.027	(1.722)	(45.9)	4.693	(16.858)	(21.551)	(459.2)
Materials & Supplies	0.749	0.150	(0.599)	(80.0)	(21.199)	(29.640)	(8.441)	(39.8)
Other Business Expenses	0.048	0.198	0.150	312.5	(2.231)	(3.064)	(0.833)	(37.3)
Total Non-Labor Expenditures	\$6.703	\$5.677	(\$1.026)	(15.3)	(\$35.640)	(\$60.076)	(\$24.436)	(68.6)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	\$529.594	\$526.773	(\$2.821)	(0.5)	\$237.187	\$201.846	(\$35.341)	(14.9)
Depreciation	140.827	128.712	(12.115)	(8.6)	920.002	897.865	(22.137)	(2.4)
OPEB Account	0.000	0.000	0.000	-	808.647	854.596	45.949	5.7
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$670.421	\$655.485	(\$14.936)	(2.2)	\$1,965.836	\$1,954.307	(\$11.529)	(0.6)
Total Cash Conversion Adjustments	\$674.799	\$651.858	(\$22.941)	(3.4)	\$1,880.157	\$1,897.678	\$17.521	0.9

NOTE: Totals may not add due to rounding.

Note:

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
July 2015

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	70	68	2	
Law	280	282	(2)	
Office of the EVP	46	39	7	
Human Resources	227	240	(13)	
Office of Management and Budget	42	39	3	
Capital Planning & Budget	35	30	5	
Corporate Communications	261	253	8	
Non-Departmental	(33)	-	(33)	
Labor Relations	97	94	3	
Materiel	287	271	16	
Controller	137	131	6	
Total Administration	1,449	1,447	2	
Operations				
Subways Service Delivery	7,709	7,660	49	
Subways Operations Support/Admin	386	388	(2)	
Subways Stations	2,650	2,644	6	
Sub-total Subways	10,745	10,692	53	
Buses	10,907	10,923	(16)	
Paratransit	213	204	9	
Operations Planning	376	399	(23)	
Revenue Control	579	534	45	
Total Operations	22,820	22,752	68	
Maintenance				
Subways Operations Support/Admin	163	161	2	
Subways Engineering	362	350	12	
Subways Car Equipment	4,318	4,223	95	Mostly Hourly Car Inspectors
Subways Infrastructure	1,499	1,508	(9)	
Subways Elevators & Escalators	442	415	27	
Subways Stations	3,673	3,644	29	
Subways Track	2,796	2,750	46	
Subways Power	613	616	(3)	
Subways Signals	1,505	1,486	19	
Subways Electronic Maintenance	1,578	1,476	102	Mainly Hourly Maintainer Vacancies
Sub-total Subways	16,949	16,629	320	
Buses	3,649	3,637	12	
Revenue Control	0	0	0	
Supply Logistics	561	558	3	
System Safety	91	87	4	
Non-Departmental	(77)	0	(77)	
Total Maintenance	21,173	20,911	262	
Engineering/Capital				
Capital Program Management	1,319	1,362	(43)	
Total Engineering/Capital	1,319	1,362	(43)	
Public Safety				
Security	644	615	29	
Total Public Safety	644	615	29	
Total Positions	47,405	47,087	318	
Non-Reimbursable	42,461	42,532	(71)	
Reimbursable	4,944	4,555	389	
Total Full-Time	47,263	46,798	465	
Total Full-Time Equivalents	142	289	(147)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
July 2015

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	558	470	88	
Professional, Technical, Clerical	860	955	(95)	
Operational Hourlies	31	22	9	
Total Administration	1,449	1,447	2	
Operations				
Managers/Supervisors	2,727	2,662	65	
Professional, Technical, Clerical	491	491	0	
Operational Hourlies	19,602	19,599	3	
Total Operations	22,820	22,752	68	
Maintenance				
Managers/Supervisors	3,817	3,725	92	
Professional, Technical, Clerical	1,057	1,014	43	
Operational Hourlies	16,299	16,172	127	
Total Maintenance	21,173	20,911	262	
Engineering/Capital				
Managers/Supervisors	339	342	(3)	
Professional, Technical, Clerical	978	1,018	(40)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,319	1,362	(43)	
Public Safety				
Managers/Supervisors	262	248	14	
Professional, Technical, Clerical	39	34	5	
Operational Hourlies	343	333	10	
Total Public Safety	644	615	29	
Total Positions				
Managers/Supervisors	7,703	7,447	256	
Professional, Technical, Clerical	3,425	3,512	(87)	
Operational Hourlies	36,277	36,128	149	
Total Positions	47,405	47,087	318	

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

	July						July Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	328,035	\$9.810	331,317	\$10.118	(3,283)	(\$0.309) (3.1%)	2,305,051	\$71.480	2,296,748	\$71.869	8,303	(\$0.389) (0.5%)
<u>Unscheduled Service</u>	254,170	\$8.344	335,832	\$10.582	(81,662)	(\$2.238) (26.8%)	1,957,607	\$59.928	2,086,627	\$63.366	(129,020)	(\$3.438) (5.7%)
<u>Programmatic/Routine Maintenance</u>	395,958	\$13.964	422,955	\$13.535	(26,997)	\$0.429 3.1%	2,452,664	\$78.214	2,539,296	\$79.223	(86,632)	(\$1.009) (1.3%)
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000 0.0%	0	\$0.000	0	\$0.000	0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	25,813	\$1.335	37,960	\$1.205	(12,148)	\$0.130 9.7%	615,106	\$20.759	582,263	\$18.662	32,843	\$2.097 10.1%
<u>Weather Emergencies</u>	425	\$0.014	2,653	\$0.100	(2,228)	(\$0.086) *	778,488	\$25.454	792,422	\$25.922	(13,934)	(\$0.468) (1.8%)
<u>Safety/Security/Law Enforcement</u>	9,410	\$0.307	8,567	\$0.272	843	\$0.035 11.5%	60,123	\$1.866	58,991	\$1.768	1,132	\$0.098 5.2%
<u>Other</u>	16,048	\$1.705	15,485	\$1.16	563	\$0.550 32.2%	131,178	\$5.958	173,441	\$5.654	(42,263)	\$0.304 5.1%
Subtotal	1,029,860	\$35.480	1,154,770	\$36.968	(124,910)	(\$1.488) (4.2%)	8,300,216	\$263.658	8,529,788	\$266.463	(229,572)	(\$2.805) (1.1%)
REIMBURSABLE OVERTIME	109,819	\$3.751	342,989	\$11.33	(233,170)	(\$7.575) *	1,885,729	\$61.634	2,313,354	\$75.982	(427,625)	(\$14.349) (23.3%)
TOTAL OVERTIME	1,139,679	\$39.231	1,497,759	\$48.293	(358,081)	(\$9.063) (23.1%)	10,185,945	\$325.292	10,843,142	\$342.445	(657,197)	(\$17.153) (5.3%)

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)

	July			June Year to Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	(3,283)	(\$0.3)		8,303	(\$0.4)	Favorable YTD results in scheduled service due to vacancies/availability underruns.
		20.7%			13.9%	
<u>Unscheduled Service</u>	(81,662)	(\$2.2)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.	(129,020)	(\$3.4)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.
		150.4%			122.6%	
<u>Programmatic/Routine Maintenance</u>	(26,997)	\$0.4		(86,632)	(\$1.0)	Unfavorable results due to DoB maintenance of overage fleet and continued track maintenance.
		(28.8%)			36.0%	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
		.0%			.0%	
<u>Vacancy/Absentee Coverage</u>	(12,148)	\$0.1		32,843	\$2.1	Primarily due to lower vacancies than anticipated in July FP.
		(8.7%)			(74.8%)	
<u>Weather Emergencies</u>	(2,228)	(\$0.1)		(13,934)	(\$0.5)	
		5.8%			16.7%	
<u>Safety/Security/Law Enforcement</u>	843	\$0.0		1,132	\$0.1	
		(2.4%)			(3.5%)	
<u>Other</u>	563	\$0.5		(42,263)	\$0.3	
		(37.0%)			(10.9%)	
Subtotal	(124,910)	(\$1.5)		(229,571)	(\$2.8)	
		16.4%			16.4%	
REIMBURSABLE OVERTIME	(233,170)	(\$7.6)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	(427,625)	(\$14.3)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.
		83.6%			83.6%	
TOTAL OVERTIME	(358,081)	(\$9.1)		(657,197)	(\$17.2)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2015 Overtime Reporting
Overtime Legend

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

July 2015

(All data are preliminary and subject to audit)

In the month of July, **operating revenues** were \$0.1 million (12.3 percent) below the Mid-Year Forecast (forecast), and, year-to-date, operating revenues were also under forecast by \$0.1 million (1.2 percent). Both variances were due primarily to the unfavorable timing of student fare reimbursements.

Total **ridership** in July 2015 was 357,696 riders, 1.4 percent (4,860 riders) above forecast, due to a higher ridership growth trend. Year-to-date, ridership was 2,570,583 riders, slightly below forecast by 0.0 percent (357 riders). July 2015 average weekday ridership was 14,371 riders, 3.7 percent (517 riders) above July 2014, mostly due to a higher ridership growth trend. Average weekday ridership for the twelve months ending July 2015 was 15,682 riders, 2.5 percent (381 riders) more than the previous twelve-month period, due again to a higher ridership growth trend.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were lower than forecast in July by \$0.8 million (18.8 percent). Labor expenses underran forecast by a net \$0.1 million (4.6 percent), as favorable timing results in health & welfare/OPEB current expenses of \$0.1 million (29.2 percent) and overtime expenses of \$0.1 million 29.4 percent were partly offset by unfavorable reimbursable overhead credits of \$0.1 million (39.6 percent). Non-labor results were below forecast by \$0.6 million (47.2 percent), due largely to the favorable timing of maintenance contract expenses. Year-to-date, expenses were less than forecast by \$0.9 million (3.3 percent), including an unfavorable labor expense variance of \$0.3 million (1.6 percent) and a favorable non-labor expense variance of \$1.3 million (17.0 percent). The non-labor result was due mainly to favorable timing results in maintenance contracts of \$0.9 million (59.0 percent).

Depreciation expenses were \$0.2 million (4.1 percent) above the forecast year-to-date.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$1.2 million of accrued expenses year-to-date, slightly higher than the forecast.

The **operating cash deficit** (excluding subsidies) year-to-date was \$23.0 million, \$1.3 million (5.2 percent) favorable to forecast.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
 Month - Jul 2015
 (\$ in Millions)

9/02/2015 11:34 AM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.578	\$0.588	\$0.010	1.7	\$0.000	\$0.000	-	-	\$0.578	\$0.588	\$0.010	1.7
Other Revenue	\$0.195	\$0.091	(0.104)	(53.6)	\$0.000	\$0.000	-	-	\$0.195	\$0.091	(0.104)	(53.6)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.527	\$0.286	(0.241)	(45.8)	\$0.527	\$0.286	(0.241)	(45.8)
Total Revenue	\$0.773	\$0.678	(0.095)	(12.3)	\$0.527	\$0.286	(0.241)	(45.8)	\$1.300	\$0.964	(0.336)	(25.9)
Expenses												
Labor :												
Payroll	\$1.503	\$1.520	(0.017)	(1.2)	\$0.238	\$0.101	\$0.137	57.6	\$1.741	\$1.621	\$0.120	6.9
Overtime	\$0.209	\$0.148	\$0.061	29.4	\$0.060	\$0.044	\$0.016	26.7	\$0.269	\$0.192	\$0.077	28.8
Total Salaries & Wages	\$1.712	\$1.668	\$0.044	2.6	\$0.298	\$0.145	\$0.153	51.3	\$2.010	\$1.813	\$0.197	9.8
Health and Welfare	\$0.335	\$0.193	\$0.142	42.4	\$0.000	\$0.000	\$0.000	-	\$0.335	\$0.193	\$0.142	42.4
OPEB Current Payment	\$0.114	\$0.125	(0.011)	(9.6)	\$0.000	\$0.000	\$0.000	-	\$0.114	\$0.125	(0.011)	(9.6)
Pensions	\$0.500	\$0.500	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$0.500	\$0.500	\$0.000	0.0
Other Fringe Benefits	\$0.250	\$0.212	\$0.038	15.1	\$0.000	\$0.000	\$0.000	-	\$0.250	\$0.212	\$0.038	15.1
Total Fringe Benefits	\$1.199	\$1.030	\$0.169	14.1	\$0.000	-	\$0.000	-	\$1.199	\$1.030	\$0.169	14.1
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.229)	(0.138)	(0.091)	(39.6)	\$0.229	\$0.139	\$0.090	39.5	\$0.000	\$0.000	\$0.000	-
Labor	\$2.682	\$2.560	\$0.122	4.6	\$0.527	\$0.284	\$0.243	46.2	\$3.209	\$2.843	\$0.366	11.4
Non-Labor :												
Electric Power	\$0.270	\$0.260	\$0.010	3.7	\$0.000	\$0.001	(0.001)	-	\$0.270	\$0.261	\$0.009	3.3
Fuel	\$0.014	\$0.018	(0.004)	(28.5)	\$0.000	\$0.000	-	-	\$0.014	\$0.018	(0.004)	(28.5)
Insurance	\$0.110	\$0.040	\$0.070	63.5	\$0.000	\$0.000	-	-	\$0.110	\$0.040	\$0.070	63.5
Claims	\$0.010	\$0.002	\$0.008	80.2	\$0.000	\$0.000	-	-	\$0.010	\$0.002	\$0.008	80.2
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.550	\$0.092	\$0.458	83.3	\$0.000	\$0.000	-	-	\$0.550	\$0.092	\$0.458	83.3
Professional Service Contracts	\$0.078	\$0.089	(0.011)	(13.6)	\$0.000	\$0.000	-	-	\$0.078	\$0.089	(0.011)	(13.6)
Materials & Supplies	\$0.310	\$0.198	\$0.112	36.1	\$0.000	\$0.001	(0.001)	-	\$0.310	\$0.199	\$0.111	35.8
Other Business Expenses	\$0.000	\$0.010	(0.010)	-	\$0.000	\$0.000	-	-	\$0.000	\$0.010	(0.010)	-
Non-Labor	\$1.342	\$0.709	\$0.633	47.2	\$0.000	\$0.002	(0.002)	-	\$1.342	\$0.711	\$0.631	47.0
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$4.024	\$3.268	\$0.756	18.8	\$0.527	\$0.286	\$0.241	45.8	\$4.551	\$3.554	\$0.997	21.9
Depreciation	\$0.725	\$0.640	\$0.085	11.7	\$0.000	\$0.000	-	-	\$0.725	\$0.640	\$0.085	11.7
OPEB Liability	\$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	-
Total Expenses	\$4.749	\$3.908	\$0.841	17.7	\$0.527	\$0.286	\$0.241	45.8	\$5.276	\$4.194	\$1.082	20.5
OPERATING SURPLUS/DEFICIT	(3.976)	(3.230)	\$0.746	18.8	\$0.000	\$0.000	\$0.000	-	(3.976)	(3.230)	\$0.746	18.8

Note: Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
Year-To-Date - Jul 2015
(\$ in Millions)

9/02/2015 11:34 AM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$3.590	\$3.604	\$0.014	0.4	\$0.000	\$0.000	-	-	\$3.590	\$3.604	\$0.014	0.4
Other Revenue	\$1.513	\$1.440	(0.073)	(4.8)	\$0.000	\$0.000	\$0.000	-	\$1.513	\$1.440	(0.073)	(4.8)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1.310	\$1.311	\$0.001	0.1	\$1.310	\$1.311	\$0.001	0.1
Total Revenue	\$5.103	\$5.044	(0.059)	(1.2)	\$1.310	\$1.311	\$0.001	0.1	\$6.413	\$6.355	(0.058)	(0.9)
Expenses												
Labor :												
Payroll	\$10.809	\$11.121	(0.312)	(2.9)	\$0.524	\$0.443	\$0.081	15.5	\$11.333	\$11.564	(0.231)	(2.0)
Overtime	\$1.981	\$1.854	\$0.127	6.4	\$0.097	\$0.164	(0.067)	(69.1)	\$2.078	\$2.018	\$0.060	2.9
Total Salaries & Wages	\$12.790	\$12.975	(0.185)	(1.4)	\$0.621	\$0.607	\$0.014	2.3	\$13.411	\$13.582	(0.171)	(1.3)
Health and Welfare	\$2.254	\$2.030	\$0.224	10.0	\$0.000	\$0.000	\$0.000	-	\$2.254	\$2.030	\$0.224	10.0
OPEB Current Payment	\$0.737	\$0.780	(0.043)	(5.8)	\$0.003	\$0.005	(0.002)	(66.7)	\$0.740	\$0.785	(0.045)	(6.1)
Pensions	\$3.500	\$3.500	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$3.500	\$3.500	\$0.000	0.0
Other Fringe Benefits	\$1.907	\$2.149	(0.242)	(12.7)	\$0.000	\$0.000	\$0.000	-	\$1.907	\$2.149	(0.242)	(12.7)
Total Fringe Benefits	\$8.398	\$8.458	(0.060)	(0.7)	\$0.003	\$0.005	(0.002)	(66.7)	\$8.401	\$8.463	(0.062)	(0.7)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.608)	(0.519)	(0.089)	(14.6)	\$0.608	\$0.519	\$0.089	14.6	\$0.000	\$0.000	\$0.000	-
Labor	\$20.580	\$20.914	(0.334)	(1.6)	\$1.232	\$1.131	\$0.101	8.2	\$21.812	\$22.045	(0.233)	(1.1)
Non-Labor :												
Electric Power	\$2.576	\$2.449	\$0.126	4.9	\$0.003	\$0.007	(0.004)	-	\$2.579	\$2.456	\$0.122	4.7
Fuel	\$0.167	\$0.192	(0.025)	(15.1)	\$0.000	\$0.000	-	-	\$0.167	\$0.192	(0.025)	(15.1)
Insurance	\$0.899	\$0.765	\$0.134	14.9	\$0.000	\$0.000	-	-	\$0.899	\$0.765	\$0.134	14.9
Claims	\$0.851	\$0.834	\$0.017	1.9	\$0.000	\$0.000	-	-	\$0.851	\$0.834	\$0.017	1.9
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$1.496	\$0.614	\$0.882	59.0	\$0.000	\$0.000	-	-	\$1.496	\$0.614	\$0.882	59.0
Professional Service Contracts	\$0.329	\$0.289	\$0.040	12.0	\$0.000	\$0.008	(0.008)	-	\$0.329	\$0.297	\$0.032	9.6
Materials & Supplies	\$1.101	\$0.957	\$0.144	13.0	\$0.075	\$0.165	(0.090)	-	\$1.176	\$1.122	\$0.054	4.6
Other Business Expenses	\$0.056	\$0.100	(0.044)	(79.0)	\$0.000	\$0.000	\$0.000	-	\$0.056	\$0.100	(0.044)	(79.0)
Non-Labor	\$7.473	\$6.201	\$1.272	17.0	\$0.078	\$0.180	(0.102)	-	\$7.551	\$6.381	\$1.170	15.5
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$28.053	\$27.115	\$0.938	3.3	\$1.310	\$1.311	(0.001)	(0.1)	\$29.363	\$28.427	\$0.937	3.2
Depreciation	\$4.672	\$4.864	(0.192)	(4.1)	\$0.000	\$0.000	-	-	\$4.672	\$4.864	(0.192)	(4.1)
OPEB Liability	\$1.175	\$1.245	(0.070)	(6.0)	\$0.000	\$0.000	-	-	\$1.175	\$1.245	(0.070)	(6.0)
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$33.900	\$33.224	\$0.676	2.0	\$1.310	\$1.311	(0.001)	(0.1)	\$35.210	\$34.536	\$0.675	1.9
OPERATING SURPLUS/DEFICIT	(28.797)	(28.180)	\$0.617	2.1	\$0.000	\$0.000	\$0.000	-	(28.797)	(28.180)	\$0.617	2.1

Note: Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
July 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.	0.010	1.7	Due to a non-student ridership increase	0.014	0.4	Due to a non-student ridership increase
Other Operating Revenue	Non Reimb.	(0.104)	(53.6)	Lower student fare reimbursements	(0.073)	(4.8)	Lower student fare reimbursements
Payroll	Non Reimb.				(0.312)	(2.9)	The unfavorable timing of expenses, partly offset by vacancies
Overtime	Non Reimb.	0.061	29.4	Largely the favorable timing of maintenance and vacancy coverage requirements	0.127	6.4	Largely the favorable timing of maintenance and vacancy coverage requirements
Health and Welfare (including OPEB current payment)	Non Reimb.	0.131	29.2	Primarily the favorable timing of expenses	0.181	6.1	Primarily the favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.038	15.1	The favorable timing of expenses	(0.242)	(12.7)	Mostly higher interagency charges and Workers' Compensation requirements
Electric Power	Non Reimb.	0.010	3.7	Favorable timing of expenses	0.126	4.9	Favorable timing of expenses
Insurance	Non Reimb.	0.070	63.5	The favorable timing of interagency payments	0.134	14.9	The favorable timing of interagency payments
Maintenance & Other Operating Contracts	Non Reimb.	0.458	83.3	Mostly the favorable timing of non-revenue vehicle purchases	0.882	59.0	Mostly the favorable timing of non-revenue vehicle purchases
Materials and Supplies	Non Reimb.	0.112	36.1	Mostly the favorable timing of maintenance material requirements	0.144	13.0	Mostly the favorable timing of maintenance material requirements
Capital and Other Reimbursements	Reimb.	(0.241)	(45.8)	Timing of Contractor requirements			
Payroll	Reimb.	0.137	57.6	Timing of Contractor requirements	0.081	15.5	Timing of Contractor requirements
Overtime	Reimb.	0.016	26.7	Timing of Contractor requirements	(0.067)	(69.1)	Timing of Contractor requirements
Materials & Supplies	Reimb.				(0.090)	over (100.0)	Unanticipated reimbursable material requirements

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Cash Receipts and Expenditures
Jul FY15
(\$ in Millions)

9/02/2015 11:49 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$0.578	\$0.582	\$0.004	0.7	\$3.528	\$3.494	(0.034)	(1.0)
Other Revenue	\$0.247	\$0.038	(0.209)	(84.6)	\$2.163	\$1.727	(0.436)	(20.2)
Capital and Other Reimbursements	\$0.570	\$0.509	(0.061)	(10.7)	\$1.019	\$0.858	(0.161)	(15.8)
Total Revenue	\$1.395	\$1.129	(0.266)	(19.1)	\$6.710	\$6.079	(0.631)	(9.4)
<u>Expenditures</u>								
<u>Labor :</u>								
Payroll	\$2.500	\$2.426	\$0.074	3.0	\$12.557	\$11.878	\$0.679	5.4
Overtime	\$0.303	\$0.154	\$0.149	49.2	\$2.111	\$1.807	\$0.304	14.4
Total Salaries & Wages	\$2.803	\$2.580	\$0.223	8.0	\$14.668	\$13.685	\$0.983	6.7
Health and Welfare	\$0.254	\$0.014	\$0.240	94.5	\$2.658	\$2.271	\$0.387	14.6
OPEB Current Payment	\$0.153	\$0.030	\$0.123	80.4	\$0.544	\$0.339	\$0.205	37.7
Pensions	\$0.500	\$0.500	\$0.000	0.0	\$3.500	\$3.500	\$0.000	0.0
Other Fringe Benefits	\$0.200	\$0.387	(0.187)	(93.5)	\$1.945	\$2.293	(0.348)	(17.9)
Total Fringe Benefits	\$1.107	\$0.931	\$0.176	15.9	\$8.647	\$8.403	\$0.244	2.8
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$3.910	\$3.511	\$0.399	10.2	\$23.315	\$22.088	\$1.227	5.3
<u>Non-Labor :</u>								
Electric Power	\$0.222	\$0.522	(0.301)	-	\$2.815	\$2.896	(0.082)	(2.9)
Fuel	\$0.056	\$0.019	\$0.037	65.9	\$0.171	\$0.094	\$0.077	44.9
Insurance	\$0.282	\$0.031	\$0.251	89.0	\$0.891	\$0.382	\$0.509	57.1
Claims	\$0.012	\$0.000	\$0.012	-	\$0.980	\$0.963	\$0.017	1.7
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.255	\$0.116	\$0.139	54.5	\$0.750	\$0.586	\$0.164	21.9
Professional Service Contracts	\$0.056	\$0.056	\$0.000	0.4	\$0.437	\$0.659	(0.222)	(50.9)
Materials & Supplies	\$0.229	\$0.092	\$0.137	59.8	\$1.503	\$1.261	\$0.242	16.1
Other Business Expenses	\$0.000	\$0.007	(0.007)	-	\$0.069	\$0.113	(0.044)	(63.8)
Non-Labor	\$1.112	\$0.843	\$0.269	24.2	\$7.614	\$6.954	\$0.660	8.7
<u>Other Expense Adjustments:</u>								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$5.022	\$4.354	\$0.668	13.3	\$30.929	\$29.042	\$1.887	6.1
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$5.022	\$4.354	\$0.668	13.3	\$30.929	\$29.042	\$1.887	6.1
Net Surplus/(Deficit)	(3.627)	(3.225)	\$0.402	11.1	(24.219)	(22.963)	\$1.256	5.2

Note: Totals may not add due to rounding

Table 5

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
July 2015
(\$ in millions)

<u>Operating Receipts or Disbursements</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>	
Other Operating Revenue	(0.209)	(84.6%)	Mostly unfavorable timing of student fare reimbursements	(0.436)	(20.2%)	Mostly unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.061)	(10.7%)	The unfavorable timing of reimbursable work requirements	(0.161)	(15.8%)	The unfavorable timing of reimbursable work requirements
Payroll				0.679	5.4%	Mostly the favorable timing of payments
Overtime	0.149	49.2%	Mostly the favorable timing of expenses and payments	0.304	14.4%	Mostly the favorable timing of expenses and payments
Health and Welfare (including OPEB current payment)	0.369	90.7%	Favorable timing of payments and expenses	0.592	18.5%	Favorable timing of payments and expenses
Other Fringe Benefits	(0.187)	(93.5%)	Mostly higher interagency payments	(0.348)	(17.9%)	Mostly higher interagency payments
Electric Power	(0.301)	over (100.0)	Unfavorable timing of payments			
Insurance	0.251	89.0%	The favorable timing of interagency payments	0.509	57.1%	The favorable timing of interagency payments
Materials and Supplies	0.137	59.8%	Largely the favorable timing of expenses	0.242	16.1%	Largely the favorable timing of payments and expenses

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jul FY15
(\$ in Millions)

9/02/2015 11:48 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	(0.006)	(0.006)	-	(0.062)	(0.110)	(0.048)	(77.1)
Other Revenue	\$0.052	(0.053)	(0.105)	-	\$0.650	\$0.287	(0.363)	(55.9)
Capital and Other Reimbursements	\$0.043	\$0.223	\$0.180	-	(0.291)	(0.453)	(0.162)	(55.7)
Total Revenue	\$0.095	\$0.165	\$0.070	73.8	\$0.297	(0.276)	(0.573)	-
Expenses								
Labor :								
Payroll	(0.759)	(0.805)	(0.046)	(6.0)	(1.224)	(0.314)	\$0.910	74.3
Overtime	(0.034)	\$0.038	\$0.072	-	(0.033)	\$0.211	\$0.244	-
Total Salaries & Wages	(0.793)	(0.767)	\$0.026	3.3	(1.257)	(0.103)	\$1.154	91.8
Health and Welfare	\$0.081	\$0.179	\$0.098	-	(0.404)	(0.241)	\$0.163	40.2
OPEB Current Payment	(0.039)	\$0.095	\$0.134	-	\$0.196	\$0.446	\$0.250	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.050	(0.175)	(0.225)	-	(0.038)	(0.144)	(0.106)	-
Total Fringe Benefits	\$0.092	\$0.099	\$0.007	7.7	(0.246)	\$0.060	\$0.306	-
Contribution to GASB Fund	\$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	-
Labor	(0.701)	(0.668)	\$0.033	4.7	(1.503)	(0.043)	\$1.460	97.2
Non-Labor :								
Electric Power	\$0.048	(0.261)	(0.309)	-	(0.236)	(0.440)	(0.204)	(86.3)
Fuel	(0.042)	(0.001)	\$0.041	96.6	(0.004)	\$0.098	\$0.102	-
Insurance	(0.172)	\$0.009	\$0.181	-	\$0.008	\$0.383	\$0.375	-
Claims	(0.002)	\$0.002	\$0.004	-	(0.129)	(0.129)	\$0.000	0.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.295	(0.024)	(0.319)	-	\$0.746	\$0.028	(0.718)	(96.3)
Professional Service Contracts	\$0.022	\$0.033	\$0.011	49.5	(0.108)	(0.362)	(0.254)	-
Materials & Supplies	\$0.081	\$0.107	\$0.026	32.1	(0.327)	(0.139)	\$0.188	57.6
Other Business Expenses	\$0.000	\$0.003	\$0.003	-	(0.013)	(0.013)	\$0.000	1.7
Non-Labor	\$0.230	(0.132)	(0.362)	-	(0.063)	(0.573)	(0.510)	-
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	(0.471)	(0.800)	(0.329)	(69.9)	(1.566)	(0.615)	\$0.951	60.7
Depreciation	\$0.725	\$0.640	(0.085)	(11.7)	\$4.672	\$4.864	\$0.192	4.1
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$1.175	\$1.245	\$0.070	6.0
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$0.254	(0.160)	(0.414)	-	\$4.281	\$5.494	\$1.213	28.3
Total Cash Conversion Adjustments	\$0.349	\$0.005	(0.344)	(98.6)	\$4.578	\$5.217	\$0.639	14.0

Note: Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

Mid_Year, FinalFY15

**MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
July 2015**

<u>Function/Departments</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	11	2
General Office	9	9	0
Purchasing/Stores	6	5	1
Total Administration	28	25	3
Operations			
Transportation	107	109	(2)
Total Operations	107	109	(2)
Maintenance			
Mechanical	43	41	2
Electronics/Electrical	15	14	1
Power/Signals	26	20	6
Maintenance of Way	46	49	(3)
Infrastructure	25	27	(2)
Total Maintenance	155	151	4
Engineering/Capital			
Sandy Recovery	26	19	7
Total Engineering Capital	26	19	7
Total Positions	316	304	12
Non-Reimbursable	290	285	5
Reimbursable	26	19	7
Total Full-Time	316	304	12
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
July 2015

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	18	(1)	
Professional, Technical, Clerical	11	7	4	
Operational Hourlies	0	0	0	
Total Administration	28	25	3	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	4	(1)	
Operational Hourlies	99	102	(3)	
Total Operations	107	109	(2)	
Maintenance				
Managers/Supervisors	8	13	(5)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	136	8	
Total Maintenance	155	151	4	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	14	6	
Total Engineering/Capital	26	19	7	
Total Positions				
Managers/Supervisors	34	37	(3)	
Professional, Technical, Clerical	19	15	4	
Operational Hourlies	263	252	11	
Total Positions	316	304	12	

**MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2015 MID-YEAR FORECAST VERSUS 2015 PRELIMINARY ACTUAL
(in millions)**

Month of July				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.353	0.358	0.005	1.4%	Higher ridership growth trend

Year-to-Date			
2.571	2.571	(0.000)	(0.0%)

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 July				Explanation
	2014	2015	Variance		
			Amount	Percent	
Average Weekday	0.014	0.014	0.001	3.7%	Higher ridership growth trend
Average Weekend	0.008	0.009	0.000	4.9%	Higher ridership growth trend
12-Month Rolling Average					
Average Weekday	0.015	0.016	0.000	2.5%	Higher ridership growth trend
Average Weekend	0.008	0.008	0.000	2.8%	Weekend service suspensions in 2013

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

FINANCIAL AND RIDERSHIP REPORT**July 2015**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Mid-Year Forecast (forecast)

Operating revenue was \$19.5 million in July, \$0.6 million (2.9 percent) below forecast, due primarily to the unfavorable timing of student fare reimbursements, partly offset by higher farebox revenue driven by increased ridership. Year-to-date, operating revenue of \$132.3 million underran forecast by \$0.4 million (0.3 percent), due largely to the same factors impacting the results in the month.

Total MTA Bus **ridership** in July 2015 was 10.4 million, 1.7 percent (0.2 million riders) above forecast. Year-to-date, ridership was 72.0 million, virtually the same as forecast. July 2015 average weekday ridership was 384,978, a decrease of 1.2 percent (4,866 riders) from July 2014. Average weekday ridership for the twelve months ending July 2015 was 408,045, an increase of 1.4 percent (5,710 riders) from the twelve months ending July 2014.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$54.6 million in July, \$0.5 million (1.0 percent) below forecast. Labor expenses exceeded forecast by \$2.1 million (5.3 percent), including unfavorable results in health & welfare/OPEB current expenses of \$2.5 million (39.2 percent), resulting from the recording of prior period expenses. Overtime expenses were higher by \$0.7 million (18.3 percent), due mostly to maintenance requirements in support of an overage fleet, and vacancy/absentee coverage requirements. Partly offsetting these unfavorable results was an underrun in other fringe benefits of \$1.0 million (22.7 percent), due largely to the favorable timing of Workers' Compensation payments. Non-labor expenses were favorable to forecast by \$2.6 million (17.8 percent), due principally to the favorable timing of expenses reported for maintenance contracts of \$1.5 million (44.0 percent) and professional service contracts of \$1.0 million (37.5 percent). Year-to-date, expenses of \$363.7 million were favorable to forecast by \$2.8 million (0.8 percent). Labor expenses were above forecast by \$2.9 million (1.1 percent), including unfavorable results in health & welfare/OPEB current expenses of \$2.6 million (6.0 percent), resulting from the recording of prior period expenses. Overtime expenses were higher by \$2.0 million (6.1 percent), due mostly to maintenance requirements in support of an overage fleet, and vacancy/absentee coverage requirements. Payroll expenses were over by \$0.9 million (0.6 percent), due to delays of interagency billing. Partly offsetting these unfavorable results was an underrun in other fringe benefits of \$2.1 million (7.8 percent), due largely to the favorable timing of Workers' Compensation payments. Non-labor expenses were favorable by \$5.7 million (6.4 percent), due in large part to the favorable timing of expenses affecting several accounts.

Depreciation expenses year-to-date exceeded forecast by \$1.8 million (6.6 percent).

Other Post-Employment Benefit accrued expenses of \$58.5 million year-to-date were slightly below forecast.

The **operating cash deficit** (excluding subsidies) was \$229.3 million year-to-date, \$3.2 million (1.4 percent) favorable to forecast.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
July 2015
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 18.418	\$ 18.720	\$ 0.302	1.6	\$ -	\$ -	\$ -	-	\$ 18.418	\$ 18.720	\$ 0.302	1.6
Other Operating Income	1.642	0.758	(0.884)	(53.8)	-	-	-	-	1.642	0.758	(0.884)	(53.8)
Capital and Other Reimbursements			-	-	0.569	0.439	(0.130)	(22.8)	0.569	0.439	(0.130)	(22.8)
Total Revenue	\$ 20.060	\$ 19.478	\$ (0.582)	(2.9)	\$ 0.569	\$ 0.439	\$ (0.130)	(22.8)	\$ 20.629	\$ 19.917	\$ (0.712)	(3.5)
- Labor:												
Payroll	\$ 21.480	\$ 21.404	\$ 0.076	0.4	\$ 0.230	\$ 0.249	\$ (0.019)	(8.3)	\$ 21.710	\$ 21.653	\$ 0.057	0.3
Overtime	4.091	4.838	(0.747)	(18.3)	-	-	-	-	4.091	4.838	(0.747)	(18.3)
Health and Welfare	4.640	7.552	(2.912)	(62.8)	0.100	0.074	0.026	25.6	4.740	7.626	(2.886)	(60.9)
OPEB Current Payment	1.865	1.500	0.365	19.6	-	-	-	-	1.865	1.500	0.365	19.6
Pensions	3.935	3.800	0.135	3.4	0.045	0.037	0.008	16.9	3.980	3.837	0.143	3.6
Other Fringe Benefits	4.251	3.287	0.964	22.7	0.044	0.036	0.008	18.2	4.295	3.323	0.972	22.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.035	(0.035)	-	-	0.035	(0.035)	-
Total Labor Expenses	\$ 40.262	\$ 42.381	\$ (2.119)	(5.3)	\$ 0.419	\$ 0.432	\$ (0.013)	(3.1)	\$ 40.681	\$ 42.813	\$ (2.132)	(5.2)
Non-Labor:												
Electric Power	\$ 0.168	\$ 0.135	\$ 0.033	19.6	\$ -	\$ -	\$ -	-	\$ 0.168	\$ 0.135	\$ 0.033	19.6
Fuel	2.261	1.835	0.426	18.8	-	-	-	-	2.261	1.835	0.426	18.8
Insurance	0.574	0.284	0.290	50.5	-	-	-	-	0.574	0.284	0.290	50.5
Claims	2.578	2.500	0.078	3.0	-	-	-	-	2.578	2.500	0.078	3.0
Maintenance and Other Operating Contracts	3.465	1.941	1.524	44.0	0.033	-	0.033	100.0	3.498	1.941	1.557	44.5
Professional Service Contracts	2.693	1.684	1.009	37.5	-	-	-	-	2.693	1.684	1.009	37.5
Materials & Supplies	2.983	3.535	(0.552)	(18.5)	0.117	0.007	0.110	94.0	3.100	3.542	(0.442)	(14.3)
Other Business Expense	0.142	0.302	(0.160)	*	-	-	-	-	0.142	0.302	(0.160)	*
Total Non-Labor Expenses	\$ 14.864	\$ 12.216	\$ 2.648	17.8	\$ 0.150	\$ 0.007	\$ 0.143	95.3	\$ 15.014	\$ 12.223	\$ 2.791	18.6
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 55.126	\$ 54.597	\$ 0.529	1.0	\$ 0.569	\$ 0.439	\$ 0.130	22.9	\$ 55.695	\$ 55.036	\$ 0.659	1.2
Depreciation	3.233	4.051	(0.818)	(25.3)	-	-	-	-	3.233	4.051	(0.818)	(25.3)
OPEB Obligation	8.603	8.351	0.252	2.9	-	-	-	-	8.603	8.351	0.252	2.9
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 66.962	\$ 66.999	\$ (0.037)	(0.1)	\$ 0.569	\$ 0.439	\$ 0.130	22.9	\$ 67.531	\$ 67.438	\$ 0.093	0.1
Net Surplus/(Deficit)	\$ (46.902)	\$ (47.521)	\$ (0.619)	(1.3)	\$ -	\$ 0.000	\$ 0.000	-	\$ (46.902)	\$ (47.521)	\$ (0.619)	(1.3)

NOTE: Totals may not add due to rounding

Note:

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current month's actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
ACCUAL STATEMENT of OPERATIONS by CATEGORY
July 2015 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 120.059	\$ 120.466	\$ 0.407	0.3	\$ -	\$ -	\$ -	-	\$ 120.059	\$ 120.466	\$ 0.407	0.3
Other Operating Income	12.632	11.836	(0.796)	(6.3)	-	-	-	-	12.632	11.836	(0.796)	(6.3)
Capital and Other Reimbursements	-	-	-	-	3.167	3.001	(0.166)	(5.2)	3.167	3.001	(0.166)	(5.2)
Total Revenue	\$ 132.691	\$ 132.302	\$ (0.389)	(0.3)	\$ 3.167	\$ 3.001	\$ (0.166)	(5.2)	\$ 135.858	\$ 135.303	\$ (0.555)	(0.4)
Expenses												
Labor:												
Payroll	\$ 146.967	\$ 147.817	\$ (0.850)	(0.6)	1.604	1.680	\$ (0.076)	(4.7)	\$ 148.571	\$ 149.497	\$ (0.926)	(0.6)
Overtime	32.648	34.647	(1.999)	(6.1)	-	-	-	-	32.648	34.647	(1.999)	(6.1)
Health and Welfare	31.425	34.430	(3.005)	(9.6)	0.553	0.525	0.028	5.0	31.978	34.955	(2.977)	(9.3)
OPEB Current Payment	11.901	11.516	0.385	3.2	-	-	-	-	11.901	11.516	0.385	3.2
Pensions	27.120	26.672	0.448	1.7	0.254	0.241	0.013	5.0	27.374	26.913	0.461	1.7
Other Fringe Benefits	26.584	24.502	2.082	7.8	0.252	0.240	0.012	4.8	26.836	24.742	2.094	7.8
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	0.169	0.256	(0.087)	(51.5)	0.169	0.256	(0.087)	(51.5)
Total Labor Expenses	\$ 276.645	\$ 279.584	\$ (2.939)	(1.1)	\$ 2.832	\$ 2.943	\$ (0.111)	(3.9)	\$ 279.477	\$ 282.527	\$ (3.050)	(1.1)
Non-Labor:												
Electric Power	\$ 0.995	\$ 0.892	\$ 0.103	10.4	\$ -	\$ -	\$ -	-	\$ 0.995	\$ 0.892	\$ 0.103	10.4
Fuel	14.565	14.071	0.494	3.4	-	-	-	-	14.565	14.071	0.494	3.4
Insurance	2.576	2.017	0.559	21.7	-	-	-	-	2.576	2.017	0.559	21.7
Claims	16.325	16.268	0.057	0.3	-	-	-	-	16.325	16.268	0.057	0.3
Maintenance and Other Operating Contracts	14.921	12.917	2.004	13.4	0.065	-	0.065	100.0	14.986	12.917	2.069	13.8
Professional Service Contracts	13.746	11.835	1.911	13.9	-	-	-	-	13.746	11.835	1.911	13.9
Materials & Supplies	24.930	24.006	0.924	3.7	0.270	0.058	0.212	78.5	25.200	24.064	1.136	4.5
Other Business Expense	1.734	2.073	(0.339)	(19.6)	-	-	-	-	1.734	2.073	(0.339)	(19.6)
Total Non-Labor Expenses	\$ 89.790	\$ 84.079	\$ 5.711	6.4	\$ 0.335	\$ 0.058	\$ 0.277	82.7	\$ 90.125	\$ 84.137	\$ 5.988	6.6
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 366.435	\$ 363.663	\$ 2.772	0.8	\$ 3.167	\$ 3.001	\$ 0.166	5.2	\$ 369.602	\$ 366.664	\$ 2.938	0.8
Depreciation	26.631	28.399	(1.768)	(6.6)	-	-	-	-	26.631	28.399	(1.768)	(6.6)
OPEB Obligation	58.627	58.452	0.175	0.3	-	-	-	-	58.627	58.452	0.175	0.3
Environmental Remediation	0.004	0.017	(0.013)	*	-	-	-	-	0.004	0.017	(0.013)	*
Total Expenses	\$ 451.697	\$ 450.531	\$ 1.165	0.3	\$ 3.167	\$ 3.001	\$ 0.166	5.2	\$ 454.864	\$ 453.532	\$ 1.332	0.3
Net Surplus/(Deficit)	\$ (319.005)	\$ (318.229)	\$ 0.776	0.2	\$ -	\$ 0.000	\$ 0.000	-	\$ (319.005)	\$ (318.229)	\$ 0.776	0.2

NOTE: Totals may not add due to rounding

Note:

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	July 2015				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ 0.302	1.6	Higher ridership		\$ 0.407	0.3	Higher ridership	
Other Operating Revenue	NR	\$ (0.884)	(53.8)	Lower student fare reimbursements		\$ (0.796)	(6.3)	Lower student fare reimbursements	
Capital and Other Reimbursements	R	\$ (0.130)	(22.8)	Shuttle support		\$ (0.166)	(5.2)	Shuttle support	
Total Revenue Variance		\$ (0.712)	(3.5)			\$ (0.555)	(0.4)		
Payroll	NR	\$ 0.076	0.4	(a)		\$ (0.850)	(0.6)	Delay in billings to sister agencies	
Overtime	NR	\$ (0.747)	(18.3)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements		\$ (1.999)	(6.1)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	
Health and Welfare (including OPEB)	NR	\$ (2.547)	(39.2)	Payment of prior period expenses		\$ (2.620)	(6.0)	Payment of prior period expenses	
Pension	NR	\$ 0.135	3.4	(a)		\$ 0.448	1.7	(a)	
Other Fringe Benefits	NR	\$ 0.964	22.7	Favorable timing of workers' compensation payments and associated vacancies		\$ 2.082	7.8	Favorable timing of workers' compensation payments and associated vacancies	
Electric Power	NR	\$ 0.033	19.6	Timing of expenses		\$ 0.103	10.4	Timing of expenses	
Fuel	NR	\$ 0.426	18.8	Lower rates		\$ 0.494	3.4	Lower rates	
Insurance	NR	\$ 0.290	50.5	Timing of expenses		\$ 0.559	21.7	Timing of expenses	
Claims	NR	\$ 0.078	3.0	(a)		\$ 0.057	0.3	Greater than budgeted expenses	
Maintenance and Other Operating Contracts	NR	\$ 1.524	44.0	Timing of expenses and mischarge of security costs to Material and Supplies.		\$ 2.004	13.4	Timing of expenses and mischarge of security costs to Material and Supplies.	
Professional Service Contracts	NR	\$ 1.009	37.5	Timing of expenses		\$ 1.911	13.9	Timing of expenses	
Materials & Supplies	NR	\$ (0.552)	(18.5)	Prior period expenses and mischarges of security costs belonging in Maintenance and Other Operating Contracts		\$ 0.924	3.7	Timing of expenses offset by mischarges of security costs belonging in Maintenance and Other Operating Contracts	
Other Business Expense	NR	\$ (0.160)	*	Greater than budgeted Automatic Collection Fees.		\$ (0.339)	(19.6)	Greater than budgeted Automatic Collection Fees.	
Depreciation	NR	\$ (0.818)	(25.3)	Non cash expense		\$ (1.768)	(6.6)	Non cash expense	
Other Post Employment Benefits	NR	\$ 0.252	2.9	(a)		\$ 0.175	0.3	(a)	
Environmental Remediation		\$ -	-			\$ (0.013)	*		
Payroll	R	\$ (0.019)	(8.3)	Shuttle support		\$ (0.076)	(4.7)	Shuttle support	
Health and Welfare	R	\$ 0.026	25.6	Timing of charges.		\$ 0.028	5.0	Timing of charges.	
Pension	R	\$ 0.008	16.9			\$ 0.013	5.0		
Other Fringe Benefits	R	\$ 0.008	18.2			\$ 0.012	4.8		
Reimbursable Overhead	R	\$ (0.035)	*	Shuttle support		\$ (0.087)	*	Shuttle support	
Maintenance and Other Operating Contracts	R	\$ 0.033	*	Timing of charges		\$ 0.065	*	Timing of charges	
Materials & Supplies	R	\$ 0.110	*	Timing of charges		\$ 0.212	*	Timing of charges	
Total Expense Variance		\$ 0.093	0.1			\$ 1.332	0.3		
Net Variance		\$ (0.619)	(1.3)			\$ 0.776	0.2		

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

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	July 2015				Year-To-Date			
			Favorable (Unfavorable)				Favorable (Unfavorable)	
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ 18.418	\$ 16.840	\$ (1.578)	(8.6)	\$ 118.769	\$ 119.287	\$ 0.518	0.4
Other Operating Revenue	1.865	3.489	1.624	87.1	12.235	12.547	0.312	2.6
Capital and Other Reimbursements	1.430	0.319	(1.111)	(77.7)	4.640	2.819	(1.821)	(39.2)
Total Receipts	\$ 21.713	\$ 20.648	\$ (1.065)	(4.9)	\$ 135.644	\$ 134.653	\$ (0.991)	(0.7)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 20.342	\$ 18.256	\$ 2.086	10.3	\$ 143.605	\$ 139.216	\$ 4.389	3.1
Overtime	4.091	4.882	(0.791)	(19.3)	32.648	34.692	(2.044)	(6.3)
Health and Welfare	4.324	5.618	(1.294)	(29.9)	32.829	35.180	(2.351)	(7.2)
OPEB Current Payment	1.862	1.775	0.087	4.7	11.905	11.518	0.387	3.3
Pensions	3.861	3.800	0.061	1.6	27.121	27.001	0.120	0.4
Other Fringe Benefits	4.429	3.041	1.388	31.3	27.654	25.665	1.989	7.2
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 38.909	\$ 37.372	\$ 1.537	4.0	\$ 275.761	\$ 273.272	\$ 2.489	0.9
<i>Non-Labor:</i>								
Electric Power	\$ 0.162	\$ 0.135	\$ 0.027	16.7	\$ 0.990	\$ 0.892	\$ 0.098	9.9
Fuel	2.395	4.902	(2.507)	*	13.501	15.792	(2.291)	(17.0)
Insurance	1.075	-	1.075	100.0	2.869	0.746	2.123	74.0
Claims	1.490	2.222	(0.732)	(49.1)	17.313	17.963	(0.650)	(3.8)
Maintenance and Other Operating Contracts	3.549	2.253	1.296	36.5	13.125	11.947	1.178	9.0
Professional Service Contracts	2.953	1.263	1.690	57.2	15.979	12.340	3.639	22.8
Materials & Supplies	2.668	4.091	(1.423)	(53.3)	26.814	29.338	(2.524)	(9.4)
Other Business Expenses	0.315	0.224	0.091	28.9	1.843	1.682	0.161	8.7
Total Non-Labor Expenditures	\$ 14.607	\$ 15.090	\$ (0.483)	(3.3)	\$ 92.434	\$ 90.700	\$ 1.734	1.9
Other Expenditure Adjustments :								
Other			-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 53.516	\$ 52.462	\$ 1.054	2.0	\$ 368.195	\$ 363.972	\$ 4.223	1.1
Operating Cash Surplus/(Deficit)	\$ (31.803)	\$ (31.814)	\$ (0.011)	(0.0)	\$ (232.551)	\$ (229.319)	\$ 3.232	1.4

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

Operating Receipts or Disbursements	July 2015			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (1.578)	(8.6)	Timing of receipts	\$ 0.518	0.4	Timing of receipts
Other Operating Revenue	1.624	87.1	Receipt of prior period student reimbursement	0.312	2.6	(a)
Capital and Other Reimbursements	(1.111)	(77.7)	Delayed funding, timing of reimbursement receipts, and vacancies.	(1.821)	(39.2)	Delayed funding, timing of reimbursement receipts, and vacancies.
Total Receipts	\$ (1.065)	(4.9)		\$ (0.991)	(0.7)	
Payroll	\$ 2.086	10.3	Vacancies	\$ 4.389	3.1	Vacancies
Overtime	(0.791)	(19.3)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	(2.044)	(6.3)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	(1.207)	(19.5)	Payment of prior period expenses	(1.964)	(4.4)	Payment of prior period expenses
Pension	0.061	1.6	(a)	0.120	0.4	(a)
Other Fringe Benefits	1.388	31.3	Favorable timing of workers' compensation payments and associated vacancies	1.989	7.2	Favorable timing of workers' compensation payments and associated vacancies
GASB	-	-		-	-	
Electric Power	0.027	16.7	(a)	0.098	9.9	(a)
Fuel	(2.507)	*	Prior period payments	(2.291)	(17.0)	Prior period payments
Insurance	1.075	100.0	Timing of payments	2.123	74.0	Timing of payments
Claims	(0.732)	(49.1)	Higher settlements than planned	(0.650)	(3.8)	Higher settlements than planned
Maintenance and Other Operating Contracts	1.296	36.5	Timing of payments	1.178	9.0	Timing of payments and mischarge of security costs in Material and Supplies.
Professional Service Contracts	1.690	57.2	Timing of payments	3.639	22.8	Timing of payments
Materials & Supplies	(1.423)	(53.3)	Greater than budgeted expenses	(2.524)	(9.4)	Mischarge of security costs belonging in Maintenance and Operating Contracts and payments for prior periods
Other Business Expenditure	0.091	28.9	Timing of payments	0.161	8.7	Timing of payments
Total Expenditures	\$ 1.054	2.0		\$ 4.223	1.1	
Net Cash Variance	\$ (0.011)	(0.0)		\$ 3.232	1.4	

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

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	July 2015				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ -	\$ (1.880)	\$ (1.880)	-	\$ (1.290)	\$ (1.179)	\$ 0.111	8.6
Other Operating Revenue	0.223	2.731	2.508	*	(0.397)	0.711	1.108	*
Capital and Other Reimbursements	0.861	(0.120)	(0.981)	*	1.473	(0.182)	(1.655)	*
Total Receipts	\$ 1.084	\$ 0.731	\$ (0.353)	(32.6)	\$ (0.214)	\$ (0.650)	\$ (0.436)	*
Expenditures								
<i>Labor:</i>								
Payroll	\$ 1.369	\$ 3.397	\$ 2.028	*	\$ 4.966	\$ 10.281	\$ 5.315	*
Overtime	-	(0.044)	(0.044)	-	-	(0.045)	(0.045)	-
Health and Welfare	0.416	2.008	1.593	*	(0.851)	(0.225)	0.626	73.6
OPEB Current Payment	0.003	(0.275)	(0.278)	*	(0.004)	(0.002)	0.002	50.0
Pensions	0.119	0.037	(0.081)	(68.5)	0.253	(0.088)	(0.341)	*
Other Fringe Benefits	(0.134)	0.282	0.416	*	(0.818)	(0.923)	(0.105)	(12.9)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	0.035	0.035	-	0.169	0.256	0.087	51.5
Total Labor Expenditures	\$ 1.772	\$ 5.441	\$ 3.669	*	\$ 3.715	\$ 9.255	\$ 5.539	*
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ 0.006	\$ -	\$ (0.006)	(100.0)	\$ 0.005	\$ -	\$ (0.005)	(100.0)
Fuel for Buses and Trains	(0.134)	(3.067)	(2.933)	*	1.064	(1.721)	(2.785)	*
Insurance	(0.501)	0.284	0.785	*	(0.293)	1.271	1.564	*
Claims	1.088	0.278	(0.810)	(74.4)	(0.988)	(1.695)	(0.707)	(71.5)
Maintenance and Other Operating Contracts	(0.051)	(0.312)	(0.261)	*	1.861	0.970	(0.891)	(47.9)
Professional Service Contracts	(0.260)	0.421	0.681	*	(2.233)	(0.505)	1.728	77.4
Materials & Supplies	0.432	(0.549)	(0.981)	*	(1.614)	(5.274)	(3.660)	*
Other Business Expenditures	(0.173)	0.078	0.251	*	(0.109)	0.391	0.500	*
Total Non-Labor Expenditures	\$ 0.407	\$ (2.867)	\$ (3.274)	*	\$ (2.309)	\$ (6.563)	\$ (4.254)	*
Other Expenditure Adjustments :								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures :								
*Additional Actions for Budget Balance: Expenditure	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	\$ 3.263	\$ 3.305	\$ 0.042	1.3	\$ 1.192	\$ 2.042	\$ 0.849	71.2
Depreciation Adjustment	3.233	4.051	0.818	25.3	26.631	28.399	1.768	6.6
Other Post Employment Benefits	8.603	8.351	(0.252)	(2.9)	58.627	58.452	(0.175)	(0.3)
Environmental Remediation	-	-	-	-	0.004	0.017	0.013	-
Total Expenses/Expenditures	\$ 15.099	\$ 15.707	\$ 0.608	4.0	\$ 86.454	\$ 88.910	\$ 2.456	2.8
Total Cash Conversion Adjustments	\$ 15.099	\$ 15.707	\$ 0.608	4.0	\$ 86.454	\$ 88.910	\$ 2.456	2.8

NOTE: Totals may not add due to rounding

Note:

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
Utilization
(In millions)

	<u>July 2015</u>			<u>Year-to-date as of July 2015</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 18.418	\$ 18.720	\$ 0.302	\$ 120.059	\$ 120.466	\$ 0.407
Total Farebox Revenue	\$ 18.418	\$ 18.720	\$ 0.302	\$ 120.059	\$ 120.466	\$ 0.407
Other Revenue	\$ 1.642	\$ 0.758	\$ (0.884)	\$ 12.632	\$ 11.836	\$ (0.796)
Capital & Other	0.569	0.439	(0.130)	3.167	3.001	(0.166)
Total Revenue	\$ 20.629	\$ 19.917	\$ (0.712)	\$ 135.858	\$ 135.303	\$ (0.555)
<u>Ridership</u>						
Fixed Route	10.228	10.407	0.179	72.035	72.048	0.013
Total Ridership	10.228	10.407	0.179	72.035	72.048	0.013

MTA BUS COMPANY
July Financial Plan - 2015 Mid - Year Forecast
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE / REIMBURSABLE AND FULL - TIME / FULL TIME EQUIVALENTS
JULY 2015

FUNCTION/DEPARTMENT	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	6	3	3	
Human Resources	16	10	6	
Office of Management and Budget	17	11	6	
Technology & Information Services	-	-	-	
Material	18	16	2	
Controller	15	19	(4)	
Office of the President	2	6	(4)	
System Safety Administration	5	1	4	
Law	21	22	(1)	
Corporate Communications	-	-	-	
Labor Relations	4	4	-	
Strategic Office	15	12	3	
Non-Departmental	27	-	27	
Total Administration	146	104	42	Vacancies to be filled
Operations				
Buses	2,220	2,226	(6)	
Office of the Executive VP	4	3	1	
Safety & Training	29	43	(14)	Students in Training
Road Operations	119	117	2	
Transportation Support	22	21	1	
Operations Planning	31	30	1	
Revenue Control	27	29	(2)	
Total Operations	2,452	2,469	(17)	
Maintenance				
Buses	756	753	3	
Maintenance Support/CMF	176	174	2	
Facilities	73	63	10	
Supply Logistics	93	90	3	
Total Maintenance	1,098	1,080	18	Vacancies to be filled
Capital Program Management	37	23	14	
Total Engineering/Capital	37	23	14	Vacancies to be filled
Security	18	14	4	
Total Public Safety	18	14	4	
Total Positions	3,751	3,690	61	
Non-Reimbursable	3,713	3,658	55	
Reimbursable	38	32	6	
Total Full-Time	3,736	3,676	60	
Total Full-Time Equivalents	15	14	1	

MTA BUS COMPANY
July Financial Plan - 2015 Mid - Year Forecast
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
JULY 2015

FUNCTION/OCCUPATIONAL GROUP	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	57	46	11	
Professional, Technical, Clerical	64	58	6	
Operational Hourlies	25	-	25	
Total Administration	146	104	42	Vacancies to be filled
Operations				
Managers/Supervisors	301	300	1	
Professional, Technical, Clerical	50	52	(2)	
Operational Hourlies	2,101	2,117	(16)	
Total Operations	2,452	2,469	(17)	
Maintenance				
Managers/Supervisors	220	212	8	
Professional, Technical, Clerical	18	21	(3)	
Operational Hourlies	860	847	13	
Total Maintenance	1,098	1,080	18	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	14	7	
Professional, Technical, Clerical	16	9	7	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	23	14	Vacancies to be filled
Public Safety				
Managers/Supervisors	14	11	3	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	0	-	
Total Public Safety	18	14	4	
Total Baseline Positions				
Managers/Supervisors	613	583	30	
Professional, Technical, Clerical	152	143	9	
Operational Hourlies	2,986	2,964	22	
Total Baseline Positions	3,751	3,690	61	

MTA Bus Company
July Financial Plan - 2015 Mid - Year Forecast Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July						July Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	54,782	\$2.2	50,352	\$2.3	4,430 8.1%	(\$0.1) -3.4%	356,762	\$15.0	351,642	\$15.3	5,120 1.4%	(\$0.3) -2.0%
<u>Unscheduled Service</u>	12,087	\$0.5	8,903	\$0.4	3,184 26.3%	0.2 28.9%	67,230	\$2.9	63,335	\$2.7	3,894 5.8%	0.2 7.1%
<u>Programmatic/Routine Maintenance</u>	11,719	\$0.5	22,030	\$1.0	(10,311) -88.0%	(0.5) -89.8%	150,532	\$6.8	173,173	\$7.8	(22,641) -15.0%	(1.1) -15.5%
<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>	13,930	\$0.6	23,982	\$1.1	(10,051) -72.2%	(0.5) -81.2%	120,221	\$5.4	143,586	\$6.6	(23,365) -19.4%	(1.1) -20.6%
<u>Weather Emergencies</u>	4,483	\$0.2	107	\$0.0	4,377 *	0.2 *	50,184	\$2.3	41,545	\$2.0	8,639 *	0.3 *
<u>Safety/Security/Law Enforcement</u>	253	\$0.0	199	\$0.0	54 21.4%	0.0 35.0%	1,394	\$0.1	1,297	\$0.1	97 7.0%	0.0 13.4%
<u>Other</u>	65	\$0.0	652	\$0.0	(587) *	(0.0) *	3,483	\$0.2	4,753	\$0.3	(1,270) *	(0.0) *
Subtotal	97,319	\$4.1	106,224	\$4.8	(8,905) -9.2%	(\$0.7) -18.3%	749,807	\$32.6	779,331	\$34.6	(29,524) -3.9%	(\$2.0) -6.1%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	97,319	\$4.1	106,224	\$4.8	(8,905) -9.2%	(\$0.7) -18.3%	749,807	\$32.6	779,331	\$34.6	(29,524) -3.9%	(\$2.0) -6.1%

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
July Financial Plan - 2015 Mid - Year Forecast Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	July			July Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	4,430	(\$0.1)		5,120	(\$0.3)	
	8.1%	-3.4%		1.4%	-2.0%	
<u>Unscheduled Service</u>	3,184	\$0.2		3,894	\$0.2	
	26.3%	28.9%		5.8%	7.1%	
<u>Programmatic/Routine Maintenance</u>	(10,311)	(\$0.5)		(22,641)	(\$1.1)	
	-88.0%	-89.8%	Aging bus fleet impact on bus maintenance.	-15.0%	-15.5%	Aging bus fleet impact on bus maintenance.
<u>Unscheduled Maintenance</u>	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	(10,051)	(\$0.5)	Vacancies and Absence Coverage	(23,365)	(\$1.1)	Vacancies and Absence Coverage
	-72.2%	-81.2%		-19.4%	-20.6%	
<u>Weather Emergencies</u>	4,377	\$0.2		8,639	\$0.3	-
	*	*		*	*	
<u>Safety/Security/Law Enforcement</u>	54	\$0.0		97	\$0.0	
	21.4%	35.0%		7.0%	13.4%	
<u>Other</u>	(587)	(\$0.0)		(1,270)	(\$0.0)	
	*	*		*	*	
Subtotal	(8,905)	(\$0.7)		(29,524)	(\$2.0)	
	-9.2%	-18.3%		-3.9%	-6.1%	
REIMBURSABLE OVERTIME	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	(8,905)	(\$0.7)		(29,524)	(\$2.0)	

METROPOLITAN TRANSPORTATION AUTHORITY
2015 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL AND RIDERSHIP REPORT

Preliminary financial results for June 2015 are presented in the table below and compared to the Mid-Year Forecast (forecast).

Category (\$ in millions)	June Results		June Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(0.3)	(0.1)	2,111.0	2,110.7	(0.3)	(0.0)
Nonreimb. Exp. before Dep./OPEB	1.8	0.3	3,270.5	3,268.7	1.8	0.1
Net Cash Deficit*	7.9	9.0	(1,313.2)	(1,305.3)	7.9	0.6

*Excludes Subsidies and Debt Service

June 2015 **farebox revenue** was \$377.4 million, \$0.3 million (0.1 percent) below forecast. Subway revenue was \$0.1 million (less than 0.1 percent) above forecast, bus revenue was \$0.4 million (0.4 percent) below forecast, and paratransit revenue was less than \$0.1 million (1.4 percent) below forecast. Accrued fare media liability was equal to the forecast. Since the forecast includes actual revenue through May, year-to-date dollar variances were the same as for the month of June. The June 2015 non-student **average fare** of \$1.873 increased 8.5¢ from June 2014; the subway fare increased 8.2¢, the local bus fare increased 7.7¢, and the express bus fare increased 14.7¢.

Total **ridership** in June 2015 of 207.7 million was 4.0 million trips (1.9 percent) below forecast. Average weekday ridership in June 2015 was 7.9 million, a decrease of 0.1 percent from June 2014. Average weekday ridership for the twelve months ending June 2015 was 7.8 million, an increase of 1.2 percent from the twelve months ending June 2014.

Nonreimbursable expenses before depreciation and OPEB in June were below forecast by \$1.8 million (0.3 percent):

- **Labor expenses** underran by \$3.2 million (0.8 percent), due largely to payroll underruns and favorable reimbursable overhead credits, partly offset by the unfavorable timing of health & welfare/OPEB current expenses, higher overtime expenses mainly involving service delays and maintenance requirements, and overruns in other fringe benefit accounts.
- **Non-labor expenses** were more than forecast by a net \$1.4 million (1.0 percent), driven mostly by unfavorable energy costs, partly offset by favorable results in materials & supplies expenses.

Since the forecast includes actual results through May, year-to-date dollar expense variances were the same as for the month of June.

The **net cash deficit** for June was \$80.0 million, favorable to forecast by \$7.9 million (9.0 percent), due mostly to the favorable timing of student fare reimbursements, partly offset by the unfavorable timing of consolidated MTA IT chargeback payments and salary & wage payments.

FINANCIAL RESULTS

Farebox Revenue

June 2015 Farebox Revenue - (\$ in millions)

	June				June Year-to-Date			
	Forecast	Preliminary	Favorable/(Unfavorable)		Forecast	Preliminary	Favorable/(Unfavorable)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	288.6	288.7	0.1	0.0%	1,610.5	1,610.6	0.1	0.0%
NYCT Bus	83.6	83.2	(0.4)	(0.4%)	469.7	469.4	(0.4)	(0.1%)
Paratransit	1.8	1.7	(0.0)	(1.4%)	8.4	8.4	(0.0)	(0.3%)
Subtotal	373.9	373.6	(0.3)	(0.1%)	2,088.6	2,088.3	(0.3)	(0.0%)
Fare Media Liability	3.7	3.7	0.0	0.0%	22.4	22.4	0.0	0.0%
Total - NYCT	377.7	377.4	(0.3)	(0.1%)	2,111.0	2,110.7	(0.3)	(0.0%)
MTA Bus Company	18.0	18.1	0.1	0.6%	101.6	101.7	0.1	0.1%
<i>Total - Regional Bus</i>	<i>101.6</i>	<i>101.3</i>	<i>(0.2)</i>	<i>(0.2%)</i>	<i>571.3</i>	<i>571.1</i>	<i>(0.2)</i>	<i>(0.0%)</i>

Note: Totals may not add due to rounding.

- Since the forecast includes actual revenue through May, year-to-date dollar variances were the same as for the month of June.
- June revenue includes a \$3.1 million positive retroactive adjustment made to March, April and May revenue, based on updated average fares for passes used since the March 22, 2015 fare increase.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2014	Prelim.	Change		2014	Prelim.	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	1.875	1.957	0.082	4.4%	1.502	1.583	0.081	5.4%
Local Bus	1.485	1.561	0.077	5.2%	1.502	1.583	0.081	5.4%
Subway & Local Bus	1.773	1.858	0.085	4.8%	1.502	1.583	0.081	5.4%
Express Bus	4.943	5.089	0.147	3.0%	4.940	5.125	0.185	3.8%
Total	1.789	1.873	0.085	4.7%	1.770	1.850	0.080	4.5%

- 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 June average fare of \$1.19 was 18¢ lower than the average fare of \$1.37 in 1996.

Other Operating Revenue

In the month of June, other operating revenue exceeded forecast by \$1.9 million (5.5 percent), due mostly to the favorable timing of accrued NYC partial reimbursement of paratransit expenses.

Nonreimbursable Expenses

In June, nonreimbursable expenses before depreciation and OPEB were below forecast by \$1.8 million (0.3 percent). Since the forecast includes actual results through May, June year-to-date dollar expense variances were the same as the month of June. The major causes of the favorable June variance from forecast are reviewed below:

Labor expenses in the month of June were under forecast by \$3.2 million (0.8 percent), including the following:

- Payroll expenses were less than forecast by \$3.0 million (1.2 percent), largely due to vacancies and the favorable timing of employee earned separation payments.
- Reimbursable overhead credits were favorable by \$3.9 million (24.6 percent), resulting from higher reimbursable overtime costs.
- Health & welfare/OPEB current expenses exceeded forecast by \$1.4 million (1.4 percent), due largely to the unfavorable timing of expenses.
- Overtime expenses were higher than forecast by \$1.3 million (3.6 percent), due mainly to service delays and bus overage fleet and subway track maintenance requirements, partly offset by lower vacancies than anticipated.
- Other fringe benefit expenses were in excess of forecast by \$1.1 million (4.2 percent), primarily from higher FICA costs, and unfavorable direct overhead credits and miscellaneous adjustments.

Non-labor expenses exceeded forecast in June by a net \$1.4 million (1.0 percent), including the following:

- Electric power expenses were above forecast by \$1.3 million (6.2 percent), due largely to the unfavorable timing of expenses and higher consumption, partly offset by lower prices.
- Fuel expenses were also over by \$1.3 million (14.2 percent), mainly due to the unfavorable timing of expenses, partly offset by lower prices and consumption.
- Maintenance contract expenses were in excess of forecast by \$0.9 million (4.9 percent), resulting largely from the unfavorable timing of building & equipment rental expenses, and higher phone usage, partly offset by painting expense underruns.
- Paratransit service contract expenses exceeded forecast by \$0.6 million (1.9 percent), mostly due to the timing of vehicle-related equipment costs.
- Insurance expenses were more than forecast by \$0.4 million (6.4 percent), mainly from the unfavorable timing of interagency payments.

- Materials and supplies expenses were favorable to forecast by \$2.8 million (11.6 percent), represented mainly by favorable inventory/obsolescence adjustments and increased scrap sales.

Depreciation expenses were below forecast in June by \$10.0 million (7.2 percent), due to the favorable timing of assets reaching beneficial use.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA New York City Transit recorded \$854.6 million of accrued expenses year-to-date, \$45.9 million (5.7 percent) above the forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for June was \$80.0 million, favorable to forecast by \$7.9 million (9.0 percent), due mostly to the favorable timing of student fare reimbursements, partly offset by the unfavorable timing of consolidated MTA IT chargeback payments and salary & wage payments.

Incumbents

There were 46,862 full-time paid incumbents at the end of June, an increase of 92 from May (excluding 175 May temporary paid incumbents) and an increase of 121 from December 2014 (excluding 115 December temporary paid incumbents and reflecting a 1/1/15 transfer of 409 IT consolidation incumbents to MTA).

RIDERSHIP RESULTS

June 2015 Ridership vs. Forecast - (millions)

	June				June Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	154.1	152.0	(2.0)	(1.3%)	873.5	871.4	(2.0)	(0.2%)
NYCT Bus	57.0	54.9	(2.0)	(3.5%)	323.8	321.8	(2.0)	(0.6%)
Subtotal	211.0	207.0	(4.0)	(1.9%)	1,197.3	1,193.2	(4.0)	(0.3%)
Paratransit	0.7	0.8	0.0	2.4%	4.3	4.4	0.0	0.3%
Total - NYCT	211.8	207.7	(4.0)	(1.9%)	1,201.6	1,197.6	(4.0)	(0.3%)
MTA Bus Company	10.8	10.6	(0.2)	(1.5%)	61.8	61.6	(0.2)	(0.3%)
<i>Total - Regional Bus</i>	<i>67.7</i>	<i>65.5</i>	<i>(2.2)</i>	<i>(3.2%)</i>	<i>385.6</i>	<i>383.4</i>	<i>(2.2)</i>	<i>(0.6%)</i>

Notes: Totals may not add due to rounding.

- June subway and bus ridership was negatively affected by heavier than normal rainfall, more than half of which fell on weekends when ridership is more discretionary.
- In addition to the weather impact, the negative bus ridership variance was also due to a larger than expected impact from the March 22, 2015 fare increase, as well as lower than forecasted student ridership.

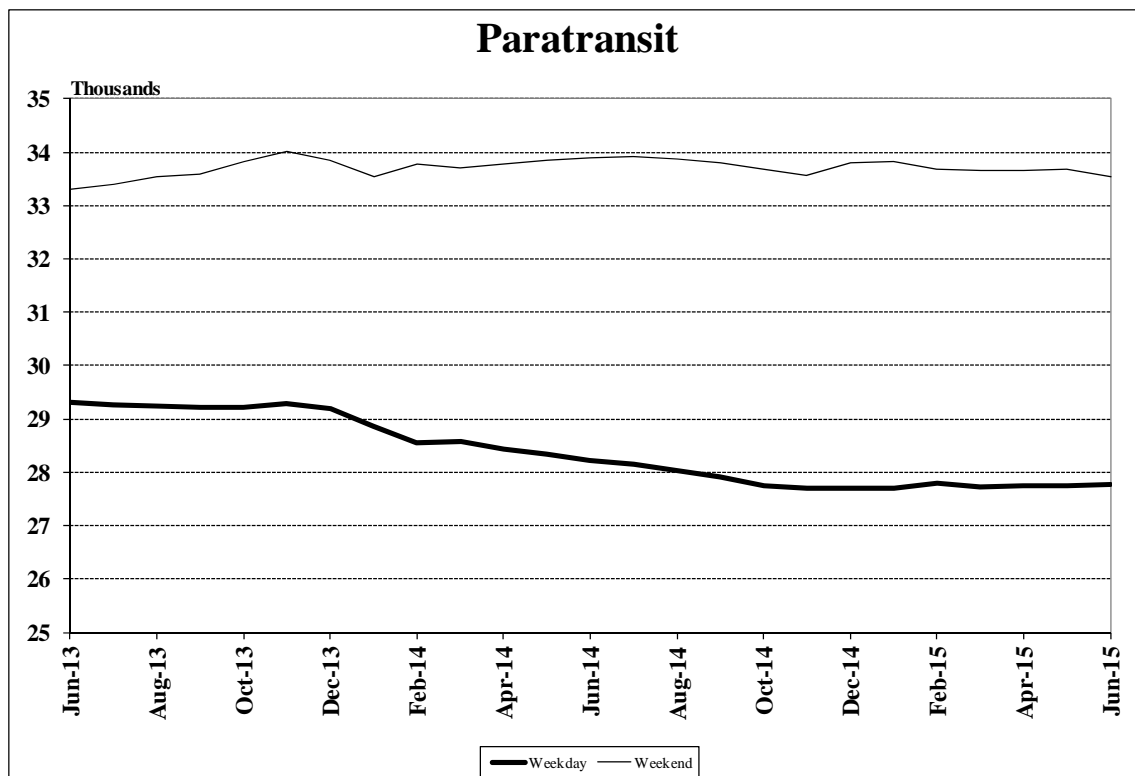
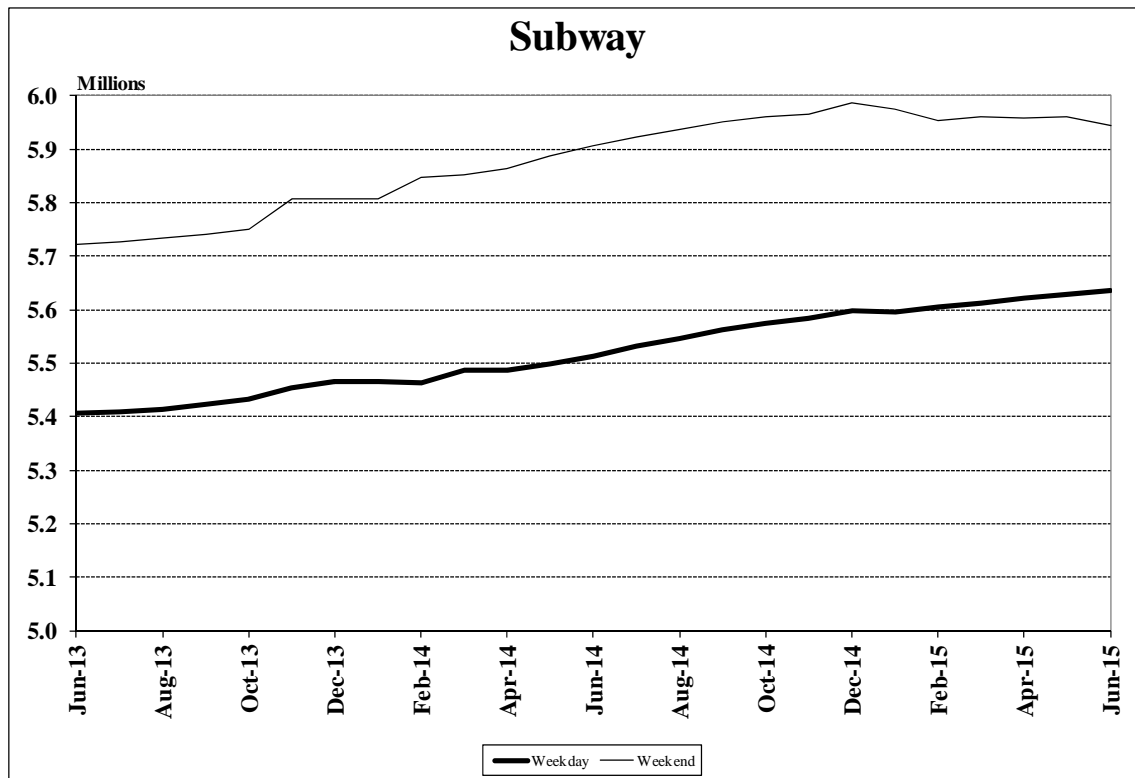
June Average Weekday and Weekend Ridership vs. Prior Year								
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2014	Preliminary	Change		2014	Preliminary	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	5,701	5,780	+79	+1.4%	6,346	6,195	-151	-2.4%
NYCT Local Bus	2,116	2,031	-85	-4.0%	2,434	2,286	-148	-6.1%
NYCT Express Bus	44	41	-2	-5.0%	14	14	+0	+0.6%
Paratransit	29	29	+0	+0.2%	36	35	-1	-4.1%
TOTAL - NYCT	7,889	7,881	-9	-0.1%	8,831	8,530	-300	-3.4%
MTABC Local Bus	380	376	-5	-1.2%	415	401	-14	-3.4%
MTABC Express Bus	33	31	-2	-5.6%	14	12	-2	-11.5%
Total - MTA Bus	413	406	-6	-1.6%	428	413	-16	-3.6%
<i>Total - Regional Bus</i>	<i>2,572</i>	<i>2,478</i>	<i>-94</i>	<i>-3.7%</i>	<i>2,876</i>	<i>2,713</i>	<i>-164</i>	<i>-5.7%</i>
12-Month Rolling Average								
Subway	5,513	5,636	+123	+2.2%	5,907	5,945	+39	+0.7%
Local Bus	2,085	2,055	-30	-1.4%	2,320	2,263	-57	-2.4%
Express Bus	42	41	-1	-2.1%	12	12	-0	-0.8%
Paratransit	28	28	-0	-1.6%	34	34	-0	-1.0%
TOTAL - NYCT	7,669	7,760	+92	+1.2%	8,272	8,254	-18	-0.2%
MTABC Local Bus	369	377	+8	+2.1%	386	387	+1	+0.3%
MTABC Express Bus	32	31	-0	-1.5%	13	12	-0	-3.2%
Total - MTA Bus	401	408	+7	+1.8%	399	399	+1	+0.2%
<i>Total - Regional Bus</i>	<i>2,528</i>	<i>2,505</i>	<i>-23</i>	<i>-0.9%</i>	<i>2,731</i>	<i>2,675</i>	<i>-56</i>	<i>-2.0%</i>

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

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

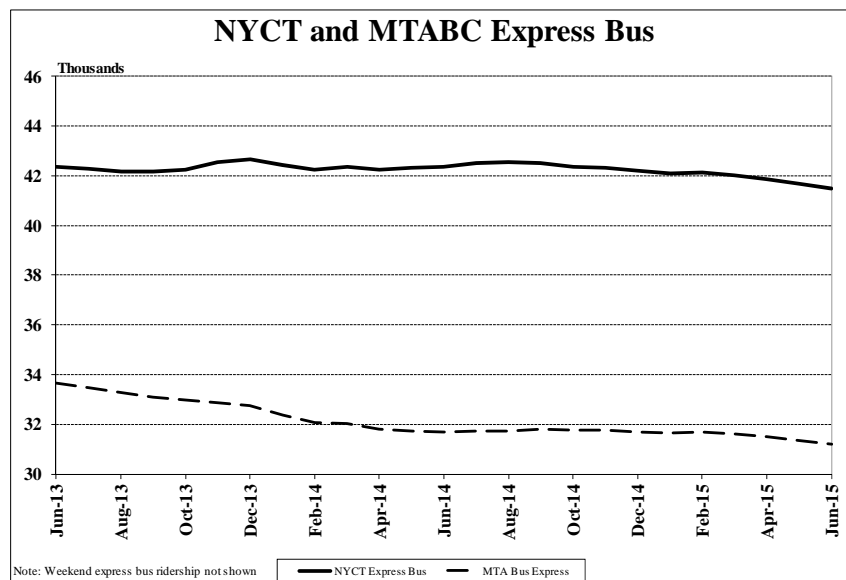
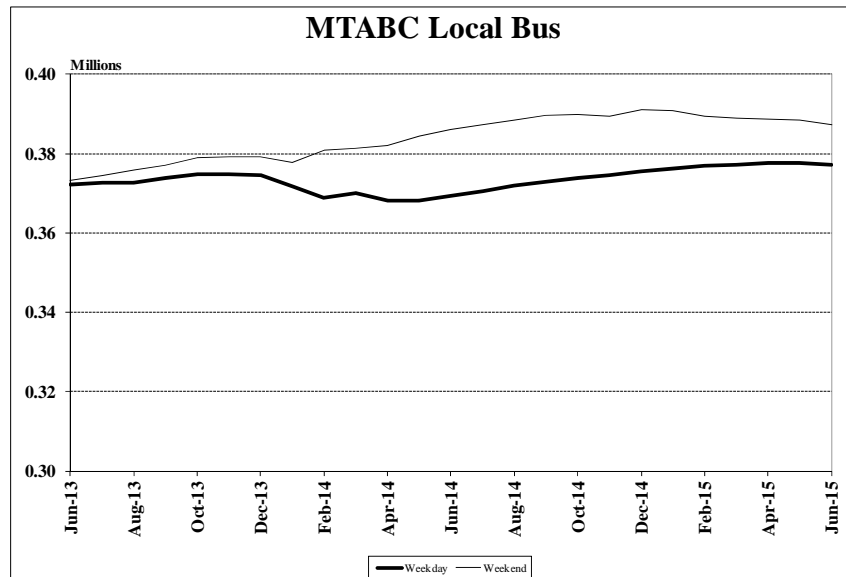
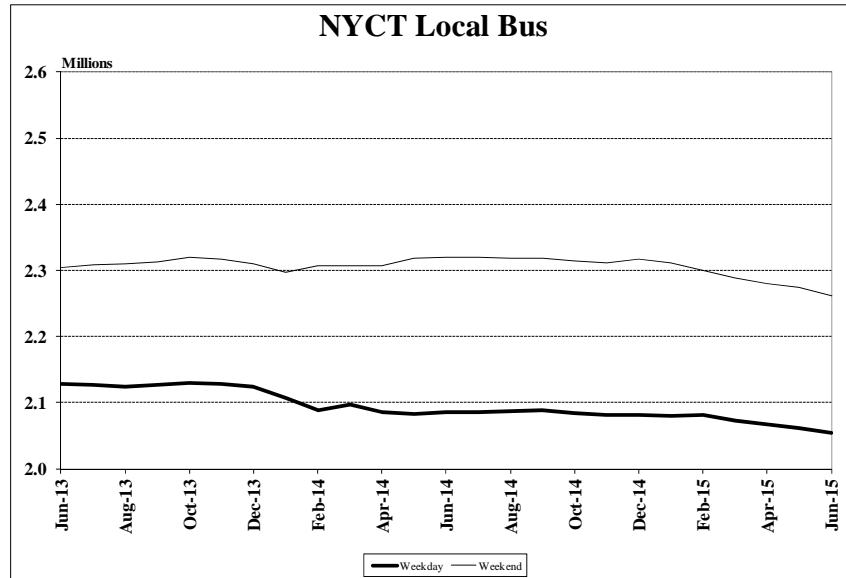
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From June 2014 to June 2015, weekday ridership increased on all area rail services, with the largest rail increase (4.4 percent) on the Staten Island Railway. Bus ridership decreased on all bus services on weekdays, and on all bus services except NYCT express bus on weekends. The weekend decreases on most services were due in part to 2.6 inches of weekend rain in June 2015, compared to no rain on weekends in June 2014.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Jun-14	Preliminary Jun-15	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,701	5,780	+1.4%	+2.2%
NYCT Local Bus	2,116	2,031	-4.0%	-1.4%
NYCT Express Bus	44	41	-5.0%	-2.1%
NYCT Paratransit	29	29	+0.2%	-1.6%
Staten Island Railway	16	17	+4.4%	+2.9%
MTA Local Bus	380	376	-1.2%	+2.1%
MTA Express Bus	33	31	-5.6%	-1.5%
Long Island Rail Road	309	311	+0.7%	+2.7%
Metro-North Railroad	292	294	+0.8%	+1.9%
Staten Island Ferry	71	77	+8.2%	+3.4%
PATH	259	267	+3.0%	+1.8%
<u>Average Weekend</u>				
NYCT Subway	6,346	6,195	-2.4%	+0.7%
NYCT Local Bus	2,434	2,286	-6.1%	-2.4%
NYCT Express Bus	14	14	+0.6%	-0.8%
NYCT Paratransit	36	35	-4.1%	-1.0%
Staten Island Railway	9	9	-2.3%	+7.2%
MTA Local Bus	415	401	-3.4%	+0.3%
MTA Express Bus	14	12	-11.5%	-3.2%
Long Island Rail Road	222	210	-5.1%	+2.8%
Metro-North Railroad	244	244	+0.0%	+3.0%
Staten Island Ferry	105	104	-1.4%	+1.9%
PATH	205	214	+4.6%	-4.7%

MTA Bridges and Tunnels (thousands)				
Average Weekday	850	884	+4.0%	+2.9%
Average Weekend	1,671	1,672	+0.1%	+2.2%

Note: Percentages are based on unrounded data.

Economy

From June 2014 to June 2015, New York City employment increased 2.8 percent (114,500 jobs). Private sector employment increased 3.1 percent (111,300 jobs) and government employment increased 0.6 percent (3,200 jobs). All of the private employment sub-sectors increased except manufacturing (down 1,700 jobs or 2.2 percent). The sub-sector with the largest absolute increase was educational & health services (up 38,800 jobs or 4.7 percent). The sub-sector with the largest percentage increase was construction (up 5.6 percent or 7,200 jobs).

The chart below shows continued strong growth in private sector employment, although at a lower rate than June-September 2014, when private sector employment increased from the prior year by an average of 3.8 percent. Government employment has increased from the prior year by approximately one-half percent each month since September 2014.

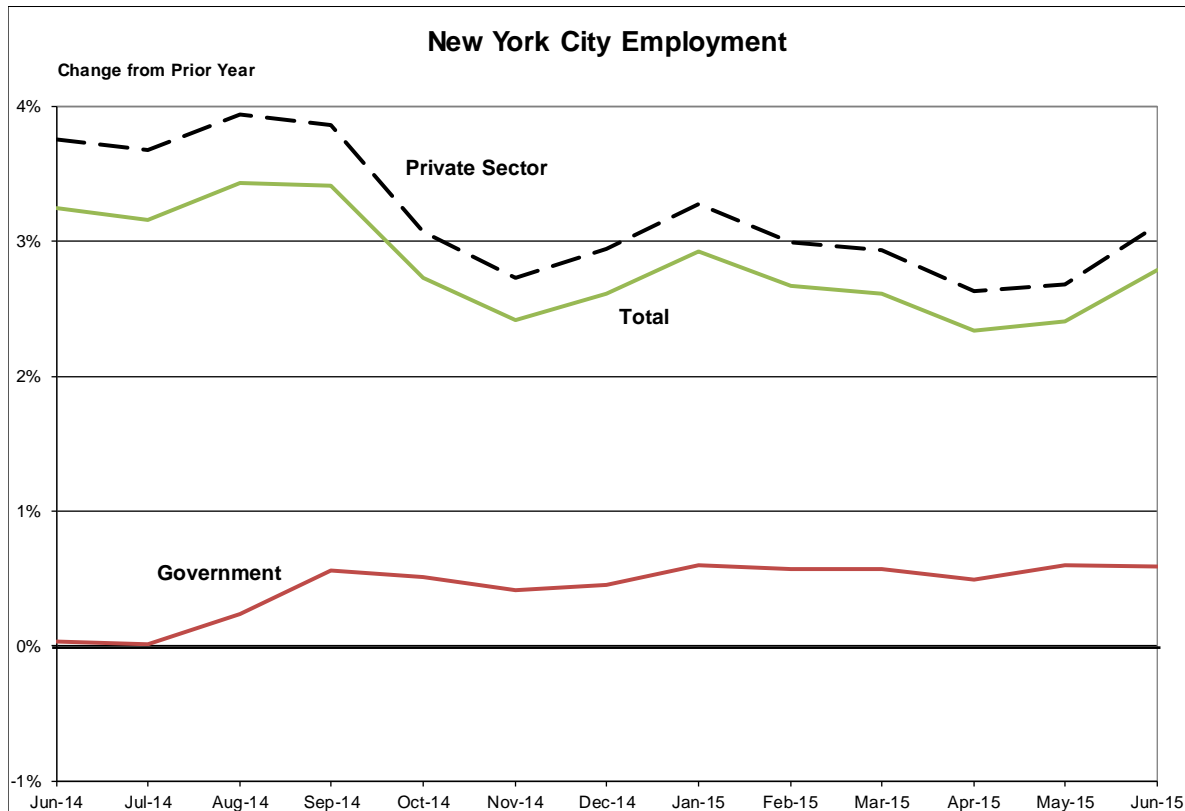


Table 1

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2015
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$288.628	\$288.697	\$0.069	0.0	\$0.000	\$0.000	\$0.000	-	\$288.628	\$288.697	\$0.069	0.0
Bus	83.565	83.215	(0.350)	(0.4)	0.000	0.000	0.000	-	83.565	83.215	(0.350)	(0.4)
Paratransit	1.756	1.731	(0.025)	(1.4)	0.000	0.000	0.000	-	1.756	1.731	(0.025)	(1.4)
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	377.680	377.374	(0.306)	(0.1)	0.000	0.000	0.000	-	377.680	377.374	(0.306)	(0.1)
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:												
Fare Reimbursement	7.521	7.521	0.000	0.0	0.000	0.000	0.000	-	7.521	7.521	0.000	0.0
Paratransit Reimbursement	14.263	15.437	1.174	8.2	0.000	0.000	0.000	-	14.263	15.437	1.174	8.2
Other	12.512	13.210	0.698	5.6	0.000	0.000	0.000	-	12.512	13.210	0.698	5.6
Total Other Operating Revenue	34.296	36.168	1.872	5.5	0.000	0.000	0.000	-	34.296	36.168	1.872	5.5
Capital and Other Reimbursements	0.000	0.000	0.000	-	82.276	93.564	11.288	13.7	82.276	93.564	11.288	13.7
Total Revenue	\$411.976	\$413.542	\$1.566	0.4	\$82.276	\$93.564	\$11.288	13.7	\$494.252	\$507.106	\$12.854	2.6
Expenses												
Labor:												
Payroll	252.757	249.784	2.973	1.2	36.401	34.806	1.595	4.4	289.158	284.590	4.568	1.6
Overtime	36.860	38.177	(1.317)	(3.6)	3.695	10.469	(6.774)	(183.3)	40.555	48.646	(8.091)	(20.0)
Total Salaries & Wages	289.617	287.961	1.656	0.6	40.096	45.275	(5.179)	(12.9)	329.713	333.236	(3.523)	(1.1)
Health and Welfare	73.845	64.966	8.879	12.0	1.743	1.858	(0.115)	(6.6)	75.588	66.824	8.764	11.6
OPEB Current Payment	23.438	33.737	(10.299)	(43.9)	0.780	0.662	0.118	15.1	24.218	34.399	(10.181)	(42.0)
Pensions	17.828	17.693	0.135	0.8	0.546	0.528	0.018	3.3	18.374	18.221	0.153	0.8
Other Fringe Benefits	25.624	26.688	(1.064)	(4.2)	13.659	13.328	0.331	2.4	39.283	40.016	(0.733)	(1.9)
Total Fringe Benefits	140.735	143.084	(2.349)	(1.7)	16.728	16.376	0.352	2.1	157.463	159.460	(1.997)	(1.3)
Reimbursable Overhead	(15.748)	(19.628)	3.880	24.6	15.748	19.628	(3.880)	(24.6)	0.000	0.000	0.000	-
Total Labor Expenses	\$414.604	\$411.417	\$3.187	0.8	\$72.572	\$81.279	(\$8.707)	(12.0)	\$487.176	\$492.696	(\$5.520)	(1.1)
Non-Labor:												
Electric Power	20.321	21.573	(1.252)	(6.2)	(0.056)	0.022	(0.078)	(139.3)	20.265	21.595	(1.330)	(6.6)
Fuel	9.106	10.395	(1.289)	(14.2)	0.002	0.002	0.000	0.0	9.108	10.397	(1.289)	(14.2)
Insurance	5.775	6.146	(0.371)	(6.4)	0.000	0.000	0.000	-	5.775	6.146	(0.371)	(6.4)
Claims	21.008	21.008	0.000	0.0	0.000	0.000	0.000	-	21.008	21.008	0.000	0.0
Paratransit Service Contracts	32.266	32.872	(0.606)	(1.9)	0.000	0.000	0.000	-	32.266	32.872	(0.606)	(1.9)
Mtce. and Other Operating Contracts	17.686	18.556	(0.870)	(4.9)	2.412	4.338	(1.926)	(79.9)	20.098	22.894	(2.796)	(13.9)
Professional Service Contracts	(5.542)	(5.645)	0.103	1.9	0.776	0.867	(0.091)	(11.7)	(4.766)	(4.778)	0.012	0.3
Materials & Supplies	24.513	21.673	2.840	11.6	6.233	6.802	(0.569)	(9.1)	30.746	28.475	2.271	7.4
Other Business Expenses	6.101	6.018	0.083	1.4	0.337	0.254	0.083	24.6	6.438	6.272	0.166	2.6
Total Non-Labor Expenses	\$131.234	\$132.596	(\$1.362)	(1.0)	\$9.704	\$12.285	(\$2.581)	(26.6)	\$140.938	\$144.881	(\$3.943)	(2.8)
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	\$545.838	\$544.013	\$1.825	0.3	\$82.276	\$93.564	(\$11.288)	(13.7)	\$628.114	\$637.577	(\$9.463)	(1.5)
Depreciation	139.766	129.744	10.022	7.2	0.000	0.000	0.000	-	139.766	129.744	10.022	7.2
OPEB Account	404.065	450.013	(45.948)	(11.4)	0.000	0.000	0.000	-	404.065	450.013	(45.948)	(11.4)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$1,089.669	\$1,123.770	(\$34.101)	(3.1)	\$82.276	\$93.564	(\$11.288)	(13.7)	\$1,171.945	\$1,217.334	(\$45.389)	(3.9)
Net Surplus/(Deficit)	(\$677.693)	(\$710.228)	(\$32.535)	(4.8)	\$0.000	\$0.000	\$0.000	-	(\$677.693)	(\$710.228)	(\$32.535)	(4.8)

NOTE: Totals may not add due to rounding.

Note:

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

Table 2

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2015 Year-to-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$1,610.482	\$1,610.551	\$0.069	0.0	\$0.000	\$0.000	\$0.000	-	\$1,610.482	\$1,610.551	\$0.069	0.0
Bus	469.709	469.359	(0.350)	(0.1)	0.000	0.000	0.000	-	469.709	469.359	(0.350)	(0.1)
Paratransit	8.444	8.419	(0.025)	(0.3)	0.000	0.000	0.000	-	8.444	8.419	(0.025)	(0.3)
Fare Media Liability	22.386	22.385	(0.001)	(0.0)	0.000	0.000	0.000	-	22.386	22.385	(0.001)	(0.0)
Total Farebox Revenue	2,111.021	2,110.714	(0.307)	(0.0)	0.000	0.000	0.000	-	2,111.021	2,110.714	(0.307)	(0.0)
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	47.630	47.630	0.000	0.0	0.000	0.000	0.000	-	47.630	47.630	0.000	0.0
Paratransit Reimbursement	100.373	101.547	1.174	1.2	0.000	0.000	0.000	-	100.373	101.547	1.174	1.2
Other	80.705	81.404	0.699	0.9	0.000	0.000	0.000	-	80.705	81.404	0.699	0.9
Total Other Operating Revenue	228.708	230.581	1.873	0.8	0.000	0.000	0.000	-	228.708	230.581	1.873	0.8
Capital and Other Reimbursements	0.000	0.000	0.000	-	543.846	555.118	11.272	2.1	543.846	555.118	11.272	2.1
Total Revenue	\$2,339.729	\$2,341.295	\$1.566	0.1	\$543.846	\$555.118	\$11.272	2.1	\$2,883.575	\$2,896.413	\$12.838	0.4
Expenses												
Labor:												
Payroll	1,508.668	1,505.695	2.973	0.2	219.295	217.699	1.596	0.7	1,727.963	1,723.394	4.569	0.3
Overtime	228.179	229.495	(1.316)	(0.6)	57.882	64.656	(6.774)	(11.7)	286.061	294.151	(8.090)	(2.8)
Total Salaries & Wages	1,736.847	1,735.190	1.657	0.1	277.177	282.355	(5.178)	(1.9)	2,014.024	2,017.545	(3.521)	(0.2)
Health and Welfare	370.126	361.247	8.879	2.4	10.037	10.152	(0.115)	(1.1)	380.163	371.399	8.764	2.3
OPEB Current Payment	185.005	195.304	(10.299)	(5.6)	3.933	3.815	0.118	3.0	188.938	199.119	(10.181)	(5.4)
Pensions	105.167	105.032	0.135	0.1	4.419	4.401	0.018	0.4	109.586	109.433	0.153	0.1
Other Fringe Benefits	151.857	152.922	(1.065)	(0.7)	83.816	83.485	0.331	0.4	235.673	236.407	(0.734)	(0.3)
Total Fringe Benefits	812.155	814.505	(2.350)	(0.3)	102.205	101.853	0.352	0.3	914.360	916.358	(1.998)	(0.2)
Reimbursable Overhead	(114.415)	(118.296)	3.881	3.4	114.415	118.296	(3.881)	(3.4)	0.000	0.000	0.000	-
Total Labor Expenses	\$2,434.587	\$2,431.399	\$3.188	0.1	\$493.797	\$502.504	(\$8.707)	(1.8)	\$2,928.384	\$2,933.903	(\$5.519)	(0.2)
Non-Labor:												
Electric Power	154.516	155.767	(1.251)	(0.8)	0.127	0.204	(0.077)	(60.6)	154.643	155.971	(1.328)	(0.9)
Fuel	60.744	62.032	(1.288)	(2.1)	0.011	0.010	0.001	9.1	60.755	62.042	(1.287)	(2.1)
Insurance	36.572	36.942	(0.370)	(1.0)	0.000	0.000	0.000	-	36.572	36.942	(0.370)	(1.0)
Claims	65.604	65.604	0.000	0.0	0.000	0.000	0.000	-	65.604	65.604	0.000	0.0
Paratransit Service Contracts	187.220	187.827	(0.607)	(0.3)	0.000	0.000	0.000	-	187.220	187.827	(0.607)	(0.3)
Mtce. and Other Operating Contracts	90.637	91.508	(0.871)	(1.0)	17.473	19.401	(1.928)	(11.0)	108.110	110.909	(2.799)	(2.6)
Professional Service Contracts	52.278	52.175	0.103	0.2	5.345	5.436	(0.091)	(1.7)	57.623	57.611	0.012	0.0
Materials & Supplies	144.914	142.074	2.840	2.0	32.957	33.526	(0.569)	(1.7)	177.871	175.600	2.271	1.3
Other Business Expenses	43.444	43.352	0.092	0.2	(5.880)	(5.963)	0.083	1.4	37.564	37.389	0.175	0.5
Total Non-Labor Expenses	\$835.929	\$837.281	(\$1.352)	(0.2)	\$50.033	\$52.614	(\$2.581)	(5.2)	\$885.962	\$889.895	(\$3.933)	(0.4)
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	\$3,270.516	\$3,268.680	\$1.836	0.1	\$543.830	\$555.118	(\$11.288)	(2.1)	\$3,814.346	\$3,823.798	(\$9.452)	(0.2)
Depreciation	779.176	769.153	10.023	1.3	0.000	0.000	0.000	-	779.176	769.153	10.023	1.3
OPEB Account	808.647	854.596	(45.949)	(5.7)	0.000	0.000	0.000	-	808.647	854.596	(45.949)	(5.7)
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenses	\$4,858.339	\$4,892.429	(\$34.090)	(0.7)	\$543.830	\$555.118	(\$11.288)	(2.1)	\$5,402.169	\$5,447.547	(\$45.378)	(0.8)
Net Surplus/(Deficit)	(\$2,518.610)	(\$2,551.134)	(\$32.524)	(1.3)	\$0.016	\$0.000	(\$0.016)	(100.0)	(\$2,518.594)	(\$2,551.134)	(\$32.540)	(1.3)

NOTE: Totals may not add due to rounding.

Note:

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
June 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE	
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance	
		\$	%		\$	%
Other Operating Revenue	NR	1.9	5.5	Mostly due to the favorable timing of accrued NYC partial reimbursement of paratransit expenses	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES	
Payroll	NR	3.0	1.2	Largely due to vacancies and the favorable timing of employee earned separation payments		
Overtime	NR	(1.3)	(3.6)	Mainly due to service delays and bus overage fleet and subway track maintenance requirements, partly offset by lower vacancies than anticipated		
Health & Welfare (including OPEB current payment)	NR	(1.4)	(1.4)	Primarily due to the unfavorable timing of expenses		
Other Fringe Benefits	NR	(1.1)	(4.2)	Primarily higher FICA costs, and unfavorable direct overhead credits & miscellaneous adjustments		
Reimbursable Overhead	NR	3.9	24.6	Mainly favorable overhead credits, resulting from higher reimbursable overtime requirements		
Electric Power	NR	(1.3)	(6.2)	Largely the unfavorable timing of expenses and higher consumption, partly offset by lower prices		
Fuel	NR	(1.3)	(14.2)	Mainly due to the unfavorable timing of expenses, partly offset by lower prices and consumption		
Insurance	NR	(0.4)	(6.4)	Mainly the unfavorable timing of interagency payments		
Paratransit Service Contracts	NR	(0.6)	(1.9)	Mostly due to the timing of vehicle-related equipment costs		

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
June 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE	
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance	
		\$	%		\$	%
Maintenance and Other Operating Contracts	NR	(0.9)	(4.9)	Largely the unfavorable timing of building and equipment rental expenses, and higher phone usage, partly offset by painting expense underruns	SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES	
Materials and Supplies	NR	2.8	11.6	Primarily caused by favorable inventory/obsolescence adjustments and increased scrap sales		
Depreciation	NR	10.0	7.2	The favorable timing of assets reaching beneficial use		
Other Post-Employment Benefits	NR	(45.9)	(11.4)	Increased accrued expenses, based on current actuarial information		
Capital and Other Reimbursements	R	11.3	13.7	Reimbursement increase consistent with higher reimbursable expenses		
Payroll	R	1.6	4.4	Mostly due to the favorable timing of non-capital reimbursable expenses.		
Overtime	R	(6.8)	over (100.0)	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	0.3	2.4	Mainly favorable direct overhead adjustments		
Maintenance and Other Operating Contracts	R	(1.9)	(79.9)	Largely the unfavorable timing of construction service and equipment rental expenses		
Professional Service Contracts	R	(0.1)	(11.8)	Mainly the unfavorable timing of Workers' Compensation-related expenses		
Materials & Supplies	R	(0.6)	(9.1)	Primarily the unfavorable timing of lighting material requirements		

Table 4

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
CASH RECEIPTS and EXPENDITURES
June 2015
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
<u>Receipts</u>								
Farebox Revenue	\$379.301	\$385.727	\$6.426	1.7	\$2,129.880	\$2,136.307	\$6.427	0.3
Vehicle Toll Revenue								
<u>Other Operating Revenue:</u>								
Fare Reimbursement	30.000	75.000	45.000	150.0	36.314	81.313	44.999	123.9
Paratransit Reimbursement	36.738	38.882	2.144	5.8	65.533	67.677	2.144	3.3
Other	3.166	3.343	0.177	5.6	19.496	19.675	0.179	0.9
Total Other Operating Revenue	69.904	117.225	47.321	67.7	121.343	168.665	47.322	39.0
Capital and Other Reimbursements	98.628	94.791	(3.837)	(3.9)	542.293	538.440	(3.853)	(0.7)
Total Receipts	\$547.833	\$597.743	\$49.910	9.1	\$2,793.516	\$2,843.412	\$49.896	1.8
<u>Expenditures</u>								
Labor:								
Payroll	258.282	266.493	(8.211)	(3.2)	1,627.172	1,635.381	(8.209)	(0.5)
Overtime	36.576	42.272	(5.696)	(15.6)	275.233	280.929	(5.696)	(2.1)
Total Salaries & Wages	294.858	308.765	(13.907)	(4.7)	1,902.405	1,916.310	(13.905)	(0.7)
Health and Welfare	75.588	64.002	11.586	15.3	399.254	387.667	11.587	2.9
OPEB Current Payment	27.372	37.552	(10.180)	(37.2)	188.938	199.119	(10.181)	(5.4)
Pensions	81.411	81.254	0.157	0.2	475.106	474.949	0.157	0.0
Other Fringe Benefits	30.906	33.196	(2.290)	(7.4)	212.742	215.033	(2.291)	(1.1)
Total Fringe Benefits	215.277	216.004	(0.727)	(0.3)	1,276.040	1,276.768	(0.728)	(0.1)
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	\$510.135	\$524.769	(\$14.634)	(2.9)	\$3,178.445	\$3,193.078	(\$14.633)	(0.5)
Non-Labor:								
Electric Power	19.416	21.143	(1.727)	(8.9)	159.929	161.656	(1.727)	(1.1)
Fuel	11.609	15.652	(4.043)	(34.8)	58.379	62.414	(4.035)	(6.9)
Insurance	0.010	0.280	(0.270)	-	42.863	43.132	(0.269)	(0.6)
Claims	9.008	6.926	2.082	23.1	76.487	74.406	2.081	2.7
Paratransit Service Contracts	32.111	35.100	(2.989)	(9.3)	186.151	189.140	(2.989)	(1.6)
Mtce. and Other Operating Contracts	21.898	16.105	5.793	26.5	108.155	102.363	5.792	5.4
Professional Service Contracts	(4.767)	15.048	(19.815)	(415.7)	56.681	76.495	(19.814)	(35.0)
Materials & Supplies	29.996	35.565	(5.569)	(18.6)	199.820	205.390	(5.570)	(2.8)
Other Business Expenditures	6.392	7.199	(0.807)	(12.6)	39.844	40.652	(0.808)	(2.0)
Total Non-Labor Expenditures	\$125.673	\$153.018	(\$27.345)	(21.8)	\$928.309	\$955.648	(\$27.339)	(2.9)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$635.808	\$677.787	(\$41.979)	(6.6)	\$4,106.754	\$4,148.726	(\$41.972)	(1.0)
Net Surplus/(Deficit)	(\$87.975)	(\$80.044)	\$7.931	9.0	(\$1,313.238)	(\$1,305.314)	\$7.924	0.6

NOTE: Totals may not add due to rounding.

Table 5

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
June 2015
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE	
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance	
	\$	%		\$	%
Farebox Receipts	6.4	1.7	Mostly due to the favorable timing of the counting and depositing of cash		
Other Operating Receipts	47.3	67.7	Primarily the favorable timing of student fare reimbursements		
Capital and Other Reimbursements	(3.8)	(3.9)	Due primarily to the unfavorable timing of reimbursements		
Salaries & Wages	(13.9)	(4.7)	Mainly the unfavorable timing of expenditures		
Health & Welfare (including OPEB current payment)	1.5	1.5	Largely the favorable timing of payments		
Other Fringe Benefits	(2.3)	(7.4)	Mostly the unfavorable timing of payments		
Electric Power	(1.7)	(8.9)	Largely the unfavorable timing of expenses and higher consumption, partly offset by lower prices		
Fuel	(4.0)	(34.8)	Primarily the unfavorable timing of payments and expenses		
Claims	2.1	23.1	The favorable timing of claims payouts		
Paratransit Service Contracts	(3.0)	(9.3)	The unfavorable timing of payments and expenses		
Maintenance Contracts	5.8	26.5	Mainly the favorable timing of payments, partly offset by the unfavorable timing of expenses		
Professional Service Contracts	(19.8)	over (100.0)	Primarily the unfavorable timing of payments and accumulated charge-backs to MTA.		
Materials & Supplies	(5.6)	(18.6)	Represents mostly the offset to non-cash favorable inventory adjustments		

SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES

Table 6

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
June 2015
(\$ in millions)

	Month				Year-to-Date			
	Forecast	Actual	Favorable (Unfavorable) Variance	Percent	Forecast	Actual	Favorable (Unfavorable) Variance	Percent
Receipts								
Farebox Revenue	\$1.621	\$8.353	\$6.732	415.3	\$18.859	\$25.593	\$6.734	35.7
Vehicle Toll Revenue	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Other Operating Revenue:								
Fare Reimbursement	22.479	67.479	45.000	200.2	(11.316)	33.683	44.999	397.7
Paratransit Reimbursement	22.475	23.445	0.970	4.3	(34.840)	(33.870)	0.970	2.8
Other	(9.346)	(9.867)	(0.521)	(5.6)	(61.209)	(61.729)	(0.520)	(0.8)
Total Other Operating Revenue	35.608	81.057	45.449	127.6	(107.365)	(61.916)	45.449	42.3
Capital and Other Reimbursements	16.352	1.227	(15.125)	(92.5)	(1.553)	(16.678)	(15.125)	-
Total Receipts	\$53.581	\$90.637	\$37.056	69.2	(\$90.059)	(\$53.001)	\$37.058	41.1
Expenditures								
Labor:								
Payroll	30.876	18.097	(12.779)	(41.4)	100.791	88.013	(12.778)	(12.7)
Overtime	3.979	6.374	2.395	60.2	10.828	13.222	2.394	22.1
Total Salaries & Wages	34.855	24.471	(10.384)	(29.8)	111.619	101.235	(10.384)	(9.3)
Health and Welfare	0.000	2.822	2.822	-	(19.091)	(16.268)	2.823	14.8
OPEB Current Payment	(3.154)	(3.153)	0.001	0.0	0.000	0.000	0.000	-
Pensions	(63.037)	(63.033)	0.004	0.0	(365.520)	(365.516)	0.004	0.0
Other Fringe Benefits	8.377	6.820	(1.557)	(18.6)	22.931	21.374	(1.557)	(6.8)
Total Fringe Benefits	(57.814)	(56.544)	1.270	2.2	(361.680)	(360.410)	1.270	0.4
GASB Account	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Reimbursable Overhead	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Labor Expenditures	(\$22.959)	(\$32.073)	(\$9.114)	(39.7)	(\$250.061)	(\$259.175)	(\$9.114)	(3.6)
Non-Labor:								
Electric Power	0.849	0.452	(0.397)	(46.8)	(5.286)	(5.685)	(0.399)	(7.5)
Fuel	(2.501)	(5.255)	(2.754)	(110.1)	2.376	(0.372)	(2.748)	(115.7)
Insurance	5.765	5.866	0.101	1.8	(6.291)	(6.190)	0.101	1.6
Claims	12.000	14.082	2.082	17.4	(10.883)	(8.802)	2.081	19.1
Paratransit Service Contracts	0.155	(2.228)	(2.383)	-	1.069	(1.313)	(2.382)	(222.8)
Mtce. and Other Operating Contracts	(1.800)	6.789	8.589	477.2	(0.045)	8.546	8.591	-
Professional Service Contracts	0.001	(19.826)	(19.827)	-	0.942	(18.884)	(19.826)	-
Materials & Supplies	0.750	(7.090)	(7.840)	-	(21.949)	(29.790)	(7.841)	(35.7)
Other Business Expenses	0.046	(0.927)	(0.973)	-	(2.280)	(3.263)	(0.983)	(43.1)
Total Non-Labor Expenditures	\$15.265	(\$8.137)	(\$23.402)	(153.3)	(\$42.347)	(\$65.753)	(\$23.406)	(55.3)
Other Expenditure Adjustments:								
Other	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures before Depreciation and OPEB	(\$7.694)	(\$40.210)	(\$32.516)	(422.6)	(\$292.408)	(\$324.928)	(\$32.520)	(11.1)
Depreciation	139.766	129.744	(10.022)	(7.2)	779.176	769.153	(10.023)	(1.3)
OPEB Account	404.065	450.013	45.948	11.4	808.647	854.596	45.949	5.7
Environmental Remediation	0.000	0.000	0.000	-	0.000	0.000	0.000	-
Total Expenditures	\$536.137	\$539.547	\$3.410	0.6	\$1,295.415	\$1,298.821	\$3.406	0.3
Total Cash Conversion Adjustments	\$589.718	\$630.184	\$40.466	6.9	\$1,205.356	\$1,245.820	\$40.464	3.4

NOTE: Totals may not add due to rounding.

Note:

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and DEPARTMENT
NON-REIMBURSABLE/REIMBURSABLE and FULL-TIME POSITIONS/FULL-TIME EQUIVALENTS
June 2015

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	65	70	(5)	
Law	279	284	(5)	
Office of the EVP	46	39	7	
Human Resources	227	235	(8)	
Office of Management and Budget	42	38	4	
Capital Planning & Budget	35	31	4	
Corporate Communications	262	254	8	
Non-Departmental	(33)	1	(34)	
Labor Relations	97	92	5	
Materiel	288	271	17	
Controller	137	130	7	
Total Administration	1,445	1,445	0	
Operations				
Subways Service Delivery	7,690	7,713	(23)	
Subways Operations Support/Admin	386	396	(10)	
Subways Stations	2,648	2,627	21	
Sub-total Subways	10,724	10,736	(12)	
Buses	10,968	10,896	72	
Paratransit	213	202	11	
Operations Planning	382	405	(23)	
Revenue Control	578	540	38	
Total Operations	22,865	22,779	86	
Maintenance				
Subways Operations Support/Admin	163	159	4	
Subways Engineering	364	343	21	
Subways Car Equipment	4,309	4,240	69	Mostly Hourly Car Inspectors
Subways Infrastructure	1,497	1,510	(13)	
Subways Elevators & Escalators	442	417	25	
Subways Stations	3,666	3,636	30	
Subways Track	2,795	2,761	34	
Subways Power	613	615	(2)	
Subways Signals	1,504	1,498	6	
Subways Electronic Maintenance	1,572	1,484	88	Mainly Hourly Maintainer Vacancies
Sub-total Subways	16,925	16,663	262	
Buses	3,647	3,631	16	
Revenue Control	0	0	0	
Supply Logistics	561	556	5	
System Safety	91	86	5	
Non-Departmental	(77)	0	(77)	
Total Maintenance	21,147	20,936	211	
Engineering/Capital				
Capital Program Management	1,319	1,358	(39)	
Total Engineering/Capital	1,319	1,358	(39)	
Public Safety				
Security	637	630	7	
Total Public Safety	637	630	7	
Total Positions	47,413	47,148	265	
Non-Reimbursable	42,485	42,891	(406)	
Reimbursable	4,928	4,257	671	
Total Full-Time	47,272	46,862	410	
Total Full-Time Equivalents	141	286	(145)	

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL POSITIONS by FUNCTION and OCCUPATION
FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
June 2015

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	557	468	89	
Professional, Technical, Clerical	857	955	(98)	
Operational Hourlies	31	22	9	
Total Administration	1,445	1,445	0	
Operations				
Managers/Supervisors	2,723	2,680	43	
Professional, Technical, Clerical	490	497	(7)	
Operational Hourlies	19,652	19,602	50	
Total Operations	22,865	22,779	86	
Maintenance				
Managers/Supervisors	3,810	3,720	90	
Professional, Technical, Clerical	1,055	1,020	35	
Operational Hourlies	16,282	16,196	86	
Total Maintenance	21,147	20,936	211	
Engineering/Capital				
Managers/Supervisors	339	342	(3)	
Professional, Technical, Clerical	978	1,014	(36)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,319	1,358	(39)	
Public Safety				
Managers/Supervisors	255	249	6	
Professional, Technical, Clerical	39	36	3	
Operational Hourlies	343	345	(2)	
Total Public Safety	637	630	7	
Total Positions				
Managers/Supervisors	7,684	7,459	225	
Professional, Technical, Clerical	3,419	3,522	(103)	
Operational Hourlies	36,310	36,167	143	
Total Positions	47,413	47,148	265	

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

	June						June Year-to-Date					
	Forecast		Actuals		Var. - Fav./(Unfav)		Forecast		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	352,243	\$10.551	340,657	\$10.631	11,586	(\$0.080) (0.8%)	1,977,016	\$61.670	1,965,430	\$61.750	11,586	(\$0.080) (0.1%)
<u>Unscheduled Service</u>	274,700	\$8.997	322,058	\$10.197	(47,358)	(\$1.200) (13.3%)	1,703,437	\$51.584	1,750,795	\$52.784	(47,358)	(\$1.200) (2.3%)
<u>Programmatic/Routine Maintenance</u>	395,769	\$13.908	455,404	\$15.346	(59,635)	(\$1.438) (10.3%)	2,056,705	\$64.250	2,116,340	\$65.688	(59,635)	(\$1.438) (2.2%)
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000 0.0%	0	\$0.000	0	\$0.000	0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	26,959	\$1.372	(18,032)	(\$0.595)	44,990	\$1.967 143.3%	589,293	\$19.424	544,302	\$17.457	44,990	\$1.967 10.1%
<u>Weather Emergencies</u>	425	\$0.014	12,131	\$0.397	(11,706)	(\$0.383) (2640.2%)	778,063	\$25.439	789,769	\$25.822	(11,706)	(\$0.383) (1.5%)
<u>Safety/Security/Law Enforcement</u>	9,405	\$0.307	9,117	\$0.245	288	\$0.062 20.2%	50,712	\$1.558	50,424	\$1.496	288	\$0.062 4.0%
<u>Other</u>	16,167	\$1.709	58,994	\$1.95	(42,827)	(\$0.245) (14.4%)	115,129	\$4.253	157,956	\$4.498	(42,827)	(\$0.245) (5.8%)
Subtotal	1,075,668	\$36.860	1,180,330	\$38.177	(104,661)	(\$1.317) (3.6%)	7,270,356	\$228.178	7,375,017	\$229.495	(104,661)	(\$1.317) (0.6%)
REIMBURSABLE OVERTIME	108,123	\$3.695	302,578	\$10.47	(194,455)	(\$6.774) (183.3%)	1,775,910	\$57.883	1,970,365	\$64.657	(194,455)	(\$6.774) (11.7%)
TOTAL OVERTIME	1,183,791	\$40.555	1,482,907	\$48.646	(299,116)	(\$8.091) (20.0%)	9,046,267	\$286.061	9,345,382	\$294.152	(299,116)	(\$8.091) (2.8%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	June			June Year to Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	11,586	(\$0.1)		11,586	(\$0.1)	Favorable YTD results in scheduled service due to vacancies/availability underruns.
		6.1%			6.1%	
<u>Unscheduled Service</u>	(47,358)	(\$1.2)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.	(47,358)	(\$1.2)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.
		91.1%			91.1%	
<u>Programmatic/Routine Maintenance</u>	(59,635)	(\$1.4)	Unfavorable results due to DoB maintenance of overage fleet and continued track maintenance.	(59,635)	(\$1.4)	Unfavorable results due to DoB maintenance of overage fleet and continued track maintenance.
		109.2%			109.2%	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
		.0%			.0%	
<u>Vacancy/Absentee Coverage</u>	44,990	\$2.0	Primarily due to lower vacancies than anticipated in July FP.	44,990	\$2.0	Primarily due to lower vacancies than anticipated in July FP.
		(149.4%)			(149.4%)	
<u>Weather Emergencies</u>	(11,706)	(\$0.4)		(11,706)	(\$0.4)	
		29.1%			29.1%	
<u>Safety/Security/Law Enforcement</u>	288	\$0.1		288	\$0.1	
		(4.7%)			(4.7%)	
<u>Other</u>	(42,827)	(\$0.2)		(42,827)	(\$0.2)	
		18.6%			18.6%	
Subtotal	(104,661)	(\$1.3)		(104,661)	(\$1.3)	
		16.3%			16.3%	
REIMBURSABLE OVERTIME	(194,455)	(\$6.8)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	(194,455)	(\$6.8)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.
		83.7%			83.7%	
TOTAL OVERTIME	(299,116)	(\$8.1)		(299,116)	(\$8.1)	

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 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, 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

June 2015

(All data are preliminary and subject to audit)

In the month of June, **operating revenues** were \$0.8 million, less than \$0.1 million (4.3 percent) above the Mid-Year Forecast (forecast), resulting mostly from the favorable timing of student fare reimbursements. Inasmuch as the forecast includes actual results through May, the June year-to-date results represent the same dollar variances from forecast as the month.

Total **ridership** in June 2015 was 405,631 riders, 1.3 percent (5,216 riders) below forecast. June 2015 average weekday ridership was 16,826 riders, 4.4 percent (716 riders) higher than June 2014, mostly due to less rain and a return to a higher growth trend in 2015. Average weekday ridership for the twelve months ending June 2015 was 15,637 riders, 2.9 percent (435 riders) more than the previous twelve-month period, due to a higher ridership growth trend.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were lower than forecast in June by \$0.2 million (4.3 percent):

- Labor expenses overran by \$0.5 million (16.3 percent), mainly from higher payroll expenses of \$0.3 million (19.6 percent), due to the unfavorable timing of expenses, partly offset by vacancies, and an overrun in other fringe benefit expenses of \$0.3 million (over 100.0 percent), largely resulting from higher interagency charges and Workers' Compensation expenses.
- Non-labor expenses were less than forecast by \$0.6 million (47.1 percent), including favorable results in maintenance contract expenses of \$0.4 million (76.9 percent), caused by the timing of non-revenue vehicle purchases and other expenses, and lower electric power expenses of \$0.1 million (44.2 percent), due to the favorable timing of expenses.

Depreciation expenses were \$0.3 million (38.2 percent) above the forecast.

GASB #45 Other Post-Employment Benefits was adopted by the MTA in 2007. Consistent with its requirements, MTA Staten Island Railway recorded \$1.2 million of accrued expenses year-to-date, slightly higher than the forecast.

The **operating cash deficit** (excluding subsidies) in the month was \$2.3 million, \$0.9 million (27.0 percent) favorable to forecast, due mainly to the favorable timing of payments.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
 Month - Jun 2015
 (\$ in Millions)

9/02/2015 10:48 AM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$0.579	\$0.583	\$0.004	0.7	\$0.000	\$0.000	-	-	\$0.579	\$0.583	\$0.004	0.7
Other Revenue	\$0.195	\$0.224	\$0.029	14.9	\$0.000	\$0.000	-	-	\$0.195	\$0.224	\$0.029	14.9
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.215	\$0.458	\$0.243	-	\$0.215	\$0.458	\$0.243	-
Total Revenue	\$0.774	\$0.807	\$0.033	4.3	\$0.215	\$0.458	\$0.243	-	\$0.989	\$1.265	\$0.276	27.9
Expenses												
Labor :												
Payroll	\$1.503	\$1.798	(0.295)	(19.6)	\$0.100	\$0.156	(0.056)	(56.0)	\$1.603	\$1.954	(0.351)	(21.9)
Overtime	\$0.209	\$0.144	\$0.065	31.3	\$0.006	\$0.089	(0.083)	-	\$0.215	\$0.233	(0.018)	(8.1)
Total Salaries & Wages	\$1.712	\$1.941	(0.229)	(13.4)	\$0.106	\$0.245	(0.139)	-	\$1.818	\$2.186	(0.368)	(20.3)
Health and Welfare	\$0.335	\$0.252	\$0.083	24.7	\$0.000	\$0.000	\$0.000	-	\$0.335	\$0.252	\$0.083	24.7
OPEB Current Payment	\$0.114	\$0.146	(0.032)	(27.8)	\$0.000	\$0.002	(0.002)	-	\$0.114	\$0.148	(0.034)	(29.6)
Pensions	\$0.500	\$0.500	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$0.500	\$0.500	\$0.000	0.0
Other Fringe Benefits	\$0.250	\$0.530	(0.280)	-	\$0.000	\$0.000	\$0.000	-	\$0.250	\$0.530	(0.280)	-
Total Fringe Benefits	\$1.199	\$1.428	(0.229)	(19.1)	\$0.000	\$0.002	(0.002)	-	\$1.199	\$1.430	(0.231)	(19.3)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.109)	(0.111)	\$0.002	2.1	\$0.109	\$0.111	(0.002)	(1.8)	\$0.000	\$0.000	\$0.000	-
Labor	\$2.802	\$3.258	(0.456)	(16.3)	\$0.215	\$0.358	(0.143)	(66.5)	\$3.017	\$3.616	(0.599)	(19.9)
Non-Labor :												
Electric Power	\$0.270	\$0.150	\$0.119	44.2	\$0.000	\$0.003	(0.003)	-	\$0.270	\$0.153	\$0.116	43.1
Fuel	\$0.015	\$0.039	(0.024)	-	\$0.000	\$0.000	-	-	\$0.015	\$0.039	(0.024)	-
Insurance	\$0.111	\$0.050	\$0.061	54.8	\$0.000	\$0.000	-	-	\$0.111	\$0.050	\$0.061	54.8
Claims	\$0.010	\$0.002	\$0.008	80.2	\$0.000	\$0.000	-	-	\$0.010	\$0.002	\$0.008	80.2
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.550	\$0.127	\$0.423	76.9	\$0.000	\$0.000	-	-	\$0.550	\$0.127	\$0.423	76.9
Professional Service Contracts	\$0.078	\$0.029	\$0.049	62.6	\$0.000	\$0.008	(0.008)	-	\$0.078	\$0.037	\$0.041	52.4
Materials & Supplies	\$0.310	\$0.278	\$0.032	10.2	\$0.000	\$0.089	(0.089)	-	\$0.310	\$0.367	(0.057)	(18.5)
Other Business Expenses	\$0.000	\$0.034	(0.034)	-	\$0.000	\$0.000	-	-	\$0.000	\$0.034	(0.034)	-
Non-Labor	\$1.344	\$0.710	\$0.634	47.1	\$0.000	\$0.100	(0.100)	-	\$1.344	\$0.810	\$0.534	39.7
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$4.146	\$3.969	\$0.177	4.3	\$0.215	\$0.458	(0.243)	-	\$4.361	\$4.427	(0.066)	(1.5)
Depreciation	\$0.725	\$1.002	(0.277)	(38.2)	\$0.000	\$0.000	-	-	\$0.725	\$1.002	(0.277)	(38.2)
OPEB Liability	\$0.563	\$0.633	(0.070)	(12.4)	\$0.000	\$0.000	-	-	\$0.563	\$0.633	(0.070)	(12.4)
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$5.434	\$5.604	(0.170)	(3.1)	\$0.215	\$0.458	(0.243)	-	\$5.649	\$6.062	(0.413)	(7.3)
OPERATING SURPLUS/DEFICIT	(4.660)	(4.796)	(0.136)	(2.9)	\$0.000	\$0.000	\$0.000	-	(4.660)	(4.796)	(0.136)	(2.9)

Note: Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
Year-To-Date - Jun 2015
(\$ in Millions)

9/02/2015 10:48 AM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$3.012	\$3.016	\$0.004	0.1	\$0.000	\$0.000	-	-	\$3.012	\$3.016	\$0.004	0.1
Other Revenue	\$1.318	\$1.350	\$0.032	2.4	\$0.000	\$0.000	\$0.000	-	\$1.318	\$1.350	\$0.032	2.4
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.783	\$1.026	\$0.243	31.0	\$0.783	\$1.026	\$0.243	31.0
Total Revenue	\$4.330	\$4.366	\$0.036	0.8	\$0.783	\$1.026	\$0.243	31.0	\$5.113	\$5.392	\$0.279	5.4
Expenses												
Labor :												
Payroll	\$9.306	\$9.600	(0.294)	(3.2)	\$0.286	\$0.342	(0.056)	(19.6)	\$9.592	\$9.942	(0.350)	(3.7)
Overtime	\$1.772	\$1.707	\$0.065	3.7	\$0.037	\$0.120	(0.083)	-	\$1.809	\$1.827	(0.018)	(1.0)
Total Salaries & Wages	\$11.078	\$11.307	(0.229)	(2.1)	\$0.323	\$0.462	(0.139)	(43.0)	\$11.401	\$11.769	(0.368)	(3.2)
Health and Welfare	\$1.919	\$1.837	\$0.082	4.3	\$0.000	\$0.000	\$0.000	-	\$1.919	\$1.837	\$0.082	4.3
OPEB Current Payment	\$0.623	\$0.655	(0.032)	(5.1)	\$0.003	\$0.005	(0.002)	(66.7)	\$0.626	\$0.660	(0.034)	(5.4)
Pensions	\$3.000	\$3.000	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$3.000	\$3.000	\$0.000	0.0
Other Fringe Benefits	\$1.657	\$1.936	(0.279)	(16.9)	\$0.000	\$0.000	\$0.000	-	\$1.657	\$1.936	(0.279)	(16.9)
Total Fringe Benefits	\$7.199	\$7.428	(0.229)	(3.2)	\$0.003	\$0.005	(0.002)	(66.7)	\$7.202	\$7.433	(0.231)	(3.2)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.379)	(0.381)	\$0.002	0.4	\$0.379	\$0.381	(0.002)	(0.4)	\$0.000	\$0.000	\$0.000	-
Labor	\$17.898	\$18.355	(0.457)	(2.6)	\$0.705	\$0.848	(0.143)	(20.2)	\$18.603	\$19.202	(0.599)	(3.2)
Non-Labor :												
Electric Power	\$2.306	\$2.190	\$0.116	5.0	\$0.003	\$0.006	(0.003)	-	\$2.309	\$2.196	\$0.113	4.9
Fuel	\$0.153	\$0.174	(0.021)	(13.9)	\$0.000	\$0.000	-	-	\$0.153	\$0.174	(0.021)	(13.9)
Insurance	\$0.789	\$0.725	\$0.063	8.0	\$0.000	\$0.000	-	-	\$0.789	\$0.725	\$0.063	8.0
Claims	\$0.841	\$0.832	\$0.009	1.0	\$0.000	\$0.000	-	-	\$0.841	\$0.832	\$0.009	1.0
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.946	\$0.522	\$0.424	44.8	\$0.000	\$0.000	-	-	\$0.946	\$0.522	\$0.424	44.8
Professional Service Contracts	\$0.250	\$0.200	\$0.050	20.0	\$0.000	\$0.008	(0.008)	-	\$0.250	\$0.208	\$0.042	16.8
Materials & Supplies	\$0.791	\$0.759	\$0.032	4.0	\$0.075	\$0.164	(0.089)	-	\$0.866	\$0.923	(0.057)	(6.6)
Other Business Expenses	\$0.056	\$0.090	(0.034)	(60.3)	\$0.000	\$0.000	\$0.000	-	\$0.056	\$0.090	(0.034)	(60.3)
Non-Labor	\$6.132	\$5.493	\$0.639	10.4	\$0.078	\$0.178	(0.100)	-	\$6.210	\$5.671	\$0.539	8.7
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$24.030	\$23.847	\$0.182	0.8	\$0.783	\$1.026	(0.243)	(31.0)	\$24.813	\$24.873	(0.060)	(0.2)
Depreciation	\$3.947	\$4.224	(0.277)	(7.0)	\$0.000	\$0.000	-	-	\$3.947	\$4.224	(0.277)	(7.0)
OPEB Liability	\$1.175	\$1.245	(0.070)	(6.0)	\$0.000	\$0.000	-	-	\$1.175	\$1.245	(0.070)	(6.0)
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$29.152	\$29.316	(0.165)	(0.6)	\$0.783	\$1.026	(0.243)	(31.0)	\$29.935	\$30.342	(0.407)	(1.4)
OPERATING SURPLUS/DEFICIT	(24.822)	(24.950)	(0.129)	(0.5)	\$0.000	\$0.000	\$0.000	-	(24.822)	(24.950)	(0.129)	(0.5)

Note: Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
June 2015
(\$ in millions)

<u>Generic Revenue or Expense Category</u>	<u>Non Reimb. or Reimb.</u>	<u>MONTH</u>			<u>YEAR-TO-DATE</u>		
		<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>	<u>Favorable/ (Unfavorable) Variance</u>		<u>Reason for Variance</u>
		<u>\$</u>	<u>%</u>		<u>\$</u>	<u>%</u>	
Farebox Revenue	Non Reimb.	0.004	0.7	Due to a non-student ridership increase			
Other Operating Revenue	Non Reimb.	0.029	14.9	Higher student fare reimbursements			
Payroll	Non Reimb.	(0.295)	(19.6)	The unfavorable timing of expenses, partly offset by vacancies			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Overtime	Non Reimb.	0.065	31.3	Largely the timing of maintenance and vacancy coverage requirements			
Health and Welfare (including OPEB current payment)	Non Reimb.	0.051	11.4	Primarily the favorable timing of expenses			
Other Fringe Benefits	Non Reimb.	(0.280)	over (100.0)	Mostly higher interagency charges and Workers' Compensation requirements			
Electric Power	Non Reimb.	0.119	44.2	Favorable timing of expenses			
Insurance	Non Reimb.	0.061	54.8	The favorable timing of interagency payments			
Maintenance & Other Operating Contracts	Non Reimb.	0.423	76.9	The favorable timing of non-revenue vehicle purchases and other expenses			
Professional Service Contracts	Non Reimb.	0.049	62.6	The favorable timing of engineering services and several other professional service account expenses			
Materials and Supplies	Non Reimb.	0.032	10.2	Mostly the favorable timing of maintenance material requirements			
Capital and Other Reimbursements	Reimb.	0.243	over 100.0	Timing of Contractor requirements			
Payroll	Reimb.	(0.056)	(56.0)	Timing of Contractor requirements			
Overtime	Reimb.	(0.083)	over (100.0)	Timing of Contractor requirements			
Materials & Supplies	Reimb.	(0.089)	over (100.0)	Unanticipated reimbursable material requirements			

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Cash Receipts and Expenditures
Jun FY15
(\$ in Millions)

9/02/2015 10:50 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.579	\$0.541	(0.038)	(6.6)	\$2.950	\$2.912	(0.038)	(1.3)
Other Revenue	\$0.247	\$0.020	(0.227)	(91.9)	\$1.916	\$1.689	(0.227)	(11.8)
Capital and Other Reimbursements	\$0.100	\$0.000	(0.100)	-	\$0.449	\$0.349	(0.100)	(22.3)
Total Revenue	\$0.926	\$0.561	(0.365)	(39.4)	\$5.315	\$4.950	(0.365)	(6.9)
Expenditures								
Labor :								
Payroll	\$1.700	\$1.095	\$0.605	35.6	\$10.057	\$9.452	\$0.605	6.0
Overtime	\$0.303	\$0.148	\$0.155	51.2	\$1.808	\$1.653	\$0.155	8.6
Total Salaries & Wages	\$2.003	\$1.243	\$0.760	37.9	\$11.865	\$11.105	\$0.760	6.4
Health and Welfare	\$0.254	\$0.107	\$0.147	57.9	\$2.404	\$2.257	\$0.147	6.1
OPEB Current Payment	\$0.153	\$0.071	\$0.082	53.6	\$0.391	\$0.309	\$0.082	21.0
Pensions	\$0.500	\$0.500	\$0.000	0.0	\$3.000	\$3.000	\$0.000	0.0
Other Fringe Benefits	\$0.200	\$0.361	(0.161)	(80.5)	\$1.745	\$1.906	(0.161)	(9.2)
Total Fringe Benefits	\$1.107	\$1.039	\$0.068	6.1	\$7.540	\$7.472	\$0.068	0.9
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$3.110	\$2.282	\$0.828	26.6	\$19.405	\$18.577	\$0.828	4.3
Non-Labor :								
Electric Power	\$0.222	\$0.000	\$0.222	-	\$2.593	\$2.374	\$0.219	8.4
Fuel	\$0.057	\$0.020	\$0.037	64.7	\$0.115	\$0.075	\$0.040	34.8
Insurance	\$0.283	\$0.028	\$0.255	90.1	\$0.609	\$0.351	\$0.258	42.3
Claims	\$0.012	\$0.008	\$0.004	33.8	\$0.968	\$0.963	\$0.005	0.5
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.100	\$0.075	\$0.025	25.0	\$0.495	\$0.470	\$0.025	5.1
Professional Service Contracts	\$0.056	\$0.280	(0.224)	-	\$0.381	\$0.603	(0.223)	(58.5)
Materials & Supplies	\$0.229	\$0.124	\$0.105	45.9	\$1.274	\$1.169	\$0.105	8.2
Other Business Expenses	\$0.000	\$0.037	(0.037)	-	\$0.069	\$0.106	(0.037)	(53.6)
Non-Labor	\$0.959	\$0.572	\$0.387	40.3	\$6.503	\$6.111	\$0.392	6.0
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$4.069	\$2.854	\$1.215	29.9	\$25.908	\$24.688	\$1.220	4.7
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Total Expenditures	\$4.069	\$2.854	\$1.215	29.9	\$25.908	\$24.688	\$1.220	4.7
Net Surplus/(Deficit)	(3.143)	(2.293)	\$0.850	27.0	(20.593)	(19.738)	\$0.855	4.2

Note: Totals may not add due to rounding

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL CASH BASIS
June 2015
(\$ in millions)

<u>Operating Receipts or Disbursements</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>	
Other Operating Revenue	(0.227)	(91.9%)	Mostly unfavorable timing of student fare reimbursements			
Capital and Other Reimbursements	(0.100)	(100.0%)	The unfavorable timing of reimbursable work requirements			SINCE THE MID-YEAR FORECAST INCLUDES ACTUAL RESULTS THROUGH MAY, THE JUNE YEAR-TO-DATE DOLLAR VARIANCES ARE THE SAME AS THE MONTH DOLLAR VARIANCES
Payroll	0.605	35.6%	Mostly the favorable timing of payments			
Overtime	0.155	51.2%	Mostly the favorable timing of payments			
Health and Welfare (including OPEB current payment)	0.229	56.3%	Favorable timing of payments			
Other Fringe Benefits	(0.161)	(80.5%)	Mostly higher interagency payments			
Electric Power	0.222	100.0%	Favorable timing of expenses			
Insurance	0.255	90.1%	The favorable timing of interagency payments			
Materials and Supplies	0.105	45.9%	Largely the favorable timing of payments			

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Jun FY15
(\$ in Millions)

9/02/2015 10:49 AM

	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$0.000	(0.042)	(0.042)	-	(0.062)	(0.104)	(0.042)	(67.7)
Other Revenue	\$0.052	(0.204)	(0.256)	-	\$0.598	\$0.339	(0.259)	(43.3)
Capital and Other Reimbursements	(0.115)	(0.458)	(0.343)	-	(0.334)	(0.677)	(0.343)	-
Total Revenue	(0.063)	(0.704)	(0.641)	-	\$0.202	(0.442)	(0.644)	-
Expenses								
Labor :								
Payroll	(0.097)	\$0.859	\$0.956	-	(0.465)	\$0.490	\$0.955	-
Overtime	(0.088)	\$0.085	\$0.173	-	\$0.001	\$0.174	\$0.173	-
Total Salaries & Wages	(0.185)	\$0.943	\$1.128	-	(0.464)	\$0.664	\$1.128	-
Health and Welfare	\$0.081	\$0.145	\$0.064	79.5	(0.485)	(0.420)	\$0.065	13.3
OPEB Current Payment	(0.039)	\$0.077	\$0.116	-	\$0.235	\$0.351	\$0.116	49.3
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.050	\$0.169	\$0.119	-	(0.088)	\$0.030	\$0.118	-
Total Fringe Benefits	\$0.092	\$0.391	\$0.299	-	(0.338)	(0.039)	\$0.299	88.5
Contribution to GASB Fund	\$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	-
Labor	(0.093)	\$1.334	\$1.427	-	(0.802)	\$0.625	\$1.427	-
Non-Labor :								
Electric Power	\$0.048	\$0.153	\$0.105	-	(0.284)	(0.178)	\$0.106	37.2
Fuel	(0.042)	\$0.019	\$0.061	-	\$0.038	\$0.099	\$0.061	-
Insurance	(0.172)	\$0.022	\$0.194	-	\$0.180	\$0.374	\$0.194	-
Claims	(0.002)	(0.006)	(0.004)	-	(0.127)	(0.131)	(0.004)	(3.1)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.450	\$0.052	(0.398)	(88.4)	\$0.451	\$0.052	(0.399)	(88.4)
Professional Service Contracts	\$0.022	(0.243)	(0.265)	-	(0.130)	(0.395)	(0.265)	-
Materials & Supplies	\$0.081	\$0.243	\$0.162	-	(0.408)	(0.246)	\$0.162	39.8
Other Business Expenses	\$0.000	(0.003)	(0.003)	-	(0.013)	(0.016)	(0.003)	(24.7)
Non-Labor	\$0.385	\$0.238	(0.147)	(38.1)	(0.293)	(0.440)	(0.147)	(50.3)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$0.292	\$1.573	\$1.281	-	(1.095)	\$0.185	\$1.280	-
Depreciation	\$0.725	\$1.002	\$0.277	38.2	\$3.947	\$4.224	\$0.277	7.0
OPEB Liability	\$0.563	\$0.633	\$0.070	12.4	\$1.175	\$1.245	\$0.070	6.0
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$1.580	\$3.208	\$1.628	-	\$4.027	\$5.654	\$1.627	40.4
Total Cash Conversion Adjustments	\$1.517	\$2.503	\$0.986	65.0	\$4.229	\$5.212	\$0.983	23.3

Note: Totals may not add due to rounding

Results are based on the preliminary close of the general ledger and are subject to review and adjustment.

Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

Mid_Year, FinalFY15

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
June 2015

<u>Function/Departments</u>	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>
Administration			
Executive	13	11	2
General Office	9	9	0
Purchasing/Stores	6	5	1
Total Administration	28	25	3
Operations			
Transportation	107	109	(2)
Total Operations	107	109	(2)
Maintenance			
Mechanical	43	42	1
Electronics/Electrical	15	14	1
Power/Signals	26	19	7
Maintenance of Way	46	50	(4)
Infrastructure	25	27	(2)
Total Maintenance	155	152	3
Engineering/Capital			
Sandy Recovery	26	19	7
Total Engineering Capital	26	19	7
Total Positions	316	305	11
Non-Reimbursable	290	286	4
Reimbursable	26	19	7
Total Full-Time	316	305	11
Total Full-Time-Equivalents	0	0	0

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS by FUNCTION and OCCUPATION
June 2015

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Favorable (Unfavorable) Variance</u>	<u>Explanation of Variances</u>
Administration				
Managers/Supervisors	17	18	(1)	
Professional, Technical, Clerical	11	7	4	
Operational Hourlies	0	0	0	
Total Administration	28	25	3	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	4	(1)	
Operational Hourlies	99	102	(3)	
Total Operations	107	109	(2)	
Maintenance				
Managers/Supervisors	8	13	(5)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	137	7	
Total Maintenance	155	152	3	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	14	6	
Total Engineering/Capital	26	19	7	
Total Positions				
Managers/Supervisors	34	37	(3)	
Professional, Technical, Clerical	19	15	4	
Operational Hourlies	263	253	10	
Total Positions	316	305	11	

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

Month of June				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.411	0.406	(0.005)	(1.3%)	
Year-to-Date				
2.218	2.213	(0.005)	(0.2%)	

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)**

	<u>Month of June</u>		<u>Variance</u>		<u>Explanation</u>
	<u>2014</u>	<u>2015</u>	<u>Amount</u>	<u>Percent</u>	
Average Weekday	0.016	0.017	0.001	4.4%	Mostly due to 2.2 inches of rain on weekdays in 2015 and 4.3 inches of rain in 2014 and a return to a higher ridership growth trend
Average Weekend	0.009	0.009	(0.000)	(2.3%)	Mostly due to 2.6 inches of rain on weekends in 2015 with no weekend rain in 2014
<u>12-Month Rolling Average</u>					
Average Weekday	0.015	0.016	0.000	2.9%	Higher ridership growth trend
Average Weekend	0.007	0.008	0.001	7.2%	Weekend service suspensions in 2013

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

FINANCIAL AND RIDERSHIP REPORT**June 2015**

(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Mid-Year Forecast (forecast)

Operating revenue was \$19.8 million in June, \$0.2 million (1.0 percent) above forecast, due primarily to higher pass average fares and the favorable timing of student fare reimbursements. Since the forecast includes the first five months of actual results, the year-to-date June variances are therefore the same as the June month variances.

Total MTA Bus **ridership** in June 2015 was 10.6 million, 1.5 percent (0.2 million riders) below forecast. Year-to-date, ridership was 61.6 million, 0.3 percent (0.2 million riders) below forecast. June 2015 average weekday ridership was 406,358, a decrease of 1.6 percent (6,408 riders) from June 2014. Average weekday ridership for the twelve months ending June 2015 was 408,466, an increase of 1.8 percent (7,409 riders) from the twelve months ending June 2014.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$51.4 million in June, \$2.0 million (3.8 percent) below forecast. Labor expenses exceeded forecast by \$0.9 million (2.2 percent), due largely to higher overtime expenses of \$1.3 million (31.6 percent), due mostly to maintenance requirements in support of an overage fleet, and vacancy/absentee coverage requirements. Payroll expenses also exceeded forecast by \$0.9 million (4.5 percent), caused by a delay of interagency billings. Partly offsetting these unfavorable results was an underrun in other fringe benefits of \$1.1 million (24.8 percent), due largely to the favorable timing of Workers' Compensation payments. Non-labor expenses were favorable to forecast by \$2.9 million (20.4 percent), due principally to the favorable timing of expenses reported for materials & supplies of \$1.3 million (46.3 percent), professional service contracts of \$0.9 million (34.8 percent), and maintenance contracts of \$0.5 million (14.3 percent). Again, since the forecast includes the first five months of actual results, the year-to-date June variances are therefore the same as the June month variances.

Depreciation expenses year-to-date exceeded forecast by \$1.0 million (4.1 percent).

Other Post-Employment Benefit accrued expenses of \$50.1 million year-to-date were slightly above forecast.

The **operating cash deficit** (excluding subsidies) was \$197.5 million year-to-date, \$3.2 million (1.6 percent) favorable to forecast.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
June 2015
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 18.018	\$ 18.123	\$ 0.105	0.6	\$ -	\$ -	\$ -	-	\$ 18.018	\$ 18.123	\$ 0.105	0.6
Other Operating Income	1.579	1.667	0.088	5.6	-	-	-	-	1.579	1.667	0.088	5.6
Capital and Other Reimbursements			-	-	0.547	0.511	(0.036)	(6.6)	0.547	0.511	(0.036)	(6.6)
Total Revenue	\$ 19.597	\$ 19.790	\$ 0.193	1.0	\$ 0.547	\$ 0.511	\$ (0.036)	(6.6)	\$ 20.144	\$ 20.301	\$ 0.157	0.8
- Labor:												
Payroll	\$ 20.654	\$ 21.580	\$ (0.926)	(4.5)	\$ 0.221	\$ 0.278	\$ (0.057)	(25.8)	\$ 20.875	\$ 21.858	\$ (0.983)	(4.7)
Overtime	3.959	5.211	(1.252)	(31.6)	-	-	-	-	3.959	5.211	(1.252)	(31.6)
Health and Welfare	4.462	4.555	(0.093)	(2.1)	0.097	0.095	0.002	2.1	4.559	4.650	(0.091)	(2.0)
OPEB Current Payment	1.793	1.500	0.293	16.3	-	-	-	-	1.793	1.500	0.293	16.3
Pensions	3.784	3.799	(0.015)	(0.4)	0.043	0.038	0.005	11.6	3.827	3.837	(0.010)	(0.3)
Other Fringe Benefits	4.505	3.388	1.117	24.8	0.042	0.038	0.004	9.5	4.547	3.426	1.121	24.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.052	(0.052)	-	-	0.052	(0.052)	-
Total Labor Expenses	\$ 39.157	\$ 40.033	\$ (0.876)	(2.2)	\$ 0.403	\$ 0.501	\$ (0.098)	(24.3)	\$ 39.560	\$ 40.534	\$ (0.974)	(2.5)
Non-Labor:												
Electric Power	\$ 0.161	\$ 0.091	\$ 0.070	43.5	\$ -	\$ -	\$ -	-	\$ 0.161	\$ 0.091	\$ 0.070	43.5
Fuel	2.175	2.107	0.068	3.1	-	-	-	-	2.175	2.107	0.068	3.1
Insurance	0.552	0.284	0.268	48.6	-	-	-	-	0.552	0.284	0.268	48.6
Claims	2.479	2.500	(0.021)	(0.9)	-	-	-	-	2.479	2.500	(0.021)	(0.9)
Maintenance and Other Operating Contracts	3.332	2.855	0.477	14.3	0.032	-	0.032	100.0	3.364	2.855	0.509	15.1
Professional Service Contracts	2.590	1.688	0.902	34.8	-	-	-	-	2.590	1.688	0.902	34.8
Materials & Supplies	2.869	1.541	1.328	46.3	0.112	0.010	0.102	91.1	2.981	1.551	1.430	48.0
Other Business Expense	0.137	0.316	(0.179)	*	-	-	-	-	0.137	0.316	(0.179)	*
Total Non-Labor Expenses	\$ 14.293	\$ 11.382	\$ 2.911	20.4	\$ 0.144	\$ 0.010	\$ 0.134	93.1	\$ 14.437	\$ 11.392	\$ 3.045	21.1
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 53.450	\$ 51.415	\$ 2.035	3.8	\$ 0.547	\$ 0.511	\$ 0.036	6.6	\$ 53.997	\$ 51.926	\$ 2.071	3.8
Depreciation	3.108	4.058	(0.950)	(30.6)	-	-	-	-	3.108	4.058	(0.950)	(30.6)
OPEB Obligation	8.273	8.350	(0.077)	(0.9)	-	-	-	-	8.273	8.350	(0.077)	(0.9)
Environmental Remediation	-	0.013	(0.013)	-	-	-	-	-	-	0.013	(0.013)	-
Total Expenses	\$ 64.831	\$ 63.836	\$ 0.995	1.5	\$ 0.547	\$ 0.511	\$ 0.036	6.6	\$ 65.378	\$ 64.347	\$ 1.031	1.6
Net Surplus/(Deficit)	\$ (45.233)	\$ (44.046)	\$ 1.187	2.6	\$ -	\$ -	\$ (0.000)	-	\$ (45.233)	\$ (44.046)	\$ 1.187	2.6

NOTE: Totals may not add due to rounding

Note:

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
ACCURAL STATEMENT of OPERATIONS by CATEGORY
June 2015 Year-To-Date
(\$ in millions)

	Nonreimbursable				Reimbursable				Total			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent			Variance	Percent
Revenue												
Farebox Revenue	\$ 101.641	\$ 101.746	\$ 0.105	0.1	\$ -	\$ -	\$ -	-	\$ 101.641	\$ 101.746	\$ 0.105	0.1
Other Operating Income	10.990	11.078	0.088	0.8	-	-	-	-	10.990	11.078	0.088	0.8
Capital and Other Reimbursements	-	-	-	-	2.598	2.562	(0.036)	(1.4)	2.598	2.562	(0.036)	(1.4)
Total Revenue	\$ 112.631	\$ 112.824	\$ 0.193	0.2	\$ 2.598	\$ 2.562	\$ (0.036)	(1.4)	\$ 115.229	\$ 115.386	\$ 0.157	0.1
Expenses												
Labor:												
Payroll	\$ 125.487	\$ 126.413	\$ (0.926)	(0.7)	1.374	1.431	\$ (0.057)	(4.1)	\$ 126.861	\$ 127.844	\$ (0.983)	(0.8)
Overtime	28.557	29.809	(1.252)	(4.4)	-	-	-	-	28.557	29.809	(1.252)	(4.4)
Health and Welfare	26.785	26.878	(0.093)	(0.3)	0.453	0.451	0.002	0.4	27.238	27.329	(0.091)	(0.3)
OPEB Current Payment	10.036	9.743	0.293	2.9	-	-	-	-	10.036	9.743	0.293	2.9
Pensions	23.185	23.200	(0.015)	(0.1)	0.209	0.204	0.005	2.4	23.394	23.404	(0.010)	(0.0)
Other Fringe Benefits	22.333	21.216	1.117	5.0	0.208	0.204	0.004	1.9	22.541	21.420	1.121	5.0
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	0.169	0.221	(0.052)	(30.8)	0.169	0.221	(0.052)	(30.8)
Total Labor Expenses	\$ 236.383	\$ 237.259	\$ (0.876)	(0.4)	\$ 2.413	\$ 2.511	\$ (0.098)	(4.1)	\$ 238.796	\$ 239.770	\$ (0.974)	(0.4)
Non-Labor:												
Electric Power	\$ 0.827	\$ 0.757	\$ 0.070	8.5	-	-	-	-	\$ 0.827	\$ 0.757	\$ 0.070	8.5
Fuel	12.304	12.236	0.068	0.5	-	-	-	-	12.304	12.236	0.068	0.5
Insurance	2.002	1.734	0.268	13.4	-	-	-	-	2.002	1.734	0.268	13.4
Claims	13.747	13.768	(0.021)	(0.2)	-	-	-	-	13.747	13.768	(0.021)	(0.2)
Maintenance and Other Operating Contracts	11.456	10.979	0.477	4.2	0.032	-	0.032	100.0	11.488	10.979	0.509	4.4
Professional Service Contracts	11.053	10.151	0.902	8.2	-	-	-	-	11.053	10.151	0.902	8.2
Materials & Supplies	21.947	20.619	1.328	6.0	0.153	0.051	0.102	66.7	22.100	20.670	1.430	6.5
Other Business Expense	1.592	1.771	(0.179)	(11.2)	-	-	-	-	1.592	1.771	(0.179)	(11.2)
Total Non-Labor Expenses	\$ 74.926	\$ 72.015	\$ 2.911	3.9	\$ 0.185	\$ 0.051	\$ 0.134	72.4	\$ 75.111	\$ 72.066	\$ 3.045	4.1
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adj.	\$ 311.309	\$ 309.274	\$ 2.035	0.7	\$ 2.598	\$ 2.562	\$ 0.036	1.4	\$ 313.907	\$ 311.836	\$ 2.071	0.7
Depreciation	23.398	24.348	(0.950)	(4.1)	-	-	-	-	23.398	24.348	(0.950)	(4.1)
OPEB Obligation	50.024	50.101	(0.078)	(0.2)	-	-	-	-	50.024	50.101	(0.078)	(0.2)
Environmental Remediation	0.004	0.017	(0.013)	*	-	-	-	-	0.004	0.017	(0.013)	*
Total Expenses	\$ 384.735	\$ 383.740	\$ 0.994	0.3	\$ 2.598	\$ 2.562	\$ 0.036	1.4	\$ 387.333	\$ 386.302	\$ 1.031	0.3
Net Surplus/(Deficit)	\$ (272.103)	\$ (270.916)	\$ 1.187	0.4	\$ -	\$ -	\$ -	-	\$ (272.103)	\$ (270.916)	\$ 1.187	0.4

NOTE: Totals may not add due to rounding

Note:

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	June 2015				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$	0.105	0.6	(a)	\$	0.105	0.1	(a)
Other Operating Revenue	NR	\$	0.088	5.6	(a)	\$	0.088	0.8	(a)
Capital and Other Reimbursements	R	\$	(0.036)	(6.6)	(a)	\$	(0.036)	(1.4)	(a)
Total Revenue Variance		\$	0.157	0.8		\$	0.157	0.1	
Payroll	NR	\$	(0.926)	(4.5)	Delay in billings to sister agencies	\$	(0.926)	(0.7)	Delay in billings to sister agencies
Overtime	NR	\$	(1.252)	(31.6)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	\$	(1.252)	(4.4)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	NR	\$	0.200	3.2	Timing of expenses	\$	0.200	0.5	Timing of expenses
Pension	NR	\$	(0.015)	(0.4)	(a)	\$	(0.015)	(0.1)	(a)
Other Fringe Benefits	NR	\$	1.117	24.8	Favorable timing of workers' compensation payments and associated vacancies	\$	1.117	5.0	Favorable timing of workers' compensation payments and associated vacancies
Electric Power	NR	\$	0.070	43.5	Timing of expenses	\$	0.070	8.5	Timing of expenses
Fuel	NR	\$	0.068	3.1	(a)	\$	0.068	0.5	(a)
Insurance	NR	\$	0.268	48.6	Timing of expenses	\$	0.268	13.4	Timing of expenses
Claims	NR	\$	(0.021)	(0.9)	(a)	\$	(0.021)	(0.2)	(a)
Maintenance and Other Operating Contracts	NR	\$	0.477	14.3	Timing of expenses and mischarge of security costs to Material and Supplies.	\$	0.477	4.2	Timing of expenses and mischarge of security costs to Material and Supplies.
Professional Service Contracts	NR	\$	0.902	34.8	Timing of expenses	\$	0.902	8.2	Timing of expenses
Materials & Supplies	NR	\$	1.328	46.3	Timing of expenses offset by mischarges of security costs	\$	1.328	6.0	Timing of expenses offset by mischarges of security costs
Other Business Expense	NR	\$	(0.179)	*	Greater than budgeted Automatic Collection Fees.	\$	(0.179)	(11.2)	Greater than budgeted Automatic Collection Fees.
Depreciation	NR	\$	(0.950)	(30.6)	Non cash expense	\$	(0.950)	(4.1)	Non cash expense
Other Post Employment Benefits	NR	\$	(0.077)	(0.9)	(a)	\$	(0.078)	(0.2)	(a)
Environmental Remediation		\$	(0.013)	-		\$	(0.013)	*	
Payroll	R	\$	(0.057)	(25.8)	Shuttle support	\$	(0.057)	(4.1)	Shuttle support
Health and Welfare	R	\$	0.002	2.1	} Timing of charges.	\$	0.002	0.4	} Timing of charges.
Pension	R	\$	0.005	11.6		\$	0.005	2.4	
Other Fringe Benefits	R	\$	0.004	9.5		\$	0.004	1.9	
Reimbursable Overhead	R	\$	(0.052)	*	Shuttle support	\$	(0.052)	*	Shuttle support
Maintenance and Other Operating Contracts	R	\$	0.032	*	Timing of charges	\$	0.032	*	Timing of charges
Materials & Supplies	R	\$	0.102	*	Timing of charges	\$	0.102	*	Timing of charges
Total Expense Variance		\$	1.031	1.6		\$	1.030	0.3	
Net Variance		\$	1.187	2.6		\$	1.187	0.4	

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

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
CASH RECEIPTS AND EXPENDITURES

(\$ in millions)

	June 2015					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ 18.018	\$ 20.114	\$ 2.096	11.6		\$ 100.351	\$ 102.447	\$ 2.096	2.1	
Other Operating Revenue	1.865	0.553	(1.312)	(70.3)		10.370	9.058	(1.312)	(12.7)	
Capital and Other Reimbursements	1.430	0.720	(0.710)	(49.7)		3.210	2.500	(0.710)	(22.1)	
Total Receipts	\$ 21.313	\$ 21.387	\$ 0.074	0.3		\$ 113.931	\$ 114.005	\$ 0.074	0.1	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 20.342	\$ 18.039	\$ 2.303	11.3		\$ 123.263	\$ 120.960	\$ 2.303	1.9	
Overtime	3.959	5.212	(1.253)	(31.6)		28.557	29.810	(1.253)	(4.4)	
Health and Welfare	4.324	5.381	(1.057)	(24.4)		28.505	29.562	(1.057)	(3.7)	
OPEB Current Payment	1.800	1.500	0.300	16.7		10.043	9.743	0.300	3.0	
Pensions	3.858	3.799	0.059	1.5		23.260	23.201	0.059	0.3	
Other Fringe Benefits	4.430	3.829	0.601	13.6		23.225	22.624	0.601	2.6	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
Total Labor Expenditures	\$ 38.712	\$ 37.760	\$ 0.952	2.5		\$ 236.852	\$ 235.900	\$ 0.952	0.4	
<i>Non-Labor:</i>										
Electric Power	\$ 0.162	\$ 0.091	\$ 0.071	43.8		\$ 0.828	\$ 0.757	\$ 0.071	8.6	
Fuel	2.395	2.179	0.216	9.0		11.106	10.890	0.216	1.9	
Insurance	1.075	0.027	1.048	97.5		1.794	0.746	1.048	58.4	
Claims	1.490	1.408	0.082	5.5		15.823	15.741	0.082	0.5	
Maintenance and Other Operating Contracts	3.549	3.667	(0.118)	(3.3)		9.576	9.694	(0.118)	(1.2)	
Professional Service Contracts	2.953	1.004	1.949	66.0		13.026	11.077	1.949	15.0	
Materials & Supplies	2.668	3.769	(1.101)	(41.3)		24.146	25.247	(1.101)	(4.6)	
Other Business Expenses	0.315	0.245	0.070	22.2		1.528	1.458	0.070	4.6	
Total Non-Labor Expenditures	\$ 14.607	\$ 12.390	\$ 2.217	15.2		\$ 77.827	\$ 75.610	\$ 2.217	2.8	
<i>Other Expenditure Adjustments :</i>										
Other		-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 53.319	\$ 50.150	\$ 3.169	5.9		\$ 314.679	\$ 311.510	\$ 3.169	1.0	
Operating Cash Surplus/(Deficit)	\$ (32.006)	\$ (28.763)	\$ 3.243	10.1		\$ (200.748)	\$ (197.505)	\$ 3.243	1.6	

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS
(\$ in millions)

Operating Receipts or Disbursements	June 2015			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 2.096	11.6	Receipts from prior periods	\$ 2.096	2.1	Receipts from prior periods
Other Operating Revenue	(1.312)	(70.3)	Delays in Student Reimbursement	(1.312)	(12.7)	Delays in Student Reimbursement
Capital and Other Reimbursements	(0.710)	(49.7)	Delayed funding, timing of reimbursement receipts, and vacancies.	(0.710)	(22.1)	Delayed funding, timing of reimbursement receipts, and vacancies.
Total Receipts	\$ 0.074	0.3		\$ 0.074	0.1	
Payroll	\$ 2.303	11.3	Vacancies and delayed billings from sister agencies	\$ 2.303	1.9	Vacancies and delayed billings from sister agencies
Overtime	(1.253)	(31.6)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	(1.253)	(4.4)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare	(1.057)	(24.4)	Timing of payments	(1.057)	(3.7)	Prior period payments
OPEB Current Payment	0.300	16.7	Timing of payments	0.300	3.0	Timing of payments
Health and Welfare (including OPEB)	(0.757)	(12.4)	Payment of prior period expenses	(0.757)	(2.0)	Payment of prior period expenses
Pension	0.059	1.5	(a)	0.059	0.3	(a)
Other Fringe Benefits	0.601	13.6	Favorable timing of workers' compensation payments and associated vacancies	0.601	2.6	Favorable timing of workers' compensation payments and associated vacancies
GASB	-	-		-	-	
Electric Power	0.071	43.8	Timing of payments	0.071	8.6	Timing of payments
Fuel	0.216	9.0	Lower rates	0.216	1.9	Lower rate
Insurance	1.048	97.5	Timing of payments	1.048	58.4	Timing of payments
Claims	0.082	5.5	Timing of payments	0.082	0.5	Timing of payments
Maintenance and Other Operating Contracts	(0.118)	(3.3)	Prior period payments	(0.118)	(1.2)	Prior period expenses
Professional Service Contracts	1.949	66.0	Timing of payments	1.949	15.0	Timing of payments
Materials & Supplies	(1.101)	(41.3)	Mischarge of security costs belonging in Maintenance and Operating Contracts and payments for prior periods	(1.101)	(4.6)	Mischarge of security costs belonging in Maintenance and Operating Contracts and payments for prior periods
Other Business Expenditure	0.070	22.2	Timing of payments	0.070	4.6	Timing of payments
	-					
Total Expenditures	\$ 3.169	5.9		\$ 3.169	1.0	
Net Cash Variance	\$ 3.243	10.1		\$ 3.243	1.6	

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

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
CASH CONVERSION (CASH FLOW ADJUSTMENTS)
(\$ in millions)

	June 2015				Year-To-Date			
	Favorable (Unfavorable)				Favorable (Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$ (0.000)	\$ 1.991	\$ 1.991	*	\$ (1.290)	\$ 0.701	\$ 1.991	*
Other Operating Revenue	0.286	(1.114)	(1.400)	*	(0.620)	(2.020)	(1.400)	*
Capital and Other Reimbursements	0.883	0.209	(0.674)	(76.3)	0.612	(0.062)	(0.674)	*
Total Receipts	\$ 1.169	\$ 1.086	\$ (0.083)	(7.1)	\$ (1.298)	\$ (1.381)	\$ (0.083)	(6.4)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 0.534	\$ 3.819	\$ 3.285	*	\$ 3.598	\$ 6.884	\$ 3.286	91.3
Overtime	-	(0.001)	(0.001)	-	-	(0.001)	(0.001)	-
Health and Welfare	0.235	(0.731)	(0.966)	*	(1.267)	(2.233)	(0.966)	(76.2)
OPEB Current Payment	(0.007)	-	0.007	100.0	(0.007)	-	0.007	100.0
Pensions	(0.031)	0.038	0.069	*	0.134	0.203	0.069	51.5
Other Fringe Benefits	0.117	(0.403)	(0.520)	*	(0.684)	(1.204)	(0.520)	(76.1)
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	0.052	0.052	-	0.169	0.221	0.052	30.8
Total Labor Expenditures	\$ 0.847	\$ 2.774	\$ 1.927	*	\$ 1.943	\$ 3.870	\$ 1.927	99.1
<i>Non-Labor:</i>								
Traction and Propulsion Power	\$ (0.001)	\$ -	\$ 0.001	100.0	\$ (0.001)	\$ -	\$ 0.001	100.0
Fuel for Buses and Trains	(0.220)	(0.072)	0.148	67.3	1.198	1.346	0.148	12.4
Insurance	(0.523)	0.257	0.780	*	0.208	0.988	0.780	*
Claims	0.989	1.092	0.103	10.5	(2.076)	(1.973)	0.103	5.0
Maintenance and Other Operating Contracts	(0.185)	(0.812)	(0.627)	*	1.912	1.285	(0.627)	(32.8)
Professional Service Contracts	(0.363)	0.684	1.047	*	(1.973)	(0.926)	1.047	53.1
Materials & Supplies	0.313	(2.218)	(2.531)	*	(2.046)	(4.577)	(2.531)	*
Other Business Expenditures	(0.178)	0.071	0.249	*	0.064	0.313	0.249	*
Total Non-Labor Expenditures	\$ (0.170)	\$ (0.998)	\$ (0.828)	*	\$ (2.716)	\$ (3.544)	\$ (0.828)	(30.5)
Other Expenditure Adjustments :								
Other	-	-	-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Gap Closing Expenditures :								
Additional Actions for Budget Balance: Expenditure	-	-	-	-	-	-	-	-
Total Gap Closing Expenditures	-	-	-	-	-	-	-	-
Total Cash Conversion Adjustments before								
Non-Cash Liability Adj.	\$ 1.846	\$ 2.862	\$ 1.016	55.0	\$ (2.071)	\$ (1.055)	\$ 1.016	49.0
Depreciation Adjustment	3.108	4.058	0.950	30.6	23.398	24.348	0.950	4.1
Other Post Employment Benefits	8.273	8.350	0.077	0.9	50.024	50.101	0.078	0.2
Environmental Remediation	-	0.013	0.013		0.004	0.017	0.013	
Total Expenses/Expenditures	\$ 13.227	\$ 15.283	\$ 2.056	15.5	\$ 71.355	\$ 73.411	\$ 2.056	2.9
Total Cash Conversion Adjustments	\$ 13.227	\$ 15.283	\$ 2.056	15.5	\$ 71.355	\$ 73.411	\$ 2.056	2.9

NOTE: Totals may not add due to rounding

Note:

Results are based on the preliminary close of the general ledger and are subject to review and adjustment. Please note that the current months' actuals do not include post-close adjustments, which will be captured in the subsequent month's YTD results.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
Utilization
(In millions)

	<u>June 2015</u>			<u>Year-to-date as of June 2015</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 18.018	\$ 18.123	\$ 0.105	\$ 101.641	\$ 101.746	\$ 0.105
Total Farebox Revenue	\$ 18.018	\$ 18.123	\$ 0.105	\$ 101.641	\$ 101.746	\$ 0.105
Other Revenue	\$ 1.579	\$ 1.667	\$ 0.088	\$ 10.990	\$ 11.078	\$ 0.088
Capital & Other	0.547	0.511	(0.036)	2.598	2.562	(0.036)
Total Revenue	\$ 20.144	\$ 20.301	\$ 0.157	\$ 115.229	\$ 115.386	\$ 0.157
<u>Ridership</u>						
Fixed Route	10.750	10.590	(0.160)	61.807	61.647	(0.160)
Total Ridership	10.750	10.590	(0.160)	61.807	61.647	(0.160)

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
TOTAL POSITIONS BY FUNCTION AND DEPARTMENT
NON-REIMBURSABLE AND REIMBURSABLE FULL-TIME / FULL-TIME EQUIVALENTS
JUNE 2015

FUNCTION/DEPARTMENT	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	3	3	-	
Human Resources	9	10	(1)	
Office of Management and Budget	16	11	5	
Technology & Information Services	-	-	-	
Material	19	16	3	
Controller	15	19	(4)	
Office of the President	6	6	-	
System Safety Administration	5	1	4	
Law	21	22	(1)	
Corporate Communications	3	1	2	
Labor Relations	4	4	-	
Strategic Office	13	11	2	
Non-Departmental	27	-	27	
Total Administration	141	104	37	Vacancies to be filled
Operations				
Buses	2,226	2,189	37	
Office of the Executive VP	1	4	(3)	
Safety & Training	31	107	(76)	Students in Training
Road Operations	119	116	3	
Transportation Support	20	23	(3)	
Operations Planning	31	30	1	
Revenue Control	27	27	-	
Total Operations	2,455	2,496	(41)	
Maintenance				
Buses	754	752	2	
Maintenance Support/CMF	176	172	4	
Facilities	73	63	10	
Supply Logistics	92	92	-	
Total Maintenance	1,095	1,079	16	Vacancies to be filled
Capital Program Management	37	25	12	
Total Engineering/Capital	37	25	12	Vacancies to be filled
Security	18	15	3	
Total Public Safety	18	15	3	
Total Positions	3,746	3,719	27	
Non-Reimbursable	3,708	3,685	23	
Reimbursable	38	34	4	
Total Full-Time	3,731	3,705	26	
Total Full-Time Equivalents	15	14	1	

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION
JUNE 2015

FUNCTION/OCCUPATIONAL GROUP	Mid-Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	54	45	9	
Professional, Technical, Clerical	62	59	3	
Operational Hourlies	25	-	25	
Total Administration	141	104	37	Vacancies to be filled
Operations				
Managers/Supervisors	304	295	9	
Professional, Technical, Clerical	50	52	(2)	
Operational Hourlies	2,101	2,149	(48)	
Total Operations	2,455	2,496	(41)	
Maintenance				
Managers/Supervisors	217	216	1	
Professional, Technical, Clerical	18	19	(1)	
Operational Hourlies	860	844	16	
Total Maintenance	1,095	1,079	16	Vacancies to be filled
Engineering/Capital				
Managers/Supervisors	21	13	8	
Professional, Technical, Clerical	16	12	4	
Operational Hourlies	-	-	-	
Total Engineering/Capital	37	25	12	Vacancies to be filled
Public Safety				
Managers/Supervisors	14	11	3	
Professional, Technical, Clerical	4	4	-	
Operational Hourlies	-	0	-	
Total Public Safety	18	15	3	
Total Baseline Positions				
Managers/Supervisors	610	580	30	
Professional, Technical, Clerical	150	146	4	
Operational Hourlies	2,986	2,993	(7)	
Total Baseline Positions	3,746	3,719	27	

MTA Bus Company
July Financial Plan - 2015 Mid - Year Forecast Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June						June Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	53,015	\$2.2	52,325	\$2.4	690	(\$0.2)	301,980	\$12.7	301,290	\$13.0	690	(\$0.2)
					1.3%	-10.7%					0.2%	-1.8%
<u>Unscheduled Service</u>	11,697	\$0.5	10,987	\$0.5	711	0.1	55,143	\$2.4	54,432	\$2.3	711	0.1
					6.1%	9.8%					1.3%	2.1%
<u>Programmatic/Routine Maintenance</u>	11,341	\$0.5	23,670	\$1.1	(12,329)	(0.6)	138,814	\$6.3	151,143	\$6.8	(12,329)	(0.6)
					-108.7%	-111.6%					-8.9%	-9.2%
<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>	13,481	\$0.6	26,795	\$1.2	(13,314)	(0.6)	106,291	\$4.8	119,605	\$5.5	(13,314)	(0.6)
					-98.8%	-108.7%					-12.5%	-13.1%
<u>Weather Emergencies</u>	4,339	\$0.2	76	\$0.0	4,263	0.2	45,701	\$2.1	41,438	\$1.9	4,263	0.2
					*	*					*	*
<u>Safety/Security/Law Enforcement</u>	245	\$0.0	201	\$0.0	43	0.0	1,141	\$0.1	1,098	\$0.0	43	0.0
					17.7%	31.9%					3.8%	7.9%
<u>Other</u>	63	\$0.0	745	\$0.0	(682)	(0.0)	3,419	\$0.2	4,101	\$0.2	(682)	(0.0)
					*	*					*	*
Subtotal	94,179	\$4.0	114,798	\$5.2	(20,619)	(\$1.3)	652,488	\$28.6	673,107	\$29.8	(20,619)	(\$1.3)
					-21.9%	-31.6%					-3.2%	-4.4%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	94,179	\$4.0	114,798	\$5.2	(20,619)	(\$1.3)	652,488	\$28.6	673,107	\$29.8	(20,619)	(\$1.3)
					-21.9%	-31.6%					-3.2%	-4.4%

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
July Financial Plan - 2015 Mid - Year Forecast Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	June			June Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	690 1.3%	(\$0.2) -10.7%		690 0.2%	(\$0.2) -1.8%	
<u>Unscheduled Service</u>	711 6.1%	\$0.1 9.8%		711 1.3%	\$0.1 2.1%	
<u>Programmatic/Routine Maintenance</u>	(12,329) -108.7%	(\$0.6) -111.6%	Aging bus fleet impact on bus maintenance.	(12,329) -8.9%	(\$0.6) -9.2%	Aging bus fleet impact on bus maintenance.
<u>Unscheduled Maintenance</u>	- 0.0%	\$0.0 0.0%		- 0.0%	\$0.0 0.0%	
<u>Vacancy/Absentee Coverage</u>	(13,314) -98.8%	(\$0.6) -108.7%	Vacancies and Absence Coverage	(13,314) -12.5%	(\$0.6) -13.1%	Vacancies and Absence Coverage
<u>Weather Emergencies</u>	4,263 *	\$0.2 *		4,263 *	\$0.2 *	-
<u>Safety/Security/Law Enforcement</u>	43 17.7%	\$0.0 31.9%		43 3.8%	\$0.0 7.9%	
<u>Other</u>	(682) *	(\$0.0) *		(682) *	(\$0.0) *	
Subtotal	(20,619) -21.9%	(\$1.3) -31.6%		(20,619) -3.2%	(\$1.3) -4.4%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(20,619)	(\$1.3)		(20,619)	(\$1.3)	

METROPOLITAN TRANSPORTATION AUTHORITY
2015 Overtime Reporting
Overtime Legend

REVISED OVERTIME DECOMPOSITION LEGEND DEFINITIONS

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



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

	(\$ Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$20.0	\$68.9	345
Design Completions	134.3	80.2	60
Awards	1,481.1	994.6	67
Substantial Completions	1,205.0	632.8	53
Closeouts	6,242.1	2,076.7	33

During July, NYCT awarded projects totaling \$154.5 million including:

- Sandy repair work in the Joralemon Tube; and
- station improvements including stairway repairs at four stations on the 8th Avenue and Culver Lines and the installation of Help Point kiosks at three stations on the Flushing Line.

During the same period, NYCT substantially completed projects totaling \$49.2 million including:

- power upgrade at the 207th Street railcar maintenance shop; and
- replacement of power cables at the Central Substation in Manhattan.

Also during July, NYCT started five design projects for \$4.4 million, completed eight designs for \$13.0 million, and closed out 13 projects for \$1,613.4 million.

Capital Program Status
September 2015
(July 2015)

During July, NYCT awarded projects totaling \$154.5 million including \$113.9 million for repair work in the Joralemon Tube that was damaged due to flooding from Superstorm Sandy. The scope of work for the Joralemon Tube repairs, which extends from Lower Manhattan to Brooklyn, will include the repair of cables and ducts, tunnel lighting, pump rooms, and substation and other equipment damaged by the storm.

Also during July, NYCT awarded projects totaling \$16.9 million to repair stairways at four stations and to install Help Point kiosks at three stations. Street stairways will be repaired or replaced at the 23rd Street and 168th Street Stations on the 8th Avenue Line in Manhattan and at the Kings Highway and Avenue N Stations on the Culver Line in Brooklyn. Help Point kiosks will be installed at the 90th Street-Elmhurst Avenue, 103rd Street-Corona Plaza and 111th Street Stations on the Flushing Line in Queens. Help Point kiosks in stations provide customers with a reliable, easy to use communications link to NYCT customer service personnel for information or in the event of an emergency.

During July, NYCT substantially completed projects totaling \$49.2 million including a \$14.7 million project to replace the existing DC Power distribution system within the 207th Street Maintenance Shop at the 207th Street Yard in the Borough of Manhattan. Work included the replacement of the DC feeders to the Shop, replacement of the trolley distribution systems, and installation of control and alarm systems for improved safety and reliability. The shop supports scheduled inspection, unscheduled car repairs, the SMS (Scheduled Maintenance System) program, and car cleaning for a portion of NYCT's rail car fleet.

NYCT also completed a project for \$12.3 million to replace cabling at the Central Substation located at West 53rd Street in Manhattan. This substation provides traction power to the 6th and 8th Avenue and Queens Boulevard Lines and the work was required to ensure a safe and adequate power supply to run the trains. A major renovation of the Central Substation is currently planned for the next capital program.

Also during July, NYCT started five design projects for \$4.4 million, completed eight designs for \$13.0 million, and closed out 13 projects for \$1,613.4 million.

The following table presents the base and final budget, closeout target date, and schedule variance for the 13 projects that NYCT closed out in July.

Projects Closed During July 2015
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Purchase 150 A Division Cars - R142	\$219.1	\$206.8	10/2006	105
Purchase 200 A Division Cars - R142	261.0	252.5	10/2006	105
Purchase 680 A Division Cars - R142 Base	919.9	928.2	10/2006	105
Car Purchase Support Costs - R142/R142A	96.3	184.6	11/2006	104
3 Bus Washers at Kingsbridge Depot [SBMP]	1.3	1.6	01/2014	18
Street Stairs: 23 Street / 6 Avenue (S1/S2) [SBMP]	1.0	1.0	10/2014	9
Ulmer Park Depot: In-Ground Lift / Floor Replacement [SBMP]	1.2	1.4	01/2015	6
Street Stairs: Ditmars Boulevard / Astoria (S1/S4) [SBMP]	1.0	1.0	03/2015	4
Station Ventilators: Elmhurst Ave (North of Bway)Queens Blvd [SBMP]	1.5	1.3	03/2015	4
Street Stairs: 39 Avenue / Astoria (S1/S2) [SBMP]	1.3	1.3	03/2015	4
Duct Reconstruction: Ryders Alley - Front Street / 8 Avenue (Phase 2)	17.7	21.2	07/2015	0
Scrubber Room Drainage - 2 Locations	2.9	2.6	07/2015	0
Signal Control Modifications: Phase 5	9.5	10.0	11/2015	(4)

The closeouts of the four R142 A Division car projects were delayed due to litigation between NYCT and the supplier, Bombardier. The closeouts of the 3 Bus Washers at Kingsbridge Depot (18 months) and the Street Stairs: 23 Street / 6 Avenue (9 months) projects were both delayed due to a delay in the completion of final closeout documentation.

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

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

July

Design Starts	\$0.8	1	\$4.4	5	526.9	500.0
Design Completions	31.8	17	13.0	8	41.0	47.1
Construction Awards	193.6	12	154.5	18	79.8	150.0
Substantial Completions	250.1	22	49.2	11	19.7	50.0
Closeouts	186.8	28	1,613.4	13	863.6	46.4

2015 Year-To-Date

Design Starts	\$20.0	20	\$68.9	55	344.6	275.0
Design Completions	134.3	71	80.2	47	59.7	66.2
Construction Awards	1,481.1	126	994.6	97	67.2	77.0
Substantial Completions	1,205.0	131	632.8	79	52.5	60.3
Closeouts	6,242.1	149	2,076.7	75	33.3	50.3

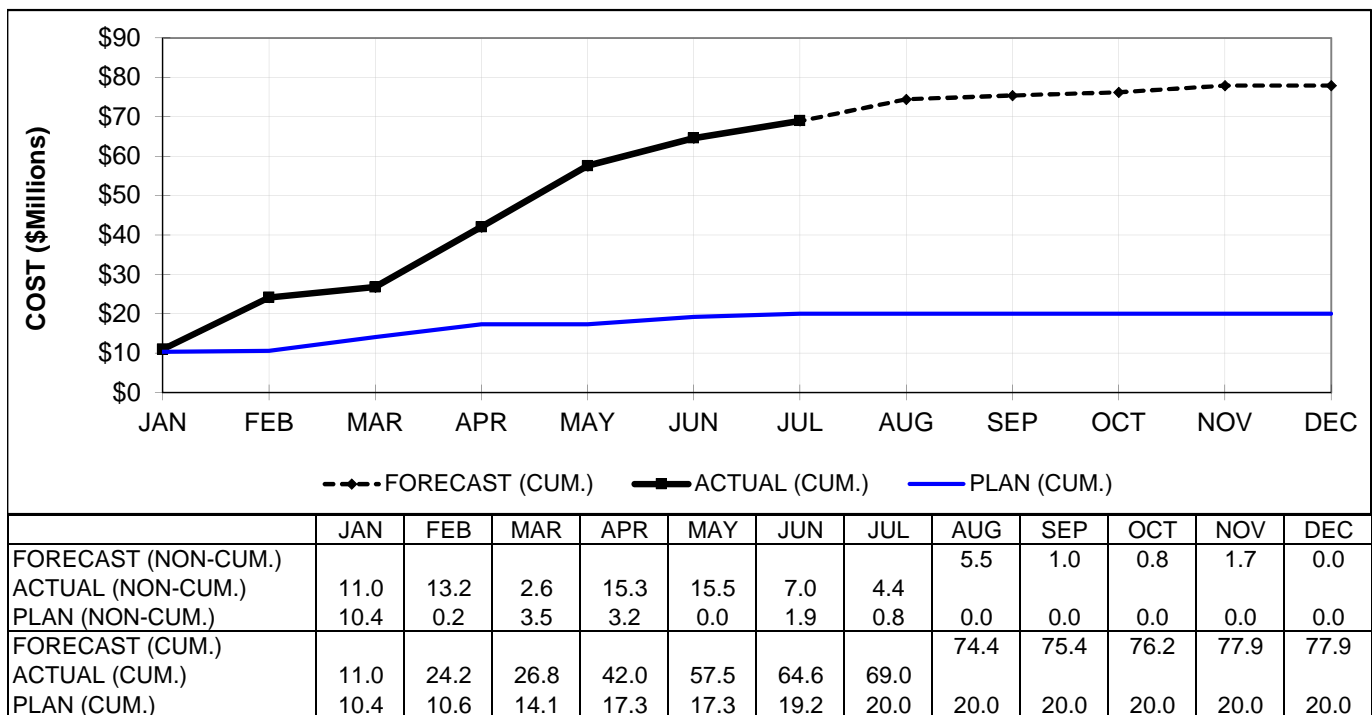
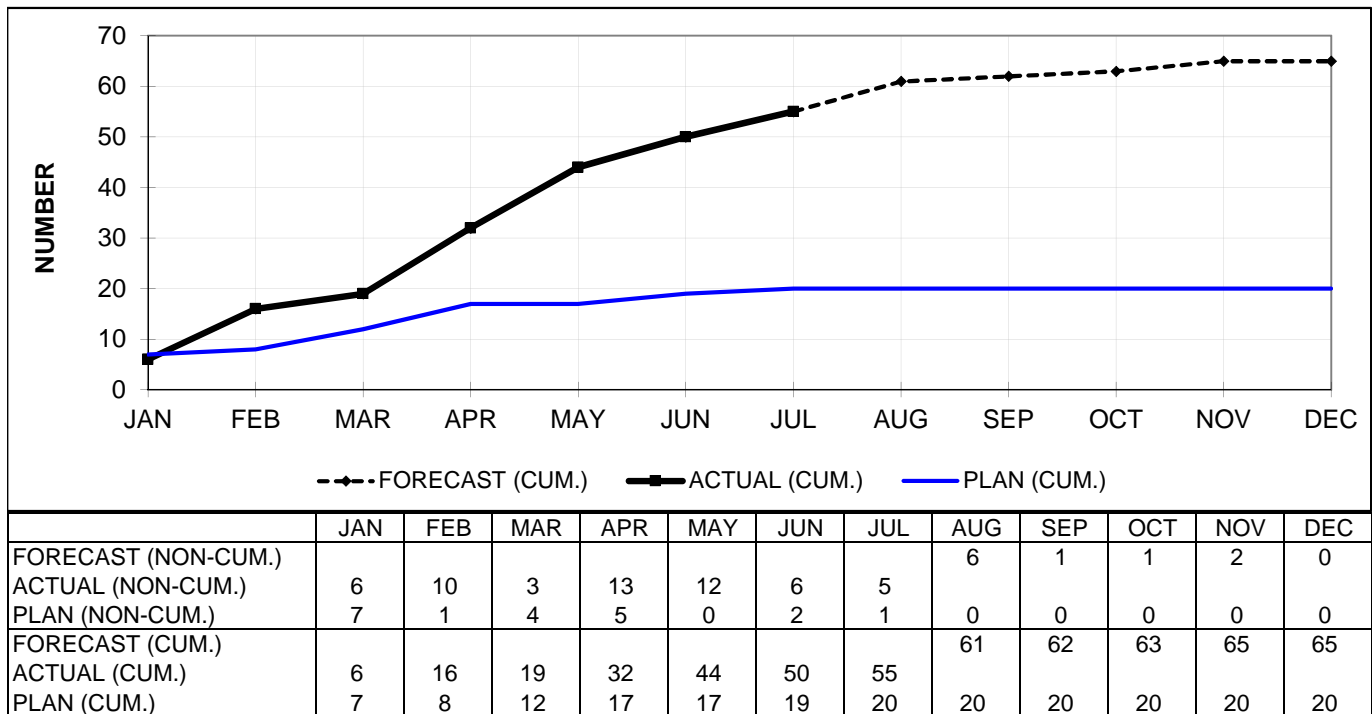
2015 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$20.0	20	\$77.9	65	389.5	325.0
Design Completions	188.2	96	184.1	104	97.8	108.3
Construction Awards	2,367.6	152	2,415.8	152	102.0	100.0
Substantial Completions	1,824.2	201	1,707.0	183	93.6	91.0
Closeouts	8,149.3	236	7,919.7	221	97.2	93.6

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

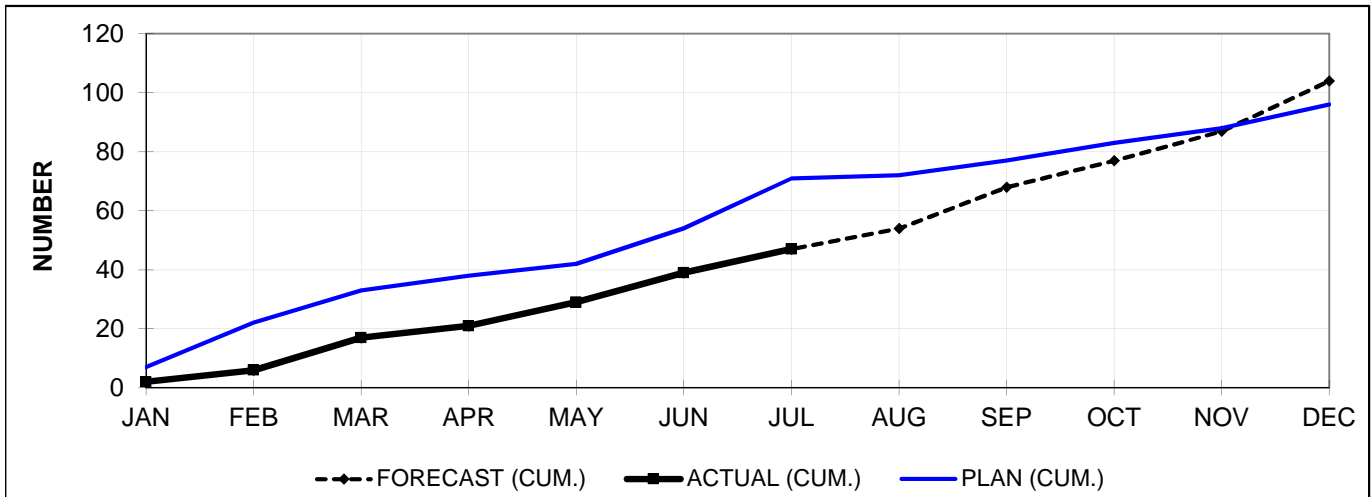
2015 Design Starts Charts

As of July 2015

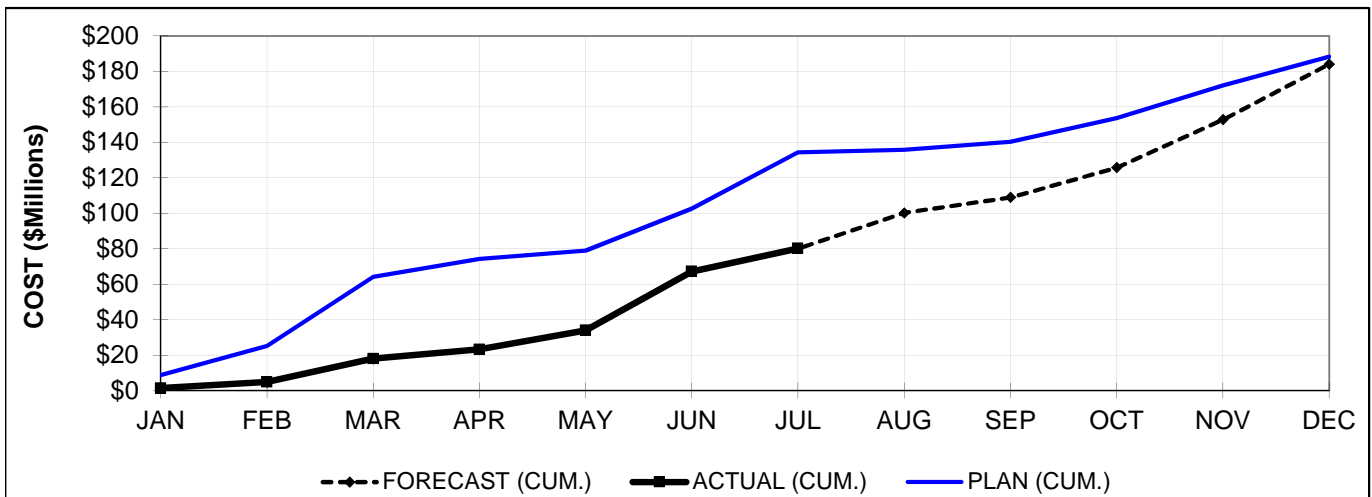


2015 Design Completions Charts

As of July 2015



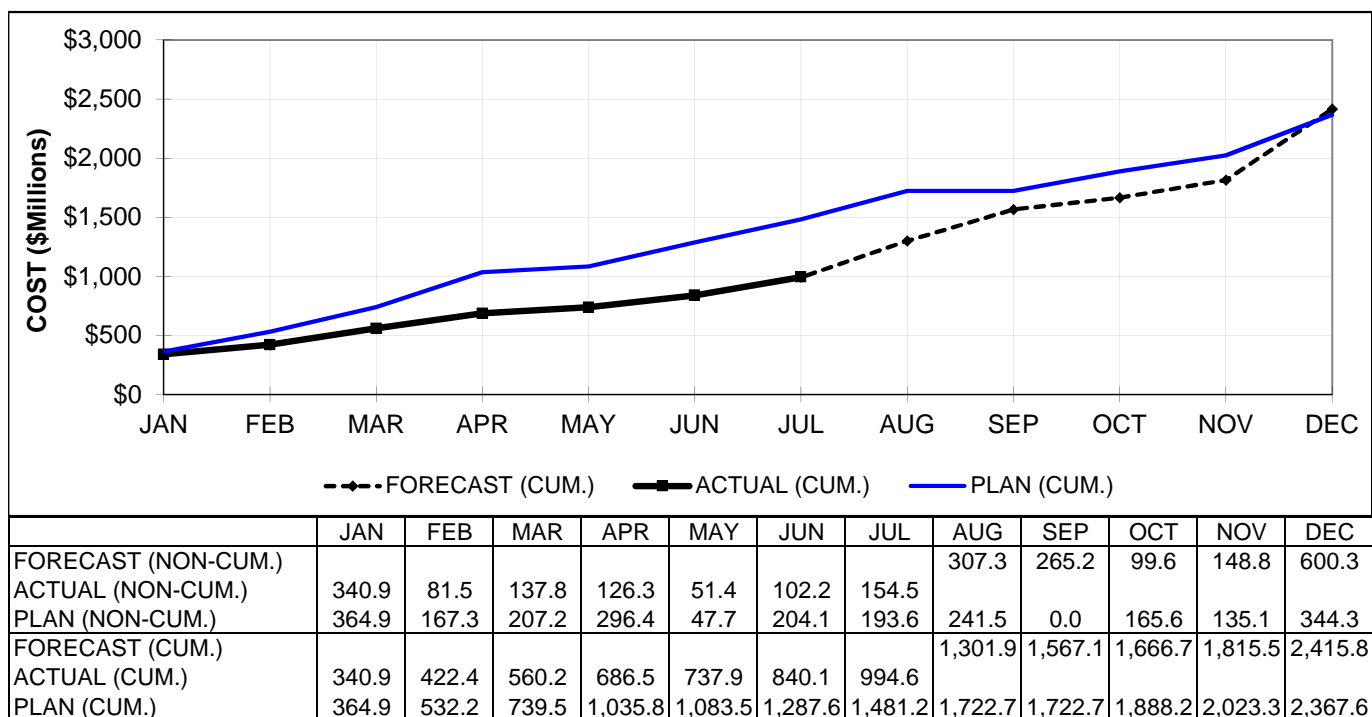
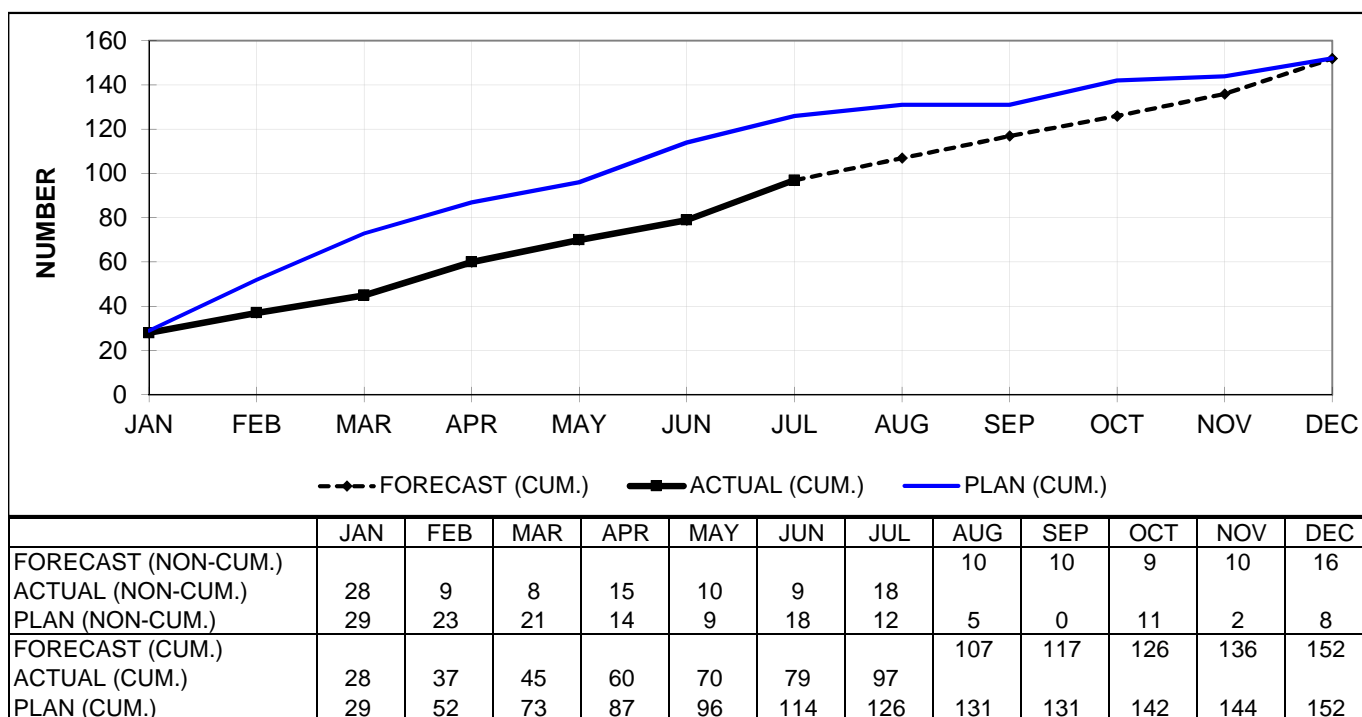
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								7	14	9	10	17
ACTUAL (NON-CUM.)	2	4	11	4	8	10	8		5	6	5	8
PLAN (NON-CUM.)	7	15	11	5	4	12	17	1	5	6	5	8
FORECAST (CUM.)								54	68	77	87	104
ACTUAL (CUM.)	2	6	17	21	29	39	47		72	83	88	96
PLAN (CUM.)	7	22	33	38	42	54	71	72	77	83	88	96



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)								20.1	8.8	16.8	27.1	31.2
ACTUAL (NON-CUM.)	1.4	3.4	13.2	5.2	10.8	33.2	13.0		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.)								100.3	109.0	125.8	152.9	184.1
ACTUAL (CUM.)	1.4	4.8	18.0	23.2	34.0	67.2	80.2		140.3	153.6	172.0	188.2
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

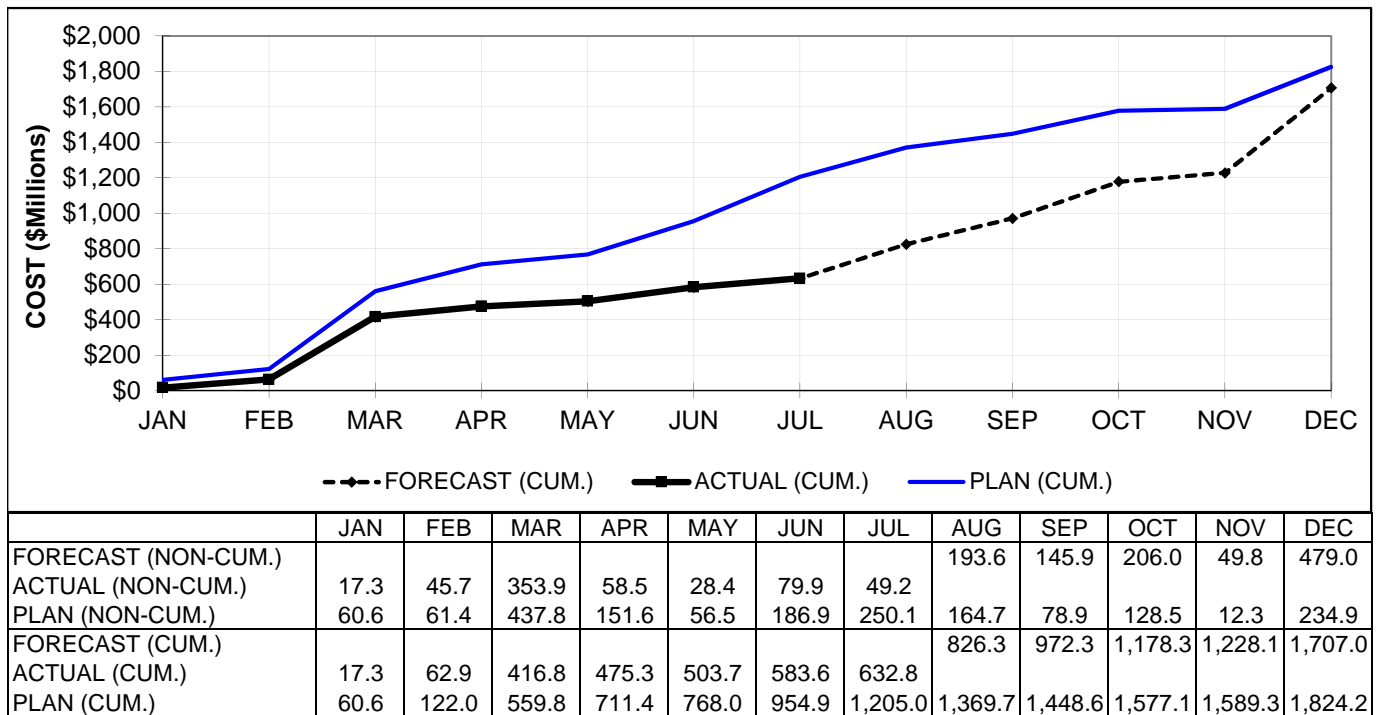
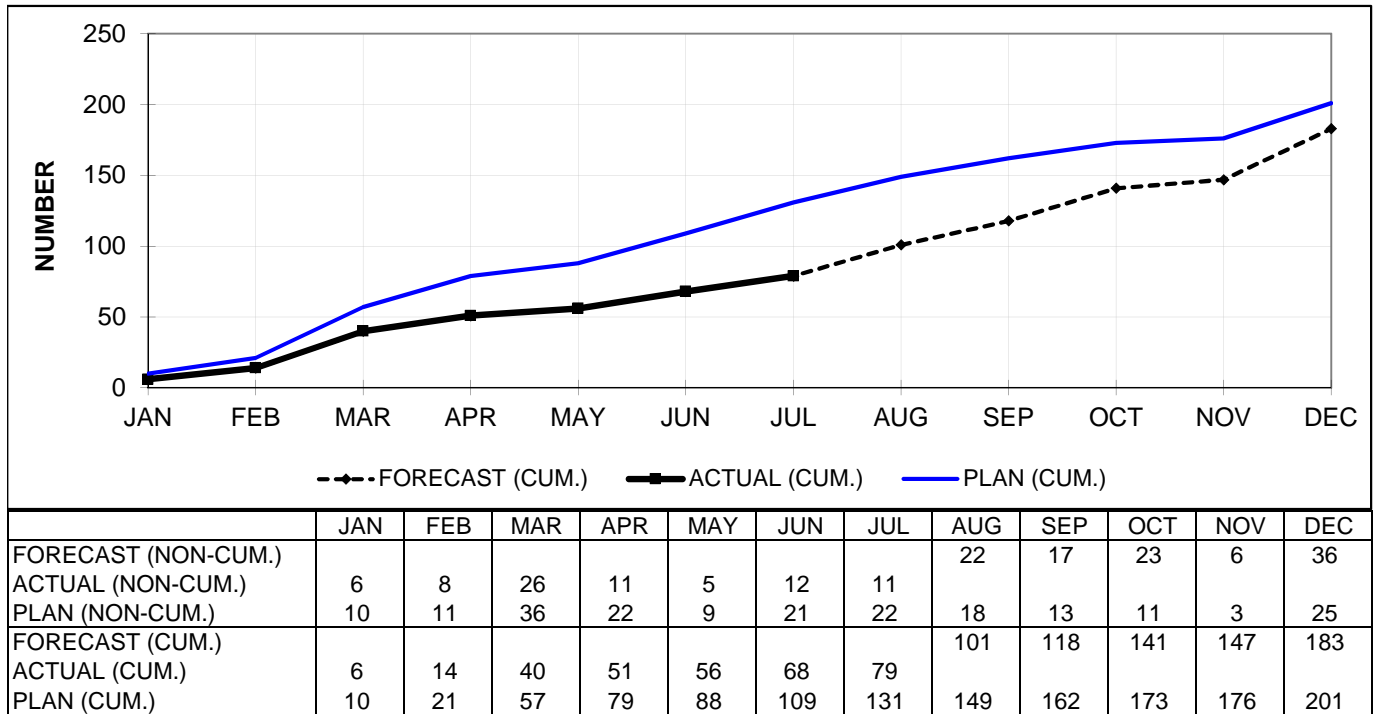
2015 Awards Charts

As of July 2015



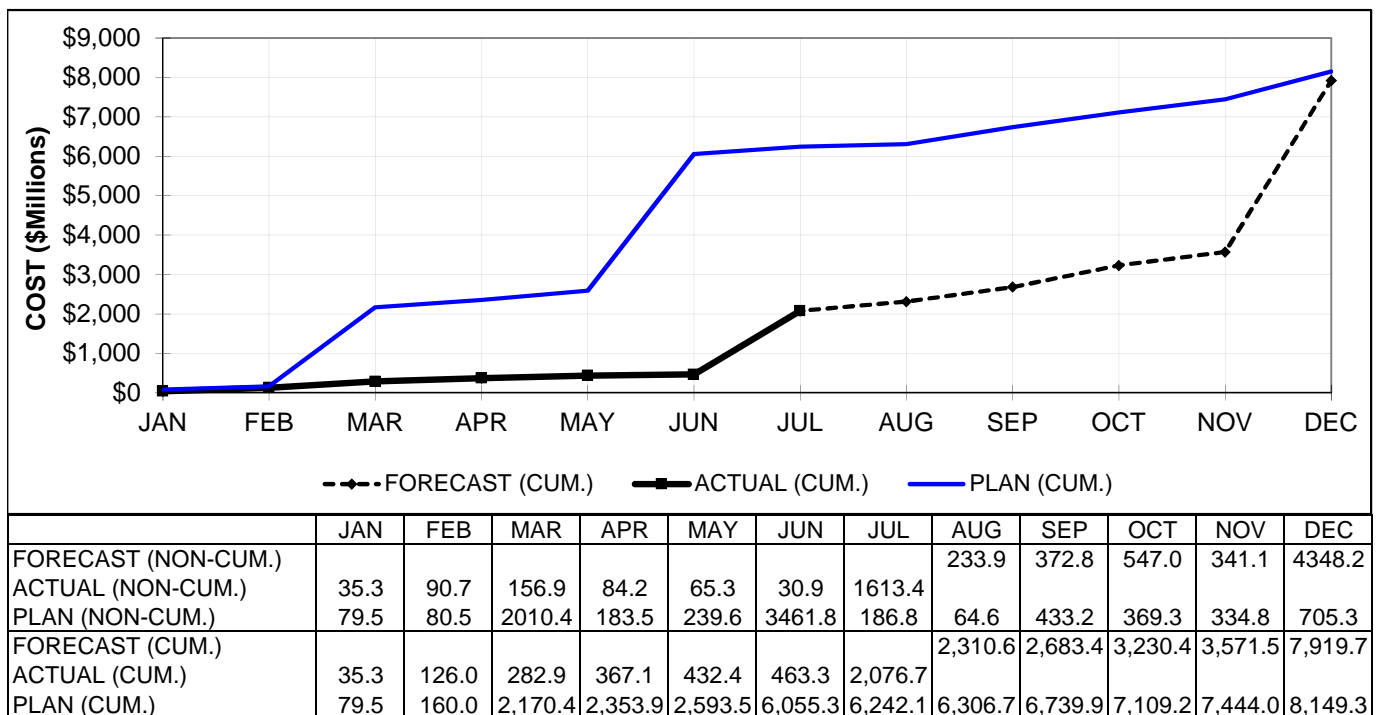
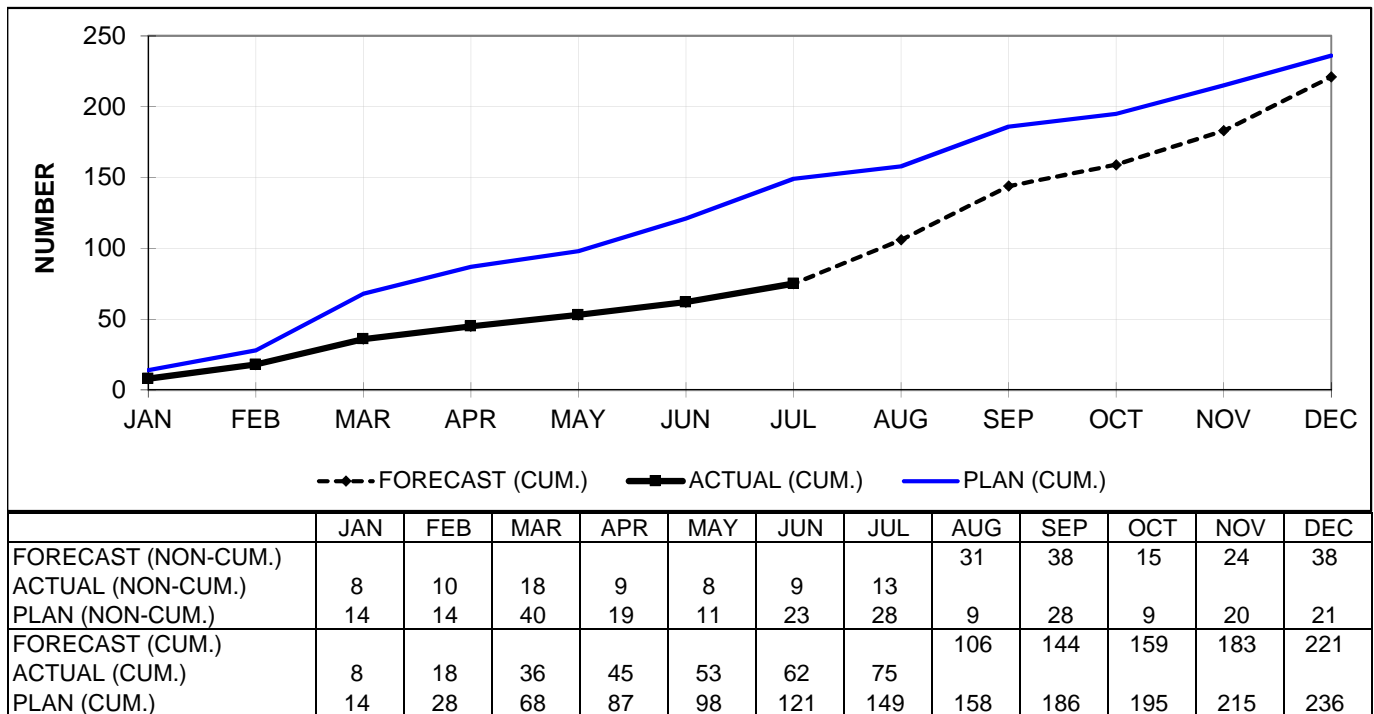
2015 Substantial Completions Charts

As of July 2015



2015 Closeouts Charts

As of July 2015








Report

PROCUREMENTS

The Procurement Agenda this month includes 21 actions for a proposed expenditure of \$987.7M.

Subject	Request for Authorization to Award Various Procurements				
Department	Materiel Division – NYCT				
Department Head Name	Stephen M. Plochochi				
Department Head Signature					
Project Manager Name	Rose Davis				
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	9/21/15			
2	Board	9/24/15			

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

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

PURPOSE:

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

DISCUSSION:

NYC Transit proposes to award Non-Competitive procurements in the following categories: None

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

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

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

<u>Procurements Requiring Two-Thirds Vote:</u>		<u># of Actions</u>	<u>\$ Amount</u>
Schedule C:	Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	1	\$ 728.5 M
<u>Schedules Requiring Majority Vote:</u>			
Schedule E:	Miscellaneous Procurement Contracts	2	\$ 107.2 M
Schedule F:	Personal Service Contracts	11	\$ 130.0 M
Schedule G:	Miscellaneous Service Contracts	1	\$ 0.1 M
Schedule H:	Modifications to Personal/Miscellaneous Service Contracts	1	\$ 2.2 M
Schedule J:	Modifications Miscellaneous Procurement Contracts	1	\$ 9.0 M
SUBTOTAL		17	\$ 977.0 M

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

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

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Two-Thirds Vote:

Schedule D:	Ratification of Completed Procurement Actions	1	\$ 6.9 M
-------------	---	---	----------

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	2	\$ 2.2 M
SUBTOTAL		3	\$ 9.1 M

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

Schedules Requiring Majority Vote:

Schedule K:	Ratification of Completed Procurement Actions	1	\$ 1.6 M
SUBTOTAL		1	\$ 1.6 M
TOTAL		21	\$ 987.7 M

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

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

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

BOARD RESOLUTION

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

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

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

NOW, the Board resolves as follows:

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

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

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

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

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

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

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

SEPTEMBER 2015

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

C. Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)
(Staff Summaries required for items requiring Board approval.)

- | | | |
|--|-----------------------------|--------------------------------------|
| 1. Express Scripts, Inc.
Six Proposals/Low Proposer – Three years, with a one-year option
RFQ# 72803
Pharmacy Benefits Manager services. | \$728,490,000 (Est.) | <u>Staff Summary Attached</u> |
|--|-----------------------------|--------------------------------------|

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.)

- | | | |
|--|-----------------------------|---|
| 2. FleetCor Technologies Operating Company, LLC | \$107,244,044 (Est.) | <u>Staff Summary Attached</u>
↓ |
| 3. WEX Bank
Four Bids/Low Bidder – Five-year contracts
RFP# 89099
Fuel card program. | | ↓ |

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

- | | | |
|---|---------------------------------------|---|
| 4. Battelle Memorial Institute | \$30 Million (Est. Aggregate) | <u>Staff Summary Attached</u>
↓ |
| 5. Rail Safety Consulting | | ↓ |
| 6. Systra Engineering
Seven Proposals – Five-year contracts
Contract #s CM-1541 - CM-1543
Indefinite Quantity consultant service contracts to provide Independent Safety Assessor services for new technology as well as relay-based (conventional) signal and train control systems. | | ↓ |
| 7. AECOM USA, Inc. | \$100 Million (Est. Aggregate) | <u>Staff Summary Attached</u>
↓ |
| 8. Fay, Spofford Thorndike of New York, Inc. | | ↓ |
| 9. Henningson Durham & Richardson
Architecture and Engineering, P.C. | | ↓ |
| 10. HNTB New York Engineering and Architecture PC | | ↓ |
| 11. Jacobs Civil Consultants, Inc. | | ↓ |
| 12. Parsons Brinckerhoff, Inc. | | ↓ |
| 13. Parsons Transportation Group of New York, Inc. | | ↓ |
| 14. Urbahn Architects PLLC
Fourteen Proposals – Five-year contracts
Contract #s CM-1544 - CM-1551
Indefinite Quantity consultant service contracts to provide architectural/engineering design services for miscellaneous MTA-funded construction projects. | | ↓ |

SEPTEMBER 2015

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote Cont'd:

G. Miscellaneous Service Contracts

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

15. Service Connection, Inc. \$140,150 (Est.)

Two Bids/Low Bidder - Five-year contract

RFQ# 102417

Remedial maintenance of a Shinohara 5-color printing press.

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

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

16. Xerox State & Local Solutions, Inc. \$2,155,991 (Est.)
Contract# 08H9963.2

Staff Summary Attached

Modification to the contract to administer the EasyPay MetroCard Program, in order to exercise the option to extend the contract by 21 months.

J. Modification to Miscellaneous Procurement Contracts

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




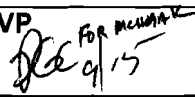
17. The Goodyear Tire & Rubber Company \$9,000,000 (Est.)
Contract# 07E9693.7

Staff Summary Attached

Modification to the contract for the furnishing, leasing and servicing of radial tires and wheels, in order to extend the contract term by six months.

Staff Summary

Page 1 of 3

Item Number 1			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel 	6	President 
2 X	Law	7	
3 X	Human Resources	8	
4 X	Operating Budget	9	
5	EVP  FOR MEMORANDUM 9/15	10	

SUMMARY INFORMATION	
Vendor Name	Contract No.
Express Scripts, Inc.	RFQ 72803
Description Pharmacy Benefits Manager (PBM)	
Total Amount \$728,490,000 (Estimated)	
Contract Term (including Options, if any) Three years, with a one-year option	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To obtain approval from the Board to award a three year competitively negotiated contract to Express Scripts, Inc. to provide pharmacy benefits management services in the estimated amount of \$728,490,000. The contract includes an option to extend for one additional year; exercise of the option is subject to separate Board approval.

DISCUSSION:

Pursuant to Section 1209.9(f) of the Public Authorities Law, an Authorizing Resolution to utilize the Request for Proposal (RFP) process to provide pharmacy benefits management services was approved by the Board in January 2014.

As part of their collective bargaining agreements, the Transport Workers Union (TWU), Local 100 and Local 106, Amalgamated Transit Union (ATU), Local 726 and Local 1056, Subway Surface Supervisors Association, and MTA Bus Company and Staten Island Railway represented employees are entitled to receive pharmacy benefits. In addition NYC Transit non-represented operating employees receive the same pharmacy benefits.

Pharmacy Benefits Managers are third party administrators of prescription drug programs and are primarily responsible for processing and paying prescription drug claims. The Pharmacy Benefits Manager is also responsible for developing and maintaining the formulary (list of prescription medications that a drug plan will pay for), contracting with pharmacies, and negotiating discounts and rebates with drug manufacturers. Due to their large purchasing pool for prescription drugs, Pharmacy Benefits Managers are well positioned to negotiate rebates and discounts on behalf of their clients. Approximately 149,000 plan members (employees, retirees and their dependents) are covered under this prescription drug program.

The contract consists of two plans. The Commercial plan serves primarily members who are not eligible for Medicare. The Employer Group Waiver Plan (EGWP) serves exclusively Medicare eligible members and takes advantage of financial incentives for employers related to the Affordable Care Act.

The Request for Proposal was advertised in November 2014. NYC Transit was assisted by Aon Hewitt Consulting (Aon) and Segal Consulting (Segal). These firms were selected as consultants through a competitive procurement approved by the Board based on their expertise in health benefits, cost modeling and understanding of union relationships. Aon prepared certain RFP

documents, assisted with negotiations, provided financial modeling and provided other support services. Outreach to the PBM community was performed in conjunction with Aon. Segal, in coordination with Aon, performed an analysis of disruption to plan members under each proposal due to: (1) changes in co-pays associated with differences in formularies; and (2) members' geographic proximity to network pharmacies.

The RFP requested proposers to provide separate pricing for the Commercial plan, the EGWP plan and for the Commercial and EGWP combined plans. On February 6, 2015, six proposals were received from Aetna, Catamaran, Inc. (Catamaran), CVS Health (formerly known as CVS Caremark), Express Scripts, Inc. (ESI), OptumRx, Inc. (OptumRx), the incumbent, and WellDyneRx. Proposals were evaluated by the Selection Committee in accordance with the evaluation criteria in the RFP which included such technical criteria as: experience and stability of the proposer's organization; experience and expertise in maintaining a large network of retail pharmacies, mail order program and specialty pharmacy program; ability to match the currently utilized pharmacies; ability to replicate and enhance the existing plan design; administrative reporting capabilities; ability to provide credible geographical network access; ability to match the current formulary utilization; strength of implementation plan; customer service capabilities; and clinical programs. The evaluation criteria also included price and other relevant matters.

The Selection Committee recommended that Aetna, Catamaran, CVS Health, ESI and OptumRx be invited for oral presentations based on their technical proposals. WellDyneRx was eliminated, in part based on its lack of experience with large clients, inability to provide credible geographical network access and limited capacity to service mail order prescriptions.

Following oral presentations, the Selection Committee, in accordance with the evaluation criteria in the RFP, voted to invite Catamaran, CVS Health, ESI, and OptumRx for negotiations. The Selection Committee evaluated Aetna's proposal and recommended that it be eliminated from further consideration because Aetna's proposal was not considered to be in the competitive range from both technical and pricing perspectives.

Negotiations with the remaining proposers focused on pricing and contractual terms and conditions. During the course of the RFP, NYC Transit became aware that OptumRx planned to acquire Catamaran. It was believed at that time that the final selection would be completed prior to finalization of the acquisition. However, prior to receipt of BAFOs, OptumRx completed its acquisition of Catamaran. The three remaining proposers submitted their BAFOs on August 24, 2015. BAFOs contained detailed pricing including guaranteed discounts, guaranteed rebates, administration fees and dispensing fees. OptumRx included an alternate EGWP proposal in its BAFO. Aon utilized its proprietary financial model to evaluate the detailed pricing contained in the three BAFOs and projected NYC Transit's net plan costs for four years. Aon's financial model is well known, accepted in the industry and has been used in the solicitation of pharmacy benefits managers by many large public and private employers. Each proposer was advised in advance that NYC Transit would use this model to evaluate pricing.

Aon, using its proprietary financial model, evaluated the BAFO pricing for the Commercial and EGWP plans. For the Commercial and EGWP plans combined, the estimated four year net costs, including the option year, as evaluated by Aon, were: ESI - \$1,019,410,000; CVS Health - \$1,031,220,000; and OptumRx - \$1,073,510,000. ESI's BAFO yielded the lowest cost for the Commercial and EGWP plans combined. The CVS Health combined BAFO was \$11.8 million higher than ESI. The OptumRx combined BAFO was \$54.1 million higher than ESI. While potential selections consisting of one proposer's Commercial BAFO with another proposer's EGWP BAFO were considered, none yielded a lower price or better value than ESI's combined Commercial and EGWP BAFO.

The Selection Committee reviewed the BAFOs in accordance with the evaluation criteria, and unanimously recommended ESI for award of both Commercial and EGWP plans. While ESI and CVS Health received generally similar technical ratings, ESI was slightly technically preferred, based on the strength of ESI's implementation plan, superior customer service capabilities, and superior clinical programs. ESI has experience performing pharmacy benefits management services for many major companies, unions and health plans and is the largest pharmacy benefits manager in the U.S. Given ESI's technical superiority and significant industry experience, coupled with its lower price for the Commercial and EGWP plans combined, ESI was unanimously selected.

Aon's analysis projects that NYC Transit's net plan cost for four years, including the option year, under the ESI contract, will be \$144.8 million (12%) less than it otherwise would have been for the same time period under the current contract. This will help mitigate projected future increases in the cost of pharmacy benefits. The estimated three-year price for the base contract term is \$728,490,000. The final price has been found to be fair and reasonable based on adequate price competition and comparison to the current guaranteed discounts and rebates. Human Resources concurs and recommends award. Over 90% of NYC Transit's costs under this contract represent the cost of the drugs themselves. The remainder are fees and other costs for the administration and dispensing of prescription drugs.

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

ESI will implement the services in conjunction with NYC Transit's Human Resources Division and the MTA Business Service Center (BSC). It is estimated that up to six months may be required to complete the cutover of both the Commercial and EGWP plans to ESI, which takes into consideration the upcoming PeopleSoft upgrade at the BSC.

The exercise of a previously negotiated option to extend the pharmacy benefits management services with the incumbent, OptumRx, until cut-over is completed will be submitted to the October Board in order to allow for a seamless transition from the current contract to the new contract.

M/W/DBE:

The MTA Department of Diversity and Civil Rights has established goals of 0% MBE and 0% WBE on this contract due to the lack of M/WBE firms in the marketplace capable of providing the required services and lack of appropriate subcontractable elements.

IMPACT ON FUNDING:

Approved funding is available in NYC Transit's non-departmental Operating Budget under Account No. 701741, Responsibility Center No. 7551 and Function No. 991.

ALTERNATIVES:

None recommended. NYC Transit will realize significant savings/cost avoidance from the new competitively negotiated contract.

RECOMMENDATION:

It is recommended that the Board approve the award as described in the "Purpose" section.

Schedule E: Miscellaneous Procurement Contracts

Item Number: 2-3

Vendor Name (& Location) FleetCor Technologies Operating Company, LLC (Norcross, GA) WEX Bank (Midvale, UT)	<table border="1"> <tr> <td data-bbox="841 191 1279 346"> Contract Number RFP 89099 </td> <td data-bbox="1279 191 1520 346"> Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No </td> </tr> </table>	Contract Number RFP 89099	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Contract Number RFP 89099	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No		
Description Fuel Card Program	Total Amount: Class A: FleetCor: \$88,159,396 Class B: WEX: \$19,084,648 <div style="text-align: right;">\$107,244,044 (Est.)</div>		
Contract Term (including Options, if any) Five years	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:		
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Requesting Dept./Div. & Dept./Div. Head Name: Department of Buses/ MTA Bus Company, Department of Subways, MTA Police Department, MTA Capital Construction and Staten Island Railway		
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:			

Discussion:

These competitively solicited estimated quantity miscellaneous procurement contracts are for the provision of a fuel card service program for the multi-agency purchase of fuel. These contracts permit 12 of the 14 Paratransit Carriers without onsite fuel tanks and the non-revenue Support Fleet divisions to buy fuel from retail gas stations during operation. (The program does not affect the revenue bus fleet, which uses a specifically formulated fuel dispensed at bus depots.) A card is assigned to each vehicle and a personal identification number is assigned to each authorized user. The solicitation was divided into two classes with Class A representing the Paratransit Division of the Department of Buses (Paratransit); and Class B representing the non-revenue fleet of the Department of Buses and MTA Bus Company, the Department of Subways, the MTA Police Department, MTA Capital Construction and Staten Island Railway, collectively (Support Fleet). The Selection Committee recommended contract awards for the five year period from December 1, 2015 to November 30, 2020 to FleetCor Technologies Operating Company LLC (FleetCor) for Class A in the estimated amount of \$88,159,396 and WEX Bank (WEX) for Class B in the estimated amount of \$19,084,648.

NYC Transit took the lead representing the participating agencies for these renewal contracts utilizing the Request for Proposal (RFP) process. Through this process NYC Transit used various factors in its evaluation including the ability of the Proposers to satisfy contract requirements and price. The evaluation criteria, listed in order of importance are: quality control of the fuel card program, (i.e., the ability to consistently maintain a sufficient number of stations, provide customer support, manage system security requirements, provide comprehensive online functionality and satisfy invoice and reporting requirements); Proposer's experience; proposal price and other relevant factors.

NYC Transit developed two work scopes: one for Paratransit and one for Support Fleet. There are three differences between the work scopes: (i) different service areas (Paratransit must fuel at stations at all five boroughs and Support Fleet requires a larger geographical range of fueling stations throughout the Tri-state region including Long Island, CT and NJ); (ii) System Security Requirements (Paratransit requires real-time exception alerts. Support Fleet requires a monthly exception report.); and (iii) Customer Support (Paratransit requires a dedicated account representative due to the volume and utilization of the program by 12 primary carriers and Support Fleet does not).

NYC Transit requested price proposals based on two methods: Category 1, Published Index Price plus a differential, and Category 2, Retail Pump Price minus a discount. Proposers could propose on one or both work scopes, and one or both pricing methods. The solicitation was structured to allow one or two awards depending on which proposed approaches were the most advantageous.

Procurement performed extensive market outreach including a request for information in 2013 to promote interest and seek competition. Procurement solicited RFP#89099 in December 2014. Five companies attended the pre-proposal conference and four companies submitted proposals. The number of companies proposing doubled from the previous procurement as a result of the outreach efforts. Following the Selection Committee's review, one Proposer was eliminated as it did not adhere to the RFP submission requirements by failing to demonstrate its ability to perform the work. Procurement invited FleetCor, WEX and Sprague Operating Resources LLC, for oral presentations, and were invited for negotiations as the Selection Committee deemed all three Proposers technically qualified having demonstrated relevant experience with a fuel card program.

Negotiations centered on contractual terms and conditions and pricing. During the course of negotiations, Procurement received and evaluated interim pricing to facilitate price reductions and to establish the best pricing method for each Class. Procurement received Best and Final Offers (BAFO) on July 31, 2015. In order for the Selection Committee to properly evaluate BAFO pricing, NYC Transit Procurement, using fuel price projections obtained from the MTA's forecasting consultant, established a method to analyze pricing for the numerous variations on proposals received from each of the Proposers. Examples of the variations were: discount based on a percentage of the price per gallon, discount based on a monetary amount per gallon, combinations of index pricing and pump price, and varying discounts based on the use of designated service stations.

Based on the results of the analysis, the selection committee unanimously determined that because of the lower evaluated pricing of Category 2 (Retail Pump price minus a discount) for both Class A (Paratransit) and Class B (Support Fleet) and other evaluation factors, awards would be recommended under this category as it represented the best value. Evaluated pricing for Category 2 was approximately \$1.7M lower for Paratransit and \$2M lower for Support Fleet than evaluated pricing received for Category 1 (Published Index Price plus a differential).

Class A Paratransit, Evaluated Category 2 Retail Pump Price minus a discount (5 years):

WEX Alternate 2	(tiered % discount of the price per gallon)	\$88,149,632
FleetCor Alternate 2	(fixed % discount of the price per gallon)	\$88,159,396
FleetCor Base	(fixed \$ discount per gallon)	\$88,391,619
WEX Base*	(fixed \$ discount per gallon)	\$88,498,125
Sprague Base**	(fixed \$ discount per gallon)	\$89,338,181

Class B Support Fleet, Evaluated Category 2 Retail Pump Price minus a discount (5 years):

WEX Alternate 2	(tiered % discount of the price per gallon)	\$19,084,648
WEX Base*	(fixed \$ discount per gallon)	\$19,136,326
Sprague Base**	(fixed \$ discount per gallon)	\$19,290,701

*WEX provided an alternate proposal offering a tiered monetary discount per gallon based on the estimated volume thresholds in the solicitation, which resulted in the same extended total as the Base contract. Paratransit's volume already represents the highest discount and Support Fleet would have to increase its volume by approximately 50% in order to reach the next discount threshold.

**Sprague provided an alternate proposal for both Class A and Class B utilizing a combination of Category 1 (Published Index plus a differential) and Category 2 (Retail Pump Price minus a discount) pricing. This alternate was not lower than any of the Category 2 pricing cited above.



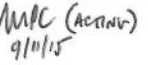

After extensive review of BAFO proposals and evaluated pricing in accordance with the evaluation criteria, the Selection Committee unanimously recommended the following:

1. Awarding Class A, Paratransit, in the estimated amount of \$88,159,396 to FleetCor. The Selection Committee unanimously determined that notwithstanding the insignificant difference in price of \$9,764 between FleetCor and WEX, and based on evaluation of FleetCor's technical qualifications which were unanimously found to be superior to WEX's, FleetCor's proposal was deemed to offer the best value. FleetCor's technical superiority is attributable to its system security capabilities. FleetCor is a leading global provider of fleet cards with a key part of its North American business serving the needs of state and local governments, Fortune 500 fleets and small local businesses.
2. Awarding Class B, Support Fleet, in the estimated amount of \$19,084,648 to the incumbent, WEX. The Selection Committee unanimously considered WEX to be technically superior in the class. WEX also offered the lowest price in comparison to the other proposer in the class. WEX is a worldwide leader in business payment processing and technologies offering fleet card services as part of its business.

Both Sprague and WEX each offered reduced pricing for a "winner take all" award of both Paratransit and Support Fleet. Sprague's proposal was not lower than the combination of the discrete lowest proposed amount per Class as cited above. While WEX's "winner take all" proposal was slightly lower than the combination of the discrete lowest proposed amount per Class as cited above, it was not enough to change the Selection Committee's recommendation to award Class A, Paratransit, to FleetCor as FleetCor was deemed technically superior. The lowest evaluated "winner take all" proposal was from WEX for \$107,176,301 which is \$67,743 or six hundredths of a percent lower than the combined awards being made to FleetCor and WEX of \$107,244,044.

It is estimated that under these new contracts, approximately \$791,274 in savings will be achieved when compared to the existing contract. While the current contract provides a discount of \$0.025 per gallon, the composite discount on these two new contracts will increase by approximately 80% or the composite equivalent of \$0.045 per gallon. Pricing has been determined to be fair and reasonable based on the competitive pricing received and a favorable comparison to the existing competitively awarded contract.

Staff Summary

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

SUMMARY INFORMATION	
Vendor Name: Battelle Memorial Institute; RSC/TUV Rheinland; and SYSTRA Engineering	Contract Nos. CM-1541 CM-1542 CM-1543
Description Indefinite Quantity ISA Services for New Technology, Relay-Based Train Control and Signaling Projects	
Total Amount \$30 Million (Aggregate)	
Contract Term (including Options, if any) Five Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input 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 these three competitively solicited Indefinite Quantity (IQ) Independent Safety Assessor (ISA) Service contracts for New Technology, Relay-Based Train Control, and Signaling Projects: CM-1541 to Battelle Memorial Institute; CM-1542 to Rail Safety Consulting/TUV Rheinland; and CM-1543 to SYSTRA Engineering, Inc. These contracts will be issued for five-year terms during which time the consultants will compete for awards of task orders drawing from a total aggregate budget of \$30,000,000. Task orders will generally average \$1.5 Million and each contract will be "zero-dollar" based with no minimum guarantee of any assignments.

DISCUSSION:

Capital Program Management (CPM) requires consultants to provide ISA Services for the safety assessment and safety certification of signaling systems, including Communications-Based Train Control (CBTC), Solid State Interlocking (SSI), Solid State Block Signaling Control (SSBSC) devices and other high technology signaling systems, as well as relay-based (conventional) signal and train control systems. The work will be defined in specific task orders, and may include tasks performed during the design, test, deployment and maintenance phases of a CBTC, SSI, SSBSC or conventional signal and train control projects. Rather than issue an RFP each time requirements arise, having a panel of qualified firms available to compete for assignments will permit faster deployment when needed.

A One-Step RFP was publicly advertised. The number of consultants providing ISA services in the U.S. and overseas is very limited due to the highly technical level of expertise required. Extensive outreach efforts were made to the industry to encourage competition which resulted in three additional firms being identified as potential proposers. Twelve firms purchased the RFP, and seven submitted proposals: Battelle Memorial Institute (Battelle); Bureau Veritas North America (BVNA); Gannett Fleming Engineers and Architects, PC (GF); Hatch Mott MacDonald NY (HMM); Pennoni Engineering and Surveying of NY, PC (Pennoni); Rail Safety Consulting/TUV Rheinland (RSC); and SYSTRA Engineering (SYSTRA). NYC Transit's 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. The SC also participated in oral presentations with all seven and recommended the following firms for negotiations: Battelle, GF, RSC and SYSTRA. These four firms were considered the most qualified teams to perform the work, as they were found technically superior based primarily on their current and past ISA project experience in the transit industry. The RFP provided proposers with hours for each specific title and a fixed total cost for out of pocket expenses to facilitate equal price comparison and evaluation. The initial cost proposals, based on 66,000 hours per contract were as

Staff Summary

follows: Battelle \$11,947,853; GF \$11,953,276; RSC \$10,832,274; and SYSTRA \$11,077,021. The in-house estimate valued the work at \$9,995,750.

Negotiations with the four consultants focused on the ISA requirements in the Scope of Work, reduction of proposed direct labor rates, and fixed-fee rates. In addition, the overhead rates were negotiated in accordance with MTA Audit recommendations.

Upon initial receipt of BAFOs, and prior to their presentation to the SC, it was apparent that some proposers did not conform their pricing to all approved labor and overhead rates. In addition, a subsequent internal review of the RFP's labor hour distribution resulted in a redistribution of the labor hours and the issuance of a Post Proposal Addendum (PPA), which requested proposers to submit interim proposals. The four firms submitted interim proposals as follows: Battelle \$10,870,585; GF \$11,295,687; RSC \$9,379,028; and SYSTRA \$10,746,130. The in-house estimate remained unchanged. A second round of negotiations was conducted which focused on direct labor rates, fixed fees and overhead rates. BAFOs were received as follows: Battelle \$10,393,864; GF \$11,295,687; RSC \$9,374,426; and SYSTRA \$9,999,823. Based upon the Evaluation Criteria, the SC voted and unanimously selected Battelle, RSC and SYSTRA for awards. They were deemed to be technically qualified with strong teams and expertise to perform the work, thus offering the best overall value to NYC Transit. Furthermore, Battelle has performed satisfactorily on contracts for ISA Services on the Canarsie Line, the Flushing Line and Culver Test Track; and SYSTRA on the Dyre Avenue Solid State Interlocking Project. As part of a separate contract, the Joint Venture of SYSTRA and RSC has just begun work on the contract for ISA Services for Signal System Modernization for the West 4th Street and 34th Street Solid State Interlocking Project.

Battelle's BAFO of \$10,393,864 and SYSTRA's BAFO of \$9,999,823 were \$398,114 (3.8%) and \$4,073 (.04%), respectively, higher than CPM's estimate of \$9,995,750, but within the established competitive range of \$9,374,426 to \$10,393,864. RSC's BAFO of \$9,374,426 was \$621,324 (6.23%) below the estimate. Negotiated savings from the initial proposals ranged from \$1,553,989 for Battelle, to \$1,457,874 for RSC and to \$1,077,198 for SYSTRA. Therefore, both Procurement and CPM concurred that these three consultants' BAFOs were "fair and reasonable". The Cost/Price Unit determined that GF's BAFO was not "fair and reasonable."

A review of the proposers' submittals and the Division of Materiel's background checks disclosed, "no significant adverse information" within the meaning of the All-Agency Responsibility Guidelines was found. Procurement finds that Battelle, RSC and SYSTRA are "fully responsible" to receive awards.

M/W/DBE:

Based upon the specialized tasks and critical-safety related issues required on this contract, the Department of Diversity and Civil Rights (DDCR) determined that there are limited subcontracting opportunities and established goals of 5% for MBE and 0% for WBE participation. DDCR has approved the Utilization Plans for Battelle, RSC and SYSTRA. Battelle and SYSTRA have achieved their M/W/DBE goals on previous MTA contracts. RSC has not completed any MTA contracts; therefore, no assessment of this firm's M/W/DBE performance can be determined at this time.

IMPACT ON FUNDING:

These contracts will be issued for zero-dollar totals and are structured to permit the issuance of task orders. The three consultants will compete for the award of task orders under these contracts. These task orders will be 100% MTA funded and will not be issued until receipt of individual WAR certificates.

ALTERNATIVES:

Perform the work using in-house personnel. At this time, CPM lacks sufficient available staff with the expertise necessary to perform the specific tasks required under the scope of work for these projects.



CAPITAL PROGRAM REPORTING:

These contracts have 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 three competitively-negotiated contracts for Indefinite Quantity (IQ) services for New Technology, Relay-Based Train Control, and Signaling Projects as follows: Contract CM-1541 to Battelle Memorial Institute; CM-1542 to Rail Safety Consulting/TUV Rheinland; and CM-1543 to SYSTRA Engineering, Inc., each with a term of five years.

Staff Summary

Item Number 7-14			
Division & Division Head: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel	6	EVP (ACTING) MPC 9/11/15
2 X	Law	7	President 
3 X	Budget		
4 X	DDCR		
5 X	CPM		

SUMMARY INFORMATION	
Vendor Name Various (see list below)	Contract Nos. CM-1544 to CM-1551
Description IQ Architectural/Engineering Design Services for Miscellaneous MTA-Funded Construction Projects	
Total Amount \$100,000,000 (Estimated Aggregate)	
Contract Term (including Options, if any) Five Years	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input 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 eight competitively solicited consultant contracts for Indefinite Quantity (IQ) Architectural/Engineering (A/E) Design Services for miscellaneous MTA-funded construction projects within a total estimated aggregate budget of \$100 Million over a five-year contract term. The recommended awardees are as follows:

Consultant Firms

1. AECOM USA, Inc.
2. Fay, Spofford Thorndike of New York, Inc.
3. Henningson, Durham & Richardson Architecture and Engineering, P.C.
4. HNTB New York Engineering and Architecture, PC
5. Jacobs Civil Consultants, Inc.
6. Parsons Brinckerhoff, Inc.
7. Parsons Transportation Group of New York, Inc.
8. Urbahn Architects, PLLC

Contract No.

CM-1544
CM-1545
CM-1546
CM-1547
CM-1548
CM-1549
CM-1550
CM-1551

DISCUSSION

The IQ A/E consultants will provide design services on an as-needed task order basis for NYCT Capital Program Management (CPM). The major disciplines required include architectural, electrical, communications engineering, specification development, cost estimating and scheduling for various projects. They will be required to have CADD capability for preparing contract documents and also provide assistance during construction contract award and shop drawing review. Task orders will be competed and generally will not exceed \$2,000,000 without prior authorization from the NYCT Division of Materiel and will be utilized up to the total estimated aggregate cost of \$100 Million. These contracts are 'zero-dollar' based with no minimum guarantee of any assignments and will replace the eight contracts currently in place for IQ A/E design services which expire in December 2015.

This RFP was solicited using a 2-Step process. In response to NYCT's advertisements, 27 consultant firms submitted Step 1 Qualification Packages. The Selection Committee (SC) reviewed the Step 1 Qualification submittals which consisted of a Letter of Interest, SF-330 Forms, Schedule J (Responsibility Questionnaire), and Qualification Statement. The SC voted to recommend 14 consultant firms to move on to Step 2 and receive the RFP. These firms were considered the most qualified based on the Step 1 criteria which included relevant experience and available resources. In response to the RFP, technical and cost proposals were submitted by all 14 firms. The SC reviewed and evaluated the written technical proposals and participated in the oral presentations with all 14 firms. Subsequently, the SC recommended the following 10 firms for contract negotiations: AECOM USA, Inc. (AECOM); Ove Arup & Partners P.C. (Arup); Fay, Spofford Thorndike of New York, Inc. (FST); Henningson, Durham & Richardson, Architecture and Engineering, P.C. (HDR); HNTB New York Engineering and Architecture, PC (HNTB); Jacobs Civil Consultants, Inc. (Jacobs) Parsons Brinckerhoff, Inc. (PB); Parsons Transportation Group of New York, Inc. (PTG); STV Incorporated (STV); and Urbahn Architects, PLLC (Urbahn).

Staff Summary

Four firms (Dattner Architects, Hardesty & Hanover LLC, IBI Group, and TranSystems Corporation) were not selected for negotiations. Their proposals indicated a lack of, or limited, relevant NYCT architectural/engineering design experience. Their technical proposals and oral presentations did not adequately demonstrate their knowledge, experience and capability to perform the diverse range of work required.

The in-house estimate was \$12,497,000, including an allowance of \$1,400,000 for Out-of-Pocket (OOP) expenses. The cost proposals were based on pre-determined labor titles, hours and the OOP allowance. Price negotiations were held with discussions focusing on the consultant's hourly rates, fixed fee and overhead rates for primes and subs adjusted per MTA Audit recommendations.

Following is a comparison of the ten firms' initial cost proposals and their Best and Final Offers (BAFOs):

	AECOM	ARUP*	FST	HDR	HNTB	Jacobs	PB	PTG	STV*	Urbahn
Initial Proposal	\$12,862,609	\$12,901,591	\$11,981,000	\$13,001,932	\$11,998,978	\$11,694,348	\$11,975,251	\$11,337,105	\$12,370,592	\$12,240,966
BAFO	\$11,772,068	\$12,396,607	\$11,327,412	\$11,984,977	\$11,225,699	\$10,866,576	\$11,481,701	\$11,049,539	\$11,860,323	\$11,409,298

*Not Selected

After receipt of BAFOs, the SC was reconvened and selected AECOM, FST, HDR, HNTB, Jacobs, PB, PTG, and Urbahn for award. CPM and Procurement have determined all ten firms' BAFOs to be within the "Fair and Reasonable" range based on an analysis of the initial and revised cost proposals and the competitive nature of this RFP. AECOM, FST, HDR, Jacobs, PB, and Urbahn are incumbents on the current contracts and were selected due to their technical qualifications and solid track record of relevant NYCT experience performing IQ A/E design services. HNTB and PTG were selected due to their technical qualifications and relevant design services experience on the federally-funded series for the Security and A/E IQ contracts. Their BAFOs were also among the lowest in price. STV was not selected for award. Although technically qualified, STV was among the highest in price, and was not evaluated highly enough technically to overcome this difference. Arup was not selected as they had the least IQ A/E design experience with NYCT and the highest BAFO.

Reference checks were made on these firms and revealed that their performance is satisfactory. Background investigations and materials submitted by these firms disclosed no "significant adverse information" within the meaning of the All Agency Responsibility Guidelines.

M/W/DBE

The MTA Department of Diversity and Civil Rights (DDCR) has established 12.5% MBE and 12.5% WBE goals for this project. DDCR has approved the M/WBE Utilization Plans for these consultants. HDR, HNTB, Jacobs, PTG and Urbahn have achieved their M/W/DBE goals on previous completed MTA contracts. FST has not completed any MTA contract; therefore, no assessment of the firm's M/W/DBE performance can be determined at this time. AECOM and PB have a shortfall in achieving M/W/DBE goals on several MTA contracts, but have provided DDCR satisfactory plans of action to achieve the M/W/DBE goals on these contracts.

ALTERNATIVES

Perform the work using in-house personnel. At this time, CPM lacks sufficient available staff with the expertise necessary to perform the specific tasks required under the scope of work for these projects.

CAPITAL PROGRAM REPORTING

This Contract has been reviewed for compliance with the requirements of the 1986 legislation application 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 issued for each Task Order prior to award.

RECOMMENDATION

That the Board approve the award of eight competitively solicited consultant contracts for Indefinite Quantity (IQ) Architectural/Engineering (A/E) Design Services for miscellaneous MTA-Funded Construction Projects to AECOM (CM-1544), FST (CM-1545), HDR (CM-1546), HNTB (CM-1547), Jacobs (CM-1548), PB (CM-1549), PTG (CM-1550), and Urbahn (CM-1551) within a total estimated aggregate budget of \$100 Million over a five-year contract term.

Item Number: 15

Vendor Name (& Location) Service Connection, Inc. (Stony Brook, NY)
Description Remedial maintenance of a Shinohara 5-color printing press
Contract Term (including Options, if any) Five Years
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:

Contract Number RFQ 102417	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: \$140,150 (Est.)	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Corporate Communications, Paul Fleuranges	

Discussion:

This contract is for remedial maintenance of NYC Transit's Shinohara 5-color printing press.

The Shinohara printing press produces materials such as posters, schedules, brochures, newsletters and service notices for NYC Transit, Metro-North Railroad and MTA Bridges & Tunnels.

Two bids were received. Jack L. Popkin & Co. (Popkin) was the apparent low bidder. Popkin failed to total the required \$30,000 allowance for parts in its gross sumbid. A review determined that this failure was administrative in nature and could be cured. However, when the \$30,000 parts allowance is added to Popkin's gross sumbid, it increases that bid from \$118,050 to \$148,050 so that it is no longer the low bid. Service Connection was determined to be the low bidder. Service Connection's bid of \$140,750 is \$7,300 (4.9%) below Popkin's bid when the \$30,000 allowance is included in Popkin's bid.

When unit prices are compared using the quantities in the existing contract, the final price is 2.96% per year higher than the price for the existing contract. When questioned about the price increase, Service Connection, which is the incumbent, stated that its actual cost for travel time far exceeded the \$16.66 per round trip that it bid for the existing contract. Therefore, having honored the travel time price for the five years of the existing contract, it now adjusted that amount from \$16.66 to \$100. Since the round trip price had increased significantly, Procurement requested a price concession. As a result, Service Connection reduced the round trip price from \$100 to \$95 which reduced the overall price from \$140,750 to \$140,150. The final price was found to be fair and reasonable.

Item Number: 16

Vendor Name (& Location) Xerox State & Local Solutions, Inc. (Germantown, MD)	
Description Administer the EasyPay MetroCard Program	
Contract Term (including Options, if any) July 1, 2010 – September 30, 2015	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div. & Dept./Div. Head Name: Department of Corporate Communications, Paul Fleuranges	

Contract Number 08H9963	AWO/Mod. # 2
Original Amount:	\$ 4,503,340
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 4,503,340
This Request:	\$ 2,155,991 (Est.)
% of This Request to Current Amount:	47.9%
% of Modifications (including This Request) to Original Amount:	47.9%

Discussion:

This modification is to exercise a contractual option that will extend the contract term by an additional 21 months from October 1, 2015 through June 30, 2017, and will continue the administration of the EasyPay MetroCard Program for an estimated amount of \$2,155,991.

This contract is for administration and maintenance of the EasyPay MetroCard Program which includes customer service, account set-up, payment processing, mailing of statements and notices, operation of a website, and operation of an interactive voice response system. The EasyPay MetroCard Program, formerly the Reduced Fare MetroCard Mail & Ride Program, was originally designed to offer senior citizens over 65 years of age and people with qualified disabilities a convenient way to add value to their reduced fare MetroCards. The Program has been well received by customers, and since the award of the base contract, the program has grown significantly and the range of services provided has expanded to include full-fare customers.

In December 2009, the Board approved award of this contract, which included the option to extend, to ACS State & Local Solutions. Subsequently, Xerox acquired ACS State & Local Solutions which was renamed Xerox State & Local Solutions, Inc. (Xerox). The base contract was awarded for a five year term.

Prices for the base contract and option period were competitively negotiated at the same time and were both considered in the selection and recommendation for award that was approved by the Board. This 21-month extension will allow NYC Transit to conduct a competitive Request for Proposal for a renewal contract and will take advantage of extremely favorable pricing since, when the base contract was negotiated, Xerox's best and final offer price was 49.8% less than the other proposer. In accordance with the contract terms, the unit prices for the option period are 5% above the unit prices for year 5 of the base contract. The price has been found to be fair and reasonable.

Item Number: 17

Vendor Name (& Location) The Goodyear Tire & Rubber Company (Akron, OH)	
Description Tire leasing and wheel servicing	
Contract Term (including Options, if any) September 30, 2008 – September 29, 2015	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Buses/ MTA Bus Company, Darryl C. Irick	

Contract Number	AWO/Mod. #
07E9693	7
Original Amount:	\$ 79,076,895
Prior Modifications:	\$ 501,602
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 79,578,497
This Request:	\$ 9,000,000 (Est.)
% of This Request to Current Amount:	11.3%
% of Modifications (including This Request) to Original Amount:	12.0%

Discussion:

This modification will extend the contract term by six months from September 30, 2015 to March 31, 2016 and will add funding in the amount of \$9,000,000.

The tire requirements for approximately 5,800 buses operated by both NYC Transit's Department of Buses (DOB) and MTA Bus Company (MTABC) were solicited under a competitive Request for Proposal, approved by the Board in September 2008 and awarded to The Goodyear Tire & Rubber Company (Goodyear). The contractor is required to furnish radial tires on a lease basis with prices per mile for high floor bus and low floor bus tires, and provide depot-based labor and material to service these tires based on a monthly price per person and to paint wheels at a fixed price through the term of the contract. The tire lease rates are subject to a formula tied to raw material price indices for rubber and tire manufacturing labor as published by the U.S. Bureau of Labor Statistics.

Due to the increased number of snow events in recent winters, Modification No. 5 initiated and Modification No. 6 expanded upon a test program to evaluate the concept of using rear traction tires as an alternative to snow chains. Snow chains are purchased by NYC Transit and MTABC and installed on the tires on rear axles of the bus along with center axles on articulated buses by in-house labor prior to an anticipated snow event. In an effort to reduce overall costs associated with installing snow chains, DOB decided to test the use of traction tires on rear axles along with center axles on articulated buses. Traction tires are composed of a softer rubber compound than a standard transit tire and are produced with a tread pattern designed to have a larger contact patch with the road in snow conditions, thus providing more traction than a standard transit tire in such conditions. A tradeoff exists with the use of traction tires because they have a shorter useful life than a transit tire, and using them during all seasons accelerates their wear. Therefore, the cost per tire mile of a traction tire is greater than a standard transit tire.

While the use of the tire chains on standard transit tires provides increased traction when installed, their use can potentially damage the tires, the wheel well, or panels if they come loose from the tire. In addition the use of snow chains is an operational challenge due to the time and coordination involved in the installation and removal of snow chains prior to and after each snow event. The overall concept was to test whether traction tires could be used continuously through all seasons, eliminating the need for snow chain installations and removals associated with snow events, and whether the concept was operationally viable. The test of concept proved operationally viable; therefore, DOB has requested that the various traction tires currently in use continue to be used and evaluated through the upcoming winter season. In addition, Goodyear has engineered a new traction tire developed specifically for use on transit buses that will be introduced in early 2016 that DOB intends to test once it becomes available.

This modification will extend the contract term by six months from September 30, 2015 to March 31, 2016 for expanded testing and continued evaluation of traction tires over the upcoming winter season. Traction tires were not contemplated in the original contract therefore actual expenditures against the contract were higher than originally anticipated. Prior to the introduction of traction tires, monthly billing for the entire fleet was approximately \$950K. Through previous contract modifications approximately 35% of the fleet is presently equipped with traction tires for which monthly billings were approximately \$1.2M.

Goodyear Cont'd

It is anticipated that by the end of this modification period, approximately 50% of the fleet will be equipped with traction tires for which monthly billing is anticipated to be approximately \$1.35M.

With respect to the cost and performance of the tires that were added under Modification No. 6, the per mile tire rates proposed by Goodyear were conditionally accepted by NYC Transit and also for this Modification No. 7. MTA Audit will perform an audit at Goodyear's headquarters that will include a review of Goodyear's per tire costs and the actual operational performance of the tires in the NYC duty cycle. Based on the results of the audit the rates for the tires will be adjusted. A fair and reasonable determination will then be made.

Concurrently, Procurement and DOB are working with additional tire companies in an effort to award test and evaluation agreements to develop additional competition and determine what traction tire offerings will best satisfy NYC Transit's requirements. As a result of an extensive outreach two additional tire companies have expressed interest in participating in a competitive RFP for the next tire leasing contract. However, the tire companies have all indicated the need for a period of at least two years to test traction tires in the NYC duty cycle in order to conduct their due diligence to be able to participate in a competitive solicitation. These anticipated test and evaluation contracts will be the subject of a future Board action. It is estimated that a three-year period of time is necessary for the test and evaluation to first, equip the depots with tire servicing equipment and swap out the Goodyear tires with the tires to be tested and subsequently, to adequately test the tires and accumulate enough data to reasonably draw conclusions from the evaluation culminating in a separate competitive solicitation and award of the long term tire leasing replacement contract. Not only will the test result in enhancing competition on the upcoming solicitation, but it will also allow for DOB to perform comparative analyses between competitors and traction tire types prior to the solicitation taking place.

Therefore, a future modification to this contract will be brought before the Board to extend the contract term by an additional three years from March 31, 2016 to March 31, 2019 to continue service with Goodyear while the test and evaluations are ongoing, to solicit, negotiate and award the aforementioned long term tire leasing replacement contract, and to allow time to potentially transition from the incumbent to a new contractor.

SEPTEMBER 2015

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

D. Ratification of Completed Procurement Actions

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

- | | | |
|--|-------------|-------------------------------|
| 1. Construction Polymers Company
RFQ# 105510
Immediate Operating Need
Purchase of 44,340 RF Plates. | \$6,893,820 | <u>Staff Summary Attached</u> |
|--|-------------|-------------------------------|

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)

(Staff Summaries required for items requiring Board approval.)

- | | | |
|---|-------------|-------------------------------|
| 2. Prevost Car (US) Inc.
Contract# B-40657.1
Modification to the contract for the purchase of 300 Over-the-Road Clean Diesel Express Buses, in order to make a series of technical changes. | \$881,851 | <u>Staff Summary Attached</u> |
| 3. JTJ Contracting, Inc.
Contract# P-36435.60
Modification to the contract for the rehabilitation of the Montague Tube, in order to furnish and inject an estimated 1,216 injectable steel grout bolts into the cast iron flanges of the Montague Tube. | \$1,293,500 | <u>Staff Summary Attached</u> |

Item Number: 1

Vendor Name (& Location) Construction Polymers Co. (Chagrin Falls, OH)
Description Purchase of 44,340 RF Plates
Contract Term (including Options, if any) Immediate Use
Option(s) included in Total <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Immediate Operating Need

Contract Number RFQ 105510	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
This request:	\$6,893,820
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Subways, Joseph Leader	

Discussion:

It is requested that the Board formally ratify the declaration of an immediate operating need (ION) made by the Vice President, Materiel, waiving competitive bidding pursuant to Public Authorities Law Section 1209, subsection 9(a) and ratify the awards made to Construction Polymers Company (Construction Polymers) for the purchase of 44,340 RF Plates (21,600 100lb. RF-A Plates, 420 100lb. RF-B Plates and 22,320 115lb. RF-A Plates).

RF Plates are used as one of the integral elements of track construction, particularly for high stress areas such as curves where noise and vibration are a concern. The RF Plates consist of a steel rail plate resting on an elastomeric pad supported by a steel base plate with studs, springs and bushings. They are specially designed plates whose purpose is to mitigate noise and vibrations caused by passing subway cars, as well as decrease the frequency of ongoing maintenance due to a longer anticipated lifespan than standard steel plates. RF Plates are on the Qualified Products List (QPL), which is a list of NYC Transit inventory items requiring the purchase of pre-qualified products for reasons of safety, compatibility and maintenance reliability. Presently, two suppliers (Construction Polymers and Amsted RPS) have their products on the QPL for the RF Plates, although NYC Transit is currently working with another manufacturer to develop and qualify its version of RF Plates. In November 2014, Construction Polymers was issued competitively solicited contract awards for 28,000 100lb. RF-A Plates, 1,200 100lb. RF-B Plates and 30,000 115lb. RF-A Plates.

In February 2015, after several deliveries of approximately 17,000 RF Plates of various sizes in accordance with the delivery schedule, Construction Polymers advised NYC Transit that there would be delays in delivery of the RF Plates due to a shortage of specially designed bushings, a critical part of the RF Plates. There is only one manufacturer of this specially designed bushing that meets NYC Transit's technical specifications, which was experiencing delays due to unavailability of raw material. By March 2015, Construction Polymers confirmed that a 14-16 week delay in the delivery of RF Plates would occur due to the anticipated shortage of bushings, and offered to provide an alternative bushing that was already being considered by Track Engineering as an upgraded bushing for enhancement of the current RF Plate design. At that point, NYC Transit was unable to turn to Amsted RPS, the other QPL supplier, because it was experiencing substantial delays and quality issues on another type of plate which at the time had not yet been rectified.

The Division of Track (Track) was approaching a point where the available supply of RF Plates would have been exhausted and most subway reconstruction work would have been halted. This would have had a severe impact by causing the Track Construction Program to fall short of its 2015 goals and maintain the system in a state of good repair. Most of the track work scheduled for the balance of 2015 required the use of the RF Plates because the work involved high stress areas and the shorter life of the steel plates would require replacement of the plates within too soon a time frame to make using the steel plates a cost-effective solution. These factors caused Track to almost exhaust its then available supply of RF Plates; therefore, an ION was declared.

In follow-up conversations with Construction Polymers, it agreed to provide RF Plates using the alternative bushing at no additional cost to NYC Transit, since the Department of Subways determined the alternative bushings were equal to or better than the current bushings and fully acceptable for use in RF Plates. Although NYC Transit could not modify the existing contracts because of the QPL status, this ION procurement was determined to be a viable method of obtaining RF Plates using the alternative bushing.

The prices quoted for the RF Plates being purchased under this ION are the same as the competitively awarded contract prices for the QPL version of the RF Plates. On April 17, 2015, after receiving the Vice President, Materiel's verbal declaration of an ION, PO #6030164688 was issued to Construction Polymers for the purchase of 21,600 100lb. RF-A Plates, 420 100lb. RF-B Plates and 22,320 115lb. RF-A Plates in the total amount of \$6,893,820.00 with a mutually agreed upon delivery schedule that would support NYC Transit's needs. Deliveries began on April 23, 2015, are ongoing as of the date of this document and are expected to be completed in late October 2015. Once complete, Construction Polymers will fulfill the existing orders of QPL RF Plates beginning in November 2015, with completion of all orders expected by May 2016.

Item Number: 2

Vendor Name (& Location) Prevost Car (US) Inc. (Sainte-Claire, Quebec)	
Description Furnish and deliver 300 Over-the-Road Clean Diesel Express Buses	
Contract Term (including Options, if any) November 14, 2013 – December 31, 2021	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Department of Buses, Darryl C. Irick	

Contract Number B-40657	AWO/Modification 1
Original Amount:	\$ 164,838,002
Prior Modifications:	\$ 0
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 164,838,002
This Request:	\$ 881,851 (Est.)
% of This Request to Current Amount:	0.5%
% of Modifications (including This Request) to Original Amount:	0.5%

Discussion:

This modification is to ratify the incorporation of technical changes into the fleet of 300 Prevost Over-the-Road diesel express buses being manufactured in Plattsburgh, NY. The base contract was a competitively negotiated contract awarded to Prevost Car (US), Inc. on November 14, 2013. Delivery of these buses is ongoing and on schedule with 125 buses delivered as of August 25, 2015, and the remainder to be delivered by April 2016.

NYC Transit Department of Buses requested changes to the bus to optimize performance, enhance safety and reduce operating costs as well as to improve bus reliability and maintainability. Over 80% of the costs of these Technical Changes can be attributed to the following: 1) addition of a fuel filter system which provides the ability to visually monitor its remaining life; 2) replacement of halogen lights with LED lights in the wheelchair deployment area to provide a flush-mounted profile and a longer operating life; 3) redesign and relocation of the surge tank pressure relief valve for ease of operation and greater reliability; 4) upgrade the manually programmable incandescent run number box with a remotely programmable LED run number box; and 5) addition of a more robust fender skirt securement system.

Prevost's initial proposal was \$937,576 (\$3,125 per bus) which includes pricing for incorporating the technical changes both on the production line and as retrofits on buses already delivered. Prevost submitted a proposal which included cost data to substantiate its pricing. Negotiations focused around the proposed mark-ups, credits and scope of work clarifications for the Technical Specifications. As a result, Procurement negotiated a reduction of Prevost's proposal from \$937,576 to \$881,851 (\$2,940 per bus), which reflects a total savings of 5.9% (\$55,725) from the initial proposal. Based on these changes, the unit price per bus increased from \$547,492 to \$550,432.

The final pricing for this modification has been found to be fair and reasonable.

Item Number: 3

Vendor Name (& Location) JTJ Contracting, Inc. (College Point, NY)	
Description Rehabilitation of the Montague Tube	
Contract Term (including Options, if any) July 31, 2013 – March 30, 2015	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	
Procurement Type	<input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive
Solicitation Type	<input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification
Funding Source <input type="checkbox"/> Operating <input type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: Capital Program Management, John O'Grady	

Contract Number P-36435	AWO/Mod. #: 60
Original Amount:	\$ 102,443,000
Prior Modifications:	\$ 7,445,654
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 109,888,654
This Request:	\$ 1,293,500
% of This Request to Current Amount:	1.2%
% of Modifications (including This Request) to Original Amount:	8.5%

Discussion:

This retroactive modification is for furnishing and installing an additional 1,216 injectable steel grout bolts into the cast iron flanges of the Montague Tube in the boroughs of Manhattan and Brooklyn in the amount of \$1,293,500.

The contract is for the rehabilitation of the Montague Tube which was damaged by Superstorm Sandy. The scope of this contract requires the construction of new duct banks; circuit breaker houses; rehabilitation of track work; tunnel lighting; pump room; fan plant; and replacement of damaged parts and components at the Montague Furman and Broadway Park substations. The work also includes demolition of existing duct banks; removal and disposal of existing lighting conduits, wiring, fixtures; ballast; receptacles; power and communication cables including lead sheath cables, and installation of power and communications cables in the new duct banks.

An injectable bolt is a stainless steel bolt with grout port, which replaces existing standard bolts in the cast iron flanges of the tunnel liner. The grout port facilitates injection of grout into the cast iron flange joint, thereby mitigating water intrusion. The base contract calls for an estimated quantity of 2,000 injectable bolts and a unit price of \$1,000 per bolt. The contract calls for the unit price to be equitably adjusted, upward or downward, in the event the actual quantity differs from the estimated quantity by more than ten percent. The actual quantity of injectable bolts installed is 3,216. This modification compensates the contractor for the additional 1,216 injectable bolts.

The contractor's revised proposal was in the lump sum amount of \$1,866,857 (approximately \$1,535 per bolt); NYC Transit's revised estimate was in the lump sum amount of \$1,202,000 (approximately \$988 per bolt). The work is principally chopping the existing concrete walls to uncover the existing bolts and replacing the existing bolts with new injectable bolts. The nature of the work did not lend itself to economies of scale. After negotiations, the lump sum amount of \$1,293,500 (or about \$1,064 per bolt) was agreed upon and found to be fair and reasonable. Savings of \$573,357 were achieved.

The rehabilitation of the Montague Tube was a high priority project that ran twenty four hours a day and seven days a week to meet NYC Transit's commitment to restore service between the boroughs as soon as possible. It was critical that the project schedule be maintained and all delays mitigated promptly. Therefore when the contractually estimated quantity was reached, the contractor was directed to continue until all leaking bolts were replaced and the VP, Materiel authorized a partial payment of \$1,000,000.

The contract was declared Substantially Complete on March 27, 2015.

SEPTEMBER 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. Judlau Contracting

Staff Summary Attached

Contract# C-26011.19

\$1,625,000

Modification to the contract for the construction of the Second Avenue Subway – 72nd Street Station Finishes; in order to construct the Alternative Entrance 1 Structural Shell.

Item Number: 1

Vendor Name (& Location) Judlau Contracting, Inc. (College Point, NY)	
Description Second Avenue Subway – 72 nd Street Station Finishes, Mechanical, Electrical and Plumbing Systems, Ancillary Buildings and Entrances	
Contract Term (including Options, if any) February 14, 2013 – November 13, 2015	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number C-26011	AWO/Mod. #: 19
Original Amount:	\$ 247,048,405
Option 1:	\$ 3,934,595
Option 2:	\$ 1,270,000
Option 3:	\$ 6,100,000
Total Amount:	\$ 258,353,000
Prior Modifications:	\$ 25,060,529
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 283,413,529
This Request:	\$ 1,625,000
% of This Request to Current Amount:	0.6%
% of Modifications (including This Request) to Total Amount:	10.3%

Discussion:

This retroactive modification is for the construction of the Alternative Entrance 1 structural shell.

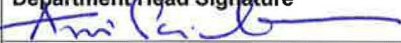
The contract work includes the installation of mechanical systems including HVAC in the station and ancillary facilities; tunnel ventilation systems in the adjacent tunnels; electrical medium voltage and 120V systems; plumbing for track, sanitary, and storm drainage, hot and cold water supply, pump systems, 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, glass storefronts, and canopies at station entrances and ancillary facilities; and restoration of Second Avenue and adjacent streets impacted by construction.

Entrance 1 of the 72nd Street Station will occupy part of a large, mixed-use high-rise building. The excavation and structural shell work for this entrance was originally included in Contract C-26007, 72nd Street Cavern Mining. To avoid risks involved in relocating utilities in and around the high-rise building, mitigate delays to the completion of C-26007, and to facilitate the necessary construction and maintenance agreements with the owners of the building; Entrance 1 work was transferred to Contract C-26011 via three contract bid options which have all been exercised. Subsequent to the award of Contract C-26011 and as a result of the continuing effort to mitigate risk, the configuration of Entrance 1 was revised from a building entrance to a sidewalk entrance that included a street bump-out structure. Several modifications were initiated to implement the Alternative Entrance 1 construction according to the phasing of the work in an effort to mitigate schedule impact as much as possible. Prior modifications addressed street utility relocation, excavation and temporary underpinning of the high-rise building.

This modification addresses the construction of the Alternative Entrance 1 structural shell, including demolition of the exterior west wall of the high-rise building, installation of three new footings and columns along the west wall, a concrete encased steel transfer girder spanning the new columns and construction of reinforced concrete ground slab, walls and roof slab. This modification also addresses the credit for the deletion of the structural shell work for the original Entrance 1 design.

In an effort to maintain the progress of the work for the Alternative Entrance 1 configuration and to mitigate delays, it was necessary to proceed with the work immediately. The contractor proceeded with this work in June 2015 and approval to process this modification on a retroactive basis was subsequently obtained from the MTACC President on July 21, 2015. The contractor's initial proposal was \$2,844,064. MTACC's revised estimate is \$1,560,272. Negotiations resulted in a lump sum price of \$1,625,000 which is considered fair and reasonable. Savings of \$1,219,064 were achieved. The schedule impact of this modification will be reviewed in aggregate with other Entrance 1 delays and addressed in a subsequent modification.

Staff Summary

Subject Design and Construction Services for 200 East 63rd Street (Block 1417, Lot 45)
Department Second Avenue Subway Project
Department Head Name Anil Parikh
Department Head Signature 
Program Manager / Project Manager Name Tim Gianfrancesco/Manan Garg

Date September 1, 2015
Vendor Name 202 Company, L.L.C.
Contract Number N/A
Contract Manager Name
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Committee	9/21/15			
2	MTA Board	9/24/15			

Internal Approvals			
Order	Approval	Order	Approval
		3	President <i>AD for M-FH</i>
<i>1 for</i>	Sr. Vice President & General Counsel	2	Executive Vice President & Chief Financial Officer <i>AD</i>

BACKGROUND:

Under Second Avenue Subway Contract C-26006, MTACC will construct a new entrance for the 63rd Street/Lexington Avenue Station. A portion of that entrance is located on the ground level of an existing building at 200 East 63rd Street, which is owned by 202 Company. As part of its work at this location, MTA will relocate the building's utilities that are within the planned entrance space, demolish a portion of the building's structure, and install a new foundation to support both the entrance and the building.

Under the Agreement between MTACC and 202 Company, MTACC agreed to reimburse the owner for the consultant fees it incurs in reviewing the entrance designs and inspecting entrance construction. The Agreement capped MTACC's obligation to reimburse the owner's consultant fees at \$250,000. But it also acknowledged that the \$250,000 was an estimate and that there may be additional design and construction phase support services needed for design changes, additional inspections, and other unanticipated contingencies. At the time the Agreement was executed, the anticipated completion date of entrance construction was May, 2014. The revised completion date is December 2015.

PURPOSE:

To seek MTA Board authorization to increase the cap from \$250,000 to \$465,000 for reimbursing 202 Company's consultant fees, which is necessary to accommodate the construction of entrance for the 63rd Street/Lexington Avenue Station of the SAS Project.

DISCUSSION:

As part of the project, SAS will be building an entrance at 200 East 63rd Street (Block 1417, Lot 45). There are utilities, equipment and other building services servicing the Building within the areas covered by the easements that may unreasonably interfere with the MTA's use of the easements. MTACC has agreed to perform work relocating utilities, equipment and other building services servicing the building and associated surveys and investigations necessary to develop the Approved Plans at the building and the property as is necessary to enable the MTA to use the easement areas.

The \$250,000 estimate for consultant expenses in the Agreement was based on MTACC estimates for consultant time needed to review entrance design and construction documents, perform construction support services on behalf of the owner, and perform weekly site inspections for the duration of construction – which was estimated to be 35 weeks. Due to design changes, delays in obtaining building access, and unforeseen complications in building utility relocation work, utility shut downs for gas, water etc. and structural/foundation work, the entrance's completion date extended from May 2014 to December 2015.

ALTERNATIVES:

There is no alternative. Cooperation from the owner is required to progress the entrance construction.

FUNDING IMPACT:


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

RECOMMENDATIONS:

MTACC requires owner's continued cooperation in closing out DOB permits related to entrance construction, obtaining access throughout the building, and reviewing construction documents for the intercom/security system, among other things. The owner has designated its consultant to provide many of these services on its behalf. If the owner is not assured that its additional consultant fees will be paid, it will not provide the cooperation MTACC needs. At this time, the parties have reached the \$250,000 cap. If the cap is not increased soon, entrance construction will be delayed.





MTACC recommends that the Board authorizes additional funds for 202 Company L.L.C, owner of the building located at 200 East 63rd Street; to proceed with design and construction for alterations needed to accommodate the entrance at 63rd Street/Lexington Avenue Station of the Second Avenue Subway for a not-to-exceed amount of \$215,000.

Staff Summary

Subject Extension of On The Go Travel Station Kiosk License Agreements
Department Corporate Communications
Department Head Name Paul Fleuranges
Department Head Signature 
Project Manager Name Tom Morgan

Date September 16, 2015
Vendor Name OutFront Media Company & Control Group, Inc.
Contract Number N/A
Contract Manager Name N/A
Table of Contents Ref # N/A

Board Action					
Order	To	Date	Approval	Info	Other
1	NYC Transit Committee	7/20/2015	X		
2	MTA Finance Committee	7/20/2015	X		
3	MTA Board	7/22/2015	X		

Internal Approvals			
Order	Approval	Order	Approval
4	President 	1	Law 
3	Executive VP 		
2	Subway 		

MTA NYC Transit is seeking MTA Board approval to extend the current On The Go Travel Station Kiosk licensing agreements for a period of 12 months, from December 31, 2015 to December 31, 2016, and to expand the total number of kiosks permitted to be installed as part of the pilot to 325 units from the current 145 units.

In 2013, the MTA Board approved of a pilot program to install On The Go Travel Station kiosks and authorized MTA NYC Transit to enter into license agreements with each of CBS Outdoor ("CBS") and Control Group, Inc. ("Control Group"), under which those firms would purchase and install On The Go Travel Station kiosks (the "Kiosks") in specified locations in designated subway stations. The licensees are responsible for the cost of Kiosks, including the development of the customer interface and the customization of the transit applications. Until a licensee's capital investment has been fully recouped from gross receipts, the licensee retains 90% of gross receipts and pays 10% of gross receipts to MTA NYC Transit. Once the cumulative gross receipts retained by a licensee is equal to the licensee's capital investment, plus an interest factor representing the cost of capital, the licensee thereafter retains 35% of gross receipts and pays 65% to MTA NYC Transit. The licensees take the risk that the advertising gross revenues will be sufficient to pay them back their capital investments related to the Kiosks during the term of the pilot licenses (In connection with the new Kiosks, the licensees assume the investment recapture risk provided that MTA NYC Transit installs the new Kiosks in accordance with an agreed upon schedule). Title to the Kiosks transfers to MTA NYC Transit upon installation and acceptance. The current CBS and Control Group license agreements expire on December 31, 2015.

To date, CBS (now OutFront Media) has installed 52 Kiosks in 15 stations and Control Group has installed 93 Kiosks in 15 stations. Combined, these Kiosks reach more than 1.5 million average weekday riders in Brooklyn, The Bronx and Manhattan, providing bus and subway arrival information, elevator and escalator status, subway maps, service alerts and status information. Customer feedback has been favorable and the platform has won numerous awards for its innovative approach to incorporating wayfinding and other transit information in an interactive, digital signage format. MTA NYC Transit installs and maintains the network of kiosks, working with each partner to correct any software or hardware issue in addition to assisting with platform upgrades.

Control Group and OutFront have each requested that its agreement be modified to expand the number of Kiosks permitted by 90 units (to a total of 183 units for Control Group and 142 units for OutFront), and to extend each license termination date to December 31, 2016. The other terms and conditions of the pilot license agreements will remain in full force and effect.

As part of the pilot extension and expansion, Control Group, OutFront Media and NYC Transit would work together to identify installation sites that would ultimately maintain current Kiosk fleet distribution ratios; prioritize installation sites where Transit Wireless has completed its installation work and wireless connectivity is available, and; refine the customer interface platform, add new features and explore the use of new interactive technologies.

The Board is hereby requested to approve the extension and expansion of the OutFront Media and Control Group license agreements as described in this Staff Summary.

Approval: _____



Jim Ferrara
Interim President



SERVICE CHANGES:

NYCT/MTA BUS COMMITTEE NOTIFICATION QM2, QM3, and QM20 QUEENSBOUND TRAVEL PATH REVISION in EAST MIDTOWN, MANHATTAN

SERVICE ISSUE:

The QM2, QM3, and QM20 provide express bus service between Midtown and Northeastern Queens. The QM2 and QM20 serve Bay Terrace, while the QM3 services Little Neck. In an effort to improve pedestrian safety at the intersection of East 57th Street and Third Avenue in East Midtown, the NYC Department of Transportation (NYCDOT), working with MTA Bus, has reconfigured this intersection to improve pedestrian safety and improve access to local bus routes on Third Avenue. One of the components of the reconfiguration is a new prohibition on the left turn from eastbound East 57th Street to northbound Third Avenue. The intersection revisions, including the left turn prohibition, were completed on August 24, 2015.

Prior to the turn prohibition, the Queensbound QM2 (Sixth Avenue branch), QM3, and QM20 had made this left turn to access the lower level of the Ed Koch Queensboro Bridge from 57th Street.

RECOMMENDED SOLUTION:

To comply with new traffic regulations implemented by NYCDOT prohibiting the left turn from eastbound 57th Street to northbound Third Avenue, the travel paths of the Queensbound QM2 (6th Avenue branch), QM3, and QM20 have been revised to use Central Park South and 59th Street to travel between 6th Avenue and 3rd Avenue instead of 57th Street. This revision has relocated two Queensbound pick-up bus stops two blocks north (approximately 500 feet) from 57th Street to 59th Street.

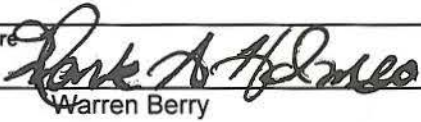
ESTIMATED IMPACT:

The net result of revision would be a small increase in annual operating cost of approximately \$30,000 due to the additional travel time on 59th Street.

PLANNED IMPLEMENTATION:


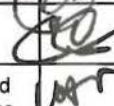
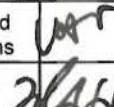
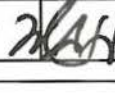
This revision was originally implemented on August 24, 2015 when the new left turn prohibition from eastbound 57th Street to northbound Third Avenue was established.

Staff Summary

Subject	QM2, QM3, and QM20 Queensbound Travel Path Revision in East Midtown
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	
Project Manager Name	Warren Berry

Date	August 28, 2015
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
4	President		9/14/15
3	Executive Vice President		9/14/15
2	VP, Government and Community Relations		9/14/15
1	VP, Transportation, Safety & Training		for SVidal

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of a recommendation to revise the travel path of the Queensbound QM2 (Sixth Avenue branch), QM3, and QM20 express bus routes in East Midtown, Manhattan.

DISCUSSION:

The QM2 provides express bus service between Bay Terrace, Queens and Midtown, Manhattan. There are two QM2 branches in Midtown; the 6th Avenue branch operates weekdays, Saturdays, and Sundays, at all times except late nights; and the 3rd Avenue branch operates weekdays, peak periods only. The QM2 travels a one-way distance of approximately 18.4 miles, transporting approximately 1,790 passengers per weekday, 340 passengers per Saturday, and 220 passengers per Sunday.

The QM3 provides weekday peak period, peak-direction express bus service between Little Neck, Queens and Sixth Avenue in Midtown, Manhattan transporting approximately 130 passengers per day, and travels a one-way distance of approximately 18.9 miles.

The QM20 provides express bus service between Bay Terrace, Queens and Sixth Avenue in Midtown, Manhattan via Whitestone, Queens. The QM20 operates weekdays at all times except late nights, travels a one-way distance of approximately 17.1 miles, and transports approximately 1,050 passengers per day.

Staff Summary

The Queensbound QM2 (Sixth Avenue branch), QM3, and QM20 express bus routes have been traveling via eastbound 57th Street from Sixth Avenue, picking up passengers, and then turning left to northbound 3rd Avenue to access the lower level of the Ed Koch Queensboro Bridge via 59th Street.

Working with MTA Bus, the NYC Department of Transportation (NYCDOT) has made changes at the intersection of East 57th Street and Third Avenue in East Midtown to improve pedestrian safety. This intersection is an NYCDOT Vision Zero “Priority Intersection”, and a high-crash intersection for pedestrians. As part of their effort, NYCDOT has revised the configuration of the intersection to minimize pedestrian conflicts. One component of this change improves passenger access to NYC Transit’s M101, M102 and M103 local bus routes traveling northbound on Third Avenue where a bus boarding island was recently constructed within Third Avenue between East 56th and East 57th streets. The redesign of the intersection includes a new prohibition on left turns from eastbound 57th Street to northbound Third Avenue for all vehicles (including buses) that was implemented on Monday, August 24, 2015. Because of this new left turn prohibition the QM2 (6th Avenue branch), QM3, and QM20 have been rerouted to travel on eastbound Central Park South and 59th Street from 6th Avenue, instead of traveling on 57th Street. From 59th Street, these routes travel onto the lower level of the Queensboro Bridge.

Under this revision, the travel distance remains unchanged; however, the travel time via 59th Street is, on average, approximately 2 minutes longer than the travel times on 57th Street. 57th Street is a two-way street with two traffic lanes and a peak period curbside bus lane in each direction, and 59th Street varies from a two-way street west of Fifth Avenue to a one-way eastbound street east of Fifth Avenue with a minimum of two travel lanes. However, 59th Street is more susceptible to delays due to double parked vehicles, delivery vehicles, and other issues obstructing traffic; which sometimes further adds to travel times.

This revision has relocated two Queensbound QM2 (6th Avenue branch), QM3 and QM20 pick-up bus stops two blocks north (approximately 500 feet) from 57th Street to 59th Street. The pick-up bus stop on 57th Street at Madison Avenue was relocated to 59th Street at Madison Avenue; and the pick-up bus stop on 57th Street mid-block between Lexington Avenue and Third Avenue was relocated to 59th Street at Lexington Avenue, which is adjacent to the 59th Street-Lexington Avenue 4 5 6 N Q R subway station. These stops are shared with the NYC Transit Q32 local bus. In total, approximately 320 passengers per weekday, and a lesser number on weekends, board the three express bus routes at the two bus stops (approximately 110 passengers board on 57th Street at Madison Avenue; and approximately 210 passengers per weekday board on 57th Street between Lexington Avenue and Third Avenue).

The travel path of the Manhattanbound QM2 (6th Avenue branch), QM3, and QM20 will remain unchanged. The Manhattanbound trips will continue to use eastbound 57th Street between 6th Avenue and 3rd Avenue dropping off passengers at bus stops along 57th Street.

RECOMMENDATION:

In an effort to improve pedestrian safety at the intersection of East 57th Street and Third Avenue in East Midtown Manhattan, NYCDOT, working with MTA Bus, has revised the operation of the intersection. One component of this change is a left turn prohibition from eastbound 57th Street to northbound Third Avenue, which was implemented on Monday, August 24, 2015. This left turn had been utilized by the Queensbound QM2 (6th Avenue branch), QM3, and QM20; therefore, the travel paths of these routes must be revised.

The legal name of MTA Bus is MTA Bus Company.

Staff Summary

To comply with new traffic regulations, the travel paths of the Queensbound QM2 (6th Avenue branch), QM3, and QM20 have been revised to use Central Park South and 59th Street to travel between 6th Avenue and 3rd Avenue instead of 57th Street. This revision has relocated two Queensbound pick-up bus stops two blocks north (approximately 500 feet) from 57th Street to 59th Street.

ALTERNATIVES:

Doing nothing and leaving the travel paths unchanged is not a viable alternative, as the left turn from eastbound 57th Street to northbound Third Avenue is now prohibited.

An alternative would be for the Queensbound QM2 (Sixth Avenue branch), QM3, and QM20 buses to travel straight through the intersection to the ramp to the upper level of the Ed Koch Queensboro Bridge (east of Second Avenue), and revise the travel path in Queens. The destination of these routes are in northeastern Queens, which is accessed via Northern Boulevard. The alternative travel paths available on the Queens side of the bridge were extensively reviewed. This review considered the constraints of the Queens roadway network, and regularly occurring traffic conditions. On average, the 59th Street revision in Manhattan would have less of an impact to travel time and travel distance than an alternative travel path in Queens.

Another alternative would be to use alternative streets in East Midtown, Manhattan. However, use of other streets would increase the travel distance and/or add turning maneuvers.

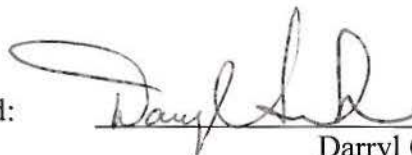
IMPACT ON FUNDING:

The net result of revision would be a small increase in annual operating cost of approximately \$30,000 due to the additional travel time on 59th Street.

IMPLEMENTATION:

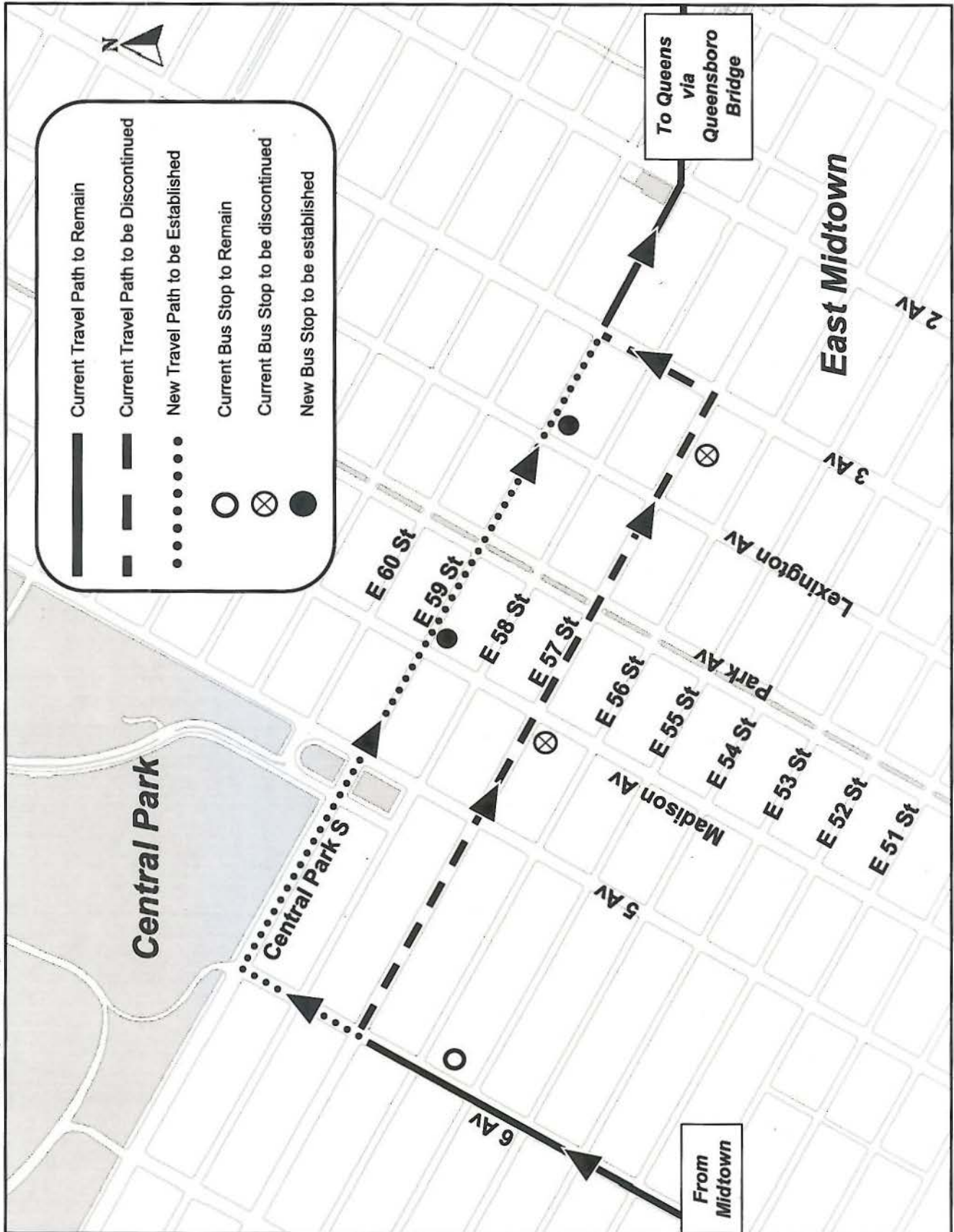
This revision was originally implemented on August 24, 2015 when the new left turn prohibition from eastbound 57th Street to northbound Third Avenue was established.

Approved: _____



Darryl C. Irick
President

QM2, QM3, QM20 Queensbound Travel Path Revision in East Midtown



Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>July 2014</u>	<u>July 2015*</u>	<u>Difference</u>
Cash	2.8%	2.3%	(0.6%)
Single-Ride Ticket	0.9%	0.8%	(0.1%)
Bonus Pay-Per-Ride	43.9%	40.4%	(3.5%)
Non-Bonus Pay-Per-Ride	3.5%	5.6%	2.1%
7-Day Farecard	21.0%	22.4%	1.4%
30-Day Farecard	<u>27.9%</u>	<u>28.5%</u>	0.6%
Total	100.0%	100.0%	

* Preliminary

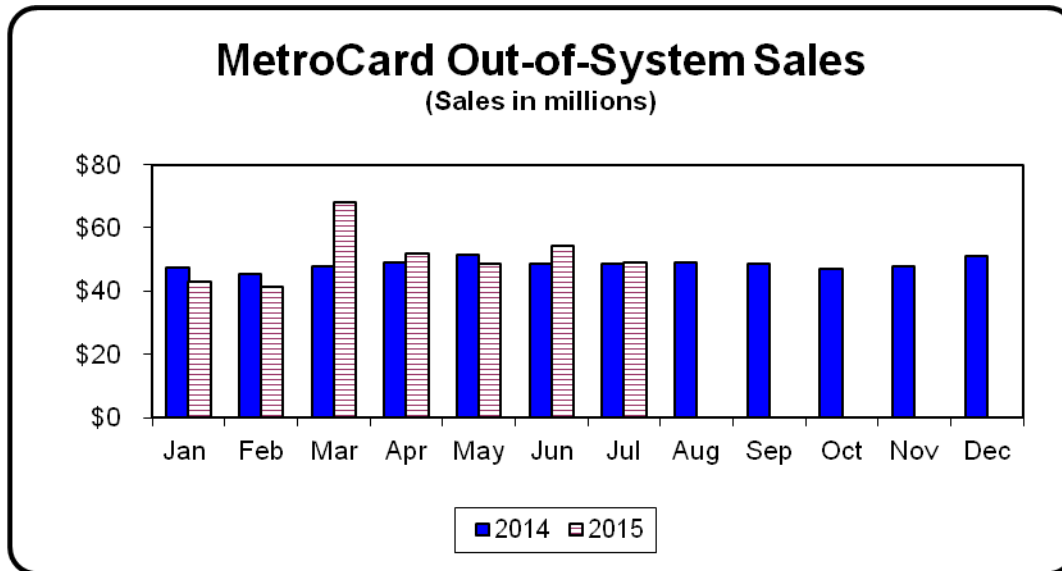
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in July 2015 was 4,538, a 7.18 percent increase from the same period last year. The average value of a credit issued was \$71.09.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$49.1 million in July 2015, an 0.8 percent increase compared to July of 2014. Year to date sales totaled \$357.1 million, a 5.5 percent increase compared to the same period last year.



Retail Sales

There were 4,496 active out-of-system sales and distribution locations for MetroCards, generating \$26.0 million in sales revenue during July 2015.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 129,490 MetroCards valued at approximately \$11.3 million were made in July 2015 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$87.05. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 86,314 for July 2015, generating an additional \$10.1 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$170.5 million, an 11 percent increase when compared to last year.

Mobile Sales Program

In July 2015, the Mobile Sales unit completed 199 site visits, of which 141 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$113,000 in revenue was generated. In July 2015, the Mobile Sales unit assisted and enabled 1,924 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and provided support at the Mayor's Office for people with disabilities (NYC).

Reduced-Fare Program

During July 2015 enrollment in the Reduced-Fare Program increased by 8,563 new customers, while 1,484 customers left the program. The total number of customers in the program is 975,122. Seniors account for 799,113 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 176,009 customers. Of those, a total of 37,844 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 \$8.0 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In July 2015, the EasyPay Reduced Fare program enrollment totaled 149,949 accounts. During the month, active EasyPay customers accounted for approximately 2.0 million subway and bus rides with \$2.1 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In July 2015, the EasyPay Xpress PPR program enrollment totaled 76,953 accounts. During this month, active Xpress PPR customers accounted for approximately 1.3 million subway, express bus and local bus rides with \$3.5 million charged to their accounts. Each active account averaged 23 trips per month, with an average monthly bill of \$62.

EasyPay Xpress Unlimited Program

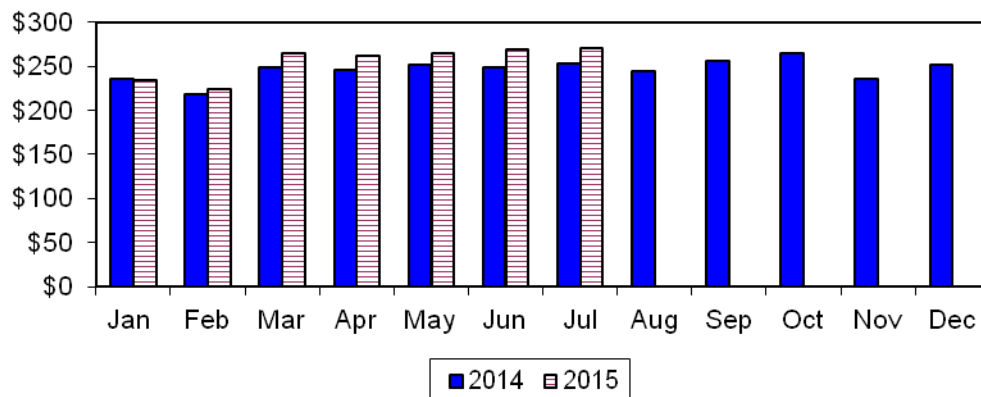
In July 2015, the EasyPay Xpress Unlimited program enrollment totaled 15,580 accounts. During this month, active Xpress Unlimited customers accounted for approximately 701,000 subway and local bus rides with \$1.4 million charged to their accounts. Each active account averaged 48 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during July 2015 totaled \$271.1 million, on a base of 16.1 million customer transactions. This represents a 1.2 percent decrease in vending machine transactions compared to the same period last year. During July 2015, MEMs accounted for 2,275,399 transactions resulting in \$56,803,232 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 52.8 percent of total vending machine transactions, while cash transactions account for 47.2 percent. The average credit sale was \$27.71, more than three times the average cash sale of \$8.27. The average debit sale was \$19.91.

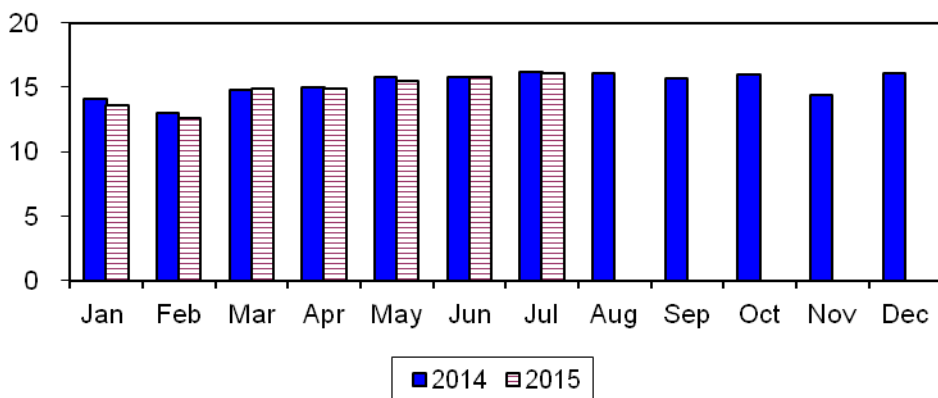
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)





SPECIAL REPORTS AND PRESENTATIONS: NYC TRANSIT 2015 MID-YEAR FORECAST MONTHLY ALLOCATION

Monthly allocation of MTA New York City Transit's 2015 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

NON-REIMBURSABLE

	Year Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Revenue													
Farebox Revenue:													
Subway	3,319.443	239.793	234.743	287.527	279.221	280.569	288.628	288.879	275.701	283.957	297.027	272.831	290.566
Bus	970.368	69.630	67.517	84.905	81.279	82.812	83.565	85.778	83.026	84.585	87.406	79.403	80.461
Paratransit	17.823	1.204	1.129	1.409	1.386	1.560	1.756	1.552	1.566	1.541	1.689	1.531	1.499
Fare Liability	44.770	3.731	3.731	3.731	3.731	3.731	3.731	3.731	3.731	3.731	3.731	3.730	3.730
Farebox Revenue	4,352.403	314.358	307.121	377.573	365.616	368.672	377.681	379.941	364.025	373.814	389.853	357.495	376.256
Fare Reimbursement	84.017	7.162	6.314	9.687	7.989	8.956	7.521	2.929	1.788	6.477	9.447	7.980	7.766
Paratransit Reimbursement	185.956	17.205	17.223	16.071	17.661	17.950	14.263	14.263	14.263	14.263	14.263	14.263	14.268
Other Operating Revenue	155.778	17.840	11.789	12.697	12.473	13.397	12.511	12.511	12.511	12.511	12.511	12.511	12.517
Other Revenue	425.750	42.208	35.325	38.455	38.123	40.303	34.295	29.703	28.562	33.251	36.221	34.754	34.551
Capital and Other Reimbursements	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Revenue	4,778.154	356.565	342.446	416.028	403.740	408.975	411.976	409.644	392.587	407.065	426.074	392.249	410.807
Expenses													
Labor :													
Payroll	3,086.646	266.170	239.978	256.522	252.788	240.453	252.757	266.588	256.772	257.007	245.857	272.365	279.390
Overtime	447.785	38.655	44.510	41.587	36.189	30.377	36.860	35.480	35.406	35.815	29.468	36.964	46.473
Total Salaries & Wages	3,534.432	304.825	284.489	298.109	288.977	270.830	289.617	302.067	292.178	292.822	275.326	309.329	325.863
Health and Welfare	764.962	56.997	53.837	58.218	63.507	63.723	73.845	63.831	64.288	64.055	64.167	64.205	74.289
OPEB Current Payment	376.335	26.504	32.134	34.545	33.812	34.571	23.438	32.069	32.069	32.069	32.069	29.065	33.988
Pensions	879.092	17.696	17.697	17.693	17.693	16.557	17.828	681.770	18.431	18.431	18.431	18.431	18.431
Other Fringe Benefits	311.373	29.222	25.838	27.232	25.274	18.668	25.624	27.546	25.979	26.046	22.419	28.182	29.345
Total Fringe Benefits	2,331.761	130.419	129.504	137.692	140.286	133.519	140.735	805.216	140.767	140.601	137.085	139.883	156.053
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	(213.199)	(15.181)	(11.019)	(21.533)	(18.284)	(32.650)	(15.748)	(15.290)	(15.375)	(15.455)	(31.178)	(10.575)	(10.911)
Labor	5,652.994	420.063	402.974	414.267	410.979	371.699	414.604	1,091.993	417.570	417.969	381.233	438.637	471.005
Non-Labor :													
Electric Power	303.810	25.513	25.657	27.675	27.611	27.737	20.321	23.551	25.567	25.109	24.012	23.603	27.451
Fuel	121.489	9.740	9.624	12.587	9.943	9.745	9.106	9.875	9.836	9.801	10.436	10.096	10.702
Insurance	72.992	6.096	6.096	6.085	6.224	6.296	5.775	5.737	6.137	6.137	6.137	6.137	6.137
Claims	131.209	8.919	8.919	8.919	8.919	8.919	21.008	10.934	10.934	10.934	10.934	10.934	10.934
Paratransit Service Contracts	383.014	30.353	29.771	31.769	31.453	31.609	32.266	32.193	31.776	31.753	35.013	32.672	32.386
Maintenance and Other Operating Contracts	202.393	14.522	11.804	15.161	15.360	16.104	17.686	16.478	19.357	19.144	19.568	18.131	19.077
Professional Service Contracts	115.513	12.703	13.358	14.461	12.173	5.125	(5.542)	14.793	8.201	8.704	12.729	7.760	11.048
Materials & Supplies	300.765	25.086	16.569	29.590	27.790	21.366	24.513	25.333	25.059	25.370	25.358	25.228	29.503
Other Business Expenses	79.395	5.628	5.736	6.224	11.045	8.708	6.102	6.010	6.044	6.283	5.858	5.943	5.812
Non-Labor	1,710.579	138.561	127.534	152.471	150.520	135.611	131.234	144.904	142.910	143.235	150.046	140.504	153.050
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Expense Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses before Depreciation and OPEB	7,363.572	558.624	530.508	566.738	561.499	507.310	545.838	1,236.897	560.480	561.203	531.279	579.141	624.055
Depreciation	1,638.144	126.477	126.477	129.861	127.847	128.748	139.766	140.827	141.887	142.948	144.009	145.070	144.228
OPEB Liability	1,616.261	0.000	0.000	404.582	0.000	0.000	404.065	0.000	0.000	404.065	0.000	0.000	403.549
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	10,617.977	685.101	656.984	1,101.182	689.346	636.058	1,089.669	1,377.724	702.368	1,108.216	675.287	724.210	1,171.832
OPERATING SURPLUS/DEFICIT	(5,839.823)	(328.535)	(314.538)	(685.154)	(285.607)	(227.083)	(677.693)	(968.080)	(309.781)	(701.151)	(249.213)	(331.962)	(761.025)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

REIMBURSABLE

	Year Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Revenue													
Farebox Revenue:													
Subway	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Bus	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fare Liability	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Farebox Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Fare Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Reimbursement	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Capital and Other Reimbursements	1,090.727	71.901	70.282	99.895	85.422	134.070	82.276	103.285	81.565	81.120	124.766	75.757	80.388
Total Revenue	1,090.727	71.901	70.282	99.895	85.422	134.070	82.276	103.285	81.565	81.120	124.766	75.757	80.388
Expenses													
Labor :													
Payroll	465.875	28.799	31.083	36.775	36.582	49.655	36.401	35.913	36.117	35.922	52.967	40.959	44.703
Overtime	74.334	7.544	6.072	11.751	10.959	17.862	3.695	3.751	3.858	3.666	10.283	(1.522)	(3.585)
Total Salaries & Wages	540.209	36.342	37.155	48.525	47.541	67.517	40.096	39.665	39.975	39.588	63.250	39.437	41.118
Health and Welfare	20.484	1.882	1.667	1.567	1.480	1.698	1.743	1.726	1.726	1.726	1.726	1.726	1.816
OPEB Current Payment	8.064	0.631	0.606	0.617	0.662	0.638	0.780	0.688	0.688	0.688	0.688	0.688	0.688
Pensions	30.089	0.528	0.528	0.528	0.528	1.763	0.546	22.942	0.546	0.546	0.546	0.546	0.546
Other Fringe Benefits	168.634	10.024	11.620	14.393	13.255	20.866	13.658	13.365	13.454	13.428	17.350	13.219	14.002
Total Fringe Benefits	227.271	13.064	14.420	17.103	15.924	24.966	16.727	38.722	16.414	16.388	20.310	16.179	17.053
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	213.199	15.181	11.019	21.533	18.284	32.650	15.748	15.290	15.375	15.455	31.178	10.575	10.911
Labor	980.679	64.587	62.594	87.162	81.748	125.133	72.571	93.677	71.764	71.431	114.738	66.191	69.083
Non-Labor :													
Electric Power	0.252	0.028	0.030	0.028	0.063	0.032	(0.056)	0.020	0.021	0.020	0.021	0.020	0.021
Fuel	0.023	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002	0.002
Insurance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Claims	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	30.391	1.263	2.770	4.401	3.596	3.030	2.412	2.607	2.738	2.629	2.390	1.337	1.216
Professional Service Contracts	11.313	0.919	1.066	0.704	0.873	1.006	0.776	0.607	0.632	0.751	0.632	1.258	2.088
Materials & Supplies	72.062	4.873	3.427	7.207	3.816	7.402	6.233	6.052	6.085	5.953	6.661	6.626	7.730
Other Business Expenses	(3.994)	0.225	0.388	0.387	(4.679)	(2.539)	0.337	0.323	0.323	0.335	0.323	0.323	0.259
Non-Labor	110.048	7.311	7.684	12.729	3.672	8.934	9.704	9.611	9.802	9.690	10.029	9.566	11.316
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Expense Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses before Depreciation and OPEB	1,090.727	71.898	70.278	99.891	85.420	134.067	82.276	103.288	81.566	81.121	124.767	75.757	80.398
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
OPEB Liability	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	1,090.727	71.898	70.278	99.891	85.420	134.067	82.276	103.288	81.566	81.121	124.767	75.757	80.398
OPERATING SURPLUS/DEFICIT	0.000	0.003	0.004	0.003	0.002	0.003	0.000	(0.003)	(0.001)	(0.001)	(0.001)	(0.001)	(0.010)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations By Category
(\$ in Millions)

Non-Reimbursable/Reimbursable

	Year Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Revenue													
Farebox Revenue:													
Subway	3,319.443	239.793	234.743	287.527	279.221	280.569	288.628	288.879	275.701	283.957	297.027	272.831	290.566
Bus	970.368	69.630	67.517	84.905	81.279	82.812	83.565	85.778	83.026	84.585	87.406	79.403	80.461
Paratransit	17.823	1.204	1.129	1.409	1.386	1.560	1.756	1.552	1.566	1.541	1.689	1.531	1.499
Fare Liability	44.770	3.731	3.731	3.731	3.731	3.731	3.731	3.731	3.731	3.731	3.731	3.730	3.730
Farebox Revenue	4,352.403	314.358	307.121	377.573	365.616	368.672	377.681	379.941	364.025	373.814	389.853	357.495	376.256
Fare Reimbursement	84.017	7.162	6.314	9.687	7.989	8.956	7.521	2.929	1.788	6.477	9.447	7.980	7.766
Paratransit Reimbursement	185.956	17.205	17.223	16.071	17.661	17.950	14.263	14.263	14.263	14.263	14.263	14.263	14.268
Other Operating Revenue	155.778	17.840	11.789	12.697	12.473	13.397	12.511	12.511	12.511	12.511	12.511	12.511	12.517
Other Revenue	425.750	42.208	35.325	38.455	38.123	40.303	34.295	29.703	28.562	33.251	34.754	34.551	34.551
Capital and Other Reimbursements	1,090.727	71.901	70.282	99.895	85.422	134.070	82.276	103.285	81.565	81.120	124.766	75.757	80.388
Total Revenue	5,868.881	428.467	412.728	515.923	489.162	543.045	494.252	512.929	474.152	488.184	550.840	468.005	491.195
Expenses													
Labor :													
Payroll	3,552.521	294.969	271.061	293.296	289.370	290.109	289.158	302.501	292.889	292.929	298.824	313.324	324.093
Overtime	522.119	46.199	50.582	53.338	47.148	48.239	40.555	39.231	39.264	39.481	39.752	35.442	42.888
Total Salaries & Wages	4,074.640	341.168	321.643	346.634	336.517	338.347	329.713	341.732	332.153	332.410	338.576	348.765	366.982
Health and Welfare	785.446	58.878	55.504	59.784	64.987	65.421	75.588	65.558	66.014	65.782	65.893	65.932	76.105
OPEB Current Payment	384.399	27.135	32.740	35.162	34.474	35.210	24.219	32.758	32.758	32.758	32.758	29.754	34.677
Pensions	909.181	18.224	18.223	18.225	18.221	18.321	18.374	704.712	18.976	18.976	18.976	18.976	18.976
Other Fringe Benefits	480.006	39.246	37.458	41.625	38.529	39.533	39.282	40.911	39.433	39.474	39.768	41.401	43.347
Total Fringe Benefits	2,559.032	143.483	143.925	154.796	156.210	158.485	157.462	843.938	157.181	156.989	157.395	156.063	173.106
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Labor	6,633.673	484.650	465.568	501.430	492.728	496.832	487.175	1,185.670	489.334	489.399	495.971	504.828	540.088
Non-Labor :													
Electric Power	304.062	25.542	25.688	27.704	27.675	27.770	20.266	23.572	25.589	25.130	24.034	23.624	27.473
Fuel	121.512	9.742	9.626	12.589	9.945	9.747	9.108	9.877	9.838	9.803	10.438	10.098	10.704
Insurance	72.992	6.096	6.096	6.085	6.224	6.296	5.775	5.737	6.137	6.137	6.137	6.137	6.137
Claims	131.209	8.919	8.919	8.919	8.919	8.919	21.008	10.934	10.934	10.934	10.934	10.934	10.934
Paratransit Service Contracts	383.014	30.353	29.771	31.769	31.453	31.609	32.266	32.193	31.776	31.753	35.013	32.672	32.386
Maintenance and Other Operating Contracts	232.784	15.785	14.575	19.562	18.956	19.135	20.098	19.085	22.095	21.773	21.958	19.469	20.293
Professional Service Contracts	126.826	13.623	14.424	15.165	13.046	6.132	(4.767)	15.401	8.833	9.454	13.361	9.018	13.135
Materials & Supplies	372.828	29.959	19.996	36.797	31.606	28.768	30.746	31.385	31.144	31.323	32.018	31.853	37.233
Other Business Expenses	75.401	5.853	6.124	6.612	6.366	6.170	6.439	6.333	6.367	6.619	6.181	6.266	6.071
Non-Labor	1,820.627	145.872	135.218	165.200	154.191	144.545	140.938	154.515	152.712	152.925	160.075	150.070	164.366
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Expense Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses before Depreciation and OPEB	8,454.299	630.522	600.785	666.630	646.919	641.377	628.113	1,340.185	642.046	642.324	656.046	654.898	704.453
Depreciation	1,638.144	126.477	126.477	129.861	127.847	128.748	139.766	140.827	141.887	142.948	144.009	145.070	144.228
OPEB Liability	1,616.261	0.000	0.000	404.582	0.000	0.000	404.065	0.000	0.000	404.065	0.000	0.000	403.549
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	11,708.704	756.999	727.262	1,201.073	774.766	770.125	1,171.944	1,481.012	783.933	1,189.337	800.055	799.968	1,252.230
OPERATING SURPLUS/DEFICIT	(5,839.824)	(328.532)	(314.534)	(685.151)	(285.605)	(227.080)	(677.692)	(968.083)	(309.782)	(701.153)	(249.215)	(331.962)	(761.035)

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid-Year Forecast
Cash Receipts and Expenditures
(\$ in Millions)

	Year Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<u>Receipts</u>													
Farebox Revenue	4,362.634	327.194	318.456	373.417	379.562	351.950	379.301	376.002	366.033	369.796	386.551	361.334	373.040
Fare Reimbursement	84.017	(0.001)	0.000	0.001	(0.001)	6.314	30.000	13.766	6.312	0.000	6.313	0.000	21.312
Paratransit Reimbursement	171.284	6.284	5.790	5.815	4.659	6.247	36.738	4.738	4.738	44.738	4.738	4.738	42.061
Other Operating Revenue	47.495	2.683	2.770	3.315	3.604	3.960	3.166	3.166	3.166	3.166	3.166	3.166	12.168
Other Revenue	302.795	8.966	8.560	9.131	8.262	16.521	69.904	21.670	14.216	47.904	14.217	7.904	75.541
Capital and Other Reimbursements	1,187.288	90.512	88.293	83.140	87.879	93.841	98.628	119.637	97.917	97.472	141.118	92.109	96.743
Total Revenue	5,852.718	426.673	415.308	465.688	475.704	462.312	547.833	517.309	478.166	515.171	541.886	461.346	545.324
<u>Expenditures</u>													
<u>Labor :</u>													
Payroll	3,566.352	268.660	288.996	285.468	277.441	248.324	258.282	395.958	262.599	272.232	278.974	292.598	436.820
Overtime	526.428	39.575	47.221	44.324	44.586	62.952	36.576	51.065	35.595	37.009	37.447	32.999	57.079
Total Salaries & Wages	4,092.780	308.235	336.217	329.792	322.026	311.275	294.859	447.023	298.195	309.241	316.421	325.596	493.900
Health and Welfare	797.292	85.777	54.241	65.969	68.903	48.775	75.588	65.558	66.014	65.782	65.893	67.245	67.547
OPEB Current Payment	384.399	26.505	32.134	34.545	33.812	34.572	27.372	32.758	32.758	32.758	32.758	29.754	34.677
Pensions	934.106	75.076	75.146	81.158	81.160	81.157	81.411	80.127	75.757	75.757	75.757	75.757	75.843
Other Fringe Benefits	447.029	42.184	35.165	38.068	32.841	33.578	30.906	37.315	41.458	34.617	31.848	36.173	52.875
Total Fringe Benefits	2,562.826	229.542	196.686	219.740	216.715	198.082	215.277	215.757	215.987	206.145	209.025	208.929	230.942
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Labor	6,655.606	537.776	532.903	549.532	538.742	509.357	510.135	662.780	514.181	515.386	525.446	534.526	724.842
<u>Non-Labor :</u>													
Electric Power	304.062	27.026	26.422	29.081	28.219	29.768	19.416	22.722	24.739	24.280	23.184	22.774	26.436
Fuel	121.512	12.612	8.554	10.851	9.564	5.174	11.609	10.278	10.239	10.204	10.840	10.499	11.089
Insurance	73.376	20.091	0.001	4.720	5.095	12.946	0.010	7.783	5.582	4.279	8.411	4.214	0.246
Claims	120.579	16.141	6.045	14.885	23.886	6.521	9.008	7.334	7.334	7.334	7.334	7.334	7.421
Paratransit Service Contracts	381.014	30.990	31.617	32.609	29.715	29.110	32.111	32.038	31.621	31.598	34.858	32.517	32.230
Maintenance and Other Operating Contracts	243.484	14.024	15.641	16.990	20.042	19.560	21.898	19.085	22.095	21.773	21.958	19.469	30.949
Professional Service Contracts	115.999	11.962	15.005	12.568	10.820	11.092	(4.767)	11.651	8.833	9.454	9.611	9.018	10.751
Materials & Supplies	354.065	30.154	27.818	40.579	32.413	38.861	29.996	30.635	30.394	22.094	22.789	22.624	25.708
Other Business Expenses	77.400	5.542	6.259	7.323	7.578	6.748	6.392	6.286	6.320	6.571	6.134	6.219	6.027
Non-Labor	1,791.491	168.542	137.362	169.606	167.332	159.780	125.673	147.812	147.157	137.587	145.119	134.668	150.857
<u>Other Expense Adjustments:</u>													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Expense Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenditures before Depreciation and OPEB	8,447.097	706.318	670.265	719.138	706.074	669.137	635.808	810.592	661.338	652.973	670.565	669.194	875.699
Depreciation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	(0.001)
OPEB Liability	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenditures	8,447.097	706.318	670.265	719.138	706.074	669.137	635.808	810.592	661.338	652.973	670.565	669.194	875.699
Net Surplus/(Deficit)	(2,594.379)	(279.645)	(254.957)	(253.450)	(230.370)	(206.825)	(87.975)	(293.283)	(183.172)	(137.802)	(128.679)	(207.848)	(330.375)

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in Millions)

	Year Total	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Revenue													
Farebox Revenue	10.231	12.836	11.335	(4.156)	13.946	(16.722)	1.620	(3.939)	2.008	(4.018)	(3.302)	3.839	(3.216)
Fare Reimbursement	0.000	(7.163)	(6.314)	(9.686)	(7.990)	(2.642)	22.479	10.837	4.524	(6.477)	(3.134)	(7.980)	13.546
Paratransit Reimbursement	(14.672)	(10.921)	(11.433)	(10.256)	(13.002)	(11.703)	22.475	(9.525)	(9.525)	30.475	(9.525)	(9.525)	27.793
Other Operating Revenue	(108.283)	(15.157)	(9.019)	(9.382)	(8.869)	(9.437)	(9.345)	(9.345)	(9.345)	(9.345)	(9.345)	(9.345)	(0.349)
Other Revenue	(122.955)	(33.241)	(26.766)	(29.324)	(29.861)	(23.782)	35.609	(8.033)	(14.346)	14.653	(22.004)	(26.850)	40.990
Capital and Other Reimbursements	96.562	18.611	18.011	(16.755)	2.457	(40.229)	16.352	16.352	16.352	16.352	16.352	16.352	16.355
Total Revenue	(16.162)	(1.794)	2.580	(50.235)	(13.458)	(80.733)	53.581	4.380	4.014	26.987	(8.954)	(6.659)	54.129
Expenses													
Labor :													
Payroll	(13.831)	26.309	(17.935)	7.828	11.929	41.785	30.875	(93.457)	30.289	20.697	19.850	20.726	(112.727)
Overtime	(4.309)	6.624	3.361	9.014	2.562	(14.713)	3.979	(11.834)	3.669	2.472	2.305	2.443	(14.191)
Total Salaries & Wages	(18.140)	32.933	(14.574)	16.842	14.491	27.072	34.854	(105.291)	33.958	23.169	22.155	23.169	(126.918)
Health and Welfare	(11.845)	(26.899)	1.263	(6.185)	(3.916)	16.646	0.000	0.000	0.000	0.000	0.000	(1.313)	8.559
OPEB Current Payment	0.000	0.630	0.606	0.617	0.662	0.638	(3.153)	0.000	0.000	0.000	0.000	0.000	0.000
Pensions	(24.926)	(56.852)	(56.923)	(62.933)	(62.939)	(62.836)	(63.037)	624.585	(56.781)	(56.781)	(56.781)	(56.781)	(56.867)
Other Fringe Benefits	32.977	(2.938)	2.293	3.557	5.688	5.955	8.376	3.596	(2.025)	7.625	5.151	5.228	(9.528)
Total Fringe Benefits	(3.794)	(86.059)	(52.761)	(64.944)	(60.505)	(39.597)	(57.814)	628.181	(58.806)	(49.156)	(51.630)	(52.866)	(57.836)
Contribution to GASB Fund	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Labor	(21.933)	(53.126)	(67.335)	(48.102)	(46.014)	(12.525)	(22.960)	522.889	(24.847)	(25.987)	(29.475)	(29.697)	(184.754)
Non-Labor :													
Electric Power	0.000	(1.484)	(0.734)	(1.377)	(0.544)	(1.998)	0.850	0.850	0.850	0.850	0.850	0.850	1.037
Fuel	0.000	(2.884)	1.073	1.739	0.382	4.574	(2.500)	(0.400)	(0.400)	(0.400)	(0.400)	(0.400)	(0.384)
Insurance	(0.384)	(13.995)	6.095	1.365	1.129	(6.650)	5.765	(2.046)	0.555	1.858	(2.274)	1.923	5.891
Claims	10.630	(7.222)	2.874	(5.966)	(14.967)	2.398	12.000	3.600	3.600	3.600	3.600	3.600	3.513
Paratransit Service Contracts	2.000	(0.637)	(1.846)	(0.840)	1.738	2.499	0.155	0.155	0.155	0.155	0.155	0.155	0.156
Maintenance and Other Operating Contracts	(10.700)	1.761	(1.066)	2.572	(1.086)	(0.425)	(1.800)	0.000	0.000	0.000	0.000	0.000	(10.656)
Professional Service Contracts	10.827	1.661	(0.581)	2.597	2.226	(4.960)	0.000	3.750	0.000	0.000	3.750	0.000	2.384
Materials & Supplies	18.763	(0.195)	(7.822)	(3.782)	(0.807)	(10.093)	0.750	0.750	0.750	9.229	9.229	9.229	11.525
Other Business Expenses	(2.000)	0.310	(0.135)	(0.711)	(1.212)	(0.578)	0.047	0.047	0.047	0.047	0.047	0.047	0.044
Non-Labor	29.136	(22.685)	(2.142)	(4.403)	(13.141)	(15.233)	15.267	6.706	5.557	15.339	14.957	15.404	13.510
Other Expense Adjustments:													
Other	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Expense Adjustments	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses before Depreciation and OPEB	7.203	(75.811)	(69.477)	(52.505)	(59.155)	(27.758)	(7.693)	529.595	(19.290)	(10.648)	(14.518)	(14.293)	(171.244)
Depreciation	1,638.144	126.476	126.476	129.861	127.847	128.748	139.766	140.827	141.887	142.948	144.009	145.070	144.229
OPEB Liability	1,616.261	0.000	0.000	404.582	0.000	0.000	404.065	0.000	0.000	404.065	0.000	0.000	403.549
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenditures	3,261.608	50.665	56.999	481.939	68.692	100.990	536.138	670.422	122.597	536.365	129.491	130.776	376.533
Total Cash Conversion Adjustments	3,245.445	48.871	59.579	431.704	55.234	20.257	589.719	674.802	126.611	563.352	120.537	124.117	430.662

Note: Totals may not add due to rounding

MTA NEW YORK CITY TRANSIT
2015 July Financial Plan - 2015 Mid-Year Forecast
Overtime - Non-Reimbursable/Reimbursable Basis
(\$ in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
NON-REIMBURSABLE OVERTIME													
<u>Scheduled Service</u>	\$10.142	\$9.329	\$10.661	\$10.567	\$10.421	\$10.551	\$9.810	\$9.614	\$10.118	\$10.773	\$10.108	\$10.622	\$122.715
<u>Unscheduled Service</u>	8.950	7.829	10.539	7.809	7.459	8.997	8.344	8.378	8.351	8.229	8.813	15.594	109.294
<u>Programmatic/Routine Maintenance</u>	14.788	4.693	12.856	10.231	7.773	13.908	13.964	14.081	14.042	8.264	14.784	13.722	143.106
<u>Unscheduled Maintenance</u>	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
<u>Vacancy/Absentee Coverage</u>	4.420	8.059	(0.193)	2.790	2.975	1.372	1.335	1.313	1.239	1.217	1.224	1.241	26.992
<u>Weather Emergencies</u>	1.509	16.691	6.177	0.899	0.149	0.014	0.014	0.014	0.014	0.014	0.014	3.281	28.793
<u>Safety/Security/Law Enforcement</u>	0.298	0.236	0.242	0.256	0.219	0.307	0.307	0.296	0.303	0.299	0.298	0.298	3.360
<u>Other</u>	(1.451)	(2.328)	1.304	3.635	1.382	1.709	1.705	1.709	1.749	0.671	1.723	1.715	13.525
Sub-Total	\$38.655	\$44.510	\$41.587	\$36.189	\$30.377	\$36.860	\$35.480	\$35.406	\$35.815	\$29.468	\$36.964	\$46.473	\$447.785
REIMBURSABLE OVERTIME	7.544	6.072	11.751	10.959	17.862	3.695	3.751	3.858	3.666	10.283	(1.522)	(3.585)	74.334
TOTAL NR & R OVERTIME	\$46.200	\$50.583	\$53.338	\$47.147	\$48.239	\$40.555	\$39.231	\$39.264	\$39.481	\$39.751	\$35.443	\$42.889	\$522.119

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid-Year Forecast**
Ridership/Utilization
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Ridership													
Subway	133.770	130.778	153.077	150.348	151.419	154.068	148.792	141.640	150.263	158.900	146.210	153.957	1,773.222
Bus	49.654	47.545	57.323	55.192	57.125	56.952	54.274	51.818	56.931	60.777	54.415	55.445	657.451
Subtotal	183.424	178.323	210.400	205.540	208.544	211.020	203.066	193.458	207.194	219.677	200.625	209.402	2,430.673
Paratransit*	0.648	0.632	0.770	0.775	0.773	0.749	0.738	0.745	0.733	0.803	0.729	0.713	8.808
Total Ridership	184.072	178.955	211.170	206.315	209.317	211.769	203.804	194.203	207.927	220.480	201.354	210.115	2,439.481
Farebox Revenue (excluding fare media liability)													
Subway	239.793	234.743	287.540	279.222	280.556	288.628	288.879	275.701	283.957	297.027	272.831	290.566	3,319.443
Bus	69.630	67.518	84.905	81.279	82.812	83.565	85.778	83.027	84.585	87.406	79.403	80.460	970.368
Subtotal	309.423	302.261	372.445	360.501	363.368	372.193	374.657	358.728	368.542	384.433	352.234	371.026	4,289.811
Paratransit	1.204	1.128	1.410	1.385	1.561	1.756	1.552	1.567	1.541	1.689	1.531	1.499	17.823
Total Farebox Revenue	310.627	303.389	373.855	361.886	364.929	373.949	376.209	360.295	370.083	386.122	353.765	372.525	4,307.634

* Paratransit ridership includes guests and personal care attendants.

MTA NEW YORK CITY TRANSIT
July 2015 Financial Plan - Mid-Year Forecast Allocation
Non-Reimbursable - Reimbursable Positions By Function and Department
Full-Time Positions and Full-Time Equivalents

Function/Department	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Office of the President	62	66	69	70	72	65	70	70	76	76	76	76
Law	268	267	271	270	280	279	280	280	280	280	280	280
Office of the EVP	39	40	40	40	40	46	46	46	46	46	46	46
Human Resources	231	233	234	234	236	227	227	227	227	227	227	227
Office of Management and Budget	36	35	33	34	38	42	42	42	42	42	42	42
Capital Planning & Budget	30	30	31	31	31	35	35	35	35	35	35	35
Corporate Communications	259	260	261	263	254	262	261	261	261	261	261	261
Non-Departmental	-	-	-	-	-	(33)	(33)	(33)	(33)	(33)	(33)	(94)
Labor Relations	87	90	91	90	91	97	97	97	97	97	97	97
Materiel	267	265	270	270	270	288	287	287	287	287	287	284
Controller	134	132	133	133	131	137	137	137	137	137	137	137
Total Administration	1,413	1,418	1,433	1,435	1,443	1,445	1,449	1,449	1,455	1,455	1,455	1,391
Operations												
Subways Service Delivery	7,693	7,723	7,668	7,642	7,708	7,690	7,709	7,689	7,719	7,781	7,810	7,878
Subways Operations Support./Admin.	363	376	377	379	378	386	386	386	386	386	386	386
Subways Stations	2,567	2,591	2,613	2,622	2,634	2,648	2,650	2,650	2,650	2,632	2,632	2,639
Sub-total - Subways	10,623	10,690	10,658	10,643	10,720	10,724	10,745	10,725	10,755	10,799	10,828	10,903
Buses	10,566	10,640	10,700	10,711	10,820	10,968	10,907	10,907	10,995	10,957	10,957	10,933
Paratransit	203	202	199	201	202	213	213	213	213	213	213	213
Operations Planning	392	389	388	402	404	382	376	376	384	384	384	384
Revenue Control	410	409	402	396	406	578	579	579	579	579	579	579
Total Operations	22,194	22,330	22,347	22,353	22,552	22,865	22,820	22,800	22,926	22,932	22,961	23,012
Maintenance												
Subways Operations/Support./Admin.	175	168	178	175	173	163	163	163	163	163	163	163
Subways Engineering	350	349	347	351	348	364	362	362	362	362	362	363
Subways Car Equipment	4,297	4,286	4,309	4,256	4,253	4,309	4,318	4,318	4,328	4,360	4,360	4,434
Subways Infrastructure	1,399	1,422	1,432	1,442	1,489	1,497	1,499	1,498	1,528	1,528	1,528	1,528
Subways Elevators & Escalators	414	414	417	416	421	442	442	442	442	442	442	442
Subways Stations	3,576	3,539	3,523	3,592	3,616	3,666	3,673	3,673	3,673	3,697	3,697	3,690
Subways Track	2,717	2,747	2,737	2,726	2,788	2,795	2,796	2,796	2,796	2,805	2,805	2,805
Subways Power	575	573	580	617	617	613	613	603	603	603	603	592
Subways Signals	1,377	1,434	1,481	1,501	1,501	1,504	1,505	1,505	1,505	1,505	1,505	1,505
Subways Electronics Maintenance	1,426	1,420	1,426	1,448	1,478	1,572	1,578	1,578	1,578	1,578	1,578	1,578
Sub-total - Subways	16,306	16,352	16,430	16,524	16,684	16,925	16,949	16,938	16,978	17,043	17,043	17,100
Buses	3,791	3,769	3,780	3,778	3,775	3,647	3,649	3,649	3,649	3,649	3,649	3,673
Revenue Control	137	137	137	137	137	-	-	-	-	-	-	-
Supply Logistics	565	561	557	555	558	561	561	561	561	561	561	558
System Safety	81	80	83	84	85	91	91	91	91	99	99	99
Non-Departmental	-	-	-	-	-	(77)	(77)	(77)	(77)	(77)	(77)	-
Total Maintenance	20,880	20,899	20,987	21,078	21,239	21,147	21,173	21,162	21,202	21,275	21,275	21,430
Engineering/Capital												
Capital Program Management	1,338	1,337	1,342	1,344	1,349	1,319	1,319	1,319	1,319	1,319	1,319	1,319
Total Engineering/Capital	1,338	1,337	1,342	1,344	1,349	1,319	1,319	1,319	1,319	1,319	1,319	1,319
Public Safety												
Security	621	615	613	609	628	637	644	644	644	644	644	636
Total Public Safety	621	615	613	609	628	637	644	644	644	644	644	636
Total Positions	46,446	46,599	46,722	46,819	47,211	47,413	47,405	47,374	47,546	47,625	47,654	47,788
Non-Reimbursable	42,418	41,274	42,473	42,345	41,138	42,485	42,461	42,464	42,596	42,622	42,644	42,728
Reimbursable	4,028	5,325	4,249	4,474	6,073	4,928	4,944	4,910	4,950	5,003	5,010	5,060
Total Full-Time	46,214	46,370	46,482	46,563	46,945	47,272	47,263	47,232	47,404	47,483	47,512	47,646
Total Full-Time Equivalents	232	229	240	256	266	141	142	142	142	142	142	142

MTA NEW YORK CITY TRANSIT
July 2015 Financial Plan - Mid-Year Forecast Allocation
Total Full-time Positions and Full-time Equivalents by Function and Occupational Group

FUNCTION/OCCUPATIONAL GROUP	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Administration												
Managers/Supervisors	457	457	464	465	470	557	558	558	558	558	558	559
Professional, Technical, Clerical	930	935	941	943	951	857	860	860	866	866	866	866
Operational Hourlies	26	26	28	27	22	31	31	31	31	31	31	(34)
Total Administration	1,413	1,418	1,433	1,435	1,443	1,445	1,449	1,449	1,455	1,455	1,455	1,391
Operations												
Managers/Supervisors	2,556	2,544	2,547	2,526	2,535	2,723	2,727	2,730	2,730	2,729	2,733	2,733
Professional, Technical, Clerical	473	480	476	477	481	490	491	491	499	499	499	499
Operational Hourlies	19,165	19,306	19,324	19,350	19,536	19,652	19,602	19,579	19,697	19,704	19,729	19,780
Total Operations	22,194	22,330	22,347	22,353	22,552	22,865	22,820	22,800	22,926	22,932	22,961	23,012
Maintenance												
Managers/Supervisors	3,830	3,813	3,840	3,847	3,866	3,810	3,817	3,815	3,821	3,832	3,832	3,837
Professional, Technical, Clerical	1,009	996	1,017	1,022	1,016	1,055	1,057	1,057	1,057	1,066	1,066	1,066
Operational Hourlies	16,041	16,090	16,130	16,209	16,357	16,282	16,299	16,290	16,324	16,377	16,377	16,527
Total Maintenance	20,880	20,899	20,987	21,078	21,239	21,147	21,173	21,162	21,202	21,275	21,275	21,430
Engineering/Capital												
Managers/Supervisors	332	332	339	339	340	339	339	339	339	339	339	339
Professional, Technical, Clerical	1,004	1,003	1,001	1,003	1,007	978	978	978	978	978	978	978
Operational Hourlies	2	2	2	2	2	2	2	2	2	2	2	2
Total Engineering/Capital	1,338	1,337	1,342	1,344	1,349	1,319	1,319	1,319	1,319	1,319	1,319	1,319
Public Safety												
Managers/Supervisors	235	234	232	232	247	255	262	262	262	262	262	262
Professional, Technical, Clerical	34	34	35	36	37	39	39	39	39	39	39	39
Operational Hourlies	352	347	346	341	344	343	343	343	343	343	343	335
Total Public Safety	621	615	613	609	628	637	644	644	644	644	644	636
Total Positions												
Managers/Supervisors	7,410	7,380	7,422	7,409	7,458	7,684	7,703	7,704	7,710	7,720	7,724	7,730
Professional, Technical, Clerical	3,450	3,448	3,470	3,481	3,492	3,419	3,425	3,425	3,439	3,448	3,448	3,448
Operational Hourlies	35,586	35,771	35,830	35,929	36,261	36,310	36,277	36,245	36,397	36,457	36,482	36,610
Total Positions	46,446	46,599	46,722	46,819	47,211	47,413	47,405	47,374	47,546	47,625	47,654	47,788



SPECIAL REPORTS AND PRESENTATIONS: SIR 2015 MID-YEAR FORECAST MONTHLY ALLOCATION

Monthly allocation of MTA Staten Island Railway's 2015 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$0.426	\$0.413	\$0.522	\$0.534	\$0.538	\$0.579	\$0.578	\$0.557	\$0.570	\$0.587	\$0.525	\$0.534	\$6.363
Toll Revenue													-
Other Operating Revenue	0.232	0.176	0.239	0.232	0.244	0.195	0.195	0.195	0.195	0.195	0.195	0.193	2.486
Capital and Other Reimbursements	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Revenue	\$0.658	\$0.589	\$0.761	\$0.766	\$0.782	\$0.774	\$0.773	\$0.752	\$0.765	\$0.782	\$0.720	\$0.727	\$8.849
Operating Expenses													
Labor:													
Payroll	\$1.494	\$1.238	\$1.744	\$1.368	\$1.959	\$1.503	\$1.503	\$1.503	\$1.503	\$2.254	\$1.503	\$5.123	22.695
Overtime	0.274	0.663	0.292	0.197	0.137	0.209	0.209	0.209	0.209	0.209	0.209	0.211	3.028
Health and Welfare	0.083	0.213	0.688	0.322	0.278	0.335	0.335	0.335	0.335	0.335	0.335	0.337	3.931
OPEB Current Payment	0.060	0.092	0.110	0.075	0.172	0.114	0.114	0.114	0.114	0.114	0.114	0.116	1.309
Pensions	0.489	0.511	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	6.000
Other Fringe Benefits	0.214	0.248	0.501	0.200	0.244	0.250	0.250	0.250	0.250	0.250	0.250	0.338	3.245
Reimbursable Overhead	(0.042)	(0.027)	(0.042)	(0.040)	(0.119)	(0.109)	(0.229)	(0.229)	(0.229)	(0.229)	(0.229)	(0.230)	(1.754)
Total Labor Expenses	\$2.572	\$2.938	\$3.793	\$2.622	\$3.171	\$2.802	\$2.682	\$2.682	\$2.682	\$3.433	\$2.682	\$6.395	\$38.454
Non-Labor:													
Electric Power	\$0.404	\$0.455	\$0.482	\$0.370	\$0.328	\$0.270	\$0.270	\$0.270	\$0.270	\$0.270	\$0.270	\$0.267	\$3.926
Fuel	0.005	0.047	0.034	0.024	0.025	0.014	0.014	0.014	0.015	0.015	0.015	0.014	0.236
Insurance	0.105	0.106	0.309	0.120	0.035	0.111	0.111	0.111	0.111	0.111	0.111	0.109	1.450
Claims	0.002	0.002	0.822	0.002	0.002	0.010	0.010	0.010	0.010	0.010	0.010	0.014	0.904
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.096	0.034	0.139	0.076	0.051	0.550	0.550	0.550	0.550	0.550	0.550	0.572	4.268
Professional Service Contracts	(0.005)	0.011	0.128	0.015	0.022	0.078	0.078	0.078	0.078	0.078	0.078	0.078	0.717
Materials & Supplies	0.148	0.057	0.117	0.135	0.024	0.310	0.310	0.310	0.310	0.310	0.310	0.307	2.648
Other Business Expenses	0.009	0.004	0.009	0.016	0.018	0.000	0.000	0.000	0.000	0.000	0.000	(0.026)	0.030
Total Non-Labor Expenses	\$0.764	\$0.716	\$2.040	\$0.758	\$0.505	\$1.343	\$1.343	\$1.343	\$1.344	\$1.344	\$1.344	\$1.335	\$14.179
Other Expenses Adjustments:													
Other													\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$3.336	\$3.654	\$5.833	\$3.380	\$3.676	\$4.145	\$4.025	\$4.025	\$4.026	\$4.777	\$4.026	\$7.730	\$52.633
Depreciation	0.720	0.720	0.509	0.636	0.637	0.725	0.725	0.725	0.725	0.725	0.725	0.728	8.300
OPEB Obligation	-	-	0.612	-	-	0.563	-	-	0.563	-	-	0.562	2.300
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$4.056	\$4.374	\$6.954	\$4.016	\$4.313	\$5.433	\$4.750	\$4.750	\$5.314	\$5.502	\$4.751	\$9.020	\$63.233
Net Surplus/(Deficit)	(\$3.398)	(\$3.785)	(\$6.193)	(\$3.250)	(\$3.531)	(\$4.659)	(\$3.977)	(\$3.998)	(\$4.549)	(\$4.720)	(\$4.031)	(\$8.293)	(\$54.384)

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$0.426	\$0.413	\$0.522	\$0.534	\$0.538	\$0.579	\$0.578	\$0.557	\$0.570	\$0.587	\$0.525	\$0.534	\$6.363
Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.232	0.176	0.239	0.232	0.244	0.195	0.195	0.195	0.195	0.195	0.195	0.193	2.486
Capital and Other Reimbursements	0.097	0.028	0.094	0.173	0.176	0.215	0.527	0.527	0.527	0.529	0.529	0.449	3.871
Total Revenue	\$0.755	\$0.617	\$0.855	\$0.939	\$0.958	\$0.989	\$1.300	\$1.279	\$1.292	\$1.311	\$1.249	\$1.176	\$12.720
Expenses													
Labor:													
Payroll	\$1.532	\$1.238	\$1.792	\$1.417	\$2.010	\$1.603	\$1.741	\$1.741	\$1.741	\$2.493	\$1.742	\$5.362	\$24.412
Overtime	0.287	0.667	0.294	0.203	0.143	0.215	0.269	0.269	0.269	0.270	0.270	0.272	3.428
Health and Welfare	0.083	0.213	0.688	0.322	0.278	0.335	0.335	0.335	0.335	0.335	0.335	0.337	3.931
OPEB Current Payment	0.062	0.090	0.112	0.076	0.172	0.114	0.114	0.114	0.114	0.114	0.114	0.113	1.309
Pensions	0.489	0.511	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	6.000
Other Fringe Benefits	0.214	0.248	0.501	0.200	0.244	0.250	0.250	0.250	0.250	0.250	0.250	0.338	3.245
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$2.667	\$2.967	\$3.887	\$2.718	\$3.347	\$3.017	\$3.209	\$3.209	\$3.209	\$3.962	\$3.211	\$6.922	\$42.325
Non-Labor:													
Electric Power	\$0.405	\$0.454	\$0.482	\$0.373	\$0.328	\$0.270	\$0.270	\$0.270	\$0.270	\$0.270	\$0.270	\$0.264	\$3.926
Fuel	0.005	0.047	0.034	0.024	0.025	0.014	0.014	0.014	0.015	0.015	0.015	0.014	0.236
Insurance	0.105	0.106	0.309	0.120	0.035	0.111	0.111	0.111	0.111	0.111	0.111	0.109	1.450
Claims	0.002	0.002	0.822	0.002	0.002	0.010	0.010	0.010	0.010	0.010	0.010	0.014	0.904
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.096	0.034	0.139	0.076	0.051	0.550	0.550	0.550	0.550	0.550	0.550	0.572	4.268
Professional Service Contracts	(0.005)	0.011	0.128	0.015	0.022	0.078	0.078	0.078	0.078	0.078	0.078	0.078	0.717
Materials & Supplies	0.149	0.057	0.117	0.209	0.024	0.310	0.310	0.310	0.310	0.310	0.310	0.232	2.648
Other Business Expenses	0.009	0.004	0.009	0.016	0.018	0.000	0.000	0.000	0.000	0.000	0.000	(0.026)	0.030
Total Non-Labor Expenses	\$0.766	\$0.715	\$2.040	\$0.835	\$0.505	\$1.343	\$1.343	\$1.343	\$1.344	\$1.344	\$1.344	\$1.257	\$14.179
Other Expenses Adjustments:													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.	\$3.433	\$3.682	\$5.927	\$3.553	\$3.852	\$4.360	\$4.552	\$4.552	\$4.553	\$5.306	\$4.555	\$8.179	\$56.504
Depreciation	\$0.720	\$0.720	\$0.509	\$0.636	\$0.637	\$0.725	\$0.725	\$0.725	\$0.725	\$0.725	\$0.725	\$0.728	\$8.300
OPEB Obligation	0.000	0.000	0.612	0.000	0.000	0.563	0.000	0.000	0.563	0.000	0.000	0.562	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Expenses	\$4.153	\$4.402	\$7.048	\$4.189	\$4.489	\$5.648	\$5.277	\$5.277	\$5.841	\$6.031	\$5.280	\$9.469	\$67.104
Net Surplus/(Deficit)	(\$3.398)	(\$3.785)	(\$6.193)	(\$3.250)	(\$3.531)	(\$4.659)	(\$3.977)	(\$3.998)	(\$4.549)	(\$4.720)	(\$4.031)	(\$8.293)	(\$54.384)

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.481	\$0.423	\$0.409	\$0.524	\$0.534	\$0.579	\$0.578	\$0.557	\$0.570	\$0.457	\$0.400	\$0.410	\$5.922
Vehicle Toll Revenue	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Operating Revenue	0.746	0.007	0.001	0.007	0.908	0.247	0.247	0.247	0.247	0.247	0.247	0.245	3.396
Capital and Other Reimbursements	0.000	0.154	0.000	0.185	0.010	0.100	0.570	0.570	0.570	0.570	0.570	0.572	3.871
Total Receipts	\$1.227	\$0.584	\$0.410	\$0.716	\$1.452	\$0.926	\$1.395	\$1.374	\$1.387	\$1.274	\$1.217	\$1.227	\$13.189
Expenditures													
<u>Labor:</u>													
Payroll	\$1.760	\$1.854	\$1.620	\$1.736	\$1.387	\$1.700	\$2.500	\$1.700	\$1.700	\$1.700	\$1.700	\$8.760	28.117
Overtime	0.235	0.613	0.322	0.168	0.167	0.303	0.303	0.303	0.303	0.303	0.303	0.305	3.628
Health and Welfare	0.004	0.015	0.001	0.002	2.128	0.254	0.254	0.254	0.254	0.254	0.254	0.257	3.931
OPEB Current Payment	0.004	0.028	0.002	0.005	0.199	0.153	0.153	0.153	0.153	0.153	0.153	0.153	1.309
Pensions	0.000	0.000	1.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	0.500	6.000
Other Fringe Benefits	0.351	0.340	0.271	0.349	0.234	0.200	0.200	0.200	0.200	0.200	0.200	0.707	3.452
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Total Labor Expenditures	\$2.354	\$2.850	\$3.716	\$2.760	\$4.615	\$3.110	\$3.910	\$3.110	\$3.110	\$3.110	\$3.110	\$10.682	\$46.437
<u>Non-Labor:</u>													
Electric Power	\$0.300	\$0.404	\$0.430	\$0.869	\$0.371	\$0.222	\$0.222	\$0.222	\$0.222	\$0.222	\$0.222	\$0.220	\$3.926
Fuel	0.016	0.017	0.012	0.006	0.004	0.056	0.056	0.056	0.056	0.056	0.056	0.059	0.450
Insurance	0.056	-	0.230	-	0.037	0.283	0.283	0.283	0.283	0.283	0.283	0.280	2.301
Claims	0.100	0.760	0.095	-	-	0.012	0.012	0.012	0.012	0.012	0.012	0.012	1.039
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Maintenance and Other Operating Contracts	0.061	0.132	0.116	0.054	0.032	0.100	0.255	0.255	0.255	0.255	0.253	2.500	4.268
Professional Service Contracts	0.098	0.102	0.019	0.090	0.014	0.056	0.056	0.056	0.056	0.056	0.056	0.058	0.717
Materials & Supplies	0.081	0.101	0.108	0.052	0.703	0.229	0.229	0.229	0.229	0.229	0.229	0.229	2.648
Other Business Expenses	0.006	0.008	0.010	0.011	0.034	-	-	-	-	-	-	(0.039)	0.030
Total Non-Labor Expenditures	\$0.718	\$1.524	\$1.020	\$1.082	\$1.195	\$0.958	\$1.113	\$1.113	\$1.113	\$1.113	\$1.111	\$3.319	\$15.379
<u>Other Expenditure Adjustments:</u>													
Other													\$0.000
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$3.072	\$4.374	\$4.736	\$3.842	\$5.810	\$4.068	\$5.023	\$4.223	\$4.223	\$4.223	\$4.221	\$14.001	\$61.816
Net Cash Deficit	(\$1.845)	(\$3.790)	(\$4.326)	(\$3.126)	(\$4.358)	(\$3.142)	(\$3.628)	(\$2.849)	(\$2.836)	(\$2.949)	(\$3.004)	(\$12.774)	(\$48.627)

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$0.055	\$0.010	(\$0.113)	(\$0.010)	(\$0.004)	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.130)	(\$0.125)	(\$0.124)	(\$0.441)
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	0.000
Other Operating Revenue	0.514	\$ (0.169)	\$ (0.238)	\$ (0.225)	0.664	0.052	0.052	0.052	0.052	0.052	0.052	0.052	0.910
Capital and Other Reimbursements	\$ (0.097)	0.126	\$ (0.094)	0.012	\$ (0.166)	\$ (0.115)	0.043	0.043	0.043	0.041	0.041	0.123	(0.000)
Total Receipts	\$0.472	(\$0.033)	(\$0.445)	(\$0.223)	\$0.494	(\$0.063)	\$0.095	\$0.095	\$0.095	(\$0.037)	(\$0.032)	\$0.051	\$0.469
Expenditures													
<u>Labor:</u>													
Payroll	(\$0.228)	(\$0.616)	\$0.172	(\$0.319)	\$0.623	(\$0.097)	(\$0.759)	\$0.041	\$0.041	\$0.793	\$0.042	(\$3.398)	(\$3.705)
Overtime	0.052	0.054	(0.028)	0.035	(0.024)	(0.088)	(0.034)	(0.034)	(0.034)	(0.033)	(0.033)	(0.033)	(0.200)
Health and Welfare	0.079	0.198	0.687	0.320	(1.850)	0.081	0.081	0.081	0.081	0.081	0.081	0.080	0.000
OPEB Current Payment	0.058	0.062	0.110	0.071	(0.027)	(0.039)	(0.039)	(0.039)	(0.039)	(0.039)	(0.039)	(0.040)	0.000
Pensions	0.489	0.511	(1.000)	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Other Fringe Benefits	(0.137)	(0.092)	0.230	(0.149)	0.010	0.050	0.050	0.050	0.050	0.050	0.050	(0.369)	(0.207)
GASB Account	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Reimbursable Overhead	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Labor Expenditures	\$0.313	\$0.117	\$0.171	(\$0.042)	(\$1.268)	(\$0.093)	(\$0.701)	\$0.099	\$0.099	\$0.852	\$0.101	(\$3.760)	(\$4.112)
<u>Non-Labor:</u>													
Electric Power	\$0.105	\$0.050	\$0.052	(\$0.496)	(\$0.043)	\$0.048	\$0.048	\$0.048	\$0.048	\$0.048	\$0.048	\$0.044	\$0.000
Fuel	(0.011)	0.030	0.022	0.018	0.021	(0.042)	(0.042)	(0.042)	(0.041)	(0.041)	(0.041)	(0.045)	(0.214)
Insurance	0.049	0.106	0.079	0.120	(0.002)	(0.172)	(0.172)	(0.172)	(0.172)	(0.172)	(0.172)	(0.171)	(0.851)
Claims	(0.098)	(0.758)	0.727	0.002	0.002	(0.002)	(0.002)	(0.002)	(0.002)	(0.002)	(0.002)	0.002	(0.135)
Paratransit Service Contracts	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Maintenance and Other Operating Contracts	0.035	(0.098)	0.023	0.022	0.019	0.450	0.295	0.295	0.295	0.295	0.297	(1.928)	0.000
Professional Service Contracts	(0.103)	(0.091)	0.109	(0.075)	0.008	0.022	0.022	0.022	0.022	0.022	0.022	0.020	(0.000)
Materials & Supplies	0.068	(0.044)	0.009	0.157	(0.679)	0.081	0.081	0.081	0.081	0.081	0.081	0.003	(0.000)
Other Business Expenditures	0.003	(0.004)	(0.001)	0.005	(0.016)	0.000	0.000	0.000	0.000	0.000	0.000	0.013	0.000
Total Non-Labor Expenditures	\$0.048	(\$0.809)	\$1.020	(\$0.247)	(\$0.690)	\$0.385	\$0.230	\$0.230	\$0.231	\$0.231	\$0.233	(\$2.062)	(\$1.200)
<u>Other Expenditures Adjustments:</u>													
Other	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adj.													
	\$0.833	(\$0.725)	\$0.746	(\$0.512)	(\$1.464)	\$0.229	(\$0.376)	\$0.424	\$0.425	\$1.046	\$0.302	(\$5.771)	(\$4.843)
Depreciation Adjustment	0.720	0.720	0.509	0.636	0.637	0.725	0.725	0.725	0.725	0.725	0.725	0.728	8.300
OPEB Obligation	0.000	0.000	0.612	0.000	0.000	0.563	0.000	0.000	0.563	0.000	0.000	0.562	2.300
Environmental Remediation	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Total Cash Conversion Adjustments	\$1.553	(\$0.005)	\$1.867	\$0.124	(\$0.827)	\$1.517	\$0.349	\$1.149	\$1.713	\$1.771	\$1.027	(\$4.481)	\$5.757

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
RIDERSHIP/(UTILIZATION)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Baseline Ridership	0.337	0.308	0.389	0.384	0.389	0.411	0.353	0.333	0.401	0.440	0.391	0.397	4.533
Total Ridership	0.337	0.308	0.389	0.384	0.389	0.411	0.353	0.333	0.401	0.440	0.391	0.397	4.533

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid-Year Forecast
Total Positions by Function and Occupation



SPECIAL REPORTS AND PRESENTATIONS: MTA BUS COMPANY 2015 MID-YEAR FORECAST MONTHLY ALLOCATION

Monthly allocation of MTA Bus Company's 2015 Mid-Year Forecast, including revenues/receipts, expenses/expenditures, ridership and positions.

MTA BUS COMPANY
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Operating Revenue													
Farebox Revenue	\$15.095	\$14.673	\$18.252	\$17.852	\$17.751	\$18.018	\$18.418	\$17.747	\$18.066	\$18.694	\$16.983	\$17.384	\$208.933
Toll Revenue													-
Other Operating Revenue	2.224	1.486	1.972	1.706	2.023	1.579	1.642	1.563	1.579	1.611	1.532	1.642	20.560
Capital and Other Reimbursements													-
Total Revenue	\$17.319	\$16.159	\$20.224	\$19.558	\$19.774	\$19.597	\$20.060	\$19.310	\$19.645	\$20.305	\$18.515	\$19.026	\$229.493
Operating Expenses													
<u>Labor:</u>													
Payroll	\$22.770	\$20.145	\$20.292	\$21.410	\$20.215	\$20.654	\$21.480	\$20.448	\$20.654	\$21.067	\$20.035	\$21.481	\$250.651
Overtime	4.679	4.866	5.212	5.019	4.823	3.959	4.091	4.091	3.959	4.091	4.091	3.960	52.841
Health and Welfare	4.551	4.612	3.924	4.682	4.554	4.462	4.640	4.417	4.462	4.551	4.327	4.640	53.822
OPEB Current Payment	1.500	1.500	1.500	1.500	2.243	1.793	1.865	1.776	1.793	1.829	1.740	1.866	20.905
Pensions	3.693	3.880	3.906	4.123	3.799	3.784	3.935	3.746	3.784	3.859	3.671	3.934	46.114
Other Fringe Benefits	3.439	3.405	3.746	3.759	3.480	4.505	4.251	4.046	4.087	4.169	3.965	4.518	47.370
Reimbursable Overhead													-
Total Labor Expenses	\$40.632	\$38.408	\$38.580	\$40.493	\$39.114	\$39.157	\$40.262	\$38.524	\$38.739	\$39.566	\$37.829	\$40.399	\$471.703
<u>Non-Labor:</u>													
Electric Power	\$0.123	\$0.126	\$0.125	\$0.135	\$0.157	\$0.161	\$0.168	\$0.160	\$0.161	\$0.164	\$0.156	\$0.168	\$1.804
Fuel	1.903	2.000	2.350	1.851	2.025	2.175	2.261	2.153	2.175	2.218	2.109	2.261	25.481
Insurance	0.301	0.288	0.288	0.289	0.284	0.552	0.574	0.546	0.552	0.563	0.535	0.574	5.345
Claims	1.500	1.500	2.500	2.500	3.268	2.479	2.578	2.454	2.479	2.528	2.404	2.578	28.768
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	1.251	1.866	2.304	0.926	1.777	3.332	3.465	3.299	3.332	3.399	3.232	3.465	31.647
Professional Service Contracts	1.527	1.434	1.606	2.215	1.681	2.590	2.693	2.564	2.590	2.641	2.512	2.693	26.746
Materials & Supplies	2.956	4.167	2.664	4.528	4.763	2.869	2.983	2.840	2.869	2.926	2.783	2.983	39.331
Other Business Expenses	0.275	0.254	0.282	0.354	0.290	0.137	0.142	0.136	0.137	0.140	0.133	0.142	2.422
Total Non-Labor Expenses	\$9.836	\$11.635	\$12.119	\$12.798	\$14.245	\$14.293	\$14.865	\$14.150	\$14.293	\$14.579	\$13.865	\$14.865	\$161.544
<u>Other Expenses Adjustments:</u>													
Other													-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.													
	\$50.468	\$50.043	\$50.699	\$53.291	\$53.359	\$53.450	\$55.127	\$52.674	\$53.032	\$54.145	\$51.693	\$55.264	\$633.247
Depreciation													
	4.071	4.070	4.033	4.058	4.058	3.108	3.233	3.077	3.108	3.171	3.015	3.233	42.236
OPEB Obligation													
	8.350	8.350	8.352	8.350	8.349	8.272	8.603	8.189	8.272	8.437	8.024	8.603	100.150
Environmental Remediation													
				0.004								(0.004)	-
Total Expenses	\$62.889	\$62.463	\$63.084	\$65.703	\$65.766	\$64.831	\$66.963	\$63.941	\$64.413	\$65.753	\$62.732	\$67.096	\$775.633
Net Surplus/(Deficit)	(\$45.570)	(\$46.304)	(\$42.860)	(\$46.145)	(\$45.992)	(\$45.233)	(\$46.902)	(\$44.631)	(\$44.768)	(\$45.448)	(\$44.217)	(\$48.069)	(\$546.140)

MTA BUS COMPANY
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

REIMBURSABLE	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue													\$0.000
Toll Revenue													-
Other Operating Revenue													-
Capital and Other Reimbursements	0.067	0.244	0.415	0.435	0.890	0.547	0.569	0.542	0.547	0.559	0.531	0.392	5.738
Total Revenue	\$0.067	\$0.244	\$0.415	\$0.435	\$0.890	\$0.547	\$0.569	\$0.542	\$0.547	\$0.559	\$0.531	\$0.392	\$5.738
Expenses													
Labor:													
Payroll	\$0.037	\$0.154	\$0.243	\$0.279	\$0.440	\$0.221	\$0.230	\$0.219	\$0.221	\$0.226	\$0.214	\$0.230	\$2.714
Overtime													-
Health and Welfare	0.010	0.042	0.070	0.085	0.149	0.097	0.100	0.096	0.097	0.099	0.094	0.100	1.038
OPEB Current Payment													-
Pensions	0.005	0.020	0.035	0.032	0.074	0.043	0.045	0.043	0.043	0.044	0.042	0.045	0.470
Other Fringe Benefits	0.005	0.020	0.035	0.032	0.074	0.042	0.044	0.042	0.042	0.043	0.041	0.044	0.462
Reimbursable Overhead			0.024		0.145							(0.169)	-
Total Labor Expenses	\$0.057	\$0.236	\$0.407	\$0.428	\$0.882	\$0.403	\$0.419	\$0.399	\$0.403	\$0.411	\$0.391	\$0.250	\$4.684
Non-Labor:													
Electric Power	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Fuel	-	-	-	-	-	-	-	-	-	-	-	-	-
Insurance	-	-	-	-	-	-	-	-	-	-	-	-	-
Claims	-	-	-	-	-	-	-	-	-	-	-	-	-
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	-	-	-	-	-	0.032	0.033	0.032	0.032	0.033	0.031	0.033	0.227
Professional Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Materials & Supplies	0.010	0.008	0.008	0.007	0.008	0.112	0.117	0.112	0.112	0.115	0.109	0.109	0.827
Other Business Expenses													-
Total Non-Labor Expenses	\$0.010	\$0.008	\$0.008	\$0.007	\$0.008	\$0.144	\$0.150	\$0.144	\$0.144	\$0.148	\$0.140	\$0.142	\$1.054
Other Expenses Adjustments:													
Other													-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Depreciation	\$0.067	\$0.244	\$0.415	\$0.435	\$0.890	\$0.547	\$0.569	\$0.542	\$0.547	\$0.559	\$0.531	\$0.392	\$5.738
Depreciation													-
Total Expenses	\$0.067	\$0.244	\$0.415	\$0.435	\$0.890	\$0.547	\$0.569	\$0.542	\$0.547	\$0.559	\$0.531	\$0.392	\$5.738
Net Surplus/(Deficit)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	(\$0.000)	(\$0.000)	\$0.000	\$0.000	(\$0.000)	(\$0.000)	\$0.000

MTA BUS COMPANY
July Financial Plan - 2015 Mid-Year Forecast
Accrual Statement of Operations by Category
(\$ in millions)

NON-REIMBURSABLE / REIMBURSABLE													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Revenue													
Farebox Revenue	\$15.095	\$14.673	\$18.252	\$17.852	\$17.751	\$18.018	\$18.418	\$17.747	\$18.066	\$18.694	\$16.983	\$17.384	\$208.933
Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	2.224	1.486	1.972	1.706	2.023	1.579	1.642	1.563	1.579	1.611	1.532	1.642	20.560
Capital and Other Reimbursements	0.067	0.244	0.415	0.435	0.890	0.547	0.569	0.542	0.547	0.559	0.531	0.392	5.738
Total Revenue	\$17.386	\$16.403	\$20.639	\$19.993	\$20.664	\$20.144	\$20.629	\$19.852	\$20.192	\$20.863	\$19.045	\$19.418	\$235.231
Expenses													
<u>Labor:</u>													
Payroll	\$22.807	\$20.299	\$20.535	\$21.689	\$20.655	\$20.875	\$21.710	\$20.667	\$20.875	\$21.293	\$20.249	\$21.711	\$253.365
Overtime	4.679	4.866	5.212	5.019	4.823	3.959	4.091	4.091	3.959	4.091	4.091	3.960	52.841
Health and Welfare	4.561	4.654	3.994	4.767	4.703	4.559	4.740	4.513	4.559	4.650	4.421	4.740	54.860
OPEB Current Payment	1.500	1.500	1.500	1.500	2.243	1.793	1.865	1.776	1.793	1.829	1.740	1.866	20.905
Pensions	3.698	3.900	3.941	4.155	3.873	3.827	3.980	3.789	3.827	3.903	3.713	3.979	46.584
Other Fringe Benefits	3.444	3.425	3.781	3.791	3.554	4.547	4.295	4.088	4.129	4.212	4.006	4.562	47.832
Reimbursable Overhead	-	-	0.024	-	0.145	-	-	-	-	-	-	(0.169)	-
Total Labor Expenses	\$40.689	\$38.644	\$38.987	\$40.921	\$39.996	\$39.560	\$40.681	\$38.923	\$39.142	\$39.977	\$38.219	\$40.649	\$476.387
<u>Non-Labor:</u>													
Electric Power	\$0.123	\$0.126	\$0.125	\$0.135	\$0.157	\$0.161	\$0.168	\$0.160	\$0.161	\$0.164	\$0.156	\$0.168	\$1.804
Fuel	1.903	2.000	2.350	1.851	2.025	2.175	2.261	2.153	2.175	2.218	2.109	2.261	25.481
Insurance	0.301	0.288	0.288	0.289	0.284	0.552	0.574	0.546	0.552	0.563	0.535	0.574	5.345
Claims	1.500	1.500	2.500	2.500	3.268	2.479	2.578	2.454	2.479	2.528	2.404	2.578	28.768
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	1.251	1.866	2.304	0.926	1.777	3.364	3.499	3.330	3.364	3.431	3.263	3.499	31.874
Professional Service Contracts	1.527	1.434	1.606	2.215	1.681	2.590	2.693	2.564	2.590	2.641	2.512	2.693	26.746
Materials & Supplies	2.966	4.175	2.672	4.535	4.771	2.981	3.100	2.952	2.981	3.041	2.892	3.092	40.158
Other Business Expenses	0.275	0.254	0.282	0.354	0.290	0.137	0.142	0.136	0.137	0.140	0.133	0.142	2.422
Total Non-Labor Expenses	\$9.846	\$11.643	\$12.127	\$12.805	\$14.253	\$14.437	\$15.016	\$14.294	\$14.437	\$14.727	\$14.005	\$15.008	\$162.598
<u>Other Expenses Adjustments:</u>													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenses before Non-Cash Liability Adjs.													
	\$50.535	\$50.287	\$51.114	\$53.726	\$54.249	\$53.997	\$55.696	\$53.217	\$53.579	\$54.704	\$52.224	\$55.656	\$638.985
Depreciation	4.071	4.070	4.033	4.058	4.058	3.108	3.233	3.077	3.108	3.171	3.015	3.233	42.236
OPEB Obligation	8.350	8.350	8.352	8.350	8.349	8.272	8.603	8.189	8.272	8.437	8.024	8.603	100.150
Environmental Remediation	-	-	-	0.004	-	-	-	-	-	-	-	(0.004)	-
Total Expenses	\$62.956	\$62.707	\$63.499	\$66.138	\$66.656	\$65.377	\$67.532	\$64.483	\$64.960	\$66.312	\$63.263	\$67.488	\$781.371
Net Surplus/(Deficit)	(\$45.570)	(\$46.304)	(\$42.860)	(\$46.145)	(\$45.992)	(\$45.233)	(\$46.902)	(\$44.631)	(\$44.767)	(\$45.448)	(\$44.217)	(\$48.069)	(\$546.140)

MTA BUS COMPANY
July Financial Plan - 2015 Mid-Year Forecast
Cash Receipts & Expenditures
(\$ in millions)

CASH RECEIPTS AND EXPENDITURES													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	\$14.401	\$13.924	\$19.348	\$17.559	\$17.101	\$18.018	\$18.418	\$17.747	\$18.066	\$18.694	\$16.983	\$18.924	\$209.183
Vehicle Toll Revenue													-
Other Operating Revenue	1.112	0.503	3.574	1.413	1.903	1.865	1.865	1.865	1.865	1.865	1.865	1.865	21.560
Capital and Other Reimbursements	0.091	0.598	0.285	0.291	0.515	1.430	1.430	1.430	1.430	1.430	1.430	1.430	11.790
Total Receipts	\$15.604	\$15.025	\$23.207	\$19.263	\$19.519	\$21.313	\$21.713	\$21.042	\$21.361	\$21.989	\$20.278	\$22.219	\$242.533
Expenditures													
Labor:													
Payroll	\$18.824	\$22.749	\$21.657	\$20.876	\$18.815	\$20.342	\$20.342	\$20.342	\$20.342	\$30.514	\$20.342	\$25.348	\$260.493
Overtime	4.679	4.866	5.435	5.019	4.600	3.959	4.091	4.091	3.959	4.091	4.091	3.960	52.841
Health and Welfare	4.936	6.050	3.738	4.917	4.540	4.324	4.324	4.324	4.324	4.324	4.324	4.321	54.446
OPEB Current Payment	1.500	1.500	1.500	1.500	2.243	1.800	1.862	1.800	1.800	1.800	1.800	1.800	20.905
Pensions	3.698	3.889	3.885	4.130	3.800	3.858	3.861	3.858	3.858	3.858	3.858	3.858	46.411
Other Fringe Benefits	3.205	3.498	4.682	3.562	3.848	4.429	4.429	4.429	4.429	4.429	4.429	4.427	49.796
GASB Account												0.001	0.001
Reimbursable Overhead													-
Total Labor Expenditures	\$36.842	\$42.552	\$40.897	\$40.004	\$37.846	\$38.712	\$38.909	\$38.844	\$38.712	\$49.016	\$38.844	\$43.715	\$484.893
Non-Labor:													
Electric Power	\$0.123	\$0.127	\$0.125	\$0.134	\$0.157	\$0.162	\$0.162	\$0.162	\$0.162	\$0.162	\$0.162	\$0.166	\$1.804
Fuel	0.375	2.637	2.034	1.775	1.890	2.395	2.395	2.395	2.395	2.395	2.395	2.400	25.481
Insurance	0.491		0.113	0.115		1.075	1.075	1.075	1.075	1.075	1.075	1.076	8.245
Claims	3.335	3.261	1.237	5.743	0.757	1.490	1.490	1.490	1.490	1.490	1.490	1.495	24.768
Paratransit Service Contracts													-
Maintenance and Other Operating Contracts	3.205	0.948	0.382	1.712	(0.220)	3.549	3.549	3.549	3.549	3.549	3.549	3.553	30.874
Professional Service Contracts	1.205	5.605	1.339	0.674	1.250	2.953	2.953	2.953	2.953	2.953	2.953	2.955	30.746
Materials & Supplies	6.099	4.006	3.233	4.604	3.536	2.668	2.668	2.668	2.668	2.668	2.668	2.672	40.158
Other Business Expenses	0.230	0.202	0.208	0.330	0.243	0.315	0.315	0.315	0.315	0.315	0.315	0.319	3.422
Total Non-Labor Expenditures	\$15.063	\$16.786	\$8.671	\$15.087	\$7.613	\$14.607	\$14.607	\$14.607	\$14.607	\$14.607	\$14.607	\$14.636	\$165.498
Other Expenditure Adjustments:													
Other													-
Total Other Expenditure Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Expenditures	\$51.905	\$59.338	\$49.568	\$55.091	\$45.459	\$53.319	\$53.516	\$53.451	\$53.319	\$63.623	\$53.451	\$58.351	\$650.391
Net Cash Surplus/(Deficit)	(\$36.301)	(\$44.313)	(\$26.361)	(\$35.828)	(\$25.940)	(\$32.006)	(\$31.803)	(\$32.409)	(\$31.958)	(\$41.634)	(\$33.173)	(\$36.132)	(\$407.858)

MTA BUS COMPANY
July Financial Plan - 2015 Mid-Year Forecast
Cash Conversion (Cash Flow Adjustments)
(\$ in millions)

CASH FLOW ADJUSTMENTS													
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
Receipts													
Farebox Revenue	(\$0.694)	(\$0.749)	\$1.096	(\$0.293)	(\$0.650)	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$1.540	\$0.250
Vehicle Toll Revenue	-	-	-	-	-	-	-	-	-	-	-	-	-
Other Operating Revenue	(1.112)	(0.983)	1.602	(0.293)	(0.120)	0.286	0.223	0.302	0.286	0.254	0.333	0.223	1.000
Capital and Other Reimbursements	0.024	0.354	(0.130)	(0.144)	(0.375)	0.883	0.861	0.888	0.883	0.871	0.899	1.038	6.052
Total Receipts	(\$1.782)	(\$1.378)	\$2.568	(\$0.730)	(\$1.145)	\$1.169	\$1.084	\$1.190	\$1.169	\$1.126	\$1.233	\$2.801	\$7.302
Expenditures													
Labor:													
Payroll	\$3.983	(\$2.450)	(\$1.122)	\$0.813	\$1.840	\$0.533	\$1.368	\$0.325	\$0.533	(\$9.221)	(\$0.093)	(\$3.637)	(\$7.129)
Overtime	-	-	(0.223)	-	0.223	-	-	-	-	-	-	-	0.000
Health and Welfare	(0.375)	(1.396)	0.256	(0.150)	0.163	0.235	0.416	0.189	0.235	0.326	0.097	0.419	0.414
OPEB Current Payment	-	-	-	-	-	(0.007)	0.003	(0.024)	(0.007)	0.029	(0.060)	0.066	(0.000)
Pensions	-	0.011	0.056	0.025	0.073	(0.031)	0.119	(0.069)	(0.031)	0.045	(0.145)	0.121	0.173
Other Fringe Benefits	0.239	(0.073)	(0.901)	0.229	(0.294)	0.118	(0.134)	(0.341)	(0.300)	(0.217)	(0.423)	0.135	(1.964)
GASB Account	-	-	-	-	-	-	-	-	-	-	-	(0.001)	(0.001)
Reimbursable Overhead	-	-	0.024	-	0.145	-	-	-	-	-	-	(0.169)	-
Total Labor Expenditures	\$3.847	(\$3.908)	(\$1.910)	\$0.917	\$2.150	\$0.848	\$1.772	\$0.079	\$0.430	(\$9.039)	(\$0.625)	(\$3.066)	(\$8.506)
Non-Labor:													
Electric Power	\$0.000	(\$0.001)	\$0.000	\$0.001	\$0.000	(\$0.001)	\$0.006	(\$0.002)	(\$0.001)	\$0.002	(\$0.006)	\$0.002	\$0.000
Fuel	1.528	(0.637)	0.316	0.076	0.135	(0.220)	(0.134)	(0.242)	(0.220)	(0.177)	(0.286)	(0.139)	-
Insurance	(0.190)	0.288	0.175	0.174	0.284	(0.523)	(0.501)	(0.529)	(0.523)	(0.512)	(0.540)	(0.502)	(2.900)
Claims	(1.835)	(1.761)	1.263	(3.243)	2.511	0.989	1.088	0.964	0.989	1.038	0.914	1.083	4.000
Paratransit Service Contracts	-	-	-	-	-	-	-	-	-	-	-	-	-
Maintenance and Other Operating Contracts	(1.954)	0.918	1.922	(0.786)	1.997	(0.185)	(0.050)	(0.219)	(0.185)	(0.118)	(0.286)	(0.054)	1.000
Professional Service Contracts	0.322	(4.171)	0.267	1.541	0.431	(0.363)	(0.260)	(0.389)	(0.363)	(0.312)	(0.441)	(0.262)	(4.000)
Materials & Supplies	(3.133)	0.169	(0.561)	(0.069)	1.235	0.313	0.432	0.284	0.313	0.373	0.224	0.420	0.000
Other Business Expenditures	0.045	0.052	0.074	0.024	0.047	(0.178)	(0.173)	(0.179)	(0.178)	(0.175)	(0.182)	(0.177)	(1.000)
Total Non-Labor Expenditures	(\$5.217)	(\$5.143)	\$3.456	(\$2.282)	\$6.640	(\$0.170)	\$0.409	(\$0.313)	(\$0.170)	\$0.120	(\$0.602)	\$0.372	(\$2.900)
Other Expenditures Adjustments:													
Other	-	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expenditures Adjustments	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000	\$0.000
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.	(\$3.152)	(\$10.429)	\$4.114	(\$2.095)	\$7.645	\$1.847	\$3.264	\$0.956	\$1.429	(\$7.794)	\$0.005	\$0.106	(\$4.104)
Depreciation Adjustment	4.071	4.070	4.033	4.058	4.058	3.108	3.233	3.077	3.108	3.171	3.015	3.233	42.236
OPEB Obligation	8.350	8.350	8.352	8.350	8.349	8.272	8.603	8.189	8.272	8.437	8.024	8.603	100.150
Environmental Remediation	-	-	-	0.004	-	-	-	-	-	-	-	(0.004)	-
Total Cash Conversion Adjustments	\$9.269	\$1.991	\$16.499	\$10.317	\$20.052	\$13.227	\$15.099	\$12.222	\$12.809	\$3.814	\$11.044	\$11.937	\$138.282

MTA Bus Company
July Financial Plan - 2015 Mid-Year Forecast
Overtime Decomposition Allocation
(\$ in millions)

	Jan	Feb	Mar	Apr	May	June	July	August	September	October	November	December	Total
NON-REIMBURSABLE OVERTIME													
Scheduled Service	\$ 1.947	\$ 1.971	\$ 2.255	\$ 2.374	\$ 2.042	\$ 2.156	\$ 2.227	\$ 2.227	\$ 2.156	\$ 2.227	\$ 2.156	\$ 2.227	\$ 25.966
Unscheduled Service	0.258	0.341	0.446	0.380	0.426	0.518	0.535	0.535	0.518	0.535	0.518	0.535	5.545
Programmatic/Routine Maintenance	1.202	1.186	1.291	1.104	0.961	0.515	0.532	0.532	0.515	0.532	0.515	0.532	9.416
Unscheduled Maintenance	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000
Vacancy/Absentee Coverage	0.335	0.615	1.053	1.118	1.125	0.582	0.601	0.601	0.582	0.601	0.582	0.601	8.398
Weather Emergencies	0.895	0.701	0.345	0.000	0.003	0.158	0.163	0.163	0.158	0.163	0.158	0.163	3.071
Safety/Security/Law Enforcement	0.006	0.008	0.008	0.008	0.008	0.013	0.013	0.013	0.013	0.013	0.013	0.013	0.128
Other	0.036	0.044	0.036	0.036	0.034	0.018	0.019	0.019	0.018	0.019	0.018	0.019	0.316
Sub-Total	\$4.679	\$4.866	\$5.434	\$5.019	\$4.600	\$3.959	\$4.091	\$4.091	\$3.959	\$4.091	\$3.959	\$4.091	\$52.841
REIMBURSABLE OVERTIME	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
TOTAL NR & R OVERTIME	\$4.679	\$4.866	\$5.434	\$5.019	\$4.600	\$3.959	\$4.091	\$4.091	\$3.959	\$4.091	\$3.959	\$4.091	\$52.841

MTA BUS COMPANY
July Financial Plan - 2015 Mid-Year Forecast
Ridership/(Utilization)
(in millions)

	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Total
<u>RIDERSHIP</u>													
Fixed Route	9.458	9.075	10.970	10.676	10.878	10.750	10.228	9.728	10.691	11.431	10.233	11.694	125.812
Baseline Total Ridership	9.458	9.075	10.970	10.676	10.878	10.750	10.228	9.728	10.691	11.431	10.233	11.694	125.812
<u>FAREBOX REVENUE</u>													
Fixed Route	15.095	14.673	18.252	17.852	17.751	18.018	18.418	17.747	18.066	18.694	16.983	17.384	208.933
Baseline Total Revenue	\$15.095	\$14.673	\$18.252	\$17.852	\$17.751	\$18.018	\$18.418	\$17.747	\$18.066	\$18.694	\$16.983	\$17.384	\$208.933

MTA BUS COMPANY
July Financial Plan - 2015 Mid-Year Forecast
Total Positions by Function and Department
Non-Reimbursable/Reimbursable and Full-Time/Full-Time Equivalents

FUNCTION/DEPARTMENT	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
Office of the EVP	3	3	3	3	3	3	6	6	6	6	6	6
Human Resources	9	9	9	9	9	9	16	16	16	16	16	16
Office of Management and Budget	16	16	16	16	16	16	17	17	17	17	17	17
Technology & Information Services	-	-	-	-	-	-	-	-	-	-	-	-
Materiel	19	19	19	19	19	19	18	18	18	18	18	18
Controller	15	15	15	15	15	15	15	15	15	15	15	15
Office of the President	6	6	6	6	6	6	2	2	2	2	2	2
Sytem Safety Administration	5	5	5	5	5	5	5	5	5	5	5	5
Law	21	21	21	21	21	21	21	21	21	21	21	21
Corporate Communications	3	3	3	3	3	3	-	-	-	-	-	-
Strategic Office	13	13	13	13	13	13	15	15	15	15	15	15
Non-Departmental	27	27	27	27	27	27	27	27	27	27	27	27
Labor Relations	4	4	4	4	4	4	4	4	4	4	4	4
Total Administration	141	141	141	141	141	141	146	146	146	146	146	146
Operations												
Buses	2,226	2,226	2,226	2,226	2,226	2,226	2,220	2,220	2,220	2,220	2,220	2,220
Office of the Executive Vice President, Regional	1	1	1	1	1	1	4	4	4	4	4	4
Safety & Training	31	31	31	31	31	31	29	29	29	29	29	29
Road Operations	119	119	119	119	119	119	119	119	119	119	119	119
Transportation Support	20	20	20	20	20	20	22	22	22	22	22	22
Operations Planning	31	31	31	31	31	31	31	31	31	31	31	31
Revenue Control	27	27	27	27	27	27	27	27	27	27	27	27
Total Operations	2,455	2,455	2,455	2,455	2,455	2,455	2,452	2,452	2,452	2,452	2,452	2,452
Maintenance												
Buses	754	754	754	754	754	754	756	756	756	756	756	756
Maintenance Support/CMF	176	176	176	176	176	176	176	176	176	176	176	176
Facilities	73	73	73	73	73	73	73	73	73	73	73	73
Supply Logistics	92	92	92	92	92	92	93	93	93	93	93	93
Total Maintenance	1,095	1,095	1,095	1,095	1,095	1,095	1,098	1,098	1,098	1,098	1,098	1,098
Engineering/Capital												
Capital Program Management	37	37	37	37	37	37	37	37	37	37	37	37
Public Safety												
Office of the Senior Vice President	18	18	18	18	18	18	18	18	18	18	18	18
Total Positions	3,746	3,746	3,746	3,746	3,746	3,746	3,751	3,751	3,751	3,751	3,751	3,751
<i>Non-Reimbursable</i>	3,708	3,708	3,708	3,708	3,708	3,708	3,713	3,713	3,713	3,713	3,713	3,713
<i>Reimbursable</i>	38	38	38	38	38	38	38	38	38	38	38	38
<i>Total Full-Time</i>	3,731	3,731	3,731	3,731	3,731	3,731	3,736	3,736	3,736	3,736	3,736	3,736
<i>Total Full-Time Equivalents</i>	15	15	15	15	15	15	15	15	15	15	15	15

Report



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, the Subway Passenger Environment Survey (PES), is reported on a semi-annual basis. It includes a summary of all indicators (subway car, station, Staten Island Railway (SIR) cars and SIR stations). The results for all PES indicators for First Half 2015 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Passenger Environment Survey

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

Of the 54 indicators, 41 indicators remained unchanged, seven (7) indicators showed an improvement while six (6) declined when comparing First Half 2015 and First Half 2014. For PES indicators that rate Subway Car or Station environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

Significant Indicator Improvements/Declines

Of the 54 PES indicators, 41 indicators remained unchanged, seven (7) indicators showed an improvement while six (6) declined when comparing First Half 2015 and First Half 2014.

IMPROVEMENTS

	2014 1st Half	2015 1st Half	Net Change
Subway Cars			
Subway cars with All Signage Correct	96%	99%	+3%

Stations			
Floors and Seats Cleanliness in Stations - Daytime (% none and light)	83%	87%	+4%
Stations with Legible/Correct System Maps	52%	79%	+27%

SIR Cars			
Litter Conditions in SIR cars (In Service)	87%	94%	+7%
Floors and Seats Cleanliness in SIR cars (In Service)	87%	94%	+7%
SIR Cars with No Interior Graffiti	92%	99%	+7%
SIR Cars with Public Address Announcements	62%	89%	+27%

DECLINES

Subway Cars			
Subway cars with No Scratchtied Windows	93%	89%	-4%
Climate Control Conditions in Cars	95%	90%	-5%

Stations			
Litter Conditions in Stations - Early AM (% none and light) includes Trackbed	71%	67%	-4%
<i>without Trackbed</i>	83%	81%	-2%
Litter Conditions in Stations - daytime (% none and light) includes Trackbed	67%	61%	-6%
<i>without Trackbed</i>	81%	75%	-6%

SIR Cars			
SIR cars with No Scratchtied Windows	86%	78%	-8%
Climate Control Conditions in SIR Cars	85%	78%	-7%

Passenger Environment Survey

Subway Car Results

The Subway Car PES consists of 17 indicators. 14 remained statistically unchanged while one (1) showed an increase and two (2) declined when comparing the 1st Half 2015 to the 1st Half 2014. The table below depicts the results for the 1st Half of 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods. Also included are two tables showing the subway car "Litter" and "Cleanliness" results by line.

		2013		2014				2015	
		2nd Half		1st Half		2nd Half		1st Half	
Cleanliness and Appearance		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Litter Conditions in Cars	% None	93	64	90	61	90	65	90	61
Presence of Litter See Chart 1	% Light	5	28	7	30	8	27	8	31
	% Moderate	1	2	1	1	0	0	0	0
	% Heavy	1	6	2	8	2	8	2	8
Cleanliness of Car Floors and Seats	% None	97	87	88	76	92	82	91	77
Degree of Dirtiness See Chart 2	% Light	1	5	8	14	6	10	5	14
	% Moderate	1	2	2	2	0	0	2	1
	% Heavy	1	6	2	8	2	8	2	8
% Cars with No Interior Graffiti		98		95		99		96	
% Cars with No Exterior Graffiti		99		97		99		98	
% Cars with No Graffitied Windows		100		99		99		98	
% Cars with No Scratchtied Windows		96		93		90		89	
% Cars with No Clouded Windows		99		99		97		97	
% Cars with No Broken or Cracked Windows		100		100		100		100	

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

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

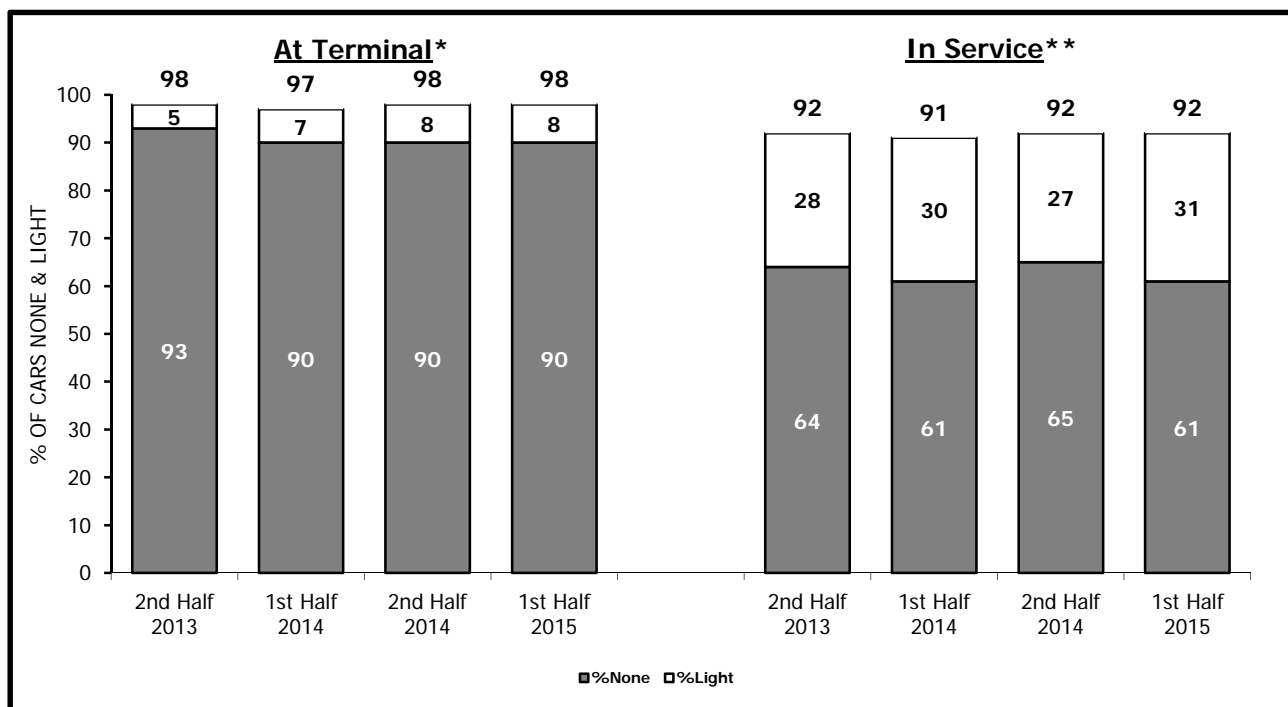
Operations				
% Conductors in Proper Uniform		100	100	100

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

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

Passenger Environment Survey

Litter Conditions in Subway Cars



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

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2015 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

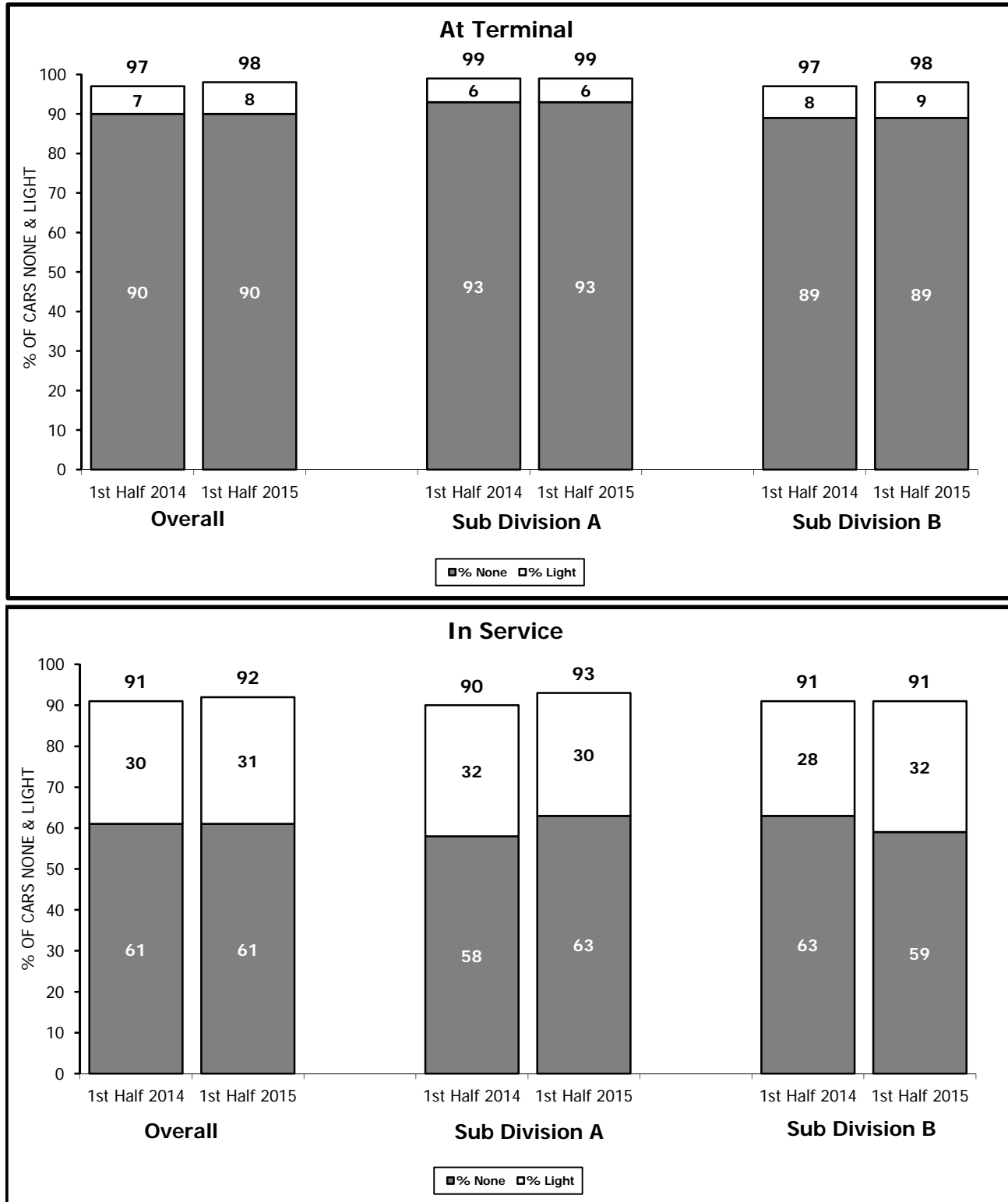
	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2015	90%	8%	0%	2%	61%	31%	0%	8%
2nd Half 2014	90%	8%	0%	2%	65%	27%	0%	8%
1st Half 2014	90%	7%	1%	2%	61%	30%	1%	8%
2nd Half 2013	93%	5%	1%	1%	64%	28%	2%	6%

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

1st Half 2015 vs. 1st Half 2014: Both the "At Terminal" and "In Service" results remained statistically unchanged

Passenger Environment Survey

Subway Car Litter Conditions by Group

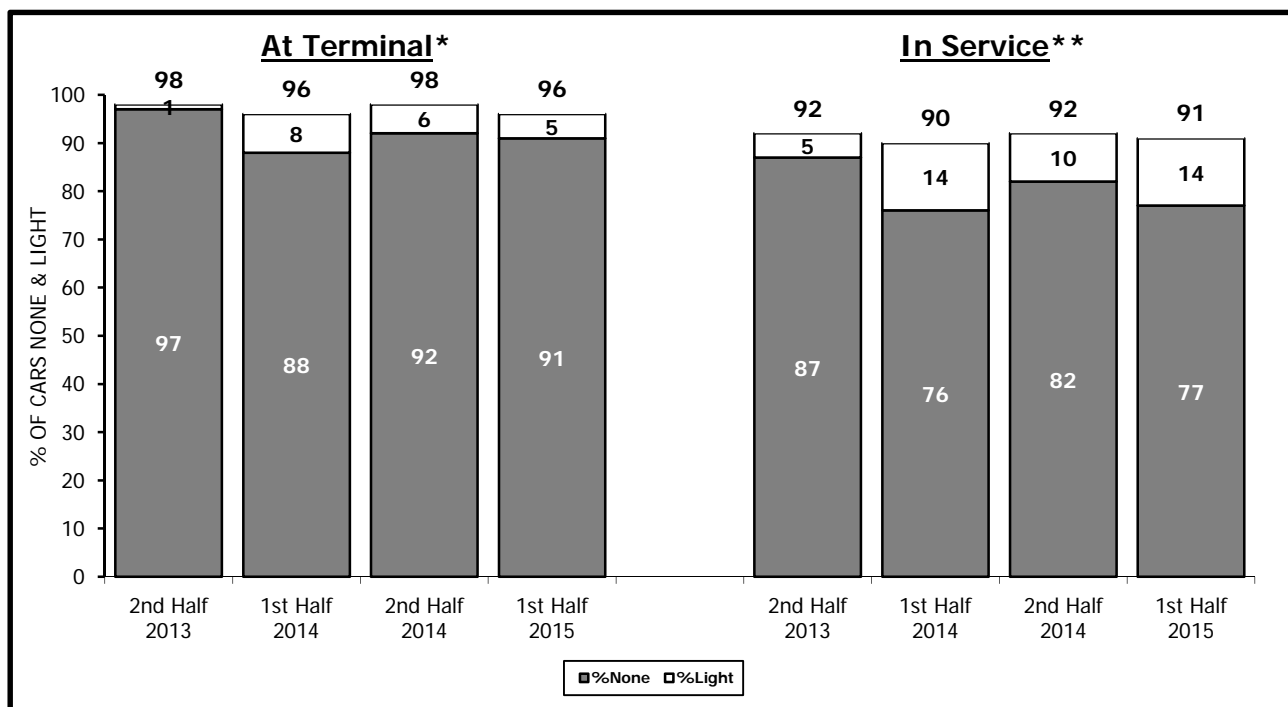


Groups: Sub Division A : ① ② ③ ④ ⑤ ⑥ ⑦ S-42nd Street

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

Passenger Environment Survey

Cleanliness Conditions in Subway Cars



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

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

2015 Annual Goals: (% none & light) At Terminal: 98.0% In Service: N/A

Semi-Annual Results

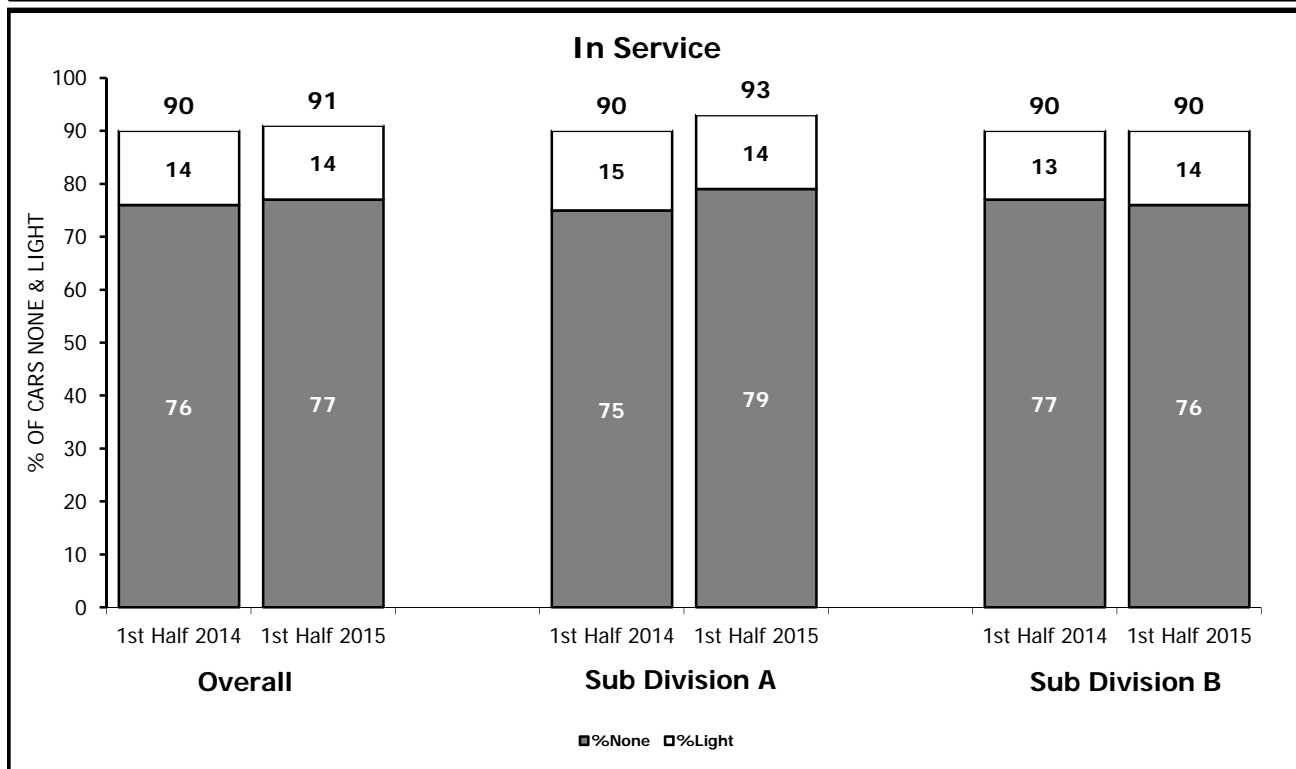
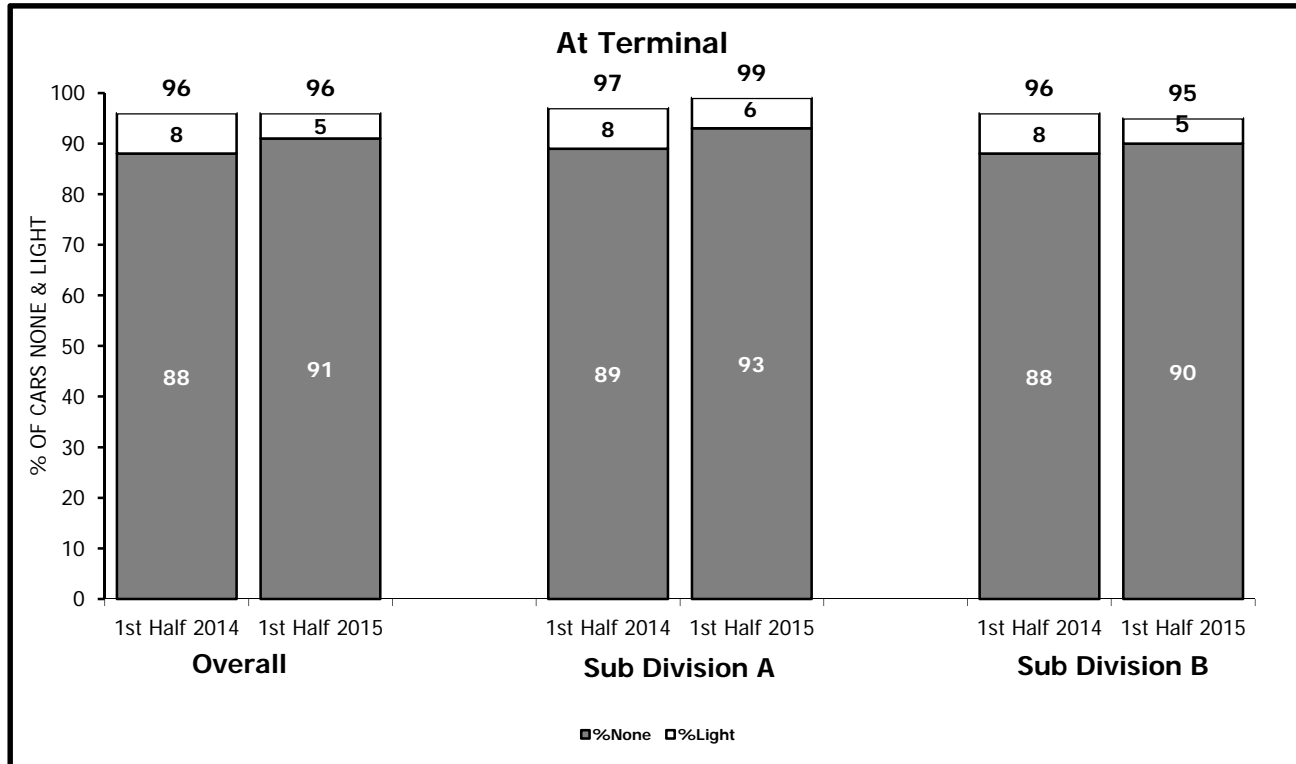
	At Terminal				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2015	91%	5%	2%	2%	77%	14%	1%	8%
2nd Half 2014	92%	6%	0%	2%	82%	10%	0%	8%
1st Half 2014	88%	8%	2%	2%	76%	14%	2%	8%
2nd Half 2013	97%	1%	1%	1%	87%	5%	2%	6%

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

1st Half 2015 vs. 1st Half 2014: Both the "At Terminal" and "In Service" results remained statistically unchanged

Passenger Environment Survey

Subway Car Cleanliness Conditions by Group



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

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

Passenger Environment Survey

Subway Car Litter Conditions by Line % None and Light

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>1st Half 2014</u>	<u>1st Half 2015</u>	<u>1st Half 2014</u>	<u>1st Half 2015</u>
①	100%	98%	88%	93%
②	99%	97%	89%	89%
③	100%	99%	92%	98%
④	99%	99%	91%	93%
⑤	99%	100%	93%	91%
⑥	95%	99%	85%	90%
⑦	99%	99%	95%	96%
Ⓢ 42nd St.	-	-	93%	94%
Sub Division A	99%	99%	90%	93%
Ⓐ	98%	97%	94%	90%
Ⓑ	99%	94%	96%	89%
Ⓒ	99%	98%	95%	97%
Ⓓ	97%	97%	93%	85%
Ⓔ	99%	97%	92%	93%
Ⓕ	92%	98%	91%	90%
Ⓢ Fkln	-	-	92%	95%
Ⓖ	98%	99%	95%	94%
Ⓙ Ⓩ	97%	98%	89%	96%
Ⓛ	96%	98%	92%	91%
Ⓜ	98%	97%	92%	93%
Ⓝ	92%	98%	82%	88%
Ⓚ	90%	97%	83%	85%
Ⓡ	99%	98%	91%	91%
Sub Division B	97%	98%	91%	91%
Systemwide	97%	98%	91%	92%

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

* at terminal - with cleaners present

Passenger Environment Survey

Subway Car Cleanliness Conditions by Line % None and Light

<u>Line</u>	<u>at terminal*</u>		<u>in service</u>	
	<u>1st Half 2014</u>	<u>1st Half 2015</u>	<u>1st Half 2014</u>	<u>1st Half 2015</u>
1	99%	98%	88%	94%
2	99%	96%	89%	89%
3	99%	99%	92%	98%
4	95%	99%	88%	93%
5	90%	100%	93%	90%
6	96%	98%	86%	91%
7	98%	99%	95%	96%
S 42nd St.	-	-	94%	94%
Sub Division A	97%	99%	90%	93%
A	98%	97%	94%	89%
B	93%	92%	91%	91%
C	99%	95%	95%	95%
D	97%	97%	94%	85%
E	99%	94%	92%	92%
F	94%	98%	86%	90%
S Fkln	-	-	93%	95%
G	99%	99%	95%	94%
J Z	93%	97%	87%	94%
L	97%	98%	91%	87%
M	97%	79%	89%	83%
N	94%	95%	84%	88%
Q	93%	96%	88%	86%
R	93%	98%	86%	90%
Sub Division B	96%	95%	90%	90%
Systemwide	96%	96%	90%	91%

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

* at terminal - with cleaners present

Passenger Environment Survey

Stations Results

The Stations PES consists of 16 indicators. Of the 16 indicators, 12 remained statistically unchanged while two (2) showed an increase and two (2) declined when comparing the 1st Half 2015 to the 1st Half 2014. The table below depicts the results for the 1st Half of 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2013		2014				2015	
			2nd Half		1st Half		2nd Half		1st Half	
Cleanliness and Appearance			Early AM	Daytime	Early AM	Daytime	Early AM	Daytime	Early AM	Daytime
Litter Conditions in Stations	<i>Includes Trackbed component</i>	% None	3	3	2	3	1	5	1	2
Presence of Litter		% Light	78	73	69	64	71	61	66	59
See Chart 3		% Moderate	18	23	26	30	26	30	30	35
		% Heavy	1	1	3	3	2	4	3	4
	<i>Measured without Trackbed component</i>	% None	52	35	35	31	38	33	30	25
		% Light	38	50	48	50	47	46	51	50
See Chart 4		% Moderate	9	14	15	17	13	18	17	22
		% Heavy	1	1	2	2	2	3	2	3
Floor and Seat Cleanliness Conditions in Stations		% None	61	60	48	50	47	53	36	50
Degree of Dirtiness		% Light	29	29	36	33	37	30	46	37
See Chart 5		% Moderate	10	10	14	15	14	14	16	11
		% Heavy	0	1	2	2	2	3	2	2
Graffiti Conditions in Stations		% None	93		83		81		80	
Presence of Graffiti		% Light	7		16		18		18	
		% Moderate	0		1		1		2	
		% Heavy	0		0		0		0	

Customer Information

% Stations with Legible/Correct System Maps	53	52	58	79
% Stations with Correct Passenger Information Center (PIC)	96	96	97	98
% Station Control Areas with a Correct Subway Map Available	84	88	84	88

Functioning Equipment

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

Operations

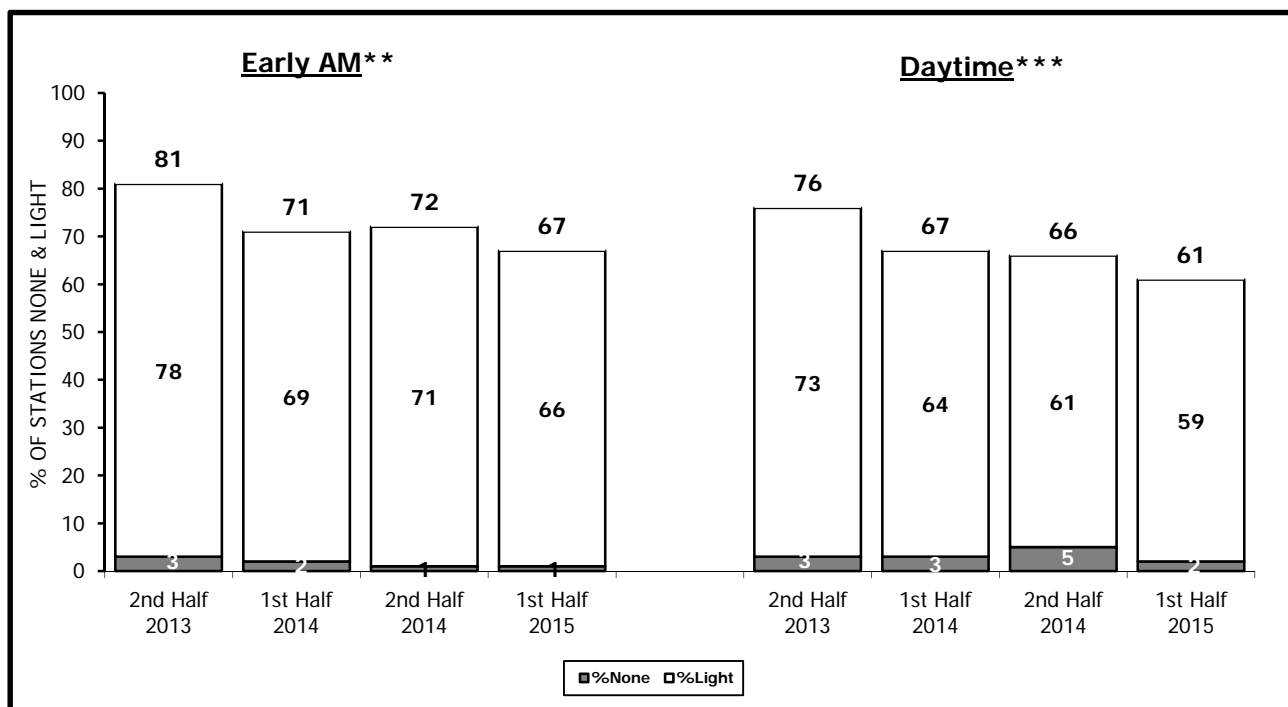
% Station Agents in Proper Uniform	100	100	100	100
% Station Agents Properly Displaying Badges	98	97	97	97

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

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

Passenger Environment Survey

Litter Conditions in Stations* (includes Trackbed)



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

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

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

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2015 Annual Goals: (% none & light) Early AM: N/A Daytime: N/A

Semi-Annual Results

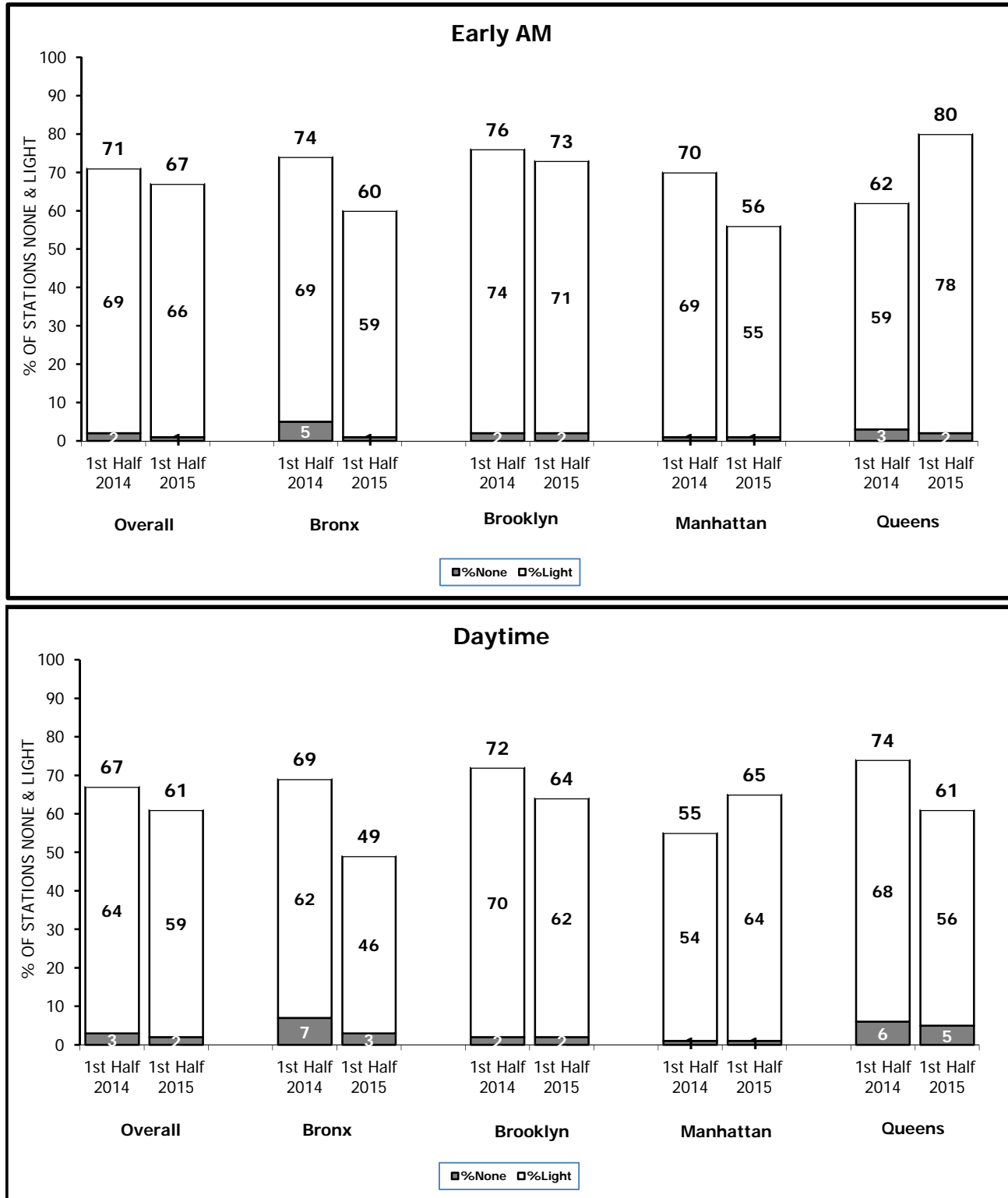
	Early AM				Daytime			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2015	1%	66%	30%	3%	2%	59%	35%	4%
2nd Half 2014	1%	71%	26%	2%	5%	61%	30%	4%
1st Half 2014	2%	69%	26%	3%	3%	64%	30%	3%
2nd Half 2013	3%	78%	18%	1%	3%	73%	23%	1%

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

1st Half 2015 vs. 1st Half 2014: both the "Early AM" results (-4%) and the "Daytime" results (-6%) showed a statistically significant decline.

Passenger Environment Survey

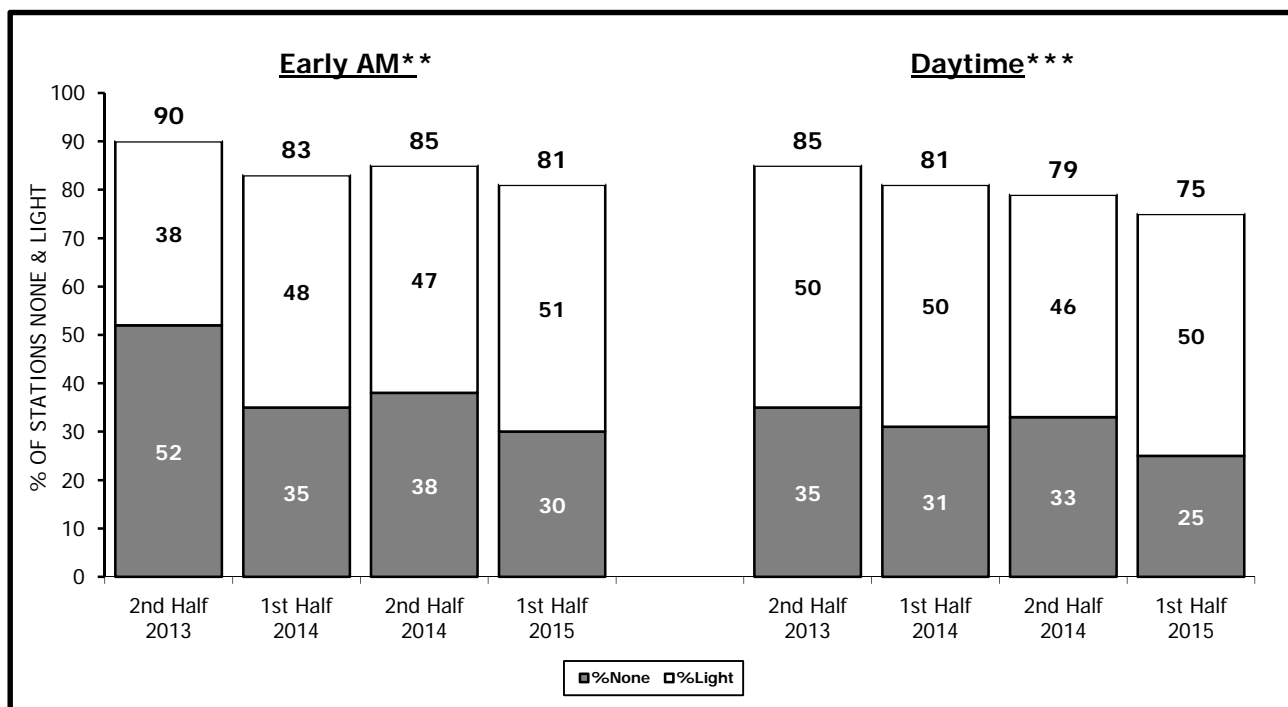
Litter Conditions by Borough* (includes Trackbed)



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

Passenger Environment Survey

Litter Conditions in Stations* (without Trackbed)



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

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

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

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2015 Annual Goals: (% none & light) Early AM: 87.0% Daytime: 81.0%

Semi-Annual Results

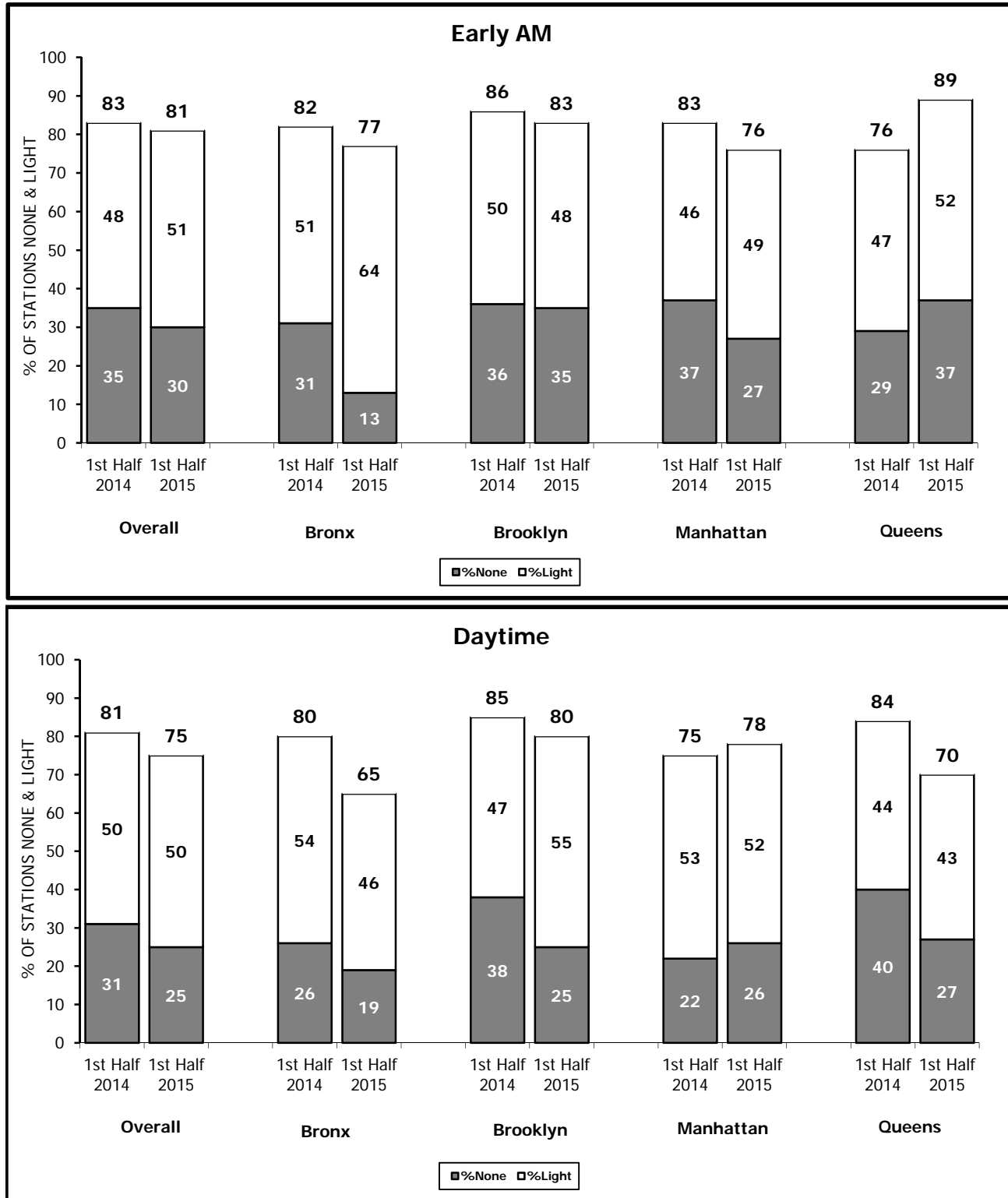
	Early AM				Daytime			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2015	30%	51%	17%	2%	25%	50%	22%	3%
2nd Half 2014	38%	47%	13%	2%	33%	46%	18%	3%
1st Half 2014	35%	48%	15%	2%	31%	50%	17%	2%
2nd Half 2013	52%	38%	9%	1%	35%	50%	14%	1%

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

1st Half 2015 vs. 1st Half 2014: the "Early AM" results (-2%) remained statistically unchanged while the "Daytime" results (-6%) showed a statistically significant decline.

Passenger Environment Survey

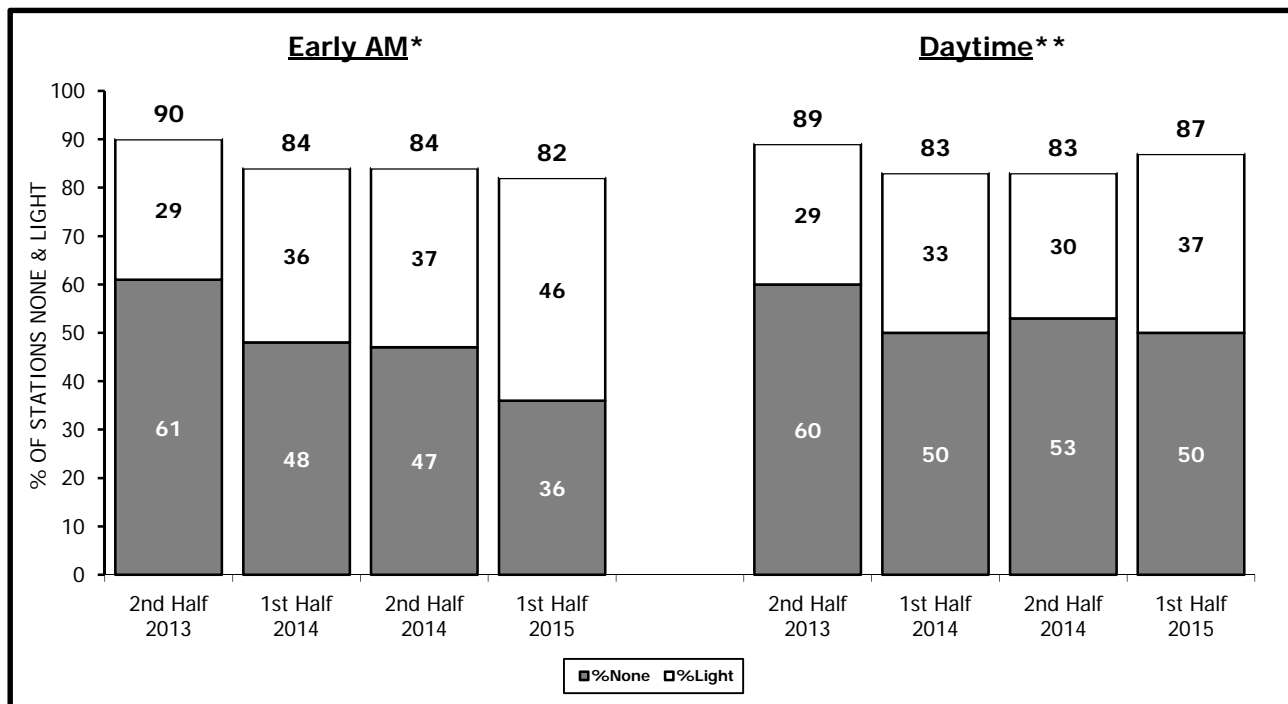
Litter Conditions by Borough* (without Trackbed)



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

Passenger Environment Survey

Cleanliness Conditions in Stations



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

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

Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

2015 Annual Goals: (% none & light) Early AM: 88.0% Daytime: 86.0%

Semi-Annual Results

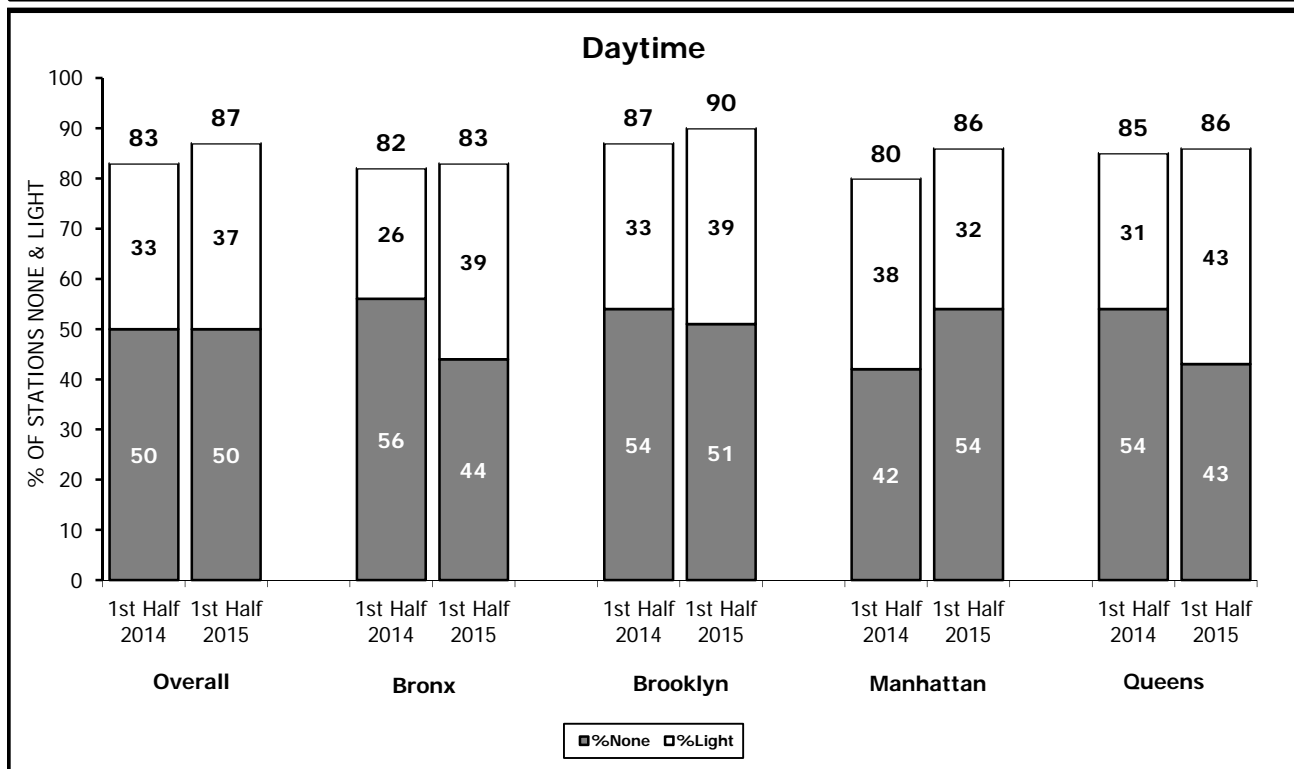
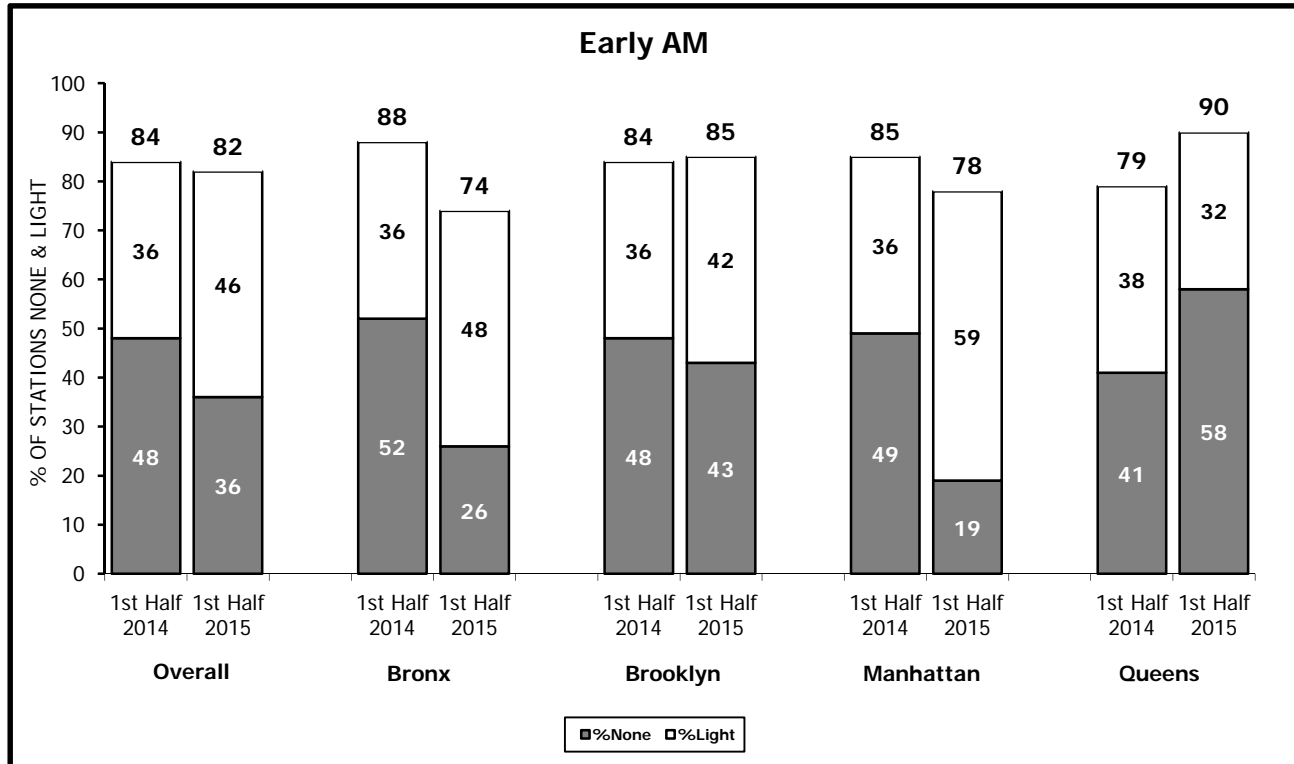
	Early AM				Daytime			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2015	36%	46%	16%	2%	50%	37%	11%	2%
2nd Half 2014	47%	37%	14%	2%	53%	30%	14%	3%
1st Half 2014	48%	36%	14%	2%	50%	33%	15%	2%
2nd Half 2013	61%	29%	10%	0%	60%	29%	10%	1%

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

1st Half 2015 vs. 1st Half 2014: the "Early AM" results (-2%) remained statistically unchanged while the "Daytime" results (+4%) showed a statistically significant increase.

Passenger Environment Survey

Cleanliness Conditions by Borough



Passenger Environment Survey

Staten Island Railway (SIR) Car Results

The Staten Island Railway car PES consists of 16 indicators. 10 remained statistically unchanged while four (4) showed a increase and two (2) declined when comparing the 1st Half 2015 to the 1st Half 2014. The table below depicts the results for the 1st Half of 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2013		2014				2015	
		2nd Half		1st Half		2nd Half		1st Half	
		at terminal	in service	at terminal	in service	at terminal	in service	at terminal	in service
Cleanliness and Appearance									
Litter Conditions in Cars	% None	98	83	88	68	98	90	93	80
Presence of Litter	% Light	2	15	7	19	2	7	5	14
See Chart 6	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	2	5	13	0	3	2	6
Cleanliness of Car Floors and Seats	% None	91	90	81	79	99	96	95	85
Degree of Dirtiness	% Light	9	8	14	8	0	1	3	9
See Chart 7	% Moderate	0	0	0	0	0	0	0	0
	% Heavy	0	2	5	13	1	3	2	6
% Cars with No Interior Graffiti		100		92		100		99	
% Cars with No Exterior Graffiti		100		100		100		100	
% Cars with No Graffitied Windows		100		97		100		100	
% Cars with No Scratchitied Windows		87		86		86		78	
% Cars with No Clouded Windows		100		100		100		95	
% Cars with No Broken or Cracked Windows		100		99		100		100	

Customer Information									
% Cars with All System Maps Correct/Legible		100		100		89		99	
% Cars with Public Address Announcements		77		62		78		89	

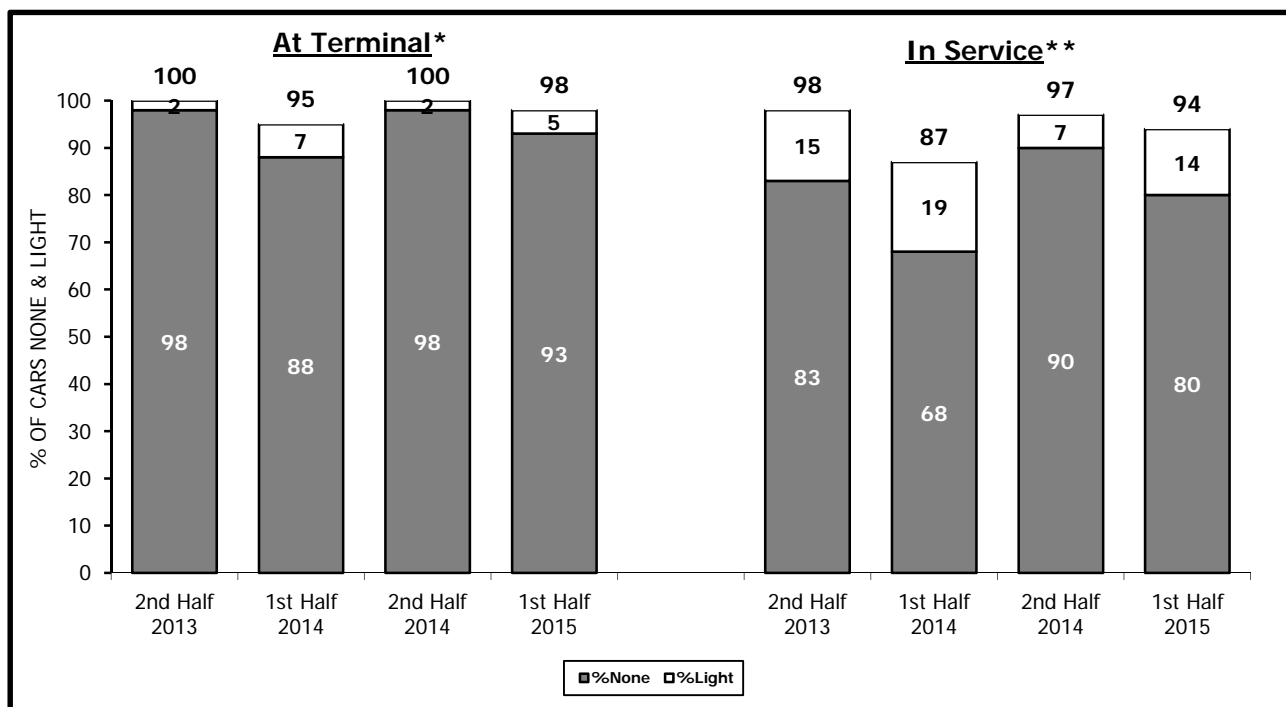
Functioning Equipment									
% Cars with No Broken Door Panels		100		100		100		100	
Lighting Conditions in Cars ¹		100		100		100		100	
Climate Control Conditions in Cars ²		93		85		95		78	

Operations									
% Conductors in Proper Uniform		100		100		100		100	

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

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

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



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Litter Conditions in Cars (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

Semi-Annual Results

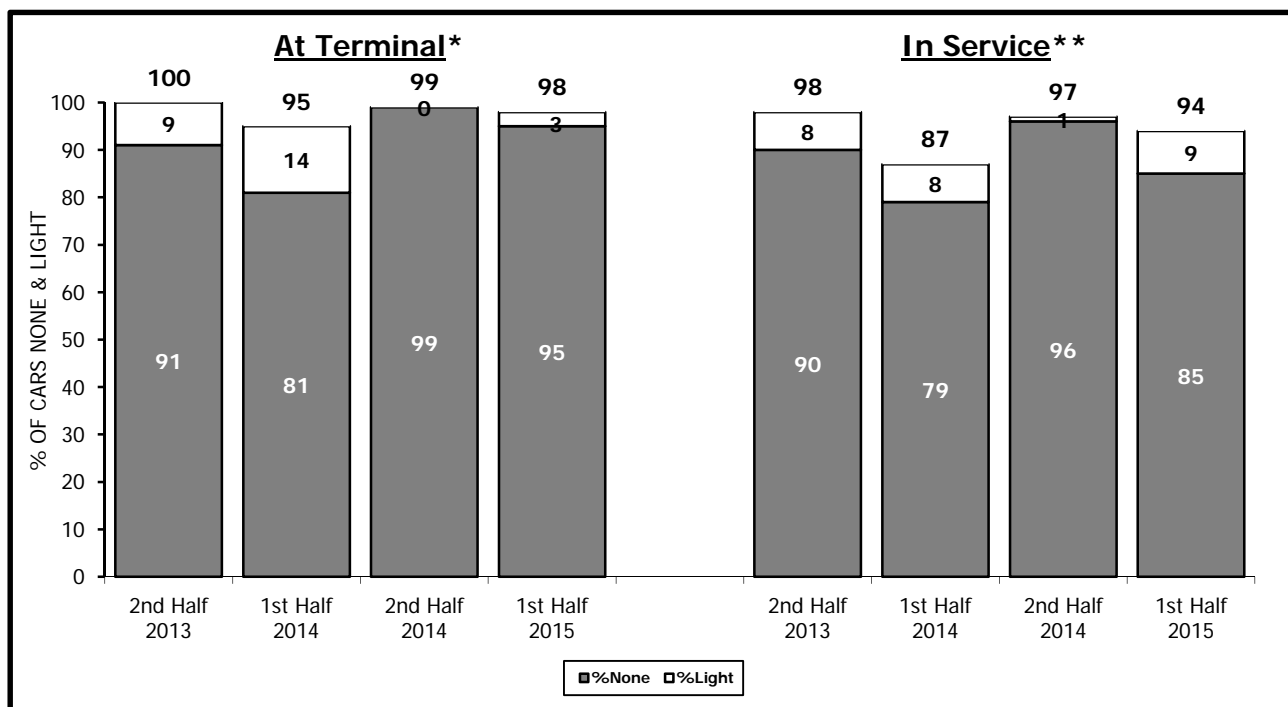
	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2015	93%	5%	0%	2%	80%	14%	0%	6%
2nd Half 2014	98%	2%	0%	0%	90%	7%	0%	3%
1st Half 2014	88%	7%	0%	5%	68%	19%	0%	13%
2nd Half 2013	98%	2%	0%	0%	83%	15%	0%	2%

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

1st Half 2015 vs. 1st Half 2014: the "At Terminal" results (+3%) remained statistically unchanged while the "In Service" results (+7%) showed a statistically significant increase.

Passenger Environment Survey

Cleanliness Conditions on Staten Island Railway (SIR) Cars



* Measured throughout the day at St. George Ferry Terminal

** Measured throughout the day while in service.

Definition

Cleanliness of Car Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	At Terminal				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2015	95%	3%	0%	2%	85%	9%	0%	6%
2nd Half 2014	99%	0%	0%	1%	96%	1%	0%	3%
1st Half 2014	81%	14%	0%	5%	79%	8%	0%	13%
2nd Half 2013	91%	9%	0%	0%	90%	8%	0%	2%

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

1st Half 2015 vs. 1st Half 2014: the "At Terminal" results (+3%) remained statistically unchanged while the "In Service" results (+7%) showed a statistically significant increase.

Passenger Environment Survey

Staten Island Railway (SIR) Stations Results

The Staten Island Railway stations PES consists of five (5) indicators. All remained statistically unchanged when comparing the 1st Half 2015 to the 1st Half 2014. The table below depicts the results for the 1st Half of 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

			2013	2014		2015
Cleanliness and Appearance			2nd Half	1st Half	2nd Half	1st Half
Litter Conditions in Stations		% None	5	25	9	16
Presence of Litter See Chart 8	Includes Trackbed component	% Light	67	45	65	52
		% Moderate	28	22	26	27
		% Heavy	0	8	0	5
	Measured without Trackbed component	% None	59	41	53	51
		% Light	33	41	41	25
		% Moderate	8	11	6	21
		% Heavy	0	7	0	3
Floor and Seat Cleanliness Conditions in Stations		% None	65	48	63	57
Degree of Dirtiness See Chart 9		% Light	27	35	33	23
		% Moderate	8	9	4	16
		% Heavy	0	8	0	4
Graffiti Conditions in Stations		% None	81	79	94	69
Presence of Graffiti		% Light	19	14	5	24
		% Moderate	0	7	1	6
		% Heavy	0	0	0	1

Customer Information

% Stations with Correct Customer Information Center (CIC)	95	98	90	95
---	----	----	----	----

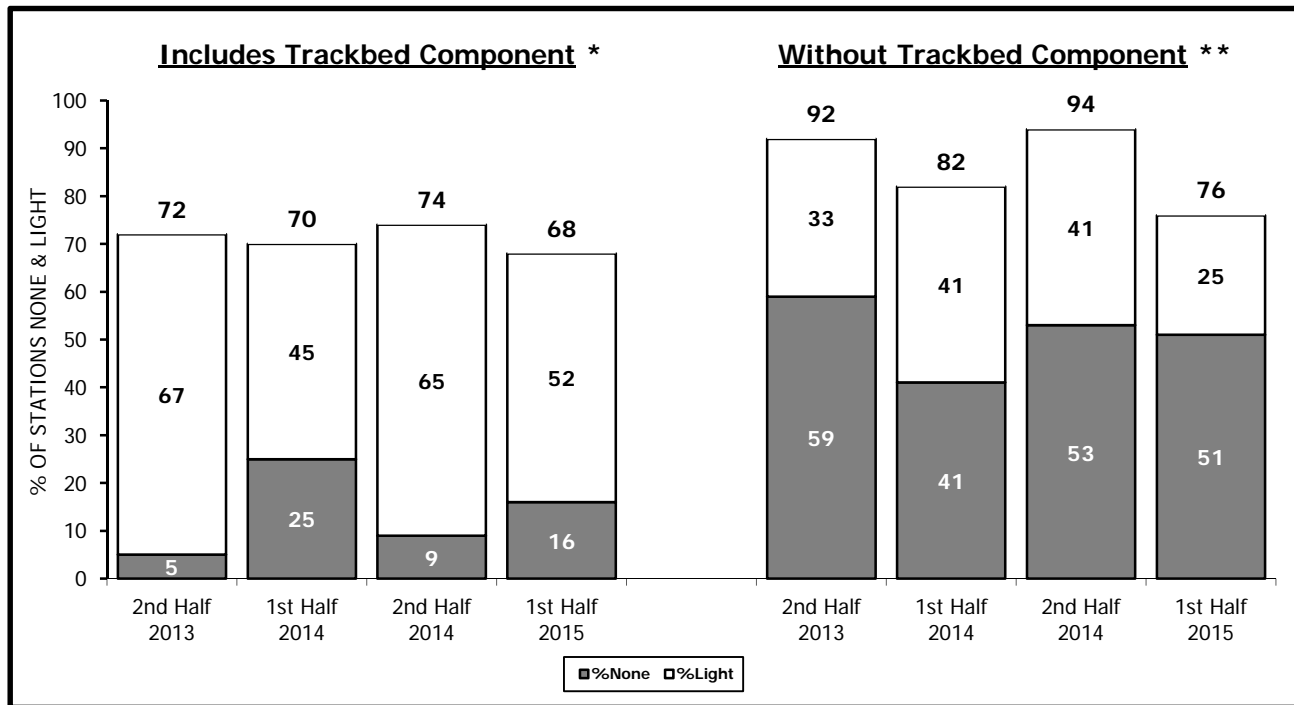
Functioning Equipment

% Trash Receptacles Usable in Stations	100	99	99	100
--	-----	----	----	-----

All surveys done after heavy passenger utilization (post AM Peak).

Passenger Environment Survey

Litter Conditions in Staten Island Railway (SIR) Stations



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

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

Definition

Litter Conditions in Stations (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

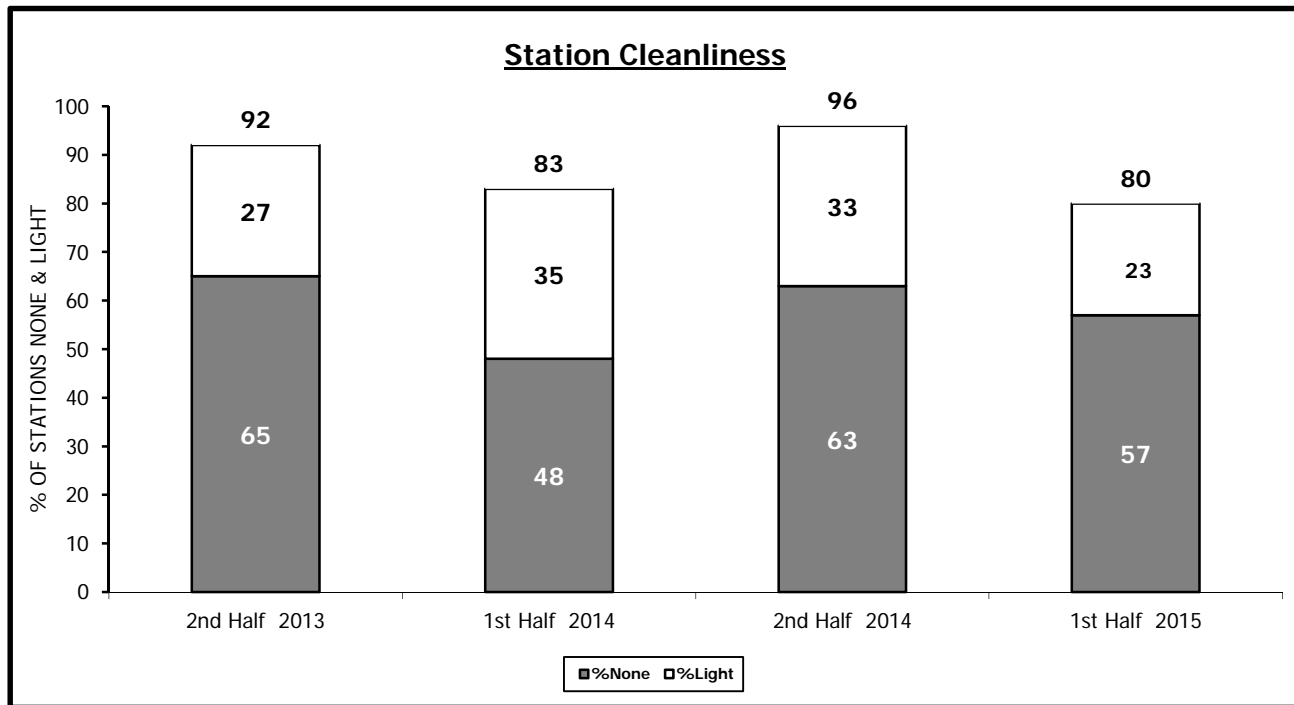
Semi-Annual Results

	Includes Trackbed Component				Without Trackbed Component			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2015	16%	52%	27%	5%	51%	25%	21%	3%
2nd Half 2014	9%	65%	26%	0%	53%	41%	6%	0%
1st Half 2014	25%	45%	22%	8%	41%	41%	11%	7%
2nd Half 2013	5%	67%	28%	0%	59%	33%	8%	0%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

1st Half 2015 vs. 1st Half 2014: Both Litter results, with and without Trackbed component remained statistically unchanged.

Passenger Environment Survey
Cleanliness Conditions in Staten Island Railway (SIR) Stations



Definition

Cleanliness of Stations Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	Cleanliness			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2015	57%	23%	16%	4%
2nd Half 2014	63%	33%	4%	0%
1st Half 2014	48%	35%	9%	8%
2nd Half 2013	65%	27%	8%	0%

Discussion of Results: an increase/decrease of less than 10% is statistically unchanged.

1st Half 2015 vs. 1st Half 2014: the Cleanliness results remained statistically unchanged.



STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

NYC Transit's weekday service quality indicators, which include bus performance indicators and the Passenger Environment Survey (PES), are reported on a semi-annual basis.

The bus performance section shows data on a systemwide basis for the most recent half-year, January - June 2015, and the previous three half-year periods. The PES section includes a summary of all indicators (Local bus and Express bus) that also compares the most recent half-year to the prior three periods.

Bus Service Performance

Wait Assessment is measured on weekdays. A detailed definition of Wait Assessment and the corresponding results on a borough-representative sample of 42 high-volume bus routes (which includes nine associated limited-stop service and four select bus service routes) are presented on the following pages.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for local buses and 12 for Express Buses.

Of the 38 indicators, 32 indicators remained statistically unchanged while six (6) increased when comparing First Half 2015 and First Half 2014. For PES indicators that rate Bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating.

The results for all PES indicators for First Half 2015 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

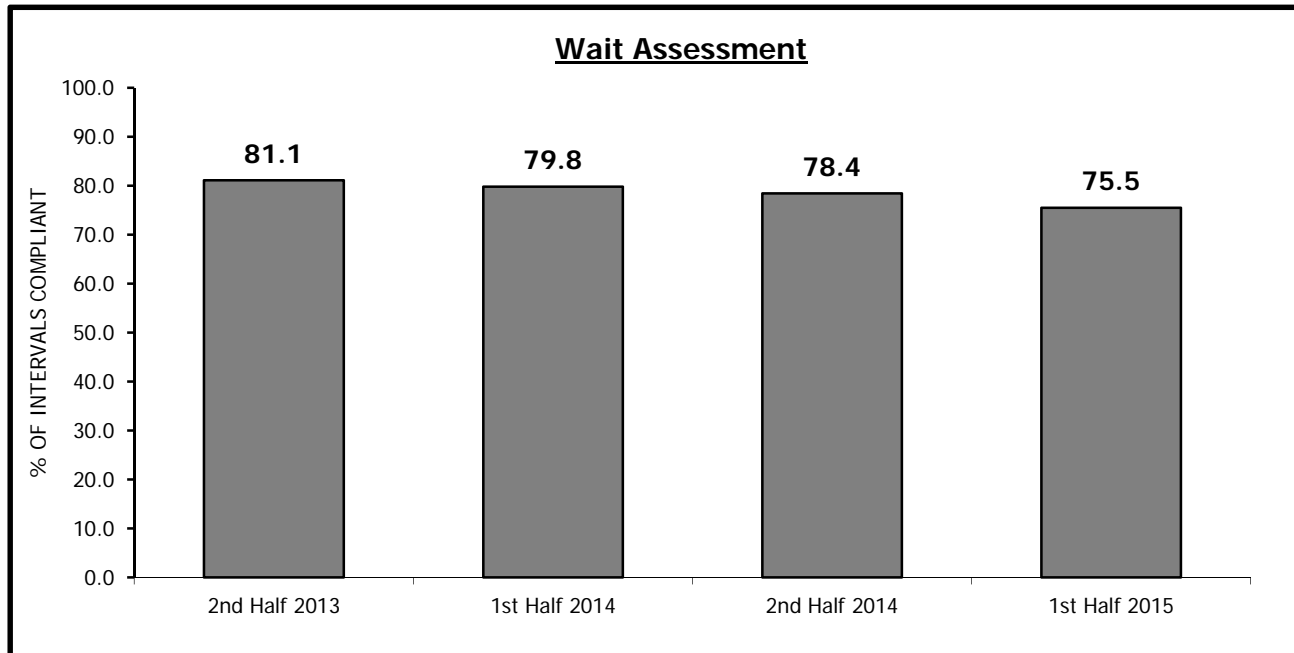
Bus Wait Assessment showed a statistically significant decline (-4.3%) from 79.8% in the First Half 2014 to 75.5% in the First Half 2015. The First Half 2015 results are based on Bus Time data for the 42 high-volume routes as compared to sample data used for the First Half 2014. Out of the 38 Local and Express Bus passenger environment indicators, 32 indicators remained statistically unchanged while six (6) increased when comparing the First Half 2015 to First Half 2014.

IMPROVEMENTS

	2014 1st Half	2015 1st Half	Net Change
Local Buses			
Litter Conditions on Local Buses (In Service)	84%	89%	+5%
Cleanliness Conditions on Local Buses (In Service)	83%	86%	+3%
Buses with No Clouded Windows	95%	99%	+4%
Buses with No Exterior Graffiti	97%	100%	+3%

Express Buses			
Litter Conditions on Express Buses (In Service)	90%	94%	+4%
Cleanliness Conditions on Express Buses (In Service)	92%	95%	+3%

Bus Performance Indicator



Definition

Wait Assessment is measured on weekdays. It is defined as the percentage of observed service intervals that are no more than the scheduled interval plus 3 minutes during peak (7 a.m. – 9 a.m., 4 p.m. – 7 p.m.) and plus 5 during off-peak (12 a.m. – 7 a.m., 9 a.m. – 4 p.m., 7 p.m. – 12 a.m.)

The results presented are for a sample of 42 high-volume bus routes (which includes nine associated limited-stop service and four select bus service routes)

2015 Annual Goals: Wait Assessment: 81.4%

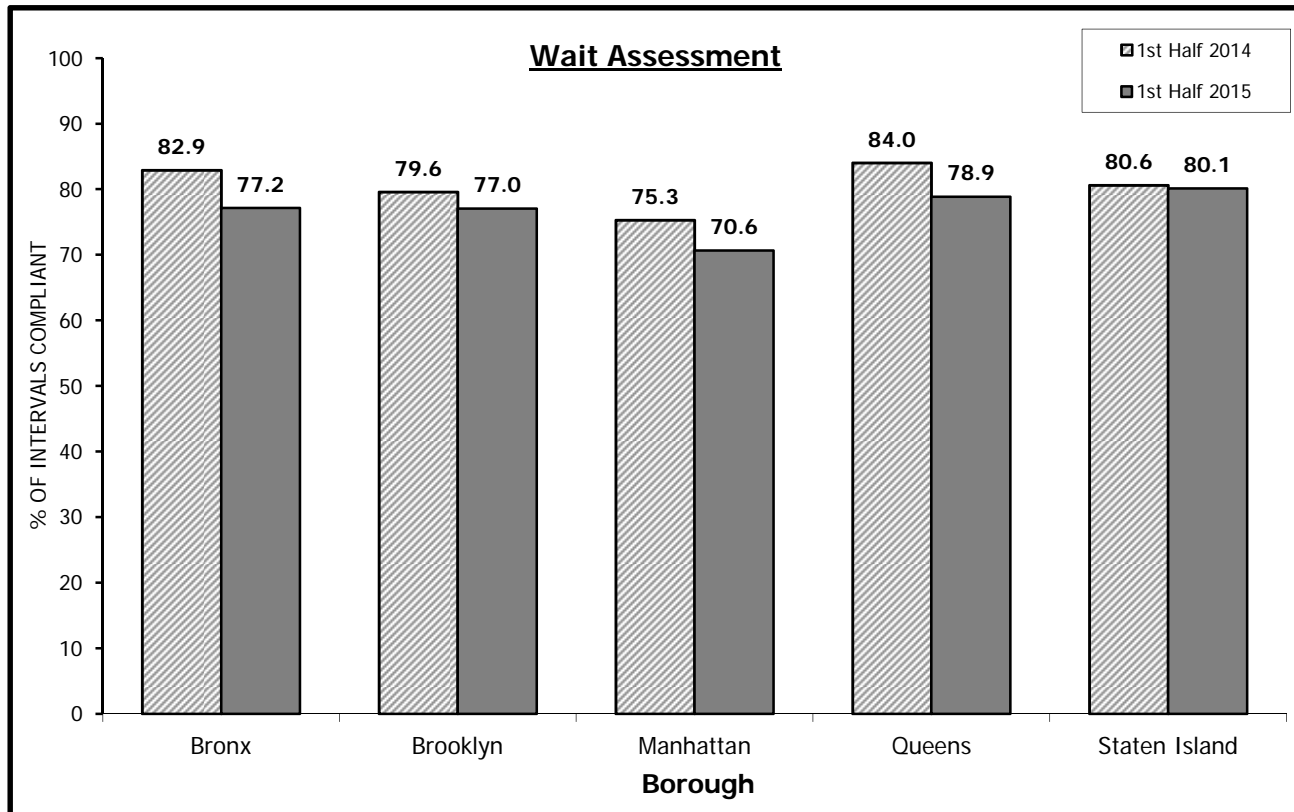
Semi-Annual Results

<u>Wait Assessment</u>	
1st Half 2015	75.5%
2nd Half 2014	78.4%
1st Half 2014	79.8%
2nd Half 2013	81.1%

Discussion of Results: an increase/decrease of less than 1% is statistically unchanged.

1st Half 2015 vs. 1st Half 2014: Bus Wait Assessment showed a statistically significant decline (-4.3%) when comparing the 1st Half 2015 to the 1st Half 2014.

Bus Performance Indicator



Bus Performance Indicator

Route	2013	2014		2015
	<u>2nd Half</u>	<u>1st Half</u>	<u>2nd Half</u>	<u>1st Half</u>
Bronx	83.1%	82.9%	80.8%	77.2%
Bx1/2	80.7%	81.6%	78.8%	77.0%
Bx1/2 Ltd.	82.2%	82.8%	78.4%	77.5%
Bx9	86.6%	84.5%	82.2%	80.6%
Bx12	86.6%	82.6%	82.0%	77.3%
SBS12	87.3%	86.5%	84.9%	80.8%
Bx15	76.8%	78.8%	75.2%	71.4%
Bx15 Ltd.	76.0%	75.6%	72.9%	68.5%
Bx19	80.5%	82.6%	79.4%	78.0%
Bx36 ¹	82.4%	81.4%	81.2%	76.3%
Bx40/42	83.8%	84.0%	83.4%	75.3%
Bx41	86.2%	85.8%	84.4%	79.4%
SBS41	87.6%	89.0%	86.5%	83.7%
Brooklyn	79.3%	79.6%	77.9%	77.0%
B6	79.8%	80.9%	80.4%	80.4%
B6 Ltd.	81.2%	81.2%	77.2%	78.1%
B15	78.7%	76.1%	73.5%	73.3%
B35	83.6%	79.9%	78.4%	75.8%
B35 Ltd.	82.9%	79.3%	77.4%	74.1%
B41	77.4%	76.5%	73.7%	74.0%
B41 Ltd.	78.0%	76.6%	73.3%	73.9%
B44	69.5%	74.6%	76.3%	76.7%
SBS44	N/A	86.9%	85.3%	86.0%
B46	80.4%	78.7%	77.6%	74.7%
B46 Ltd.	83.6%	80.1%	77.8%	75.6%
B63	82.1%	83.8%	83.6%	81.8%

¹ Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

Bus Performance Indicator (continued)

Route	2013	2014		2015
	2nd Half	1st Half	2nd Half	1st Half
Manhattan	79.0%	75.3%	73.6%	70.6%
M1 ¹	73.6%	73.6%	72.6%	63.0%
M2 ²	78.2%	73.1%	70.5%	67.8%
M3	75.6%	71.8%	70.1%	66.5%
M4 ¹	69.9%	71.4%	68.5%	66.1%
M7	78.6%	72.3%	72.0%	67.6%
M10/20	82.6%	81.8%	78.3%	75.5%
M14	84.7%	82.0%	79.6%	77.2%
M15	77.4%	67.0%	67.8%	69.5%
SBS15	81.0%	67.3%	67.7%	64.0%
M31	80.1%	75.6%	76.3%	77.3%
M50	86.9%	85.8%	85.1%	82.2%
M66	80.2%	79.3%	80.2%	77.9%
M86	84.5%	80.6%	80.2%	78.1%
M101/2/3	68.2%	68.0%	68.8%	63.0%
M101 Ltd	77.0%	71.2%	65.4%	60.1%
M104	85.1%	83.9%	74.4%	74.4%
Queens	85.6%	84.0%	82.8%	78.9%
Q43 ¹	88.5%	85.3%	82.9%	77.8%
Q44/20	86.8%	85.5%	86.9%	81.3%
Q44 Ltd.	87.8%	82.2%	82.0%	74.9%
Q46 ¹	84.4%	84.5%	82.2%	80.3%
Q58	83.0%	83.0%	81.8%	78.6%
Q83 ¹	87.2%	86.9%	84.3%	81.0%
Q85 ¹	81.4%	80.3%	79.7%	78.1%
Staten Island	80.9%	80.6%	81.7%	80.1%
S44 ¹	77.8%	81.4%	80.6%	80.6%
S48 ¹	82.1%	85.1%	84.4%	81.8%
S53 ¹	90.4%	85.9%	88.1%	87.7%
S74 ¹	74.6%	73.8%	75.9%	74.9%
S76 ¹	80.9%	79.6%	81.2%	78.6%
S78	75.7%	72.8%	74.5%	73.2%
SBS79	85.0%	85.7%	87.3%	84.0%

¹Due to the short span of limited service provided by this route, the limited service was included in the regular route analysis.

²This route operates all-limited service during specific times of the day. The limited service was included in the overall analysis of this route.

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. 22 remained statistically unchanged while four (4) showed an increase when comparing the 1st Half 2015 to the 1st Half 2014. The table below depicts the results for the 1st Half 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2013		2014				2015	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	92	39	89	37	90	37	86	42
Presence of Litter	% Light	7	45	10	47	9	49	12	47
See Chart 1	% Moderate	0	3	0	4	0	2	0	1
	% Heavy	1	13	1	12	1	12	2	10
Exterior Dirt Condition of Buses	% None	100	98	96	92	99	92	96	89
Degree of Dirtiness	% Light	0	2	4	7	1	8	4	8
	% Moderate	0	0	0	1	0	0	0	2
	% Heavy	0	0	0	0	0	0	0	1
Cleanliness of Bus Interior	% None	95	80	93	71	91	70	88	74
Degree of Dirtiness	% Light	4	5	5	12	7	16	9	12
See Chart 2	% Moderate	0	2	1	4	1	2	1	4
	% Heavy	1	13	1	13	1	12	2	10
% Buses with No Damaged Panels		96		97		96		95	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchitied Windows		88		91		93		93	
% Buses with No Clouded Windows		95		95		99		99	
% Buses with No Interior Graffiti		94		88		89		90	
% Buses with No Exterior Graffiti		95		97		100		100	
Customer Information									
% Buses with Readable/Correct Front Sign		100		100		100		100	
% Buses with Correct Electronic Side Sign		100		100		100		100	
% Buses with Correct Rear Sign		100		100		99		99	
% Bus Announcements that are Understandable/Correct		49		53		56		54	
% Buses with Priority Seating Stickers		98		97		99		99	
% Buses Displaying a Correct/Legible Bus Map ¹		59		81		90		83	
Functioning Equipment									
Climate Control Conditions in Buses ¹		93		95		92		93	
% Buses with Operative Kneeling Feature		100		100		100		100	
% Buses with Operative Wheelchair Lift		99		98		98		97	
% Buses with Operating Windows		94		97		98		99	
% Buses with Operative Rear Door		100		100		99		99	
Operations									
% Bus Stops where Buses Board/Discharge Passengers Appropriately		98		98		99		98	
% Bus Operators in Proper Uniform		100		100		100		100	
% Bus Operators Properly Displaying Badges		100		98		98		96	

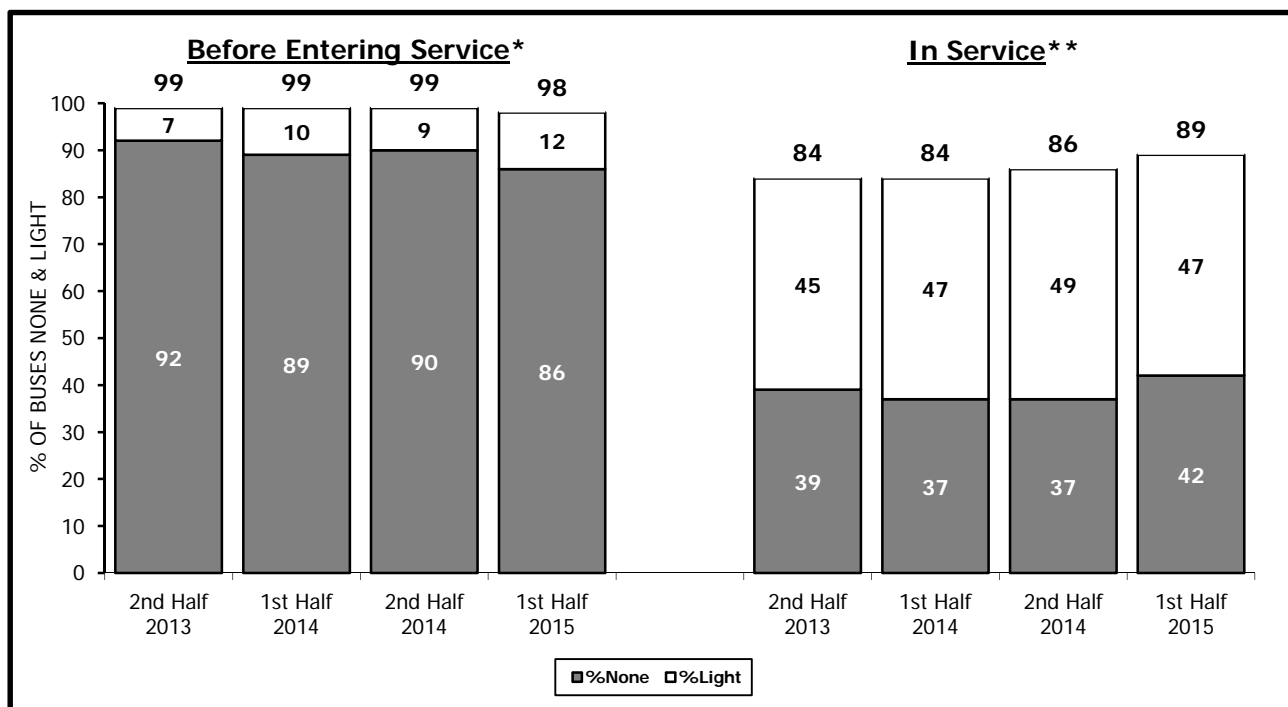
¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2015 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

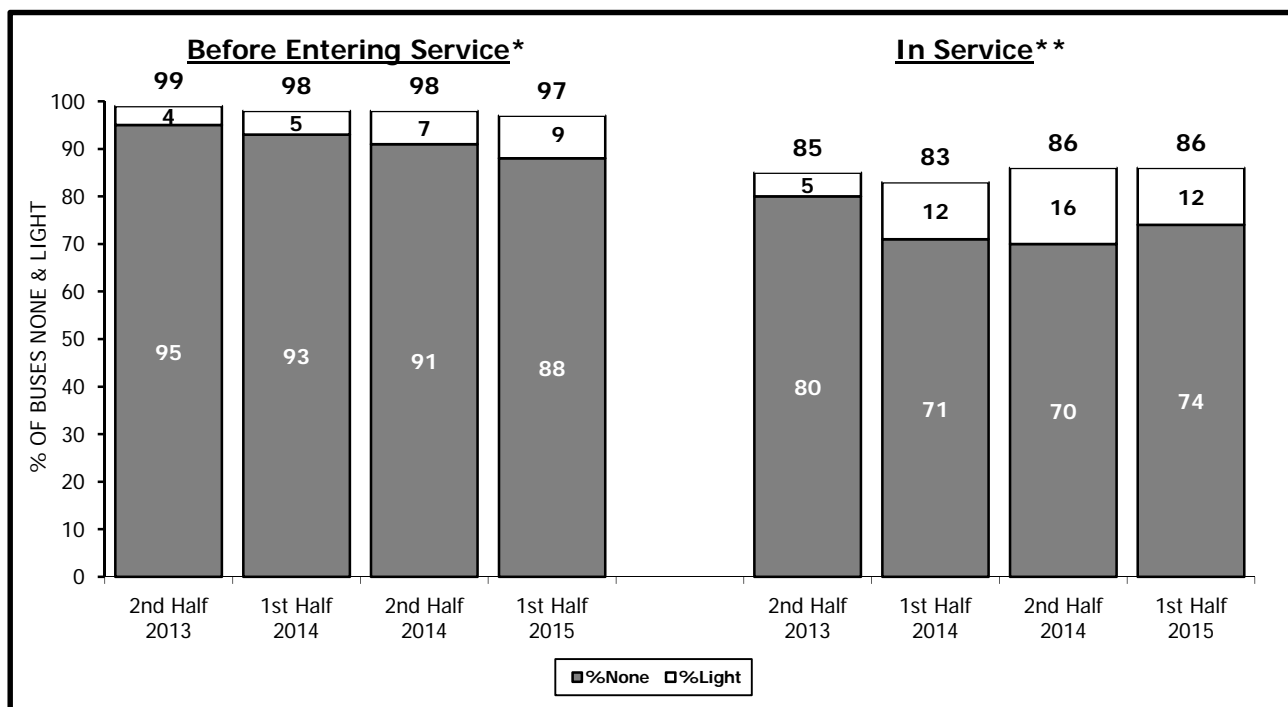
	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2015	86%	12%	0%	2%	42%	47%	1%	10%
2nd Half 2014	90%	9%	0%	1%	37%	49%	2%	12%
1st Half 2014	89%	10%	0%	1%	37%	47%	4%	12%
2nd Half 2013	92%	7%	0%	1%	39%	45%	3%	13%

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

1st Half 2015 vs. 1st Half 2014: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed an increase (+5%) when comparing the 1st Half 2015 to the 1st Half 2014.

Passenger Environment Survey

Cleanliness Conditions on Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

2015 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2015	88%	9%	1%	2%	74%	12%	4%	10%
2nd Half 2014	91%	7%	1%	1%	70%	16%	2%	12%
1st Half 2014	93%	5%	1%	1%	71%	12%	4%	13%
2nd Half 2013	95%	4%	0%	1%	80%	5%	2%	13%

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

1st Half 2015 vs. 1st Half 2014: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed an increase (+3%) when comparing the 1st Half 2015 to the 1st Half 2014.

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which 10 remained statistically unchanged while two (2) showed an increase when comparing the 1st Half 2015 to the 1st Half 2014. The table below depicts the results for the 1st Half 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2013		2014				2015	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	In Service	Before Service	In Service	Before Service	In Service	Before Service	In Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	92	58	88	68	88	68	89	67
<i>Presence of Litter</i>	% Light	7	31	11	22	11	26	10	27
	% Moderate	0	2	0	2	0	1	0	0
	% Heavy	1	9	1	8	1	5	1	6
<i>See Chart 3</i>									
Exterior Dirt Condition of Buses	% None	100	97	95	92	95	90	95	91
<i>Degree of Dirtiness</i>	% Light	0	2	5	6	4	10	4	7
	% Moderate	0	0	0	0	1	0	1	2
	% Heavy	0	1	0	2	0	0	0	0
Cleanliness of Bus Interior	% None	98	85	95	85	96	85	95	85
<i>Degree of Dirtiness</i>	% Light	1	4	4	7	3	10	4	10
	% Moderate	0	2	0	1	0	0	0	0
	% Heavy	1	9	1	7	1	5	1	5
<i>See Chart 4</i>									
% Buses with No Damaged Panels		99		99		98		99	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		98		96		95		97	
% Buses with No Exterior Graffiti		100		100		100		100	

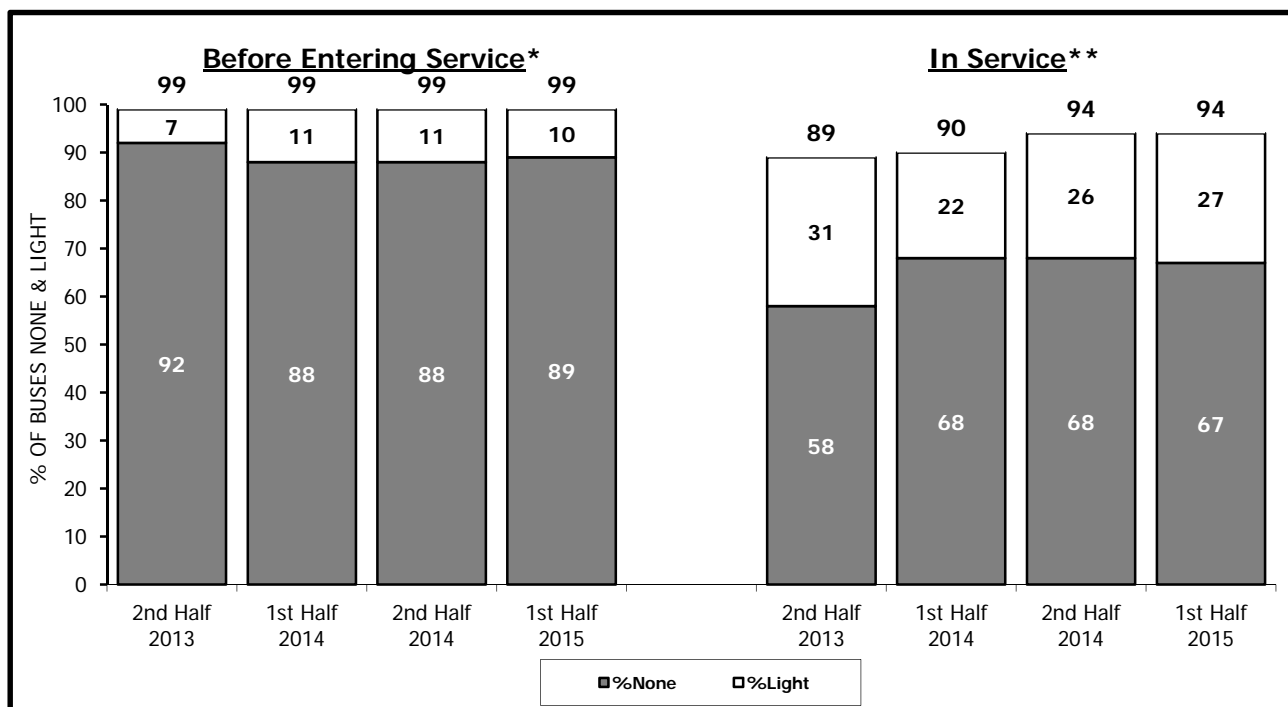
Functioning Equipment									
% of Operative Reading Lights on Buses		92		95		94		96	
% of Operative Reclining Seats on Buses		95		96		96		95	

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

2015 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

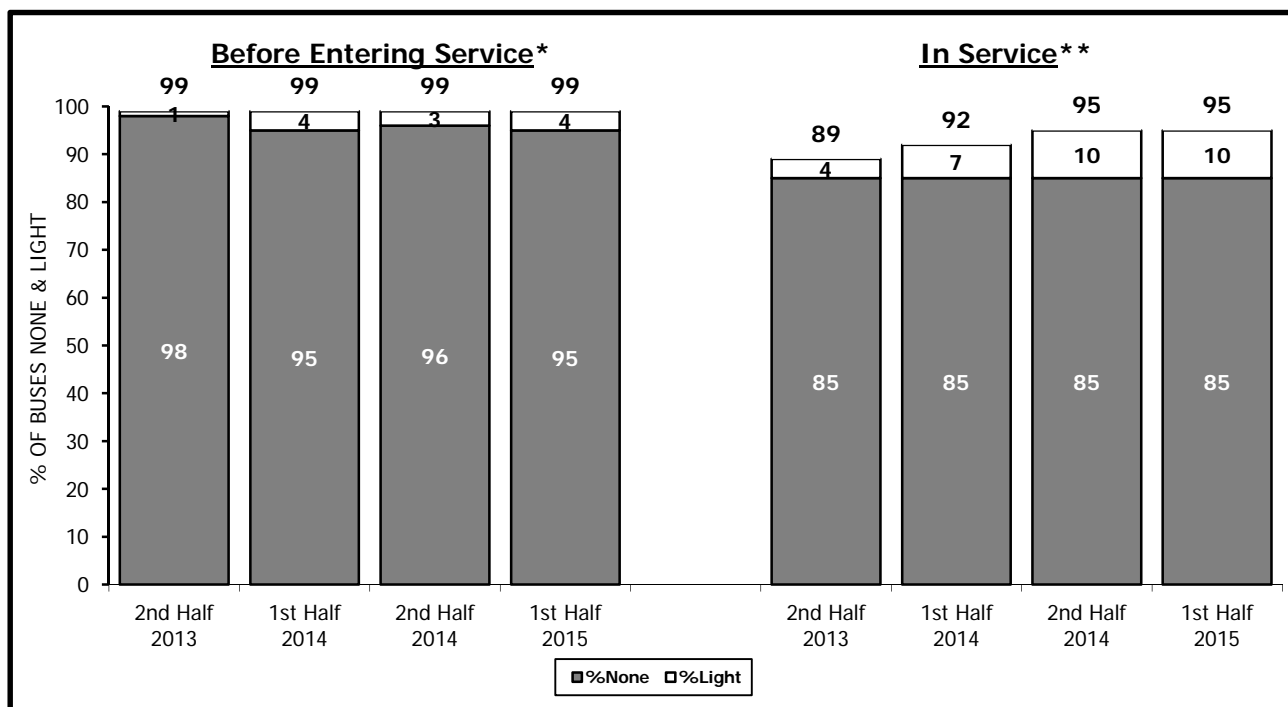
	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2015	89%	10%	0%	1%	67%	27%	0%	6%
2nd Half 2014	88%	11%	0%	1%	68%	26%	1%	5%
1st Half 2014	88%	11%	0%	1%	68%	22%	2%	8%
2nd Half 2013	92%	7%	0%	1%	58%	31%	2%	9%

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

1st Half 2015 vs. 1st Half 2014: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed an increase (+4%) when comparing the 1st Half 2015 to the 1st Half 2014.

Passenger Environment Survey

Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

2015 Annual Goals: (% none & light) Before Entering Service: 99.9% In Service: N/A

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2015	95%	4%	0%	1%	85%	10%	0%	5%
2nd Half 2014	96%	3%	0%	1%	85%	10%	0%	5%
1st Half 2014	95%	4%	0%	1%	85%	7%	1%	7%
2nd Half 2013	98%	1%	0%	1%	85%	4%	2%	9%

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

1st Half 2015 vs. 1st Half 2014: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed an increase (+3%) when comparing the 1st Half 2015 to the 1st Half 2014.

Report



Bus Company

STANDARD FOLLOW-UP REPORTS: SERVICE QUALITY INDICATORS

Introduction

MTA Bus weekday Passenger Environment Survey (PES) results are reported on a semi-annual basis. This section includes a summary of all indicators (Local bus and Express bus) on a systemwide basis for the most recent half-year, January - June 2015, and the previous three half-year periods.

Passenger Environment Survey

The PES measures the environment of buses from a customer-oriented perspective. It includes 38 indicators: 26 for Local Buses and 12 for Express Buses.

Of the 26 local bus indicators, two (2) improved and twenty-four (24) remained unchanged when comparing First Half 2015 and First Half 2014. Of the 12 express bus indicators, two (2) improved, one (1) declined and nine (9) indicators remained the same. For PES indicators that rate bus environments as "None," "Light," "Moderate" and "Heavy," the indicator changes are a measure of the combined "None" and "Light" rating with changes of 3% or greater deemed significant.

The results for all PES indicators for First Half 2015 and the previous three half-year periods are presented on the following pages, along with graphical results for both the litter and cleanliness indicators for each environment.

Significant Indicator Improvements/Declines

Out of the 38 indicators, thirty three (33) remained statistically the same, four (4) improved and one (1) declined when comparing the First Half 2014 to the First Half 2015.

Improved

Local Buses			Net
	1st Half 2014	1st Half 2015	Change
Buses Displaying a Correct/Legible Bus Map	77%	84%	+7%
Cleanliness of Bus Interiors (In Service)	90%	93%	+3%

Express Buses

Operative Reclining Seats on Buses	82%	92%	+10%
Exterior Dirt Conditions on Buses (Before Entering Service)	95%	99%	+4%

Declined

Express Buses

Litter Conditions on Buses (Before Entering Service)	97%	92%	-5%
--	-----	-----	-----

Passenger Environment Survey

Local Bus Results

The Local Bus PES consists of 26 indicators. Two (2) improved and twenty four (24) remained statistically unchanged when comparing the 1st Half 2015 to the 1st Half 2014. The table below shows the results for the 1st Half of 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2013		2014				2015	
		2nd half		1st Half		2nd Half		1st Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	82	71	80	48	74	64	77	64
Presence of Litter	% Light	11	23	15	43	15	27	16	26
See Chart 1	% Moderate	2	1	2	1	3	2	3	2
	% Heavy	5	5	3	8	8	7	4	8
Exterior Dirt Condition of Buses	% None	93	97	83	84	96	97	80	86
Degree of Dirtiness	% Light	6	3	16	15	4	3	19	12
	% Moderate	1	0	1	1	0	0	1	2
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	77	90	82	85	75	90	85	89
Degree of Dirtiness	% Light	11	4	12	5	13	3	8	4
See Chart 2	% Moderate	6	2	3	2	4	2	3	1
	% Heavy	6	4	3	8	8	5	4	6
% Buses with No Damaged Panels		100		100		99		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Scratchtied Windows		82		99		99		99	
% Buses with No Clouded Windows		100		100		100		100	
% Buses with No Interior Graffiti		94		91		91		92	
% Buses with No Exterior Graffiti		100		100		100		100	

Customer Information									
% Buses with Readable/Correct Front Sign		100		100		100		100	
% Buses with Correct Electronic Side Sign		100		100		100		100	
% Buses with Correct Rear Sign		100		99		100		100	
% Bus Announcements that are Understandable/Correct		50		56		59		56	
% Buses with Priority Seating Stickers		100		98		95		96	
% Buses Displaying a Correct/Legible Bus Map		3		77		80		84	

Functioning Equipment									
Climate Control Conditions in Buses ¹		93		97		96		98	
% Buses with Operative Kneeling Feature		98		98		99		100	
% Buses with Operative Wheelchair Lift		96		95		98		95	
% Buses with Operating Windows		97		100		100		100	
% Buses with Operative Rear Door		99		100		100		100	

Operations									
% Bus Stops where Buses Board/Discharge									
Passengers Appropriately		100		100		100		100	
% Bus Operators in Proper Uniform		100		100		100		100	
% Bus Operators Properly Displaying Badges		100		100		100		100	

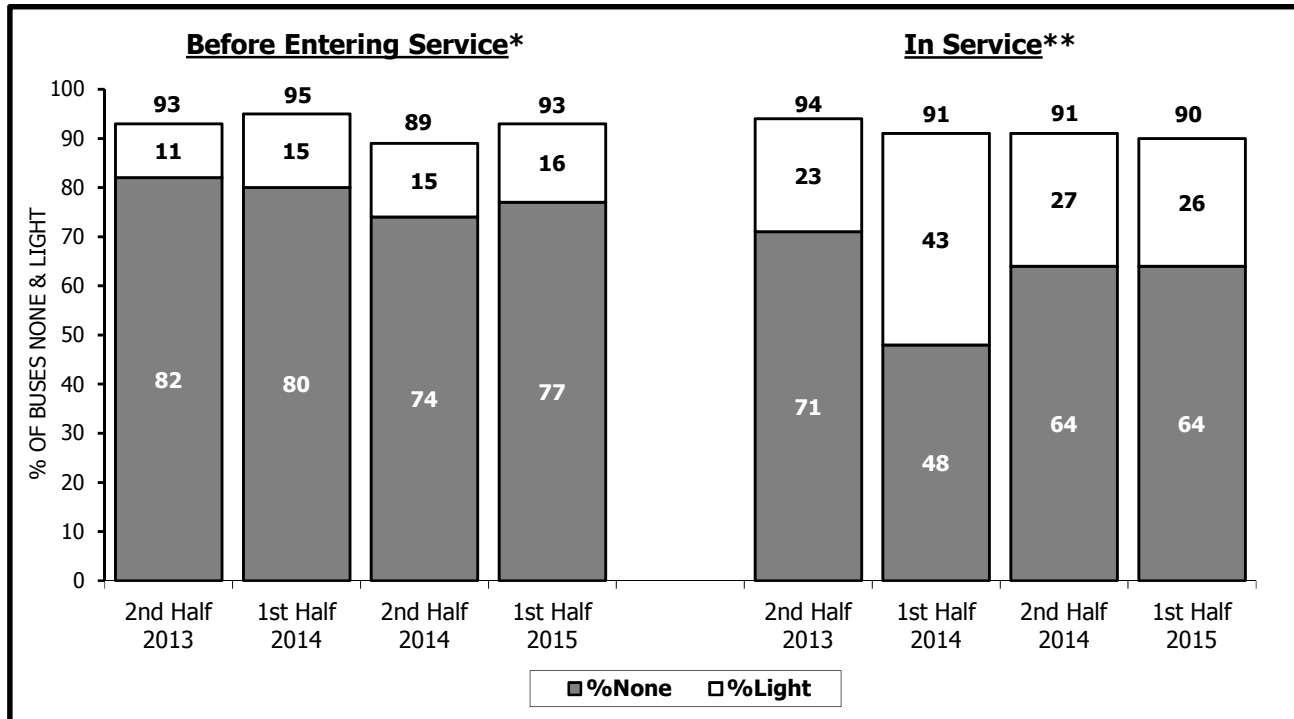
¹ % of buses with average interior temperature between 50°F and 78°F, except if ambient temperature is above 98°F, then the climate control must maintain a 20°F gradient.

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

Semi-Annual Results

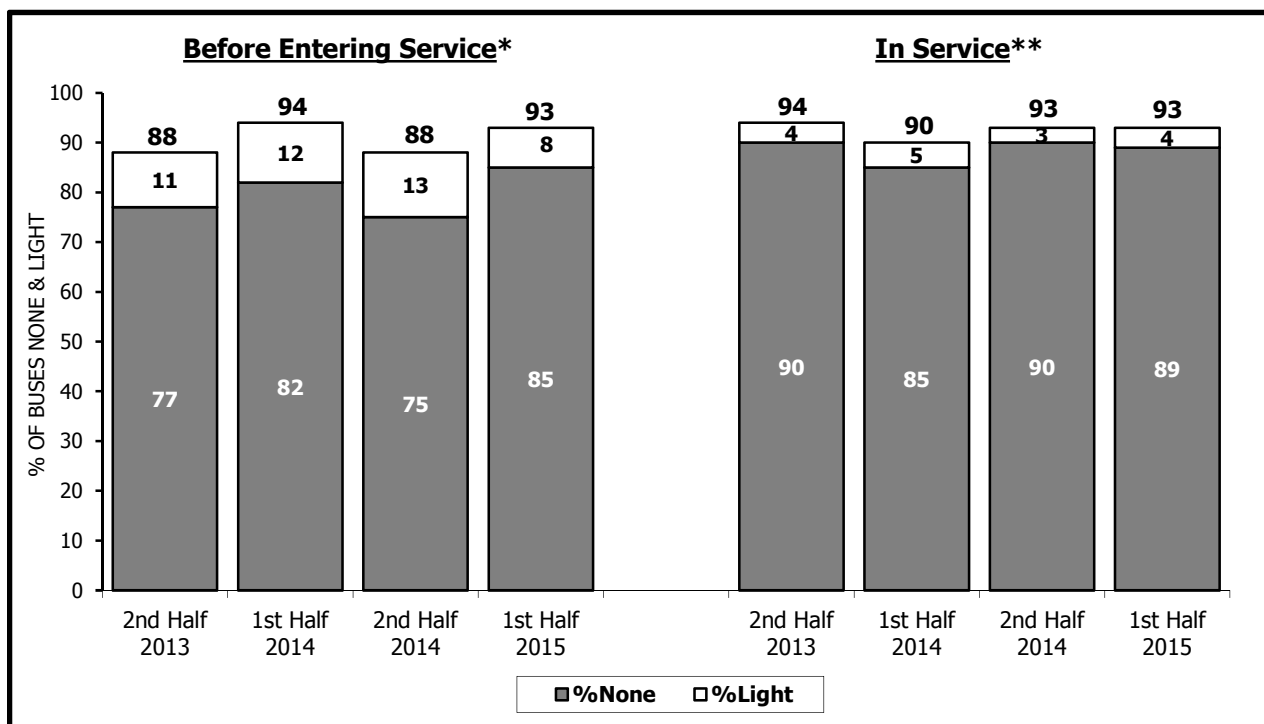
	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2015	77%	16%	3%	4%	64%	26%	2%	8%
2nd Half 2014	74%	15%	3%	8%	64%	27%	2%	7%
1st Half 2014	80%	15%	2%	3%	48%	43%	1%	8%
2nd Half 2013	82%	11%	2%	5%	71%	23%	1%	5%

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

1st Half 2015 vs. 1st Half 2014: both the "Before Entering Service" results and the "In Service" results remained statistically unchanged.

Passenger Environment Survey

Cleanliness Conditions on Local Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2015	85%	8%	3%	4%	89%	4%	1%	6%
2nd Half 2014	75%	13%	4%	8%	90%	3%	2%	5%
1st Half 2014	82%	12%	3%	3%	85%	5%	2%	8%
2nd Half 2013	77%	11%	6%	6%	90%	4%	2%	4%

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

1st Half 2015 vs. 1st Half 2014: the "Before Entering Service" results remained statistically unchanged while the "In Service" results showed a statistically significant improvement (+3%).

Passenger Environment Survey

Express Bus Results

The Express Bus PES consists of 12 indicators, of which two (2) improved, nine (9) remained statistically unchanged while one (1) showed a statistically significant decline when comparing the 1st Half 2015 to the 1st Half 2014. The table below depicts the results for the 1st Half of 2015 and the previous three half year periods. The charts on the following pages graphically present the "Litter" and "Cleanliness" indicator results for the same half-year periods.

		2013		2014				2015	
		2nd Half		1st Half		2nd Half		1st Half	
		Before Service	in Service	Before Service	in Service	Before Service	in Service	Before Service	in Service
Cleanliness and Appearance									
Litter Conditions in Buses	% None	83	92	85	85	85	92	69	83
Presence of Litter	% Light	13	6	12	11	11	6	23	13
See Chart 3	% Moderate	1	1	1	1	1	1	3	1
	% Heavy	3	1	2	3	3	1	5	3
Exterior Dirt Condition of Buses	% None	82	98	79	91	97	97	71	89
Degree of Dirtiness	% Light	14	2	16	8	3	3	28	11
	% Moderate	4	0	5	1	0	0	1	0
	% Heavy	0	0	0	0	0	0	0	0
Cleanliness of Bus Interior	% None	85	97	85	94	87	97	91	95
Degree of Dirtiness	% Light	9	2	10	2	7	2	2	1
See Chart 4	% Moderate	3	1	2	1	3	1	2	1
	% Heavy	3	0	3	3	3	0	5	3
% Buses with No Damaged Panels		99		100		100		100	
% Buses with No Cracked Windows		100		100		100		100	
% Buses with No Interior Graffiti		100		99		99		99	
% Buses with No Exterior Graffiti		100		100		100		100	

Functioning Equipment

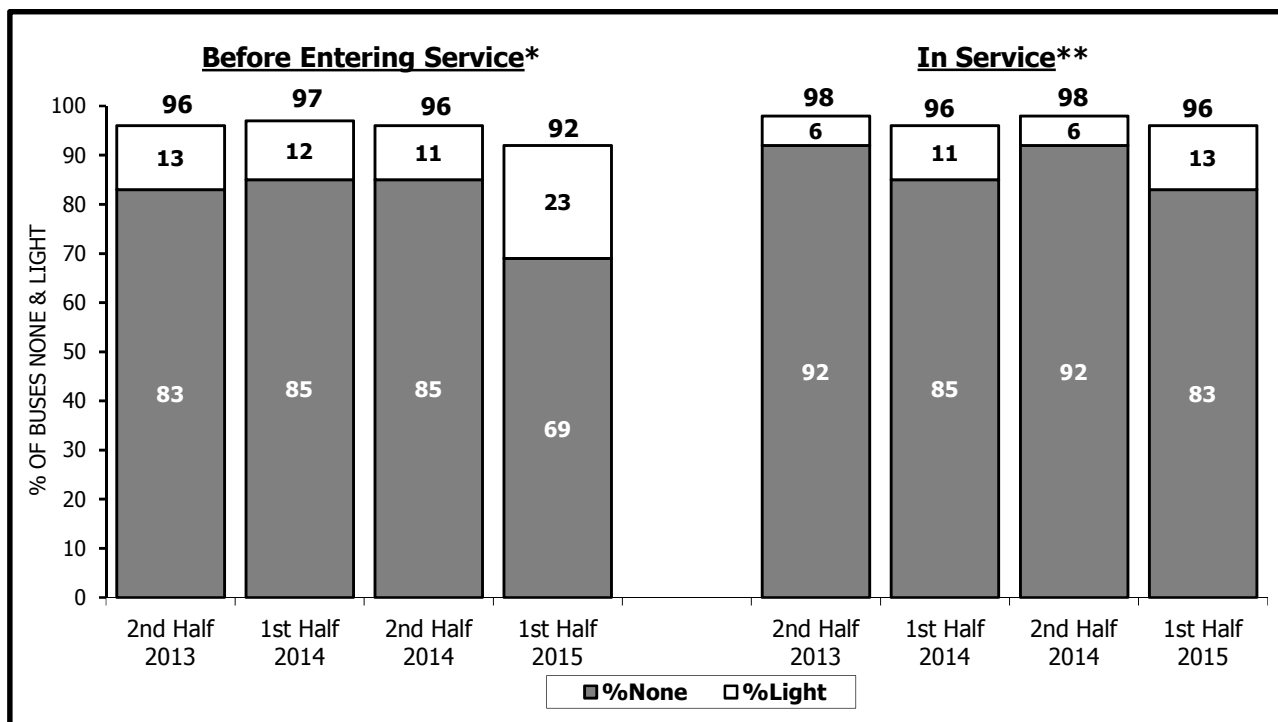
% of Operative Reading Lights on Buses	84	84	86	83
% of Operative Reclining Seats on Buses	86	82	88	92

Before Service - Surveyed at the depot before going into service.

In Service - Surveyed at terminals while in service.

Passenger Environment Survey

Litter Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Litter Conditions on Buses (Presence of Litter)

None- basically litter free;

Light- scattered dry litter;

Moderate- noticeable assortment of dry litter;

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

Semi-Annual Results

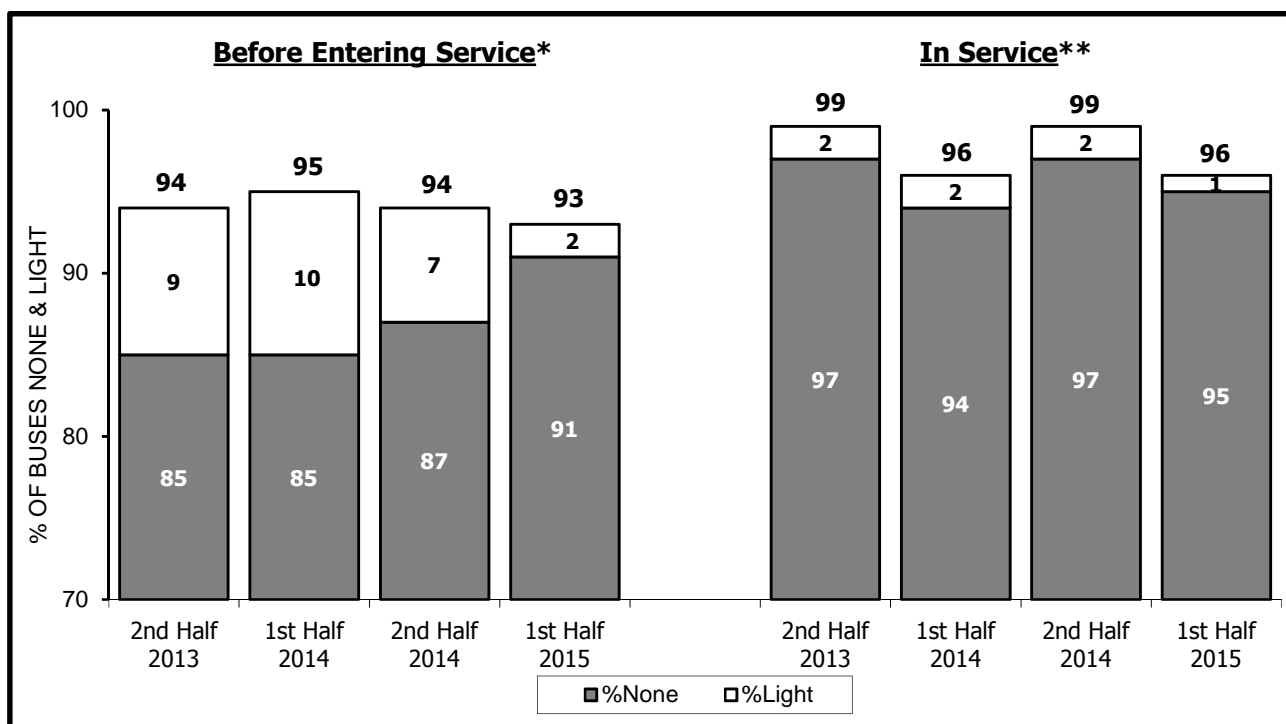
	Before Entering Service				In Service			
	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>	<u>None</u>	<u>Light</u>	<u>Mod.</u>	<u>Heavy</u>
1st Half 2015	69%	23%	3%	5%	83%	13%	1%	3%
2nd Half 2014	85%	11%	1%	3%	92%	6%	1%	1%
1st Half 2014	85%	12%	1%	2%	85%	11%	1%	3%
2nd Half 2013	83%	13%	1%	3%	92%	6%	1%	1%

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

1st Half 2015 vs. 1st Half 2014: The "Before Entering Service" results showed a statistically significant decline of (-5%). The "In Service" results remained statistically unchanged.

Passenger Environment Survey

Cleanliness Conditions on Express Buses



* Measured at the depot before going into service.

** Measured at terminals while in service.

Definition

Cleanliness of Bus Floors and Seats (Degree of Dirtiness)

None- basically dirt free;

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

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

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

Semi-Annual Results

	Before Entering Service				In Service			
	None	Light	Mod.	Heavy	None	Light	Mod.	Heavy
1st Half 2015	91%	2%	2%	5%	95%	1%	1%	3%
2nd Half 2014	87%	7%	3%	3%	97%	2%	1%	0%
1st Half 2014	85%	10%	2%	3%	94%	2%	1%	3%
2nd Half 2013	85%	9%	3%	3%	97%	2%	1%	0%

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

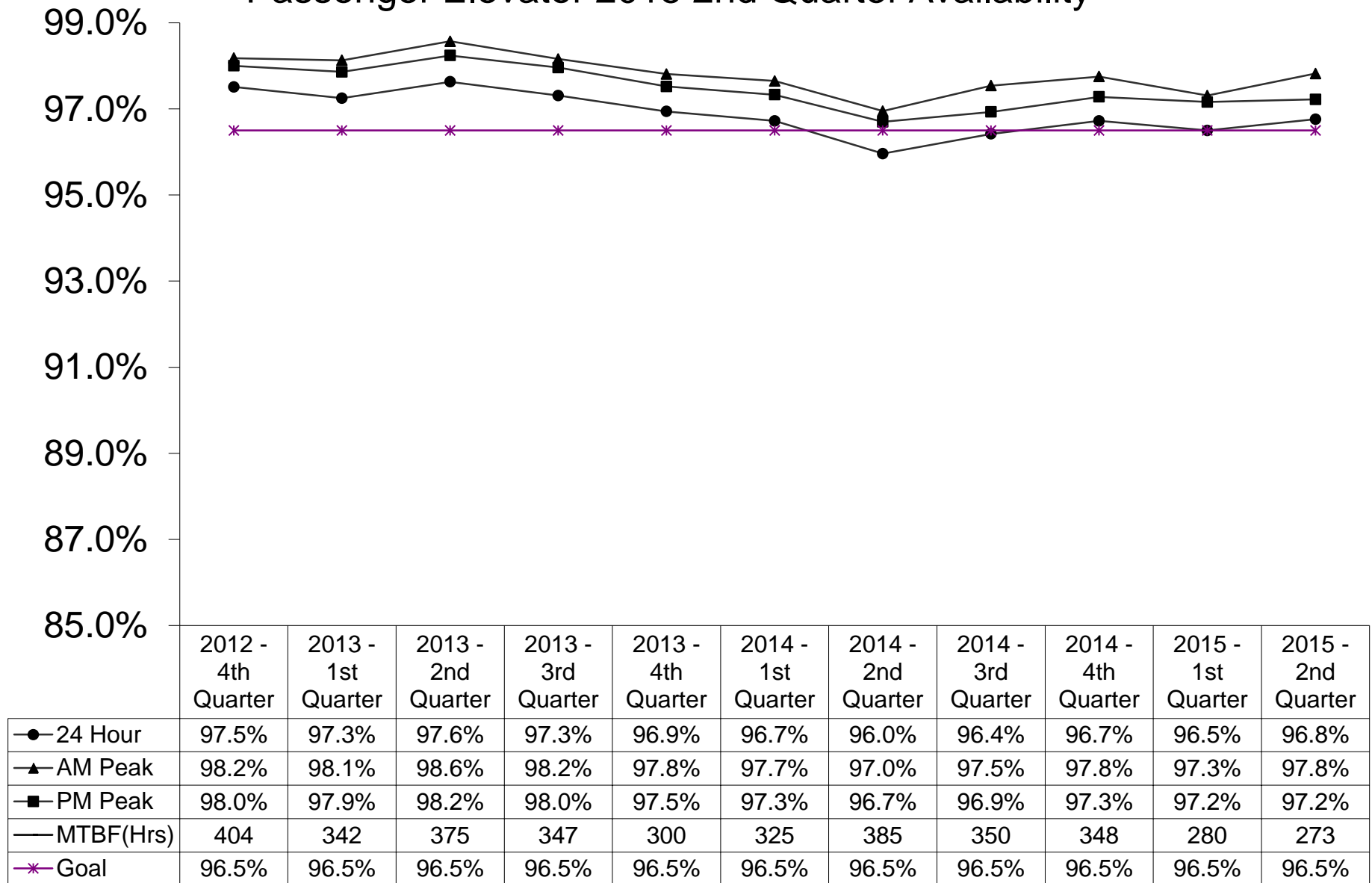
1st Half 2015 vs. 1st Half 2014: both the "Before Entering Service" results and the "In Service" results remained statistically unchanged.

ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

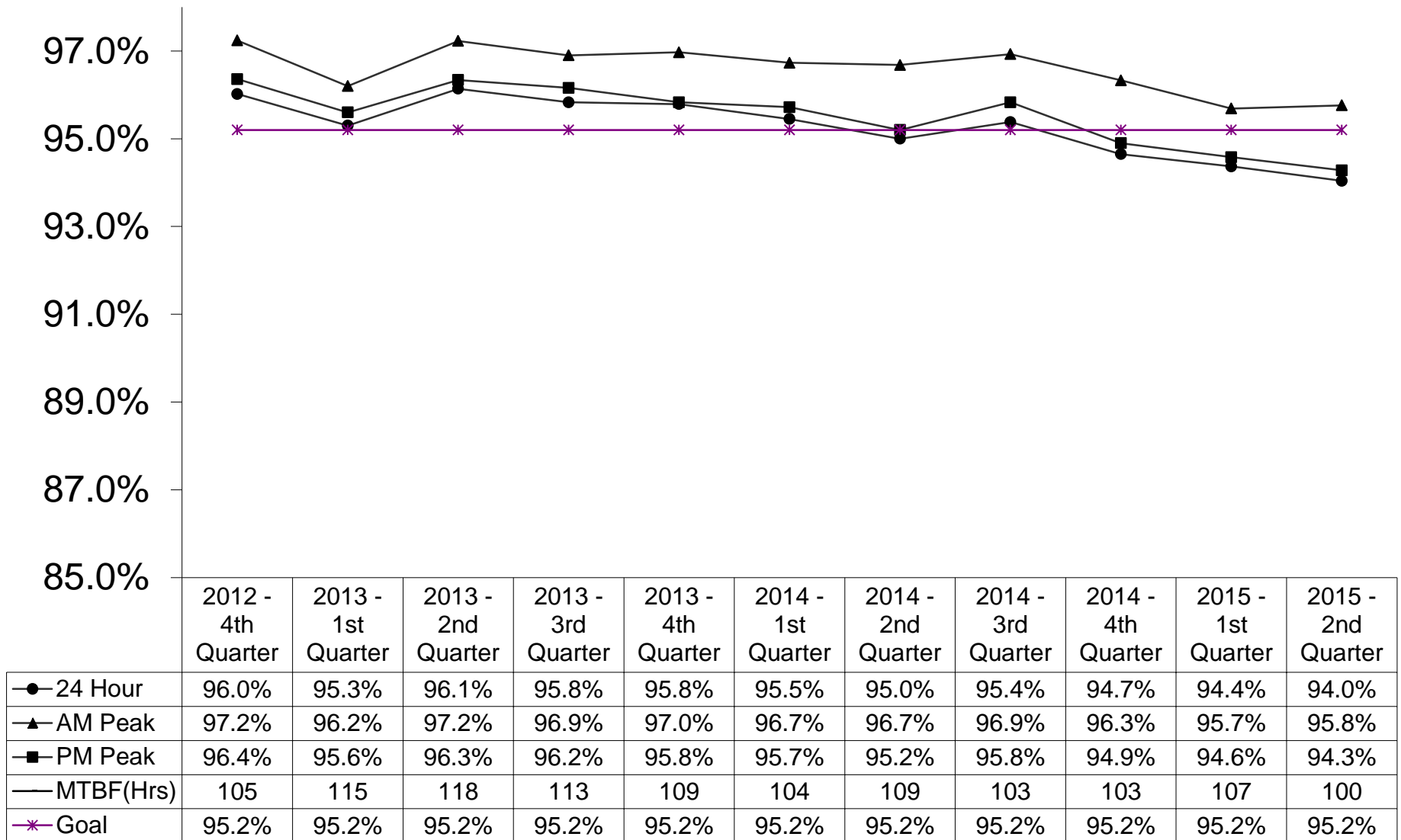
Second Quarter - 2015

Passenger Elevator 2015 2nd Quarter Availability



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

Escalator 2015 2nd Quarter Availability



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

Elevator and Escalator Quarterly Performance Summary Second Quarter - 2015

Elevator Performance

Borough	No. Units	Avg Age	2015 2nd Quarter Availability			Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	32	8.8	97.4%	98.4%	97.5%	366	244	122	18
Brooklyn	54	9.5	97.3%	98.5%	98.0%	677	387	290	20
Manhattan	104	11.8	96.1%	97.2%	96.4%	1634	1194	440	74
Queens	34	12.4	97.3%	98.2%	98.1%	471	301	170	13
System	224	10.6	96.8%	97.8%	97.2%	3148	2126	1022	125

Escalator Performance

Borough	No. Units	Avg Age	2015 2nd Quarter Availability			Outages			Entrap ments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	16.1	93.7%	95.5%	92.1%	300	256	44	0
Brooklyn	33	14.2	93.2%	95.9%	92.5%	1392	1002	390	0
Manhattan	88	13.9	93.4%	95.1%	94.2%	3891	2234	1657	0
Queens	44	12.9	96.0%	97.0%	96.5%	1036	777	259	0
System	177	14.3	94.0%	95.8%	94.3%	6619	4269	2350	0

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

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2015

Borough:			Bronx								
		Age	Station	2015 2nd Quarter Availability			2014 2nd Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
				Peak	Peak						
1	EL182	8	Gun Hill Rd 2 5	87.5%	92.2%	83.7%	97.8%	25	20	5	3
2	EL135	13	161 St-Yankee Stadium B D	89.5%	95.2%	92.2%	99.2%	48	42	6	0
3	EL127	10	Simpson St 2 5	93.4%	94.0%	93.8%	94.2%	9	6	3	1
4	EL128	9	Simpson St 2 5	94.0%	94.7%	92.1%	98.7%	18	15	3	5
5	EL133	13	161 St-Yankee Stadium 4	95.1%	97.9%	94.8%	96.0%	22	17	5	0
6	EL138	7	Pelham Pkwy 2 5	96.0%	96.0%	97.3%	94.4%	12	8	4	1
7	EL192	8	233rd St 2 5	96.2%	98.9%	94.8%	98.8%	19	15	4	1
8	EL195	0	Hunts Point Av 6	97.0%	98.8%	96.3%	0.0%	14	11	3	0
9	EL122	25	Pelham Bay Park 6	97.5%	97.8%	97.2%	99.1%	6	2	4	1
10	EL134	13	161 St-Yankee Stadium B D	97.6%	98.9%	97.5%	98.9%	12	6	6	0
11	EL186	9	Fordham Rd 4	97.7%	98.7%	96.2%	98.6%	13	8	5	2
12	EL194	8	233rd St 2 5	97.9%	99.2%	98.9%	99.1%	11	6	5	0
13	EL193	8	233rd St 2 5	98.0%	97.8%	98.9%	99.5%	6	3	3	0
14	EL184	8	231st St 1	98.3%	98.6%	99.1%	97.3%	10	6	4	0
15	EL183	8	Gun Hill Rd 2 5	98.4%	98.8%	98.7%	98.5%	9	4	5	1
16	EL189	0	Kingsbridge Rd B D	98.6%	100.0%	98.0%	0.0%	9	5	4	1
17	EL188	9	Fordham Rd 4	98.6%	99.1%	99.6%	97.7%	9	3	6	0
18	EL121	25	Pelham Bay Park 6	98.6%	99.3%	99.0%	99.0%	6	3	3	0
19	EL137	7	Pelham Pkwy 2 5	98.7%	99.2%	99.3%	99.5%	7	4	3	0
20	EL191	0	Kingsbridge Rd B D	98.7%	99.4%	98.2%	0.0%	20	14	6	0
21	EL130	18	3rd Ave-149 St 2 5	98.8%	100.0%	100.0%	99.5%	7	5	2	0
22	EL196	0	Hunts Point Av 6	98.8%	99.0%	98.4%	0.0%	12	10	2	0
23	EL159	3	180th Street 2 5	99.0%	100.0%	99.7%	99.4%	8	4	4	0
24	EL131	13	161 St-Yankee Stadium 4 B D	99.0%	99.3%	100.0%	98.8%	10	6	4	1
25	EL185	8	231st St 1	99.1%	100.0%	98.6%	99.1%	9	5	4	0
26	EL187	9	Fordham Rd 4	99.1%	100.0%	99.7%	98.8%	5	1	4	0
27	EL190	0	Kingsbridge Rd B D	99.1%	99.3%	100.0%	0.0%	5	1	4	0
28	EL129	18	3rd Ave-149 St 2 5	99.2%	99.1%	99.6%	97.8%	5	5	0	1
29	EL132	13	161 St-Yankee Stadium 4	99.2%	100.0%	100.0%	98.3%	7	4	3	0
30	EL197	0	Hunts Point Av 6	99.4%	99.4%	100.0%	0.0%	4	1	3	0
31	EL160	3	180th Street 2 5	99.5%	100.0%	100.0%	99.2%	4	1	3	0
32	EL136	7	Pelham Pkwy 2 5	99.5%	99.0%	100.0%	98.2%	5	3	2	0
	32	8.8	Elevator Subtotal:	97.4%	98.4%	97.5%	98.3%	366	244	122	18
1	ES108	22	Intervale Av 2 5	76.4%	80.7%	74.6%	89.7%	40	38	2	0
2	ES114	16	161 St-Yankee Stadium 4	90.3%	93.3%	88.6%	96.8%	54	47	7	0
3	ES120	25	Pelham Bay Park 6	91.4%	91.9%	92.1%	94.2%	18	13	5	0
4	ES112	13	Norwood-205 St D	94.9%	96.0%	93.8%	96.9%	10	8	2	0
5	ES104	9	Gun Hill Rd 2 5	95.0%	97.9%	90.3%	96.3%	36	32	4	0
6	ES113	13	161 St-Yankee Stadium 4	95.3%	96.8%	93.2%	93.4%	20	16	4	0
7	ES106	10	West Farms Sq-E Tremont Av 2 5	95.4%	98.3%	94.5%	92.0%	28	25	3	0
8	ES105	9	Gun Hill Rd 2 5	95.6%	98.6%	91.6%	95.6%	29	26	3	0
9	ES121	25	Pelham Bay Park 6	95.8%	96.4%	94.2%	77.0%	17	15	2	0
10	ES123	18	Pelham Pkwy 2 5	96.8%	98.2%	94.9%	97.4%	23	16	7	0
11	ES111	14	Parkchester 6	98.1%	98.9%	97.6%	94.6%	12	12	0	0
12	ES122	19	Pelham Pkwy 2 5	98.6%	99.6%	99.4%	96.7%	13	8	5	0
	12	16.1	Escalator Subtotal:	93.7%	95.5%	92.1%	93.4%	300	256	44	0
	*Note the number of entrapments are included in the non scheduled outages count.										

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2015

Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2015 2nd Quarter Availability			2014 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
1	EL120	29	190 St A	53.7%	53.1%	50.3%	76.9%	40	40	0	8
2	EL103	11	191 St 1	73.6%	75.3%	72.6%	96.2%	17	13	4	0
3	EL245	10	Lexington Av-53 St E M	84.6%	84.3%	87.3%	92.7%	27	18	9	2
4	EL119	29	181 St A	84.9%	88.0%	86.4%	92.2%	40	32	8	0
5	EL109	15	181 St 1	86.0%	87.9%	84.9%	96.5%	52	48	4	2
6	EL111	17	168 St 1	88.5%	89.7%	86.1%	95.4%	33	31	2	0
7	EL402	25	Lexington Av-63 St F	88.8%	89.4%	87.9%	92.9%	41	38	3	1
8	EL143	9	125 St A B C D	91.4%	92.9%	90.1%	99.1%	23	21	2	3
9	EL244	13	Grand Central-42 St 7	92.0%	95.2%	91.9%	59.2%	50	31	19	2
10	EL716	0	Fulton St A C J Z 2 3 4 5	92.0%	92.4%	93.2%	0.0%	51	45	6	0
11	EL236	6	47-50 Sts-Rockefeller Center B D F M	92.6%	93.1%	92.8%	99.0%	15	9	6	1
12	EL114	17	168 St 1	93.1%	92.0%	93.7%	95.0%	49	48	1	0
13	EL139	8	168 St 1 A C	94.1%	93.5%	94.2%	98.7%	14	10	4	1
14	EL710	7	Bowling Green 4 5	94.4%	97.2%	94.9%	96.8%	38	30	8	4
15	EL226	13	34 St-Penn Station C E	94.7%	98.4%	92.9%	98.1%	21	17	4	1
16	EL279	5	59th St-Columbus Circle A B C D 1	94.9%	96.1%	93.2%	98.6%	19	14	5	4
17	EL333	10	West 4 St A B C D E F M	95.0%	96.0%	95.8%	96.7%	15	8	7	0
18	EL277	5	59th St-Columbus Circle A B C D 1	95.1%	97.6%	96.9%	90.1%	24	16	8	4
19	EL332	2	Bleecker St D F B M 6	95.4%	98.3%	95.2%	98.7%	15	11	4	4
20	EL107	15	181 St 1	95.5%	96.9%	95.8%	97.6%	23	18	5	0
21	EL721	1	Fulton St A C J Z 2 3 4 5	95.5%	95.8%	96.2%	56.2%	25	21	4	0
22	EL324	13	Canal St 6	95.5%	97.0%	95.0%	97.2%	17	12	5	3
23	EL112	17	168 St 1	95.5%	96.8%	93.5%	98.9%	23	22	1	0
24	EL213	21	34 St-Herald Sq B D F M N Q R	95.7%	96.8%	95.0%	96.0%	16	12	4	0
25	EL732	7	Fulton St 2 3	95.7%	96.8%	95.9%	98.8%	18	12	6	2
26	EL224	12	8 Av L	95.7%	98.3%	96.0%	98.7%	18	13	5	1
27	EL280	5	59th St-Columbus Circle A B C D 1	95.9%	98.7%	96.0%	98.0%	29	24	5	2
28	EL116	10	190 St A	95.9%	97.7%	96.2%	96.9%	20	15	5	0
29	EL113	17	168 St 1	96.2%	96.0%	92.2%	98.1%	27	27	0	1
30	EL126	25	125 St 4 5 6	96.2%	96.9%	97.4%	98.8%	15	8	7	0
31	EL210	21	34 St-Herald Sq B D F M	96.2%	97.8%	96.5%	97.9%	9	7	2	2
32	EL206	24	Grand Central-42 St 4 5 6	96.6%	98.6%	97.9%	95.3%	15	9	6	1
33	EL104	11	191 St 1	96.6%	97.4%	96.9%	32.0%	16	10	6	1
34	EL123	25	175 St A	96.6%	99.0%	96.7%	97.4%	12	8	4	1
35	EL281	6	57 St-7 Av N Q R	96.7%	97.7%	98.4%	96.2%	18	15	3	1
36	EL211	21	34 St-Herald Sq N Q R	96.8%	98.3%	98.2%	97.1%	18	15	3	0
37	EL230	12	Times Sq-42 St N Q R	96.8%	98.8%	97.8%	95.2%	20	10	10	0
38	EL115	14	190 St A	96.9%	97.1%	97.7%	98.0%	11	6	5	0
39	EL217	15	14 St-Union Sq L N Q R	96.9%	98.0%	97.6%	97.8%	14	10	4	0
40	EL125	11	125 St 4 5 6	96.9%	98.4%	97.4%	92.3%	14	7	7	0
41	EL329	2	Bleecker St D F B M 6	97.0%	98.3%	97.7%	98.3%	15	10	5	1
42	EL719	1	Fulton St A C J Z 2 3 4 5	97.0%	95.6%	98.1%	98.9%	17	12	5	0
43	EL237	15	66 St-Lincoln Center 1	97.1%	98.4%	99.0%	94.4%	14	12	2	3
44	EL218	15	14 St-Union Sq L	97.1%	98.9%	98.6%	98.7%	16	9	7	1

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2015

Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2015 2nd Quarter Availability			2014 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
45	EL202	14	51 St 6	97.2%	98.2%	98.5%	94.9%	20	11	9	0
46	EL232	8	Times Sq-42 St 1 2 3 7	97.3%	99.2%	97.7%	96.0%	13	7	6	0
47	EL330	2	Bleecker St D F B M 6	97.3%	97.3%	99.4%	99.2%	13	7	6	1
48	EL141	8	168 St A C	97.4%	99.4%	97.5%	97.0%	18	15	3	1
49	EL325	13	Canal St 6	97.4%	97.4%	98.9%	82.1%	15	10	5	0
50	EL145	4	96th St 1 2 3	97.5%	97.1%	97.4%	97.1%	13	9	4	0
51	EL146	4	96th St 1 2 3	97.5%	100.0%	95.2%	99.2%	19	13	6	0
52	EL108	15	181 St 1	97.6%	99.6%	97.8%	98.3%	18	12	6	1
53	EL711	7	Bowling Green 4 5	97.6%	97.9%	98.4%	91.7%	12	6	6	0
54	EL278	5	59th St-Columbus Circle A B C D 1	97.6%	98.9%	99.1%	98.6%	15	8	7	1
55	EL233	8	Times Sq-42 St 1 2 3	97.6%	98.2%	96.9%	98.2%	12	11	1	1
56	EL148	15	Inwood-207 St A	97.7%	100.0%	94.4%	97.8%	16	16	0	1
57	EL225	13	34 St-Penn Station C E	97.9%	98.1%	97.7%	97.0%	16	14	2	5
58	EL205	24	Grand Central-42 St 4 5 6	98.0%	99.1%	100.0%	99.0%	11	6	5	0
59	EL117	12	181 St A	98.0%	99.4%	98.6%	97.9%	16	11	5	0
60	EL204	24	Grand Central-42 St 4 5 6 7 S	98.0%	100.0%	100.0%	94.2%	13	7	6	0
61	EL331	2	Bleecker St D F B M 6	98.0%	99.8%	99.2%	99.2%	13	8	5	0
62	EL144	9	125 St A B C D	98.1%	98.8%	98.7%	99.3%	8	3	5	0
63	EL149	15	Inwood-207 St A	98.2%	98.9%	97.8%	98.4%	6	5	1	0
64	EL227	13	34 St-Penn Station A	98.2%	98.9%	99.7%	98.2%	12	7	5	0
65	EL240	11	72 St 1 2 3	98.2%	99.9%	98.6%	98.5%	11	8	3	1
66	EL234	6	47-50 Sts-Rockefeller Center B D F M	98.2%	100.0%	98.1%	98.4%	9	6	3	0
67	EL336	6	Chambers St 1 2 3	98.2%	98.8%	98.4%	99.5%	13	10	3	0
68	EL328	2	Bleecker St D F B M 6	98.3%	98.8%	98.6%	97.3%	14	8	6	0
69	EL235	6	47-50 Sts-Rockefeller Center B D F M	98.3%	98.7%	99.3%	98.9%	9	6	3	0
70	EL222	12	14 St A C E	98.3%	99.9%	97.9%	98.6%	10	8	2	2
71	EL105	12	191 St 1	98.3%	99.8%	98.3%	98.7%	9	3	6	1
72	EL209	21	34 St-Herald Sq B D F M	98.3%	99.8%	100.0%	98.2%	9	6	3	0
73	EL215	15	34 St-Penn Station 2 3	98.3%	99.8%	98.9%	98.7%	7	2	5	0
74	EL118	10	181 St A	98.4%	98.4%	99.1%	98.6%	14	9	5	0
75	EL334	10	West 4 St A B C D E F M	98.4%	99.7%	100.0%	97.6%	9	3	6	0
76	EL229	12	Times Sq-42 St N Q R	98.5%	99.1%	99.6%	98.3%	12	8	4	0
77	EL180	7	135 St 2 3	98.5%	98.8%	98.2%	97.3%	5	5	0	0
78	EL722	1	Fulton St J Z	98.5%	99.3%	100.0%	99.1%	11	5	6	0
79	EL228	13	34 St-Penn Station C E	98.5%	100.0%	99.1%	98.6%	9	5	4	0
80	EL220	15	14 St-Union Sq N Q R	98.5%	98.3%	100.0%	99.4%	12	12	0	0
81	EL723	1	Fulton St 2 3	98.5%	98.1%	98.8%	97.1%	8	5	3	0
82	EL212	21	34 St-Herald Sq N Q R	98.6%	99.7%	99.2%	99.0%	9	7	2	1
83	EL201	14	51 St 6	98.6%	99.9%	99.4%	95.7%	10	4	6	0
84	EL106	12	191 St 1	98.6%	99.7%	99.0%	97.6%	9	5	4	1
85	EL337	6	Chambers St 1 2 3	98.7%	98.3%	98.4%	99.7%	12	11	1	0
86	EL238	15	66 St-Lincoln Center 1	98.7%	99.9%	98.3%	98.7%	8	5	3	0
87	EL223	12	14 St A C E	98.7%	98.9%	98.9%	98.6%	9	6	3	0
88	EL316	22	Brooklyn Bridge 4 5 6	98.8%	100.0%	99.0%	97.6%	8	5	3	0
89	EL335	10	West 4 St A B C D E F M	98.8%	99.7%	100.0%	97.5%	9	4	5	0
90	EL221	12	14 St/8 Av A C E L	98.9%	100.0%	99.2%	99.2%	5	2	3	0
91	EL239	11	72 St 1 2 3	98.9%	99.5%	99.5%	98.9%	7	5	2	0

Elevator and Escalator

Quarterly Performance By Borough

Second Quarter - 2015

Second Quarter - 2015											
	Borough:		Manhattan								
		Age	Station	2015 2nd Quarter Availability			2014 2nd Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		24 Hr	AM	PM		24 Hr	Total	Non	
					Peak	Peak			Scheduled		
92	EL314	22	Brooklyn Bridge 4 5 6	98.9%	99.7%	99.3%	97.9%	7	3	4	0
93	EL720	0	Fulton St A C J Z 2 3 4 5	99.0%	99.5%	98.9%	0.0%	5	3	2	0
94	EL219	15	14 St-Union Sq N Q R	99.0%	99.7%	100.0%	96.4%	6	1	5	0
95	EL315	22	Brooklyn Bridge 4 5 6	99.1%	100.0%	100.0%	98.5%	6	1	5	0
96	EL214	11	34 St-Penn Station 1	99.1%	99.7%	99.4%	99.2%	7	4	3	0
97	EL124	25	175 St A	99.2%	100.0%	99.5%	97.6%	8	5	3	0
98	EL142	9	125 St A B C D	99.2%	99.0%	99.5%	93.4%	9	7	2	0
99	EL216	11	34 St-Penn Station 1	99.3%	100.0%	99.7%	99.3%	4	2	2	0
100	EL140	8	168 St A C	99.3%	100.0%	100.0%	98.6%	4	1	3	0
101	EL181	7	135 St 2 3	99.4%	100.0%	99.2%	99.5%	7	7	0	0
102	EL338	6	Chambers St 1 2 3	99.7%	99.6%	99.8%	98.4%	5	4	1	0
103	EL110	15	181 St 1	99.8%	99.9%	100.0%	98.8%	4	2	2	0
104	EL178	1	Dyckman St 1	99.8%	100.0%	100.0%	98.9%	2	1	1	0
	104	11.8	Elevator Subtotal:	96.1%	97.2%	96.4%	95.7%	1634	1194	440	74

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2015

Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2015 2nd Quarter Availability			2014 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	ES102	13	125 St ①	54.2%	56.8%	53.1%	93.8%	46	43	3	0
2	ES101	13	125 St ①	66.7%	72.1%	63.6%	96.8%	54	49	5	0
3	ES118	18	181 St ①	67.0%	67.5%	68.9%	89.1%	32	24	8	0
4	ES338	11	Bowling Green ④ ⑤	81.2%	83.2%	80.5%	91.8%	24	19	5	0
5	ES405	25	Lexington Av-63 St ①	84.3%	85.7%	87.0%	97.6%	28	18	10	0
6	ES401	25	Lexington Av-63 St ①	84.8%	89.0%	85.5%	98.1%	46	39	7	0
7	ES117	18	181 St ①	86.3%	87.3%	87.4%	94.5%	35	29	6	0
8	ES369	6	South Ferry ①	86.5%	87.4%	85.5%	60.2%	35	29	6	0
9	ES115	14	145 St ② ③	88.6%	89.6%	90.6%	95.4%	24	19	5	0
10	ES328	16	Delancey St ①	88.6%	90.7%	89.8%	88.7%	55	47	8	0
11	ES233	7	34 St-Herald Sq ② ③ ④ ⑤ ⑥ ⑦ ⑧	88.9%	90.3%	91.9%	95.6%	65	59	6	0
12	ES367	1	Fulton St ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	89.0%	93.4%	90.1%	89.7%	36	21	15	0
13	ES337	12	Bowling Green ④ ⑤	90.0%	90.9%	92.4%	97.7%	38	27	11	0
14	ES327	16	Delancey St ①	90.1%	92.3%	89.7%	97.6%	63	52	11	0
15	ES364	0	Fulton St ④ ⑤	90.2%	91.8%	91.1%	0.0%	37	30	7	0
16	ES269	11	Lexington Av-53 St ② ③	90.6%	94.9%	90.9%	96.2%	48	33	15	0
17	ES326	16	West 4 St ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	90.7%	94.2%	87.7%	94.9%	43	34	9	0
18	ES116	13	145 St ② ③	91.4%	94.1%	92.4%	98.2%	18	14	4	0
19	ES325	16	West 4 St ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	91.5%	92.9%	94.2%	95.2%	29	24	5	0
20	ES302	15	Park Pl ② ③	92.3%	93.1%	90.5%	97.3%	32	27	5	0
21	ES217	8	Times Sq-42 St ⑦	92.5%	96.1%	90.5%	92.8%	44	39	5	0
22	ES232	8	34 St-Herald Sq ② ③ ④ ⑤ ⑥ ⑦ ⑧	92.8%	92.8%	94.2%	94.9%	95	92	3	0
23	ES203	15	Grand Central-42 St ⑦	92.8%	93.7%	94.1%	99.0%	12	5	7	0
24	ES235	7	34 St-Herald Sq ② ③ ④ ⑤ ⑥ ⑦ ⑧	92.9%	95.3%	96.0%	96.1%	57	44	13	0
25	ES370	6	South Ferry ①	93.0%	93.5%	94.3%	97.8%	27	21	6	0
26	ES231	8	34 St-Herald Sq ② ③ ④ ⑤ ⑥ ⑦ ⑧	93.1%	95.9%	95.2%	90.3%	34	29	5	0
27	ES248	12	Lexington Av-59 St ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	93.6%	95.0%	95.1%	97.8%	33	27	6	0
28	ES230	8	34 St-Herald Sq ② ③ ④ ⑤ ⑥ ⑦ ⑧	93.9%	97.7%	93.1%	97.7%	60	56	4	0
29	ES244	18	Lexington Av-53 St ② ③	93.9%	94.9%	93.7%	96.3%	152	41	111	0
30	ES246	18	Lexington Av-53 St ② ③	94.0%	95.4%	94.9%	94.5%	147	56	91	0
31	ES221	8	34 St-Herald Sq ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	94.3%	94.7%	95.3%	97.4%	47	40	7	0
32	ES300	2	Bleecker St ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	94.4%	97.0%	94.7%	98.9%	32	26	6	0
33	ES229	8	34 St-Herald Sq ② ③ ④ ⑤ ⑥ ⑦ ⑧	94.7%	98.2%	97.6%	97.1%	51	42	9	0
34	ES208	14	Grand Central-42 St ⑦	94.7%	99.2%	93.1%	95.9%	160	37	123	0
35	ES243	18	Lexington Av-53 St ② ③	94.7%	96.7%	97.7%	97.4%	31	19	12	0
36	ES215	18	Lexington Av-59 St ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	94.9%	95.2%	94.3%	96.9%	35	28	7	0
37	ES207	14	Grand Central-42 St ⑦	95.0%	99.0%	94.7%	97.0%	162	36	126	0
38	ES209	13	Grand Central-42 St ⑦	95.1%	98.9%	95.9%	98.2%	45	32	13	0
39	ES336	12	Bowling Green ④ ⑤	95.1%	99.0%	93.6%	93.7%	36	28	8	0
40	ES368	1	Fulton St ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	95.1%	98.7%	95.4%	95.6%	25	20	5	0
41	ES249	12	Lexington Av-59 St ① ② ③ ④ ⑤ ⑥ ⑦ ⑧ ⑨ ⑩ ⑪ ⑫ ⑬ ⑭ ⑮ ⑯ ⑰ ⑱ ⑲ ⑳ ㉑ ㉒ ㉓ ㉔ ㉕ ㉖ ㉗ ㉘ ㉙ ㉚ ㉛ ㉜ ㉝ ㉞ ㉟ ㊱ ㊲ ㊳ ㊴ ㊵ ㊶ ㊷ ㊸ ㊹ ㊺ ㊻ ㊼ ㊽ ㊾ ㊿	95.2%	96.4%	95.7%	97.0%	36	30	6	0
42	ES408	25	Lexington Av-63 St ①	95.2%	95.7%	96.6%	96.2%	34	27	7	0
43	ES409	25	Lexington Av-63 St ①	95.4%	96.4%	96.1%	98.6%	33	23	10	0
44	ES218	9	Times Sq-42 St ⑦	95.5%	96.7%	96.8%	96.5%	55	44	11	0
45	ES403	25	Lexington Av-63 St ①	95.5%	95.1%	97.6%	91.5%	27	20	7	0
46	ES402	25	Lexington Av-63 St ①	95.5%	94.7%	95.8%	96.8%	40	33	7	0

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2015

Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2015 2nd Quarter Availability			2014 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
47	ES255	26	Grand Central-42 St 4 5 6 7 S	95.7%	96.6%	97.6%	94.6%	139	11	128	0
48	ES312	1	Whitehall St R	95.7%	95.6%	97.1%	98.5%	19	14	5	0
49	ES339	11	Bowling Green 4 5	95.7%	98.4%	95.9%	96.8%	25	17	8	0
50	ES240	16	5 Av-53 St E M	95.9%	97.3%	94.4%	98.2%	125	22	103	0
51	ES222	8	34 St-Herald Sq B D F M N Q R	95.9%	95.5%	98.1%	95.2%	36	29	7	0
52	ES343	12	Bowling Green 4 5	95.9%	97.9%	97.7%	96.6%	27	20	7	0
53	ES236	7	34 St-Herald Sq B D F M	95.9%	94.9%	99.1%	80.7%	38	33	5	0
54	ES245	18	Lexington Av-53 St E M	95.9%	97.8%	96.3%	98.8%	32	27	5	0
55	ES407	25	Lexington Av-63 St F	96.0%	96.7%	97.3%	98.4%	32	20	12	0
56	ES329	1	East Broadway F	96.1%	98.0%	98.4%	95.5%	29	17	12	0
57	ES224	8	34 St-Herald Sq B D F M N Q R	96.2%	96.5%	97.5%	97.1%	42	34	8	0
58	ES341	11	Bowling Green 4 5	96.3%	98.8%	95.3%	95.3%	33	25	8	0
59	ES345	19	Bowling Green 4 5	96.5%	98.9%	97.5%	97.9%	25	12	13	0
60	ES210	13	Grand Central-42 St 7	96.6%	99.5%	97.6%	98.8%	33	24	9	0
61	ES239	16	5 Av-53 St E M	96.8%	98.1%	97.8%	98.2%	24	18	6	0
62	ES237	16	7 Av B D E	96.8%	98.2%	98.2%	98.8%	17	11	6	0
63	ES214	17	59 St 4 5 6	96.9%	98.9%	98.2%	92.8%	33	13	20	0
64	ES351	15	Whitehall St R	96.9%	99.1%	96.5%	93.7%	25	17	8	0
65	ES234	7	34 St-Herald Sq B D F M	97.0%	98.1%	96.9%	93.9%	36	33	3	0
66	ES238	16	7 Av B D E	97.0%	99.5%	98.9%	97.5%	44	19	25	0
67	ES216	8	Times Sq-42 St 7	97.0%	97.4%	98.1%	98.5%	28	24	4	0
68	ES256	26	Grand Central-42 St 4 5 6 7 S	97.0%	99.3%	99.7%	97.7%	24	9	15	0
69	ES213	16	59 St 4 5 6	97.1%	98.4%	99.3%	97.2%	29	9	20	0
70	ES241	17	5 Av-53 St E M	97.2%	98.9%	96.7%	98.5%	19	10	9	0
71	ES342	10	Bowling Green 4 5	97.3%	98.9%	97.2%	95.6%	33	29	4	0
72	ES223	8	34 St-Herald Sq B D F M N Q R	97.4%	98.8%	98.2%	99.3%	26	21	5	0
73	ES242	17	5 Av-53 St E M	97.5%	99.4%	97.1%	98.6%	119	13	106	0
74	ES404	25	Lexington Av-63 St F	97.5%	98.5%	97.3%	91.8%	19	14	5	0
75	ES205	14	Grand Central-42 St 7	97.7%	99.2%	98.9%	95.7%	21	14	7	0
76	ES410	25	Lexington Av-63 St F	97.8%	98.8%	100.0%	98.6%	20	9	11	0
77	ES311	13	Whitehall St R	97.8%	99.3%	97.7%	83.6%	23	19	4	0
78	ES204	15	Grand Central-42 St 7	97.8%	99.6%	97.5%	95.5%	125	14	111	0
79	ES212	16	59 St 4 5 6	97.8%	99.8%	97.6%	98.2%	29	17	12	0
80	ES119	18	181 St A	97.9%	97.5%	99.8%	97.0%	13	8	5	0
81	ES211	17	59 St 4 5 6	98.0%	99.5%	98.9%	91.5%	25	12	13	0
82	ES406	25	Lexington Av-63 St F	98.1%	98.4%	99.7%	98.2%	15	9	6	0
83	ES334	1	Bowery J Z	98.2%	100.0%	98.9%	97.8%	26	9	17	0
84	ES103	19	125 St 1	98.2%	99.1%	98.5%	96.1%	16	13	3	0
85	ES206	14	Grand Central-42 St 7	98.2%	99.3%	99.7%	95.5%	129	7	122	0
86	ES301	15	Park Pl 2 3	98.3%	97.8%	100.0%	97.2%	15	10	5	0
87	ES340	10	Bowling Green 4 5	98.6%	100.0%	98.5%	97.2%	16	10	6	0
88	ES252	26	51 St 6	98.9%	99.9%	100.0%	99.1%	9	6	3	0
	88	13.9	Escalator Subtotal:	93.4%	95.1%	94.2%	95.5%	3891	2234	1657	0
*Note the number of entrapments are included in the non scheduled outage count.											

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2015

Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2015 2nd Quarter Availability			2014 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	EL393	12	Flushing Av J M	79.2%	81.6%	79.0%	91.7%	29	21	8	4
2	EL311	14	Clark St 2 3	87.9%	93.5%	89.3%	0.0%	43	37	6	0
3	EL320	16	Church Av 2 5	91.8%	94.8%	93.6%	98.5%	26	21	5	2
4	EL341	9	Euclid Av A C	93.2%	93.7%	91.4%	99.0%	27	20	7	1
5	EL308	14	Court St R	94.5%	96.0%	95.9%	98.2%	22	15	7	2
6	EL396	7	Myrtle-Wyckoff Avs L M	95.3%	96.2%	94.7%	95.9%	19	14	5	1
7	EL344	1	Utica Ave A C	95.6%	96.0%	98.0%	95.4%	19	15	4	0
8	EL376	2	Bay Parkway D	96.2%	96.8%	98.3%	98.5%	25	18	7	0
9	EL394	12	Flushing Av J M	96.4%	97.5%	95.9%	95.1%	13	8	5	0
10	EL312	14	Clark St 2 3	96.6%	98.0%	98.1%	96.6%	19	9	10	0
11	EL321	16	Church Av 2 5	96.8%	98.9%	96.4%	98.7%	13	8	5	0
12	EL392	10	Marcy Av J M Z	96.9%	99.4%	96.7%	97.7%	12	6	6	3
13	EL319	17	Brooklyn College-Flatbush Av 2 5	97.1%	98.2%	98.3%	96.5%	10	6	4	1
14	EL339	15	Franklin Av C S	97.1%	98.7%	98.1%	97.7%	14	8	6	0
15	EL306	11	Atlantic Av 2 3	97.3%	98.7%	97.4%	94.9%	12	6	6	0
16	EL701	9	Coney Island-Stillwell Av D F N Q	97.4%	99.4%	98.9%	93.7%	19	12	7	1
17	EL340	15	Franklin Av C S	97.5%	99.1%	98.7%	61.5%	13	7	6	0
18	EL370	10	DeKalb Av B Q R	97.6%	98.9%	98.0%	96.6%	7	4	3	0
19	EL373	6	Church Av F G	97.6%	100.0%	95.6%	98.2%	14	8	6	0
20	EL708	5	Jay St A C F R	97.6%	98.0%	98.4%	96.7%	10	7	3	2
21	EL383	12	Prospect Park B Q S	97.7%	98.3%	99.0%	98.9%	15	10	5	0
22	EL309	14	Court St R	97.9%	100.0%	98.4%	96.0%	14	8	6	1
23	EL391	10	Marcy Av J M Z	97.9%	98.5%	98.4%	96.8%	12	6	6	0
24	EL318	20	Borough Hall 2 3 4 5	98.0%	99.0%	98.5%	95.1%	13	6	7	0
25	EL310	14	Clark St 2 3	98.0%	99.1%	98.9%	98.7%	10	5	5	0
26	EL303	11	Pacific St-Atlantic Av D N R	98.0%	97.7%	100.0%	96.7%	12	6	6	0
27	EL702	9	Coney Island-Stillwell Av D F N Q	98.0%	98.1%	99.5%	96.7%	21	14	7	0
28	EL397	7	Myrtle-Wyckoff Avs L	98.0%	99.9%	96.9%	98.9%	11	5	6	1
29	EL305	11	Atlantic Av 4 5	98.1%	98.7%	99.7%	99.4%	9	2	7	0
30	EL342	9	Euclid Av A C	98.1%	99.6%	98.9%	87.7%	11	4	7	0
31	EL317	20	Borough Hall 2 3 4 5	98.2%	99.1%	99.2%	98.8%	14	7	7	0
32	EL323	10	Crown Hts-Utica Av 3 4	98.2%	99.4%	99.4%	90.1%	13	5	8	0
33	EL706	5	Jay St A C F R	98.4%	99.8%	98.9%	99.2%	15	10	5	0
34	EL322	10	Crown Hts-Utica Av 3 4	98.4%	99.3%	100.0%	98.5%	10	2	8	1
35	EL307	11	Atlantic Av B Q	98.4%	98.6%	99.7%	98.7%	10	4	6	0
36	EL346	1	Utica Ave A C	98.5%	100.0%	98.8%	98.8%	10	6	4	0
37	EL371	10	DeKalb Av B Q R	98.5%	100.0%	98.9%	98.1%	8	1	7	0
38	EL398	7	Myrtle-Wyckoff Avs M	98.7%	100.0%	100.0%	99.3%	9	3	6	0
39	EL374	6	Church Av F G	98.8%	100.0%	99.1%	98.9%	7	1	6	0
40	EL304	11	Atlantic Av 2 3	98.8%	100.0%	99.2%	99.0%	6	1	5	0
41	EL301	11	Pacific St-Atlantic Av D N R	98.8%	100.0%	100.0%	98.8%	7	2	5	0
42	EL375	6	Church Av F G	98.8%	99.9%	100.0%	98.9%	8	2	6	0
43	EL343	9	Euclid Av A C	99.0%	100.0%	99.2%	92.4%	8	3	5	0
44	EL395	12	Flushing Av J M	99.0%	100.0%	100.0%	99.3%	7	3	4	0
45	EL302	11	Pacific St-Atlantic Av D N R	99.1%	100.0%	100.0%	93.8%	5	1	4	0
46	EL709	4	Jay St A C F R	99.1%	99.6%	99.9%	99.4%	6	3	3	0
47	EL378	2	Bay Parkway D	99.1%	100.0%	99.6%	97.8%	5	3	2	0

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2015

Borough:		Brooklyn									
	Unit ID	Age (Yrs)	Station	2015 2nd Quarter Availability			2014 2nd Qtr. Availability	Outages			Entrap ments
				24 Hr	AM	PM		24 Hr	Total	Non	
					Peak	Peak				Scheduled	
48	EL372	10	DeKalb Av BQR	99.2%	100.0%	99.3%	98.8%	4	2	2	0
49	EL345	1	Utica Ave AC	99.2%	100.0%	100.0%	99.6%	4	0	4	0
50	EL377	2	Bay Parkway D	99.3%	99.8%	100.0%	99.4%	7	4	3	0
51	EL760	3	Kings Highway BQ	99.4%	99.9%	100.0%	99.4%	6	3	3	0
52	EL761	3	Kings Highway BQ	99.5%	100.0%	100.0%	99.0%	4	1	3	0
53	EL707	5	Jay St ACFR	99.5%	99.9%	100.0%	98.4%	4	1	3	0
54	EL382	12	Prospect Park BQS	99.6%	99.6%	99.6%	98.7%	6	3	3	0
	54	9.5	Elevator Subtotal:	97.3%	98.5%	98.0%	94.7%	677	387	290	20

**Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2015**

Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2015 2nd Quarter Availability			2014 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	ES335	11	West 8 St-NY Aquarium F O	63.4%	66.9%	55.2%	82.6%	66	59	7	0
2	ES346	12	Brighton Beach B O	77.1%	80.7%	71.3%	88.1%	119	91	28	0
3	ES310	13	Atlantic Av B O	85.1%	86.5%	85.9%	97.8%	41	31	10	0
4	ES307	15	Lawrence St R	87.4%	94.6%	82.8%	87.7%	134	114	20	0
5	ES333	12	Myrtle-Wyckoff Avs L M	89.2%	93.9%	85.5%	59.3%	83	65	18	0
6	ES304	13	President St 2 5	91.1%	95.0%	88.5%	93.7%	37	30	7	0
7	ES332	12	Myrtle-Wyckoff Avs L M	91.9%	94.4%	95.0%	92.5%	58	46	12	0
8	ES347	18	Broadway Junction A C J L Z	92.0%	94.0%	91.1%	96.8%	42	35	7	0
9	ES357	4	Jay St A C F R	92.4%	96.4%	94.8%	85.3%	61	29	32	0
10	ES352	15	Franklin Av S	93.1%	95.5%	94.8%	96.0%	66	50	16	0
11	ES305	11	Court St R	93.9%	97.3%	92.6%	96.9%	38	28	10	0
12	ES348	16	Smith 9th St F G	94.4%	94.5%	94.5%	94.7%	39	31	8	0
13	ES322	17	High St A C	94.6%	98.5%	96.4%	96.3%	32	18	14	0
14	ES313	15	Smith 9th St F G	94.9%	100.0%	91.1%	95.9%	29	23	6	0
15	ES330	18	Broadway Junction A C J L Z	95.3%	98.5%	96.5%	95.3%	51	39	12	0
16	ES356	4	Jay St A C F R	95.5%	97.0%	97.4%	94.4%	67	25	42	0
17	ES331	19	Broadway Junction A C J L Z	95.6%	99.0%	94.6%	97.0%	40	32	8	0
18	ES315	15	Smith 9th St F G	95.8%	99.8%	88.8%	96.0%	37	29	8	0
19	ES323	16	High St A C	95.9%	99.0%	95.7%	96.9%	30	24	6	0
20	ES316	15	Smith 9th St F G	95.9%	98.5%	96.6%	94.6%	34	25	9	0
21	ES349	16	Smith 9th St F G	96.0%	97.3%	93.0%	72.3%	29	22	7	0
22	ES324	15	High St A C	96.0%	99.5%	95.0%	87.6%	29	21	8	0
23	ES320	17	Jay St A C F	96.0%	99.2%	91.3%	93.5%	37	27	10	0
24	ES306	11	Court St R	96.5%	98.4%	96.9%	97.8%	27	19	8	0
25	ES314	15	Smith 9th St F G	96.7%	98.3%	97.7%	97.3%	21	14	7	0
26	ES317	15	Jay St A C F	96.7%	100.0%	97.6%	99.0%	31	22	9	0
27	ES350	18	High St A C	97.1%	98.8%	98.6%	71.6%	17	5	12	0
28	ES303	11	Borough Hall 2 3 4 5	97.3%	99.5%	96.1%	96.3%	24	19	5	0
29	ES309	15	DeKalb Av B Q R	97.4%	96.7%	98.3%	93.9%	16	9	7	0
30	ES321	17	High St A C	97.7%	99.5%	100.0%	98.7%	18	5	13	0
31	ES308	15	DeKalb Av B Q R	98.0%	99.3%	99.9%	98.8%	15	7	8	0
32	ES318	15	Jay St A C F	98.1%	98.9%	98.1%	89.6%	13	5	8	0
33	ES319	17	Jay St A C F	98.8%	99.8%	100.0%	98.4%	11	3	8	0
	33	14.2	Escalator Subtotal:	93.2%	95.9%	92.5%	91.9%	1392	1002	390	0
*Note the number of entrapments are included in the non scheduled outage count.											

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2015

Borough: Queens											
	Unit ID	Age (Yrs)	Station	2015 2nd Quarter Availability			2014 2nd Qtr. Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled	
1	EL412	26	Jamaica Center E J Z	93.2%	93.9%	93.5%	95.0%	15	10	5	1
2	EL405	25	21 St-Queensbridge F	93.5%	96.0%	94.8%	96.2%	19	12	7	0
3	EL421	9	Jackson Hts-Roosevelt Av E F M R	94.6%	94.2%	96.0%	98.4%	22	17	5	1
4	EL403	25	Roosevelt Island F	95.3%	96.2%	95.6%	98.5%	15	11	4	0
5	EL437	1	Forest Hills E F M R	95.6%	97.1%	95.7%	95.1%	24	20	4	0
6	EL427	8	Junction Blvd 7	95.7%	95.5%	96.1%	87.5%	23	21	2	3
7	EL406	25	21 St-Queensbridge F	96.4%	97.1%	98.0%	90.2%	15	10	5	0
8	EL408	26	Jamaica-Van Wyck E	96.4%	98.4%	96.8%	95.9%	15	8	7	2
9	EL425	8	Junction Blvd 7	96.4%	98.2%	96.9%	96.5%	15	9	6	1
10	EL431	9	Jamaica-179 St F	96.6%	97.2%	96.3%	98.2%	17	11	6	2
11	EL409	26	Jamaica-Van Wyck E	96.8%	98.3%	97.5%	98.0%	21	15	6	0
12	EL433	10	Jamaica-179 St F	96.9%	98.3%	97.8%	98.3%	18	12	6	1
13	EL407	25	21 St-Queensbridge F	97.1%	98.7%	98.1%	99.1%	15	7	8	0
14	EL436	6	Kew Gardens-Union Tpke E F	97.1%	98.9%	98.9%	97.1%	9	2	7	1
15	EL420	9	74 St-Broadway 7	97.4%	99.4%	97.2%	97.6%	23	19	4	0
16	EL435	6	Kew Gardens-Union Tpke E F	97.8%	99.9%	99.5%	95.4%	14	7	7	0
17	EL428	9	Queens Plaza E M R	97.8%	97.3%	98.9%	99.7%	21	17	4	0
18	EL447	4	CitiCorp/Court Square 7 E G	97.9%	98.5%	98.2%	98.4%	13	7	6	0
19	EL413	26	Jamaica Center E J Z	97.9%	98.4%	99.4%	97.1%	16	13	3	0
20	EL414	15	Flushing-Main St 7	98.0%	98.6%	99.5%	94.8%	9	4	5	0
21	EL446	4	CitiCorp/Court Square 7 E G	98.0%	99.0%	99.4%	99.3%	9	5	4	0
22	EL439	1	Forest Hills E F M R	98.0%	99.8%	99.3%	96.8%	10	4	6	0
23	EL423	9	74 St-Broadway 7	98.0%	98.4%	100.0%	97.6%	11	7	4	0
24	EL426	8	Junction Blvd 7	98.2%	99.5%	98.3%	94.6%	12	6	6	1
25	EL438	1	Forest Hills E F M R	98.2%	99.1%	99.3%	99.0%	14	7	7	0
26	EL411	26	Sutphin Blvd-Archer Av-JFK E J Z	98.4%	99.5%	98.9%	97.3%	9	5	4	0
27	EL422	9	Jackson Hts-Roosevelt Av E F M R	98.5%	100.0%	100.0%	98.8%	11	5	6	0
28	EL404	25	Roosevelt Island F	98.5%	99.5%	98.8%	98.1%	9	4	5	0
29	EL434	6	Kew Gardens-Union Tpke E F	98.7%	99.5%	99.7%	93.4%	9	4	5	0
30	EL430	9	Queens Plaza E M R	98.8%	97.1%	99.5%	99.0%	10	6	4	0
31	EL429	9	Queens Plaza E M R	98.9%	99.5%	100.0%	99.7%	7	3	4	0
32	EL432	9	Jamaica-179 St F	98.9%	99.7%	100.0%	98.5%	9	5	4	0
33	EL497	3	Mott Avenue A	99.2%	99.5%	98.5%	96.2%	6	5	1	0
34	EL498	3	Mott Avenue A	99.3%	98.7%	99.8%	99.1%	6	3	3	0
	34	12.4	Elevator Subtotal:	97.3%	98.2%	98.1%	96.9%	471	301	170	13

Elevator and Escalator
Quarterly Performance By Borough
Second Quarter - 2015

Borough:			Queens								
				2015 2nd Quarter Availability			2014 2nd Qtr. Availability	Outages			Entrap ments
	Unit ID	Age (Yrs)	Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	ES456	16	Flushing-Main St 7	84.5%	84.8%	83.9%	89.0%	39	32	7	0
2	ES453	0	74 St-Broadway 7	88.5%	93.7%	87.4%	94.5%	33	32	1	0
3	ES457	16	Flushing-Main St 7	88.8%	90.0%	84.9%	94.9%	57	52	5	0
4	ES427	26	Jamaica-Van Wyck E	90.9%	94.8%	87.9%	97.4%	49	43	6	0
5	ES450	15	74 St-Broadway 7	92.6%	94.0%	94.9%	93.8%	65	59	6	0
6	ES438	6	Jamaica Center E J Z	92.9%	94.4%	92.9%	98.2%	33	27	6	0
7	ES411	7	Roosevelt Island F	93.0%	92.9%	92.2%	98.8%	32	27	5	0
8	ES415	6	Roosevelt Island F	93.5%	95.7%	95.6%	97.9%	34	11	23	0
9	ES448	15	Woodside-61 St 7	93.6%	94.7%	93.5%	96.8%	28	19	9	0
10	ES416	18	Roosevelt Island F	93.9%	92.3%	94.7%	98.1%	24	16	8	0
11	ES425	25	21 St-Queensbridge F	94.1%	94.1%	94.0%	98.0%	23	17	6	0
12	ES455	16	Flushing-Main St 7	94.8%	97.0%	95.2%	96.4%	39	32	7	0
13	ES437	26	Sutphin Blvd-Archer Av-JFK E J Z	95.5%	98.0%	96.6%	97.1%	27	23	4	0
14	ES441	7	Jamaica Center E J Z	95.5%	95.5%	95.9%	97.2%	41	37	4	0
15	ES446	6	Jamaica Center E J Z	95.7%	97.8%	96.8%	97.1%	18	13	5	0
16	ES439	7	Jamaica Center E J Z	96.1%	96.9%	95.7%	93.1%	29	23	6	0
17	ES452	0	74 St-Broadway 7	96.1%	98.0%	95.4%	96.7%	19	18	1	0
18	ES447	7	Jamaica Center E J Z	96.2%	97.3%	96.7%	96.9%	28	22	6	0
19	ES436	26	Sutphin Blvd-Archer Av-JFK E J Z	96.3%	97.8%	95.9%	97.7%	12	7	5	0
20	ES413	18	Roosevelt Island F	96.6%	98.2%	97.0%	98.7%	14	9	5	0
21	ES414	7	Roosevelt Island F	97.0%	98.9%	99.2%	97.5%	19	12	7	0
22	ES445	6	Jamaica Center E J Z	97.1%	98.9%	97.7%	97.5%	21	14	7	0
23	ES424	25	21 St-Queensbridge F	97.1%	98.0%	97.1%	97.9%	13	11	2	0
24	ES429	6	Jamaica-Van Wyck E	97.2%	98.2%	97.6%	98.1%	14	8	6	0
25	ES426	25	21 St-Queensbridge F	97.4%	96.3%	98.5%	98.6%	22	18	4	0
26	ES412	6	Roosevelt Island F	97.5%	99.2%	99.9%	97.4%	30	5	25	0
27	ES451	17	74 St-Broadway 7	97.6%	98.6%	98.3%	95.8%	13	6	7	0
28	ES440	6	Jamaica Center E J Z	97.8%	99.1%	99.1%	94.0%	19	11	8	0
29	ES435	26	Sutphin Blvd-Archer Av-JFK E J Z	97.9%	98.5%	96.9%	97.8%	14	9	5	0
30	ES428	6	Jamaica-Van Wyck E	98.0%	99.1%	98.2%	98.3%	17	11	6	0
31	ES444	6	Jamaica Center E J Z	98.1%	99.3%	98.4%	98.8%	17	13	4	0
32	ES421	25	21 St-Queensbridge F	98.1%	99.8%	99.3%	97.6%	16	12	4	0
33	ES449	15	74 St-Broadway 7	98.2%	99.3%	98.8%	95.6%	19	12	7	0
34	ES434	26	Sutphin Blvd-Archer Av-JFK E J Z	98.2%	96.6%	99.8%	97.6%	16	11	5	0
35	ES423	25	21 St-Queensbridge F	98.2%	97.3%	99.5%	98.8%	16	15	1	0
36	ES430	7	Jamaica-Van Wyck E	98.3%	98.9%	99.8%	91.2%	19	16	3	0
37	ES417	6	Roosevelt Island F	98.3%	98.1%	100.0%	97.9%	13	9	4	0
38	ES443	6	Jamaica Center E J Z	98.4%	99.7%	98.5%	99.4%	15	11	4	0
39	ES431	7	Jamaica-Van Wyck E	98.4%	100.0%	99.1%	96.2%	12	8	4	0
40	ES442	7	Jamaica Center E J Z	98.4%	99.4%	99.9%	98.7%	16	11	5	0
41	ES418	7	Roosevelt Island F	98.5%	98.4%	98.6%	98.7%	27	23	4	0
42	ES422	25	21 St-Queensbridge F	98.6%	99.2%	98.4%	95.1%	9	5	4	0
43	ES420	6	Roosevelt Island F	99.1%	99.6%	100.0%	98.0%	8	5	3	0
44	ES419	7	Roosevelt Island F	99.2%	100.0%	99.9%	97.5%	7	2	5	0
	44	12.9	Escalator Subtotal:	96.0%	97.0%	96.5%	96.9%	1036	777	259	0
*Note the number of entrapments are included in the non scheduled outage count.											

2015 2ND QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BROOKLYN			
EL393	Flushing Av J M	79.2%	This elevator was out of service from 4/4/2015 thru 4/7/2015 for a scheduled door operator overhaul. All worn door operator parts were replaced; the elevator was tested and returned to service. This elevator was out of service again from 4/24/2015 to 5/1/2015 for an upgrade to a new hydraulic control valve. The valve was replaced; the elevator was tested and returned to service.
MANHATTAN			
EL120	190 St A	53.7%	This elevator was out of service on numerous occasions as a result of the car intermittently not leveling properly due to the antiquated condition of the elevator control equipment and selector unit. This elevator is scheduled for capital replacement in the 2015 - 2019 program, however as a short term improvement plan a purchase requisition was submitted for a replacement elevator controller and leveling unit. To return the machine to service while we await the arrival of the replacement components; control relay contacts in the door operating, car and hall call, elevator speed and leveling circuits were cleaned and adjusted. The elevator was tested and returned to service.
EL103	191 St 1	73.6%	This elevator was out of service from 6/8/15 thru 6/29/15 due to defective compensating sheave bearings. The compensating sheaves were removed from the machine and sent to a machine shop for repair of the shaft and replacement of the bearings. The rebuilt sheave assemblies were installed; the elevator was tested and returned to service.
EL245	Lexington Av-53 St E M	84.6%	This elevator was out of service from 6/21/15 thru 7/1/15 due to a defective door operator control circuit board and safety edge wiring. The defective circuit board and wiring was replaced; the elevator was tested and returned to service.
EL119	181 St A	84.9%	This elevator was out of service from 6/26/15 thru 6/29/15 due to a loose connection in the selector unit circuit. The loose connection was repaired; the elevator was tested and returned to service.

2015 2ND QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES108	Intervale Av 2 5	76.4%	This escalator was out of service from 4/1/15 thru 4/6/15 to replace a defective right side handrail. The right side handrail was replaced; the escalator was tested and returned to service. This escalator was out of service again from 5/12/15 thru 5/19/15 due to a worn handrail drive sheave bearing. The bearing was replaced; the escalator was tested and returned to service.
BROOKLYN			
ES335	West 8 St-NY Aquarium F Q	63.4%	This escalator was out of service from 2/20/2015 thru 4/24/15 due to the failure of the main drive assembly bearings and shaft. The main drive assembly was removed from the machine and delivered to a machine shop vendor for repair. The repair of the assembly was completed and the machine was reassembled. The escalator was tested and returned to service.
ES346	Brighton Beach B Q	77.1%	This escalator was out of service from 4/7/2015 thru 4/17/2015 due to a defective main drive gear case. The gear case was removed and sent to a vendor for overhaul. The gear case was rebuilt and reinstalled; the escalator was tested and returned to service.
MANHATTAN			
ES101	125 St 1	66.7%	This escalator was out of service from 4/1/15 thru 4/8/15 to allow for the repair of the upper and lower missing step switches. Both switches were replaced and corroded safety circuit wiring that was discovered in the lower pit junction box was also replaced. The escalator was tested and returned to service. This escalator went out of service again on 6/15/15 to allow for the replacement of the main drive shaft bearings and handrail drive sprocket. The drive shaft was removed and sent to a machine shop vendor for repair. The expected return to service date is 8/15/15.
ES102	125 St 1	54.2%	This escalator was out of service from 4/14/15 thru 5/20/15 to repair inoperative safety switches, replace defective safety circuit wiring and repair the internal safety brake. Repairs were completed and all safety switches were tested; the escalator was tested and returned to service.
ES118	181 St A	67.0%	This escalator was out of service from 6/5/15 thru 6/17/15 to repair inoperative safety switches. The missing step and up thrust switches were repaired. In addition the lower landing handrail gear case support brackets were fabricated and installed. The escalator was tested and returned to service.
ES338	Bowling Green 4 5	81.2%	This escalator was out of service from 4/6/2015 thru 4/21/2015 to allow for the replacement of the escalator steps and step chain. The steps and step chain were replaced; the escalator was tested and returned to service.
ES401	Lexington Av-63 St F	84.8%	This escalator was out of service from 5/20/2015 thru 5/22/2015 for the scheduled replacement of the steps and step chain. The steps and step chain were replaced; the escalator was tested and returned to service.
ES405	Lexington Av-63 St F	84.3%	This escalator was out of service from 6/4/2015 thru 6/17/2015 due to a defective main drive gear case. The gear case had to be removed and sent to a vendor for overhaul. The gear case was rebuilt and reinstalled; the escalator was tested and returned to service.
QUEENS			
ES456	Flushing-Main St 7	84.5%	This escalator was out of service from 5/13/2015 thru 5/21/2015 to allow for the replacement of worn steps and step axles. All steps and axles were replaced; the escalator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL122	Pelham Bay Park ⑥	1	MOW control operator # 30 reported passengers were entrapped on 4/1/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL127	Simpson St ② ⑤	1	The entrapment that occurred on 6/19/15 was a result of defective rail guide rollers. The rail guide rollers were replaced and the emergency escape hatch switch was repaired and properly secured. The elevator was tested and returned to service.
EL128	Simpson St ② ⑤	5	The five entrapments that occurred were a result of the car not leveling properly due to intermittent problems caused by a defective slow down switch and contaminated hydraulic fluid. The defective slow down switch, hydraulic control valve and fluid were replaced. In addition an oil cooling unit was installed. The elevator was tested and returned to service.
EL129	3rd Ave-149 St ② ⑤	1	The entrapment that occurred on 4/19/15 was a result of worn upper landing hatch door hanger rollers. The upper landing hanger rollers and gib shoes were replaced. The elevator was tested and returned to service.
EL131	161 St-Yankee Stadium ④ B D	1	The entrapment that occurred on 6/19/15 was caused by the activation of the top of car emergency escape hatch switch. The emergency escape hatch switch was adjusted and properly secured. The elevator was tested and returned to service.
EL138	Pelham Pkwy ② ⑤	1	The entrapment that occurred on 5/13/15 was a result of debris (an apple) in the hoist way door saddle at the lower level that prevented doors from completely closing. The debris was removed; the elevator was tested and returned to service.
EL182	Gun Hill Rd ② ⑤	3	The two entrapments that occurred on 5/14/15 & 5/15/15 were a result of the doors not opening due to the restricted opening device not being adjusted properly. The front and rear door restrictors were adjusted, the top and bottom guide shoes were replaced and the hydraulic control valve was adjusted. The elevator was tested and returned to service. The entrapment that occurred on 6/23/15 was caused by the activation of a glass panel switch. The glass panel switch was adjusted and secured. The elevator was tested and returned to service.
EL183	Gun Hill Rd ② ⑤	1	MOW control operator # 48 reported passengers were entrapped on 4/28/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL186	Fordham Rd ④	2	The entrapment that occurred on 4/16/15 was a result of the elevator not leveling properly due to a malfunction of the hydraulic control valve. The up direction control valve filter was clogged. The filter was cleaned; the elevator was tested and returned to service. The entrapment that occurred on 5/21/15 was a result of debris (a rag) in the hoist way door saddle at the upper level that prevented doors from completely closing. The debris was removed; the elevator was tested and returned to service.
EL189	Kingsbridge Rd B D	1	The entrapment that occurred on 6/3/15 was a result of improper door operations. The car gate switch was adjusted and the door saddles were cleaned. The elevator was tested and returned to service.
EL192	233rd St ② ⑤	1	The entrapment that occurred on 4/21/15 was a result of debris in the hoist way door saddle at the lower level that prevented doors from completely closing. The debris was removed; the elevator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BROOKLYN			
EL308	Court St R	2	The entrapment that occurred on 5/8/2015 was the result of a loose stop roller on the door operator. The roller was tightened, and the door open and close limit cams were adjusted; The elevator was tested and returned to service. The Station Agent reported passengers were entrapped on 6/8/2015.the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The elevator was returned to service
EL309	Court St R	1	The entrapment that occurred on 4/29/2015 was a result of a hatch door interlock being out of adjustment. The interlock was adjusted; the elevator was test ran and returned to service.
EL319	Brooklyn College-Flatbush Av 2 5	1	The entrapment that occurred on 4/7/2015 was the result of dirty hatch door interlock contacts and a defective relay on the controller. The contacts were cleaned, relay replaced; the elevator was tested and returned to service.
EL320	Church Av 2 5	2	The entrapment that occurred on 5/30/2015 was the result of a dirty filter (screens) on the valve body. The screens were cleaned and the valve was adjusted. The elevator was tested and returned to service. The entrapment that occurred on 5/31/2015 was a result of debris in car door saddle causing, door control fuse to blow. The debris was cleaned, and the control fuse was replaced. The elevator was tested and returned to service.
EL322	Crown Hts-Utica Av 3 4	1	The entrapment that occurred on 5/9/2015 was the result of debris in the door saddles at both landings. The debris was removed; the elevator was tested and returned to service
EL341	Euclid Av A C	1	The entrapment that occurred on 6/26/2015 was the result of loose door operator crank arm bolts at the upper landing. The bolts were tightened; the elevator was tested and returned to service.
EL392	Marcy Av J M Z	3	The entrapment that occurred on 4/10/2015 was the result of the upper level hatch doors being knocked off their track and the door jamb being bent. The door jamb was straightened out, doors placed back on track; the elevator was tested and placed back in service. The entrapment that occurred on 5/8/2015 was the result of a broken lower landing release roller assembly. The release roller assembly, interlock and door keeper were replaced. The elevator was tested and returned to service. The entrapment that occurred on 5/20/2015 was the result of a misaligned lower hatch door release roller assembly. The release roller assembly was adjusted; the elevator was tested and returned to service.
EL393	Flushing Av J M	4	The entrapment that occurred on 4/3/2015 was the result of the hydraulic oil being over heated and the control valve filter screens being clogged with dirt. The motor room heaters were turned off and the exhaust fan turned on; to allow the oil temperature to return to normal operating range. The control valve screens were also cleaned. The elevator was tested and returned to service. The entrapment that occurred on 4/12/2015 was a result of the car overshooting the top landing. Valve body up direction ports (UL, UD, US, & UA) were adjusted. The elevator was tested and returned to service. The entrapment that occurred on 4/24/2015 was due to a defective valve body. The valve body was replaced with an upgraded self adjusting valve.; the elevator was tested and returned to service. The entrapment that occurred on 6/24/2015 was a result of debris wedged in the upper landing door saddle. Debris was removed; the elevator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL396	Myrtle-Wyckoff Aves L M	1	The entrapment that occurred on 4/24/2015 was the result of a defective DNX control relay. The DNX relay was replaced and the CPU was reprogrammed. The elevator was tested and returned to service.
EL397	Myrtle-Wyckoff Aves L	1	The entrapment that occurred on 6/15/2015 was a result of a broken door operator drive belt. The drive belt was replaced; the elevator was tested and returned to service.
EL701	Coney Island-Stillwell Av D F N Q	1	The entrapment that occurred on 6/12/2015 was the result of the plank switch and slack cable switch being activated. The switches were reset, and the lower landing eccentric rollers and release rollers were adjusted. The car was tested and returned to service.
EL708	Jay St A C F R	2	The entrapment that occurred on 4/5/2015 was the result of an unknown event that tripped controller. The controller was reset; elevator was tested and returned to service. No contributing defects were found. The entrapment that occurred on 4/16/2015 was a result of a defective pressure switch and a loose wire on the Input/output board. The wire was tightened and the pressure switch was replaced; the elevator was tested and returned to service.
MANHATTAN			
EL104	191 St 1	1	The entrapment that occurred on 4/20/15 was a result of the activation of the motor overload unit caused by defective control relay contacts. The control relay (SAFB2) was replaced; the elevator was tested and returned to service.
EL105	191 St 1	1	The entrapment that occurred on 4/11/15 was a result of an activation of a emergency stairway exit door switch. Several emergency exit door switches were making poor electrical contact due to dirty contacts. The contacts were cleaned; the elevator was tested and returned to service.
EL106	191 St 1	1	The entrapment that occurred on 4/20/15 was a result of FDNY personnel opening the wrong emergency shaft exit door while responding to a reported entrapment involving elevator # 104. The emergency exit door was secured, the elevator was tested and returned to service.
EL108	181 St 1	1	The entrapment that occurred on 4/14/15 was a result of the car not leveling properly due to worn guide shoes on the selector unit. The selector units guide shoes and the upper landing slow down switch roller were replaced. The elevator was tested and returned to service.
EL109	181 St 1	2	The two entrapments that occurred on 6/15/15 & 6/17/15 were caused by the upper level right side hatch door interlock being out of adjustment. The interlock was properly adjusted; the release roller and clutch engagement was also adjusted. The elevator was tested and returned to service.
EL113	168 St 1	1	The entrapment that occurred on 6/24/15 was a result of a defective control relay. The defective relay (SAF) was replaced; the elevator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL120	190 St A	8	The eight entrapments that occurred were a result of the car intermittently not leveling properly due to the antiquated condition of the elevator control equipment and selector unit. This elevator is scheduled for capital replacement in the 2015 - 2019 program, however as a short term improvement plan a purchase requisition was submitted for a replacement elevator controller and leveling unit. To return the machine to service while we await the arrival of the replacement components; control relay contacts in the door operating, car and hall call, elevator speed and leveling circuits were cleaned and adjusted. The elevator was tested and returned to service.
EL123	175 St A	1	The entrapment that occurred on 6/21/15 was a result of a defective up direction control relay. The up direction relay contacts were replaced; in addition the motor drive belt was also replaced. The elevator was tested and returned to service.
EL139	168 St 1 A C	1	The entrapment that occurred on 5/5/15 was the result of debris in the door tracks that prevented the doors from operating correctly. The debris was removed and in addition the door operator drive belt, the upper and lower hatch door interlocks and the door restrictors were all replaced. The elevator was tested and returned to service.
EL141	168 St A C	1	Transit Electro-Mechanical Maintainer Stein reported passengers were entrapped on 5/27/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL143	125 St A B C D	3	The entrapment that occurred on 5/9/15 was the result of the hatch door not opening because the release roller assembly was not properly aligned. The mounting holes for the release roller assembly were re-drilled / tapped and the assembly was adjusted and secured. In addition a bracket for the door operator sensor was also replaced. The elevator was tested and returned to service. The entrapment that occurred on 5/13/15 was the result of the door operator belt being out of adjustment. The door operator belt was adjusted; the elevator was tested and returned to service. MOW control operator # 9 reported passengers were entrapped on 5/14/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The elevator was tested and returned to service.
EL148	Inwood-207 St A	1	The entrapment that occurred on 5/28/15 was a result of the lower landing hatch door interlock being out of adjustment. The interlock was adjusted; the elevator was tested and returned to service.
EL206	Grand Central-42 St 4 5 6	1	The entrapment that occurred on 4/9/15 was the result of defective contacts in the motor starter relay. The motor starter contacts were replaced and a loose connection on the motor overload relay terminal was repaired. The elevator was tested and returned to service.
EL210	34 St-Herald Sq B D F M	2	The entrapment that occurred on 5/19/15 was the result of debris in the lower landing door saddle that prevented the doors from operating correctly. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 6/22/15 was the result of improper door operations caused by the open / close door operator limit switches not being adjusted properly. The door open and close limits were adjusted and the door tensioning device was replaced. The elevator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL212	34 St-Herald Sq N Q R	1	The entrapment that occurred on 4/15/15 was the result of the car and hatch doors not operating correctly. The car door speed was adjusted and tension was added to the hatch doors at the upper landing. The elevator was tested and returned to service.
EL218	14 St-Union Sq L	1	The entrapment that occurred on 5/4/15 was the result of the doors not operating correctly due to a defective door control relay. The door open relay was replaced and the door operating speed was adjusted. The elevator was tested and returned to service.
EL222	14 St A C E	2	The entrapment that occurred on 4/4/15 was a result of debris in the hoist way door saddle at the lower level that prevented doors from opening. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 4/20/15 was a result of the rear door gate switch having dirty contacts. The contacts were cleaned and debris was also cleaned from the door saddle; the elevator was tested and returned to service.
EL224	8 Av L	1	MOW control operator # 40 reported passengers were entrapped on 6/16/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered.
EL225	34 St-Penn Station C E	5	The five entrapments that occurred were the result of the doors intermittently not operating correctly. The car door clutch was repaired and the upper and lower release rollers were adjusted for proper engagement. In addition tension was added to the hatch doors closures at both landings and the car and hatch door saddles were cleaned. The elevator was tested and returned to service.
EL226	34 St-Penn Station C E	1	The entrapment that occurred on 4/22/15 was a result of the car not leveling properly while traveling in the up direction. The hydraulic control valve was adjusted; the elevator was tested and returned to service.
EL233	Times Sq-42 St 1 2 3	1	The entrapment that occurred on 4/8/15 was the result of the selector unit reader disengaging from the tape. The selector reader guide shoes were re-positioned on the selector tape and the door spring closer assembly was replaced. The elevator was tested and returned to service.
EL236	47-50 Sts-Rockefeller Center B D F M	1	The entrapment that occurred on 6/4/15 was a result of the car not leveling properly at the upper landing. The hydraulic control valve was adjusted and fifteen gallons of hydraulic fluid were added to the storage tank. The elevator was tested and returned to service.
EL237	66 St-Lincoln Center 1	3	Station Agent McCray reported passengers were entrapped on 4/20/15 the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered. The entrapment that occurred on 6/06/15 was a result of the lower landing door interlock being out of adjustment. The interlock was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6/9/15 was a result of the car door clutch assembly not being properly secured. The clutch mounting bolts were tightened; the elevator was tested and returned to service.
EL240	72 St 1 2 3	1	The entrapment that occurred on 5/25/15 was caused by a defective relay in the door control circuit, which caused the doors to malfunction. The relay, door operator drive belt and stop roller were replaced. The elevator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL244	Grand Central-42 St 7	2	The two entrapments that occurred on 5/14/15 and 5/22/15 were the result of defective traveler cable wires that intermittently opened up preventing proper electrical contact. Spare wires were identified and used to replace the defective wires. The elevator was tested and returned to service.
EL245	Lexington Av-53 St E M	2	The entrapment that occurred on 4/21/15 was a result of a defective control circuit transformer. The transformer was replaced; the elevator was tested and returned to service. The entrapment that occurred on 5/5/15 was a result of the car being placed on inspection mode. The in car inspection mode was inadvertently activated by a customer; the car was switched back to normal service mode; the elevator was tested and returned to service.
EL277	59th St-Columbus Circle A B C D 1	4	The entrapment that occurred on 4/11/15 was the result of the activation of slack cable safety switch. The switch was reset, and the door hanger rollers and guide track were adjusted. The elevator was tested and returned to service. The entrapment that occurred on 6/2/15 was the result of a blown fuse in the door operator circuit. The fuse was replaced; the door circuit was checked. The elevator was tested and returned to service. The entrapment that occurred on 6/17/15 was the result of release rollers not being properly adjusted. The hatch door release rollers and door operator limit switches were adjusted. The elevator was tested and returned to service. The entrapment that occurred on 6/30/15 was the result of improper door operations at the lower landing. The lower landing hatch door interlock, release rollers and linkages were adjusted; the elevator was tested and returned to service.
EL278	59th St-Columbus Circle A B C D 1	1	The entrapment that occurred on 5/7/15 was the result of a defective safety circuit relay. The relay was replaced, and the door restrictors were adjusted. The elevator was tested and returned to service.
EL279	59th St-Columbus Circle A B C D 1	4	The three entrapments that occurred on 4/7/15 , 4/14/15 and 4/26/15 were caused by the door operator circuit fuse blowing intermittently due to a loose electrical connection. The door operator circuit was checked and the loose electrical connection was repaired. The elevator was tested and returned to service. The entrapment that occurred on 6/30/15 was the result of improper door operations at the lower landing. The lower landing hatch door interlocks and door tensioning device were adjusted. The elevator was tested and returned to service.
EL280	59th St-Columbus Circle A B C D 1	2	The entrapment that occurred on 5/23/15 was a result of debris in the hoist way door saddle at the lower level that prevented doors from closing completely. The debris was removed; the elevator was tested and returned to service. The entrapment that occurred on 6/30/15 was a result of debris (chewing gum) in the hoist way door saddle at the lower level that prevented doors from closing completely. The debris was removed; the elevator was tested and returned to service.
EL281	57 St-7 Av N Q R	1	The entrapment that occurred on 4/2/15 was a result of debris (large rock) in the upper landing hatch door saddle that prevented doors from closing completely. The debris was removed; the elevator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL324	Canal St 6	3	The entrapment that occurred on 6/3/2015 was the result of various worn parts on the door operator. All worn parts were replaced, and door operating cams were adjusted; the elevator was tested and returned to service. The entrapment that occurred on 6/5/2015 was the result of a broken door operator pulley wheel. The pulley wheel was replaced; the elevator tested and returned to service. The entrapment that occurred on 6/6/2015 was the result of dirty valve body filter screens for the up and down direction. The screens were cleaned and the valve body was re-adjusted. the elevator was tested and returned to service.
EL329	Bleecker St D F B M 6	1	The entrapment that occurred on 6/25/2015 was the result of worn leveling unit guide shoes. The guide shoes were replaced and the valve body was adjusted for the down direction speed; the elevator was tested and returned to service.
EL330	Bleecker St D F B M 6	1	The entrapment that occurred on 4/10/2015 was the result of worn leveling unit guide shoes. The guide shoes were replaced; the elevator was tested and returned to service
EL332	Bleecker St D F B M 6	4	The entrapment that occurred on 4/23/15 was the result of a defective SAFB relay. The relay was replaced. The elevator was tested and returned to service. The entrapment that occurred on 5/1/2015 was the result of a tripped governor switch. The switch was reset; The elevator was tested and returned to service. The entrapment that occurred on 5/25/2015 was the result of a worn lower car guide shoe. The shoe was replaced; the elevator was tested and returned to service. The entrapment that occurred on 6/26/2015 was a result of the elevator rails having a rough surface that grabbed the elevator safety governor. The governor was reset, and the rough sections of the guide rails were filed and sanded smooth. The car guide rollers were adjusted, elevator was tested and returned to service.
EL402	Lexington Av-63 St F	1	The entrapment that occurred on 6/10/2015 was a result of dirty contacts on the leveling unit. The contacts were cleaned; the elevator was tested and returned to service.
EL710	Bowling Green 4 5	4	The entrapment that occurred on 4/6/2015 was a result of the top door lock being out of adjustment. The door lock was adjusted and the spirator and door gibbs were replaced. The elevator was tested and returned to service. The entrapment that occurred on 4/8/2015 was a result of an activation of the low oil timer fault and a UR contact fault. Both faults were reset; elevator was tested and returned to service. The entrapment that occurred on 5/8/2015 was a result of a defective door clutch at the lower landing. The clutch and release rollers were replaced; the elevator was tested and returned to service. The entrapment that occurred on 5/28/2015 was a result of a broken spirator at the lower landing and debris in the door sills. The spirator was replaced all sills were cleaned; the elevator was tested and returned to service
EL732	Fulton St 2 3	2	The entrapment that occurred on 5/15/2015 was a result of elevator being on fireman's service. The car was put back on normal operation; the elevator was tested and returned to service. Station Agent reported passengers were entrapped on 6/22/2015. the elevator was inspected and the cause of the entrapment could not be determined; no defects were discovered, elevator was returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
QUEENS			
EL408	Jamaica-Van Wyck E	2	The entrapment that occurred on 4/1/2015 was a result of debris (soda bottle) stuck between the car and hatch doors. The debris was removed; elevator was tested and returned to service. The entrapment that occurred on 6/30/2015 was a result of a defective OX relay on controller. OX relay was replaced; the elevator was tested and returned to service.
EL412	Jamaica Center E J Z	1	The entrapment that occurred on 5/13/2015 was a result of the door safety edge getting caught up in the door operator arm. The cable was untangled, door operator arm was re-secured and the safety edge was replaced; the elevator was tested and returned to service.
EL421	Jackson Hts-Roosevelt Av E F M R	1	The entrapment that occurred on 6/17/2015 was a result of a defective door operator board and defective DOL and DCL relays. The door operator board, DOL & DCL relays were all replaced. In addition two worn door hangers were also replaced. The elevator was tested and returned to service.
EL425	Junction Blvd 7	1	The entrapment that occurred on 6/7/2015 was the result of a blown (F9R) door operator control circuit fuse. The fuse was replaced and the door operator chain and door interlock were adjusted. The elevator was tested and returned to service.
EL426	Junction Blvd 7	1	The entrapment that occurred on 5/3/2015 was a result of the hydraulic oil being over heated due to the oil cooler units circuit breaker being tripped. The circuit breaker was reset and the hydraulic oil was allowed to cool. The elevator was tested and returned to service.
EL427	Junction Blvd 7	3	The entrapment that occurred on 4/8/2015 was the result of a malfunctioning hydraulic control valve. The up direction on the valve body was adjusted and a full load weight test was performed. The elevator was tested and returned to service. The entrapment that occurred on 5/29/2015 was the result of a blown door operator control (F8R) fuse. The fuse was replaced and the door restrictor was adjusted. The elevator was tested and returned to service. The entrapment that occurred on 6/21/2015 was the result of a blown door operator control fuse. The door operator control circuit was tested and the fuse was replaced. The elevator was tested and returned to service.
EL431	Jamaica-179 St F	2	The entrapment that occurred on 4/12/2015 was a result of a bent release roller shaft. The release roller shaft was replaced; the elevator was tested and returned to service. The entrapment that occurred on 5/1/2015 was a result of the doors binding at the upper level. The doors were adjusted, and the door restrictor was repaired. The elevator was tested and returned to service.
EL433	Jamaica-179 St F	1	The entrapment that occurred on 6/8/2015 was the result of the car doors closing too slowly. The door speed cams were adjusted and the electric eye lenses were cleaned. The elevator was tested and returned to service.
EL436	Kew Gardens-Union Tpke E F	1	The entrapment that occurred on 5/12/2015 was the result of the hydraulic control valve being out of adjustment. The valve body was adjusted and a full load weight test was performed. The elevator was tested and returned to service.

2015 2ND QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Plate #	Station Name:	Station / Line	# of Inspections (04/01/15 to 6/30/15)	# of Tours OOO
EL200X		34 St - Herald Square	6AV	270	2
EL203X	900490	Lexington Av - 53 St	QNS	270	1
EL207X		50 Street	8AV	270	2
EL208X		50 Street	8AV	270	
EL231X	#25	Times Square - 42 St	7AV	270	1
EL268X	#26	49th Street (Uptown)	BWY	270	1
EL276X	IP42213	59 St - Columbus Circle	8AV	270	5
EL287X	TE46	42nd St - Bryant Park	6AV	270	3
EL288X	ELP6	42nd St - Port Authority Bus Terminal	8AV	270	0
EL289X	ELP7	42nd St - Port Authority Bus Terminal	8AV	270	0
EL290X	Lift	42nd St - Port Authority Bus Terminal	8AV	270	3
EL291X		42nd St - Port Authority Bus Terminal	8AV	270	9
EL300X		Atlantic Avenue - Barclays Center	EPK	270	6
EL415X		61 St - Woodside	FLU	270	270
EL416X		61 St - Woodside	FLU	270	1
EL417X		61 St - Woodside	FLU	270	
EL418X		61 St - Woodside	FLU	270	
EL419X		61 St - Woodside	FLU	270	1
EL445X	13 to 4-2-12	Court Square	FLU	270	16
EL448X	PE11	Sutphin Blvd - Archer Av JFK	ARC	270	
EL449X		Sutphin Blvd - Archer Av JFK	ARC	270	
EL450X		Sutphin Blvd - Archer Av JFK	ARC	270	
EL490X	EL1	Howard Beach - JFK Airport	RKY	270	2
EL491X	EL2	Howard Beach - JFK Airport	RKY	270	46
EL492X	EL3	Howard Beach - JFK Airport	RKY	270	
EL493X	EL4	Howard Beach - JFK Airport	RKY	270	
EL494X	EL5	Howard Beach - JFK Airport	RKY	270	
EL495X	EL6	Howard Beach - JFK Airport	RKY	270	
EL700X		ATLANTIC AVENUE - BARCLAYS CTR	EPK	270	
EL717x	PE-53	FULTON Street	LEX	270	
EL718X	PE-56	FULTON Street	LEX	270	
EL726X	PE-01	CORTLANDT Street	BWY	270	

2015 2ND QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Plate #	Station Name:	Station / Line	# of Inspections (04/01/15 to 6/30/15)	# of Tours OOO
EL727X	PE-02	Cortlandt Street	Bwy	270	
EL728X		FULTON St.*	NAS	270	
EL729X	PE-05	FULTON St.	NAS	270	
EL737X		Atlantic Avenue - Barclays Center	EPK	270	1
ES250X		59 St - Columbus Circle	8AV	270	5
ES251X		59 St - Columbus Circle	8AV	270	12
ES253X	1908 Otis	Lexington Av - 53 St	QNS	270	
ES254X	E20759	Lexington Av - 53 St	QNS	270	
ES257X	IE20859	14 St - Union Square	LEX	270	30
ES258X	IE20860	14 St - Union Square	LEX	270	19
ES261X	IE20313	Times Square - 42 St	7AV	270	38
ES262X	IE20312	Times Square - 42 St	7AV	270	70
ES263X	IE20663	50 Street	8AV	270	33
ES264X	IE20664	50 Street	8AV	270	9
ES265X	ES002X	Court Square	XTN	270	29
ES266X	ES001X	Court Square	XTN	270	13
ES267X	IE20079	Times Square - 42 St	7AV	270	7
ES268X	IE20080	Times Square - 42 St	7AV	270	3
ES358X		ATLANTIC AVENUE - BARCLAYS CTR	EPK	270	70
ES359X		ATLANTIC AVENUE - BARCLAYS CTR	EPK	270	4
ES360X	E-61	FULTON St *	LEX	270	1
ES361X	E-62	FULTON Street	LEX	270	20
ES362X	E-63	FULTON Street	LEX	270	1
ES363X	E-53	FULTON Street	LEX	270	6
ES365X	E-55	FULTON Street	LEX	270	5
ES366X	E-57	FULTON Street	LEX	270	13
ES376X	IE1342 Otis	Fulton St *	NAS	270	
ES377X	IE1343 Otis	Fulton St *	NAS	270	1
ES378X	IE1552 Otis	Wall St	CLK	270	
ES379X	IE1553 Otis	Wall St	CLK	270	
ES380X	IE209111	Cortlandt Street	Bwy	270	
ES383X	E-60	FULTON Street	LEX	270	

2015 2ND QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
New Equip #	Plate #	Station Name:	Station / Line	# of Inspections (04/01/15 to 6/30/15)	# of Tours OOO
ES432X	ES008X	Sutphin Blvd - Archer Av JFK	ARC	270	1
ES433X	ES009X	Sutphin Blvd - Archer Av JFK	ARC	270	
ES457X		Court Square	XTN	270	
ES461X	ES1	COURT SQUARE	FLU	270	55
ES462X	13 to 4-2-12	Court Square	FLU	270	60
ES496X	ES1	Howard Beach - JFK Airport	RKY	270	
ES497X	ES2	Howard Beach - JFK Airport	RKY	270	3
ES498X	ES3	Howard Beach - JFK Airport	RKY	270	2
ES499X	ES4	Howard Beach - JFK Airport	RKY	270	
ES600X		Lexington Av - 53 St	QNS	270	5
ES606X	IE20813	42nd St - Port Authority Bus Terminal	8AV	270	51
ES607X	ie20814	42nd St.. - Port Authority	8 av	270	27
ES608X	IE1208	Grand Central - 42nd St	LEX	270	21
ES609X	IE1209	Grand Central - 42nd St	LEX	270	13
ES610X	IE234	Grand Central - 42nd St	LEX	270	2
79		GRAND TOTALS		21330	999



Department of Law – Transit Adjudication Bureau

177 Livingston Street – 4th Floor
Brooklyn, NY 11201

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

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

- Summons issuance decreased by 9.9% (from 39,062 in 2014 to 35,196 in 2015).
- TAB received 24,690 payments in 2015, a 12.98% decrease from the 28,374 received in 2014. Direct payments decreased by 10.68% (23,079 to 20,614) from the second quarter of 2014 and payments received from state tax refunds decreased 23.02% from 5,295 to 4,076.
- Overall total revenue for the quarter totaled \$2,405,643 a 13.47% decrease from the 2014 second quarter revenue of \$2,780,229. This includes \$511,638 in receipts from state tax refunds relating to outstanding judgments from prior years and represents a 22.92% decrease from total state tax refunds of \$663,753 in 2014. Receipts from direct payments decreased by 10.26% to \$1,906,321 in 2015 as compared to \$2,124,232 in the second quarter of 2014.
- Expenses increased by 13.16% (\$1,373,751 compared to \$1,554,587) from the second quarter of 2014.
- TAB revenue exceeded expenses by \$851,056 compared to \$1,406,478 for the second quarter of 2014.

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

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

INDICATOR	2nd QTR 2015	2nd QTR 2014	Y-T-D 2015	Y-T-D 2014
ISSUANCE DATA				
Violations Issued	35,196	39,062	64,934	75,052
% With Telephone Data	59.94%	63.21%	60.13%	62.87%
% With Employer Data	35.58%	30.66%	33.99%	23.36%
PAYMENT DATA				
Number of Payments	24,690	28,374	47,530	52,505
Regular	20,614	23,079	40,757	43,736
State Tax Refund	4,076	5,295	6,773	8,769
Amount Paid	\$2,417,959	\$2,787,985	\$4,710,299	\$5,221,328
Regular	\$1,906,321	\$2,124,232	\$3,809,914	\$4,072,768
State Tax Refund	\$511,638	\$663,753	\$900,315	\$1,148,560
Average Payment	\$97.93	\$98.26	\$99.10	\$99.44
Yield per NOV	\$68.70	\$71.37	\$72.54	\$69.57
REVENUE/EXPENSE DATA				
Revenue	\$2,405,643	\$2,780,229	\$4,690,103	\$5,292,115
Expenses	\$1,554,587	\$1,373,751	\$3,108,734	\$2,942,358
ADJUDICATIONS				
Total Cases Adjudicated	6,220	8,276	11,763	15,636
Admin Dismissals	428	651	749	1,237
Hearings	5,792	7,625	11,014	14,399

NYC Transit and MTA Bus Company EEO and Diversity Report

Data as of June 30, 2015

OVERVIEW

MTA NYC Transit and MTA Bus Company have conducted an availability analysis of females and minorities in its workforce. The availability analysis consists of comparing MTA NYC Transit and MTA Bus Company's **June 30, 2015** workforce percentages for females and minorities to 80 percent of the females and minorities available within the relevant labor market based on the U.S. Census.

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

2015-Q2 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

WORKFORCE UTILIZATION ANALYSIS
As of June 30, 2015

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	29%	16%	No	23%	36%	Yes	7%	12%	Yes	5%	14%	Yes	0%	0%	Yes	1%	0%	No	1%	3%	Yes
Professionals	36%	36%	Yes	10%	32%	Yes	8%	9%	Yes	7%	26%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes
Technicians	39%	52%	Yes	11%	51%	Yes	12%	12%	Yes	5%	13%	Yes	0%	0%	Yes	12%	0%	No	2%	3%	Yes
Protective Services	21%	23%	Yes	31%	60%	Yes	18%	16%	No	1%	7%	Yes	1%	0%	No	3%	0%	No	1%	1%	Yes
Paraprofessionals	52%	49%	No	20%	44%	Yes	16%	24%	Yes	2%	9%	Yes	0%	0%	Yes	6%	0%	No	2%	0%	No
Administrative Support	54%	43%	No	21%	56%	Yes	23%	14%	No	4%	16%	Yes	0%	0%	Yes	6%	0%	No	2%	2%	Yes
Skilled Craft	21%	5%	No	22%	38%	Yes	16%	12%	No	5%	13%	Yes	0%	0%	Yes	8%	0%	No	2%	2%	Yes
Service Maintenance	15%	18%	Yes	33%	56%	Yes	28%	21%	No	3%	5%	Yes	0%	0%	Yes	2%	0%	No	1%	2%	Yes

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

** American Indian/Alaskan Native

*** Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2015-Q2 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

NEW HIRES
January 1, 2015 to June 30, 2015

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	56	10	17.9%	11	19.6%	11	19.6%	11	19.6%	0	0.0%	0	0.0%	0	0.0%
Professionals	145	51	35.2%	33	22.8%	18	12.4%	46	31.7%	0	0.0%	0	0.0%	2	1.4%
Technicians	6	2	33.3%	2	33.3%	2	33.3%	1	16.7%	0	0.0%	0	0.0%	0	0.0%
Protective Services	20	3	15.0%	8	40.0%	4	20.0%	2	10.0%	0	0.0%	0	0.0%	1	5.0%
Paraprofessionals	5	5	100.0%	2	40.0%	1	20.0%	1	20.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	345	165	47.8%	153	44.3%	38	11.0%	105	30.4%	0	0.0%	1	0.3%	1	0.3%
Skilled Craft	472	14	3.0%	158	33.5%	72	15.3%	88	18.6%	2	0.4%	0	0.0%	8	1.7%
Service Maintenance	1,245	213	17.1%	671	53.9%	265	21.3%	128	10.3%	3	0.2%	0	0.0%	11	0.9%
Total	2,294	463	20.2%	1,038	45.2%	411	17.9%	382	16.7%	5	0.2%	1	0.04%	23	1.0%

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

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

2015-Q2 EEO & DIVERSITY REPORT**NEW YORK CITY TRANSIT****EEO AND TITLE VI COMPLAINTS****January 1, 2015 to June 30, 2015**

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases	Status (# Open)
EEO	112	58	37	64	22	58	67	130	548	285	263
External Complaints	47	8	27	26	10	24	58	75	275	153	150
Internal Complaints	65	50	10	38	12	34	9	55	273	132	113

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	60	2	16	78	73	54

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

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

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

2015-Q2 EEO & DIVERSITY REPORT
NEW YORK CITY TRANSIT

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 6/30/15
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	2	0	0	1	0	0	3
TOTAL	2	0	0	1	0	0	3

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 6/30/15
INTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	12	4	4	0	0	0	20*
TOTAL	12	4	4	0	0	0	20*

* There were a total of 19 closed cases as of 6/30/15. However, one complaint resulted in a dual (reasonable cause/no reasonable cause) determination.

TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 to 6/30/15

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA NYCT	13	0	6	0	0	0	19
TOTAL	13	0	6	0	0	0	19

2015-Q2 EEO & DIVERSITY REPORT

MTA BUS COMPANY

WORKFORCE UTILIZATION ANALYSIS

As of June 30, 2015

JOB CATEGORY	FEMALES*			BLACKS			HISPANICS			ASIANS			AI/AN**			NHOPI***			OTHER		
	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)	Est Avail	Actual %	Met Avail (Yes/No)
Officials & Administrators	22%	11%	No	14%	31%	Yes	8%	15%	Yes	5%	6%	Yes	0%	0%	Yes	0%	0%	Yes	2%	3%	Yes
Professionals	32%	50%	Yes	10%	23%	Yes	6%	11%	Yes	11%	20%	Yes	0%	0%	Yes	2%	0%	No	1%	4%	Yes
Technicians	20%	56%	Yes	8%	13%	Yes	8%	19%	Yes	14%	13%	No	0%	0%	Yes	4%	0%	No	1%	0%	No
Protective Services	16%	17%	Yes	34%	67%	Yes	18%	17%	No	3%	0%	No	0%	0%	Yes	2%	0%	No	2%	17%	Yes
Paraprofessionals	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes	0%	0%	Yes
Administrative Support	59%	41%	No	21%	28%	Yes	22%	13%	No	4%	6%	Yes	0%	0%	Yes	5%	0%	No	3%	8%	Yes
Skilled Craft	1%	1%	Yes	23%	30%	Yes	25%	14%	No	2%	11%	Yes	0%	0%	Yes	3%	2%	No	1%	5%	Yes
Service Maintenance	11%	13%	Yes	27%	52%	Yes	31%	21%	No	4%	6%	Yes	0%	0%	Yes	3%	0%	No	1%	3%	Yes

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

** American Indian/Alaskan Native

*** Native Hawaiian Other Pacific Islander

DEFINITIONS OF EEO JOB CATEGORIES:

Officials & Administrators

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

Professionals

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

Technicians

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

Protective Services

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

Paraprofessionals

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

Administrative Support

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

Skilled Craft

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

Service Maintenance

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

2015-Q2 EEO & DIVERSITY REPORT
MTA BUS COMPANY

NEW HIRES
January 1, 2015 to June 30, 2015

JOB CATEGORY	TOTAL ¹	FEMALES ²		BLACKS		HISPANICS		ASIANS		AI/AN		NHOPI		OTHER	
		#	%	#	%	#	%	#	%	#	%	#	%	#	%
Officials & Administrators	15	0	0.0%	4	26.7%	3	20.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Professionals	7	3	42.9%	1	14.3%	0	0.0%	2	28.6%	0	0.0%	0	0.0%	0	0.0%
Technicians	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Protective Services	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Paraprofessionals	0	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Administrative Support	3	1	33.3%	1	33.3%	0	0.0%	0	0.0%	0	0.0%	0	0.0%	0	0.0%
Skilled Craft	37	0	0.0%	13	35.1%	6	16.2%	12	32.4%	0	0.0%	0	0.0%	2	5.4%
Service Maintenance	177	45	25.4%	99	55.9%	45	25.4%	9	5.1%	1	0.6%	0	0.0%	2	1.1%
Total	239	49	20.5%	118	49.4%	54	22.6%	23	9.6%	1	0.4%	0	0.0%	4	1.7%

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

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

2015-Q2 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO AND TITLE VI COMPLAINTS
January 1, 2015 to June 30, 2015

Category	Race/ Color	Sexual Harassment	Age	Gender	Religion	National Origin	Disability	Other ²	Total Issues ³	Total Cases ⁴	Status (# Open) ⁵
EEO	2	0	2	1	0	0	6	3	14	11	5
External Complaints	2	0	1	1	0	0	6	3	13	10	4
Internal Complaints	0	0	1	0	0	0	0	0	1	1	1

Category	Race	Color	National Origin	Total Issues ³	Total Cases	Status (# Open)
Title VI	2	0	0	2	2	2

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

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

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

2015-Q2 EEO & DIVERSITY REPORT
MTA BUS COMPANY

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 6/30/15
EXTERNAL

Agency	Decided In Favor of Agency	Decided In Favor of Complainant	Administrative Closure	Withdrawn	Dismissed	Resolved / Settled	Total
MTA BUS CO.	5	0	0	1	0	0	6
TOTAL	5	0	0	1	0	0	6

EEO DISCRIMINATION COMPLAINT RESOLUTION FROM 1/1/15 to 6/30/15
INTERNAL

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

TITLE VI COMPLAINT RESOLUTION FROM 1/1/15 to 6/30/15

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

2015-Q2 EEO and DIVERSITY REPORT
NEW YORK CITY TRANSIT and MTA BUS COMPANY

Challenges in Hiring Ethnic Minorities/Women

Competitive Examinations

Positions in NYC Transit and MTA Bus Company, for the most part, are filled through competitive examinations. NYC Transit is obligated by State Civil Service Law to hire through a competitive examination process. While NYC Transit and MTA Bus Company continue to expand their outreach efforts, in the case of positions requiring a competitive examination, only those applicants who achieve a passing grade can be considered for the position in list number order, without regard to race, ethnicity or gender. For example, in the case of MTA Bus Company, 90% of the total positions are non-discretionary and are filled from a list. Approximately 80% of all hires at NYC Transit are non-discretionary and are filled from a list. As NYC Transit works to comply with the State's mandate to reduce its provisional employee population, including those in managerial and professional titles, hires from civil service lists will increase which may have a direct impact on the agency's ability to attract a diverse workforce.

Compensation

Our compensation policies and practices will continue to be a significant impediment to attracting and retaining a diverse workforce in certain positions.

Improving the Representation of Women in the Workforce

Attracting, hiring, and retaining more women in traditionally male-dominated jobs, particularly in the Skilled Craft and Officials & Administrators categories, remain a significant challenge at NYC Transit and MTA Bus Company. Women make up 17.5% of NYC Transit's workforce of 48,000 employees and 13% of MTA Bus Company's workforce of 3,960. Female representation at both agencies is below their respective availability rates.

2015-Q2 EEO and DIVERSITY REPORT
NEW YORK CITY TRANSIT and MTA BUS COMPANY

Strategies for Improvement

Diversity and Inclusion Plan

A taskforce comprised of senior managers at NYC Transit and MTA Bus Company was created during the summer of 2014 to lay the foundation for developing a comprehensive and robust Diversity and Inclusion (D&I) Program. This D&I Program is an extension of the Executive Leadership Team's strategic work on talent management, creating a respectful and inclusive work place, and becoming an employer of choice. It will shift our diversity strategy from solely focusing on meeting compliance mandates to a strategy where all human differences in our workforce are valued, respected, and leveraged to improve the programs and services the agencies provide to its employees and customers.

The D&I Taskforce established several priority initiatives for 2014-2015 that were considered key to building a successful D&I Program. The following priority initiatives have either been met or are being implemented:

- Senior management teams conducted Diversity Employee Focus Groups, e.g., female hourly and managerial employees, Hispanics employees, and employees who have served in a branch of the armed services. The goal was to gain insight from employees on the agency's culture with respect to diversity and inclusion and begin developing a common understanding of the best path forward in launching the D&I initiative and assessing the readiness for cultural change focused on D&I.
- To assist with improving the representation of underutilized groups, pilot mentoring programs are being developed with the assistance of the consultant, Management Mentors, Inc., whereby a mentor facilitates and partners with a mentee in a transformational relationship for the purpose of personal and professional development.
- An Assistant Chief Officer, D&I, is expected to start in September 2015, who will serve as the strategic lead on all D&I efforts ensuring that diversity and inclusion are integrated in existing and future policies, procedures, and practices.
- The D&I Taskforce is presently engaged in efforts to retain the services of D&I training consultants to work with the Executive Leadership Team to ensure that there is alignment and appropriate ownership of the D&I Program at the executive level.
- In September 2014, NYC Transit hired a Director of Recruitment. This person is responsible for creating a diversity recruitment strategy for NYC Transit and MTA Bus Company for all titles.
- MTA Bus Company is in the process of hiring a Chief Officer, Equal Employment Opportunity (EEO), to further reinforce its commitment to ensuring diversity within the workforce and compliance with EEO regulations.

Ongoing Targeted Recruitment and Outreach Efforts

Through the joint efforts of NYC Transit, MTA Bus Company, and the Transportation Diversity Council, seven (7) students from the Bronx Design & Construction High School were afforded the opportunity to work as summer interns alongside Structural Maintainers at MTA Bus, to gain experience in the area of buildings and trades. This student group is 14% female and 86% Hispanic. The students received the opportunity to see first-hand the job responsibilities associated with Plumbing, HVAC, Electrical, and Carpentry. This experience will hopefully encourage these individuals to explore full-time employment opportunities in the transportation industry. As an agency, we are exploring avenues that will provide ways to transition High School Intern talent pools to fill full-time positions that have areas of under-utilization.

Ongoing Targeted Recruitment and Outreach Efforts (Continued)

In total, NYC Transit and MTA Bus Company hired 128 interns from NYC Department of Education high schools, to encourage this diverse population to consider NYC Transit/MTA Bus Company as an employer of choice. The gender and race/ethnicity breakdown of the interns is as follows: 53 females (41%), 75 males (59%), 68 Blacks (53%), 26 Hispanics (20%), 30 Asians (24%), and 4 Whites (3%).

NYC Transit and MTA Bus Company strategically plan their recruitment and sourcing efforts to ensure that information about employment opportunities and upcoming examinations leading to employment are broadly advertised throughout the five boroughs of New York City. Our multi-faceted marketing approach includes, but is not limited to, attending job fairs sponsored by the Department of Labor and local politicians, colleges, universities, public and private technical schools, and community outreach events; utilizing social media channels such as Facebook, Twitter, and job boards (Indeed, LinkedIn, Career Builder and Monster), placing advertisements of examinations and employment information in print medium such as The Chief, subway stations and on buses, distributing examination schedules via Metro Card sales vans, and transmitting email blasts about employment opportunities to veterans organizations, not-for-profit entities, and community-based groups.

NYC Transit Recruiters are developing relationships with various ethnically diverse communities. In August 2015, NYC Transit and MTA Bus Company were represented at the Chinese Chamber of Commerce Career Fair, and at the Harlem Week Business and Professional Service Expo. In addition, both agencies were represented on a Transportation Industry Panel at LaGuardia Community College, sponsored by CUNY LEADS, a program that prepares college students and alumni with disabilities for the job search process.

Outreach to Women

In March 2015, NYC Transit and MTA Bus Company hosted a tour of Mother Clara Hale Bus Depot, for Women's Transportation Seminar (WTS) and the USDOT-Transportation YOU Mentoring Program. This program offers young girls between the ages of 13-18 an introduction to a wide variety of transportation careers. The highlight of the tour for the high school students was learning about the innovative green design of the depot.

In April 2015, NYC Transit recruiting staff attended the Annual Mind, Body, Spirit Conference held at Yankee Stadium, sponsored by 100 Hispanic Women. This organization was created to inspire Latinas to maximize their strengths and potential, in order to become equal partners in an empowered world of equal opportunity. Although the focus of this event was primarily on health and wellness, it provided our recruiting staff the opportunity to network with the Hispanic female attendees, as well as share information about employment opportunities at NYC Transit and MTA Bus Company.

In 2015, NYC Transit and MTA Bus Company partnered with the Department of Education and City Polytechnic High School in Brooklyn to offer summer internship opportunities to ten (10) female students who are studying STEM (Science, Technology, Engineering, and Math) subjects. The purpose of this partnership is to expose young women to the transportation industry and to both Transit organizations as employers of choice. Throughout the summer, these women worked closely with their managers, who were selected by key operations leaders, to ensure a positive learning experience. Each intern was assigned to a Buddy, who was selected from the college level internship population. The Buddies assisted the high school interns in navigating the larger organization.

NYC Transit and MTA Bus Company currently employ 234 college and graduate school interns. Women make up 43% of this population. Other women-focused recruiting events that are scheduled for Fall 2015, include: John Jay College Readiness Boot Camp for College Bound Service Women, and the Annual Circle of Sister's Conference for Women of Color.

Outreach to Veterans

Through a coordinated effort by MTA HQ, NYC Transit and MTA Bus Company have a good presence with Active Military and Veteran organizations. Both agencies were represented at ten (10) Career Fairs for Active Military and Veterans, throughout NYC and in New Jersey. These include: The First Annual Bronx Community Veteran's Career Fair, NYC Veteran's Hiring Expo at Citi Field, and Marine Core Mega-Muster Job Fair in Mt. Laurel, New Jersey. In February 2015, our recruiters volunteered to conduct mock interviews at West Point to assist service men and women in preparing for the civilian job search process. For the first six months of 2015, 75 veterans were hired in various positions.

NYC Transit recruiters attended three (3) professional development workshops that focused on building partnerships with Tri-State area Veteran's organizations that assist Veterans in securing employment, and to learn more about issues that may impact service men and women in finding employment, such as Post Traumatic Stress Disorder and Traumatic Brain Injury.

Outreach to Hispanics

NYC Transit and MTA Bus Company's ongoing outreach to Hispanics includes the dissemination of information about employment opportunities at NYC Department of Labor sponsored Career Fairs, through targeted email blasts, and through various social media sites and job boards.

Outreach to Native Hawaiian and other Pacific Islanders (NHOPi)

Underutilization in the NHOPi racial group was identified for the first time in the utilization analysis as a result of the updated 2010 Census data. NYC Transit has reached out to the National Council of Asian Pacific Americans for guidance on effective networking with the Asian Pacific communities in the Tri-State Area. In addition, NYC Transit is promoting IMDiversity as a preferred job board site in our media plans. IMDiversity is the preferred job board site of *Asian Nation*, an authoritative, one-stop on-line information resource and sociological exploration of the historical, demographic, political, and cultural issues that make up today's diverse Asian American community.

Ongoing Program Monitoring

NYC Transit's Office of EEO, in partnership with NYC Transit's Division of Human Resources, ensures that utilization targets for women and minorities in particular job categories, based on estimated availability and internal workforce numbers, are known before vacancies, discretionary hires, and promotions are posted. The Office of EEO provides utilization targets to departments on a quarterly basis. As part of the Office of EEO's and Division of Human Resources' monitoring of the selection process, we ensure that women and minority group members are included as interviewers. The Office of EEO must approve all discretionary hires and promotions. For MTA Bus Company, MTA Department of Diversity and Civil Rights approves discretionary hires, promotions, and provides utilization targets. At MTA Bus Company, we ensure that minorities and women, as well as a HR representative, are included as interview panel members.

MTACC MONTHLY PROJECT STATUS REPORTS:

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

Fulton Center Active and Future Construction Contracts

Report to the Transit Committee - September 2015

data thru August 2015; \$s in million

	Budget	Expenditures
Construction	\$ 927.4	\$ 873.0
Design	107.0	105.0
Construction Management	144.6	124.3
Real Estate	220.9	207.2
Total	\$ 1,400.0	\$ 1,309.5

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Customer Benefit Milestone	Forecast Substantial Completion
4F: Transit Center Building Plaza - Schiavone, JV	\$221.4	\$215.9	\$5.5	\$197.5	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

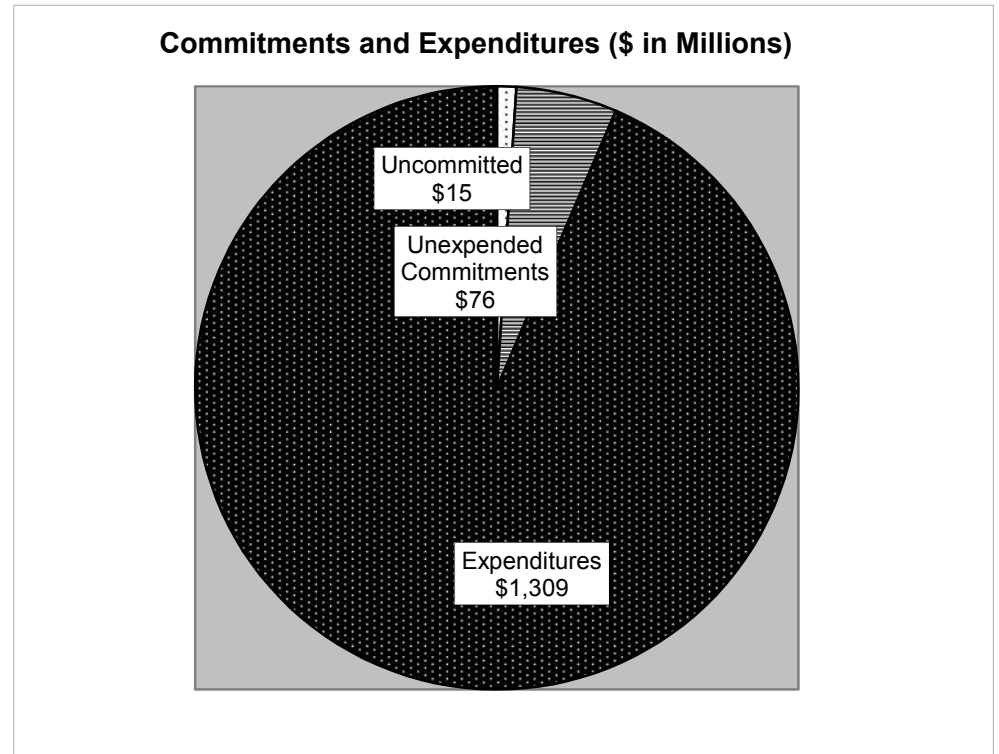
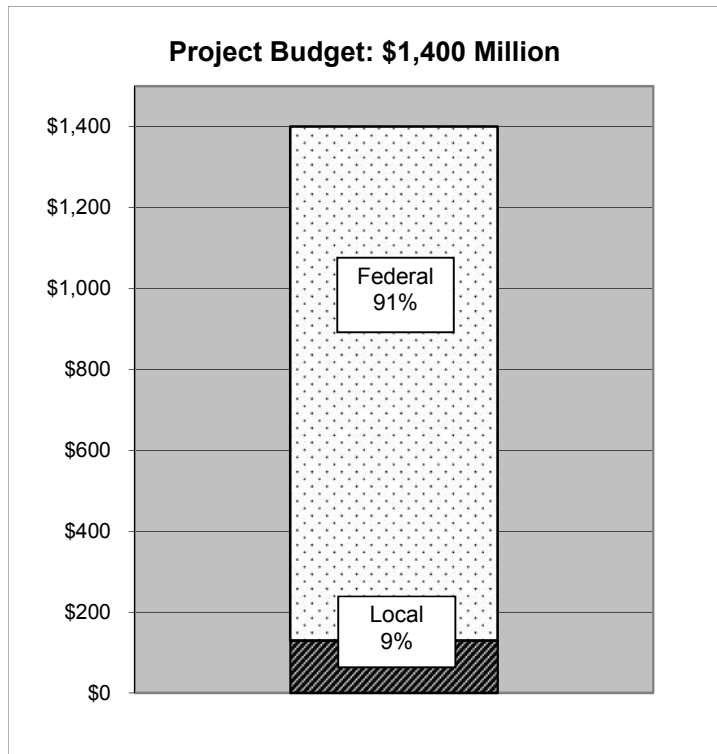
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Fulton Center Status

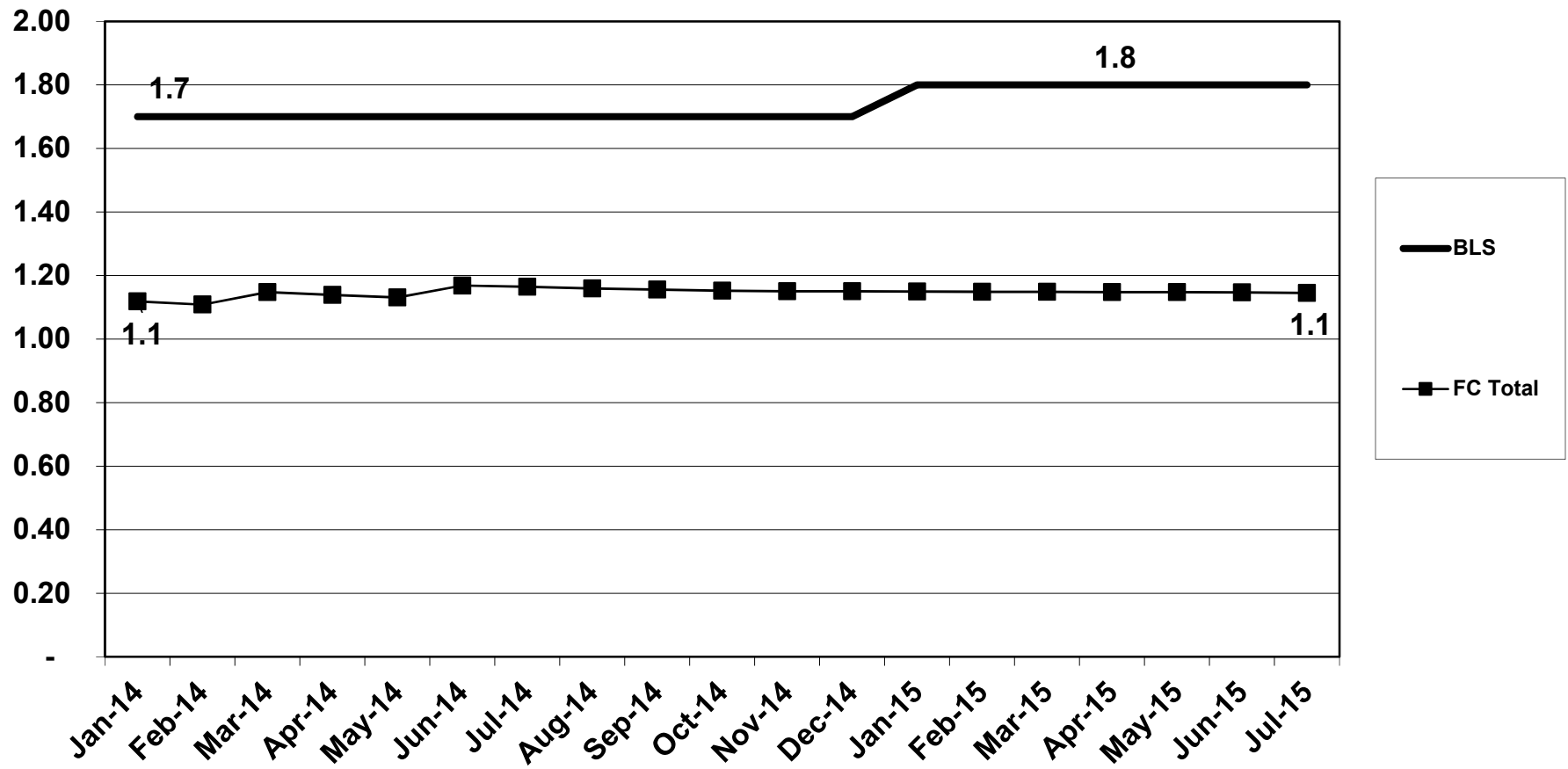
Report to the Transit Committee - September 2015

data thru August 2015

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 977	\$ 130	\$ 847	\$ 847	\$ 962	\$ 15	\$ 886
ARRA (Federal Stimulus)	423	-	423	423	423	-	423
Total	\$ 1,400	\$ 130	\$ 1,270	\$ 1,270	\$ 1,385	\$ 15	\$ 1,309



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 - September 2015

data thru August 2015; \$s in million

	Budget	Expenditures
Final Design	\$ 119.4	118.0
Construction	1,903.9	1,840.0
Construction Management	48.3	43.5
Subway Project Reserve	29.2	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 2,001.5
HYDC-Funded Non-Subway Work [†]	266.0	241.1
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,242.6
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,295.6

	Schedule
Project Design Start	September-2002
Project Design Completion	March-2011
Project Construction Start	December-2007
Systems Testing and Integration Start	October-2013
Revenue Service Date	September-2015

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved AWOs)*	Remaining Contingency	Expenditures	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
Systems, Finishes, and Core & Shell of Site A (Vent Building) <i>Skanska/Railworks JV</i>	\$555.8	\$554.3	\$1.5	\$544.4	Aug-2011	Jun-2014	Sep-2015
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes^{††} <i>John P. Picone Inc.</i>	\$92.3	\$85.5	\$6.7	\$40.3	Sep-2012	Apr-2016	Q4-2017**

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

** To accommodate Developer's work, the Contractor is working on an Agreement with the Developer, which will extend the completion of Site P. Exact completion date will be decided after the Agreement is finalized.

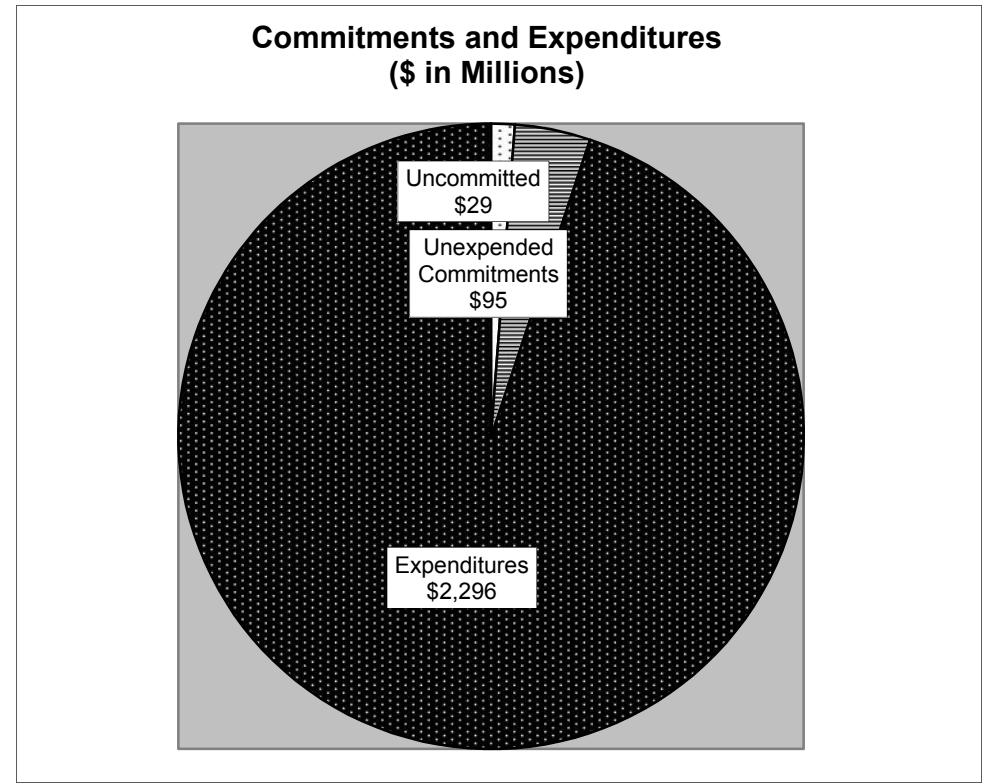
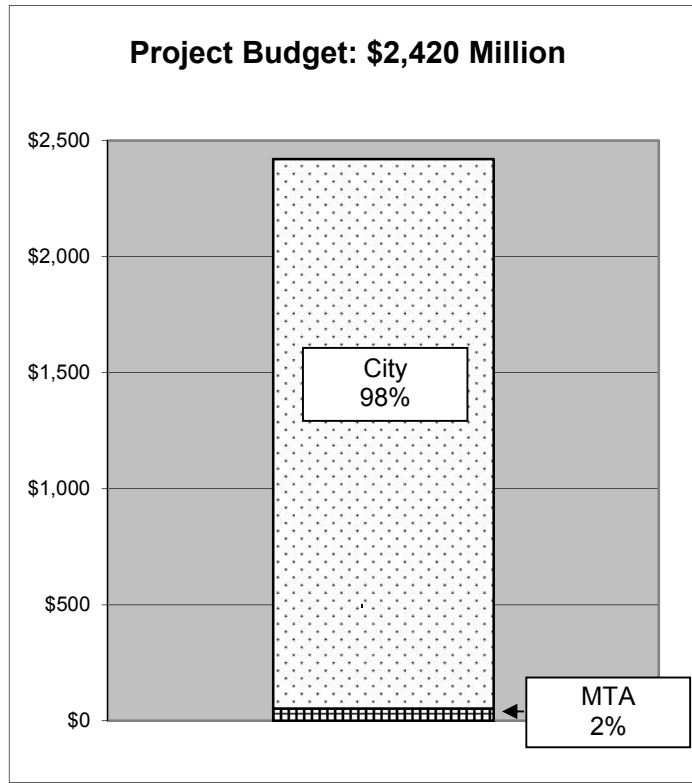
† Non-subway work includes design, construction management, and construction tasks.

†† 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.

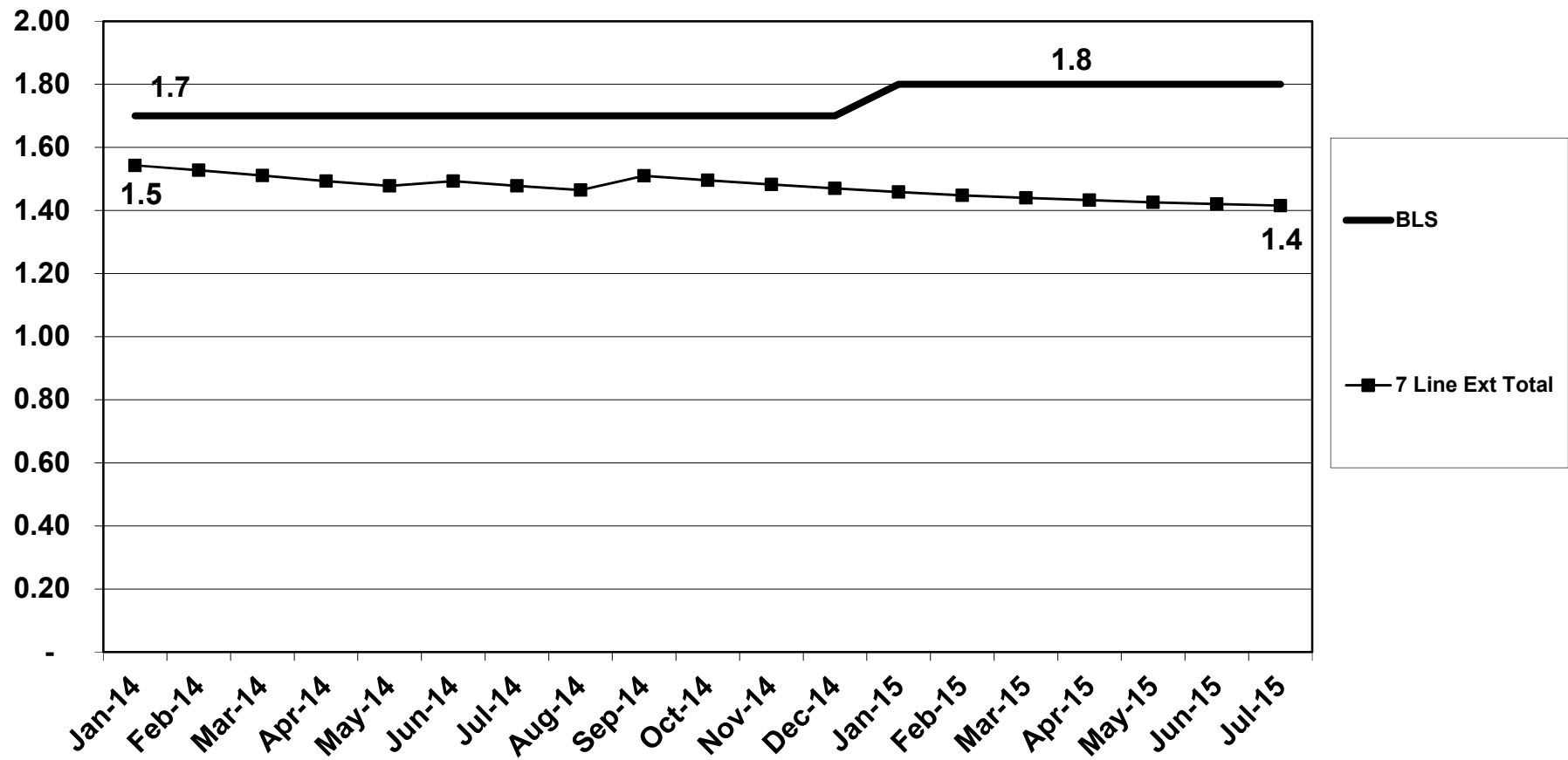
7 Line Extension Status **Report to the Transit Committee - September 2015** *data thru August 2015*

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	2,338	2,338	29	2,243
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,338	\$ 2,391	\$ 29	\$ 2,296

* 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 - September 2015

data thru August 2015; \$s in million

	Budget	Expenditures
Construction	\$ 3,393.9	\$ 2,598.1
Design	\$ 508.2	487.8
Construction Management	\$ 267.4	172.9
Real Estate	\$ 281.5	230.8
Total	\$ 4,451.0	\$ 3,489.6

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

Project Description	Budget (Bid + Contingency)	Current Contract (Bid + Approved + Pending AWOs)*	Remaining Contingency	Expenditures	Re-Baseline Award Date	Actual/ Forecast Award Date	Planned Completion at Award	Forecast Substantial Completion
63rd St Station Upgrade <i>Judlau Contracting</i>	\$205.9	\$200.3	\$5.6	\$169.6	Jul-2010	Jan-2011	May-2014	Feb-2016
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$269.5	\$13.4	\$154.4	Mar-2011	Jan-2012	Aug-2016	Nov-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$362.3	\$353.5	\$8.8	\$247.0	Mar-2011	Jun-2012	Dec-2015	Nov-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$289.3	\$286.1	\$3.2	\$165.0	Nov-2012	Feb-2013	Nov-2015	Sep-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$215.2	\$7.8	\$89.2	Oct-2013	Jun-2013	May-2016	Sep-2016

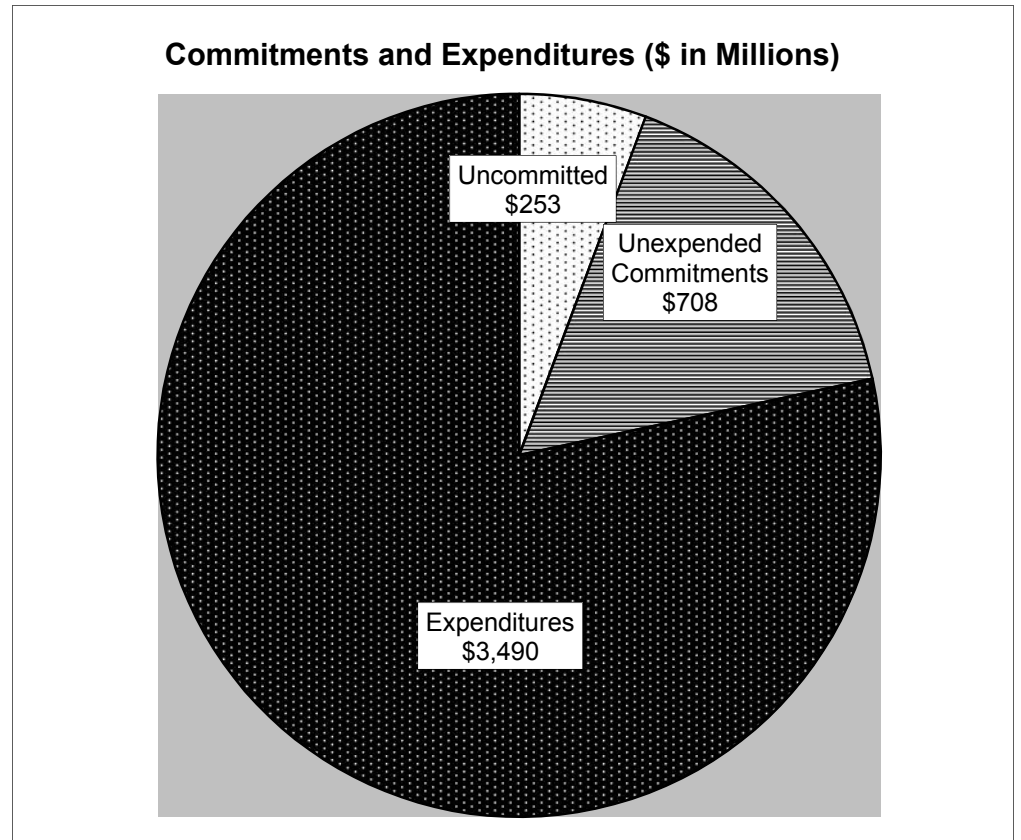
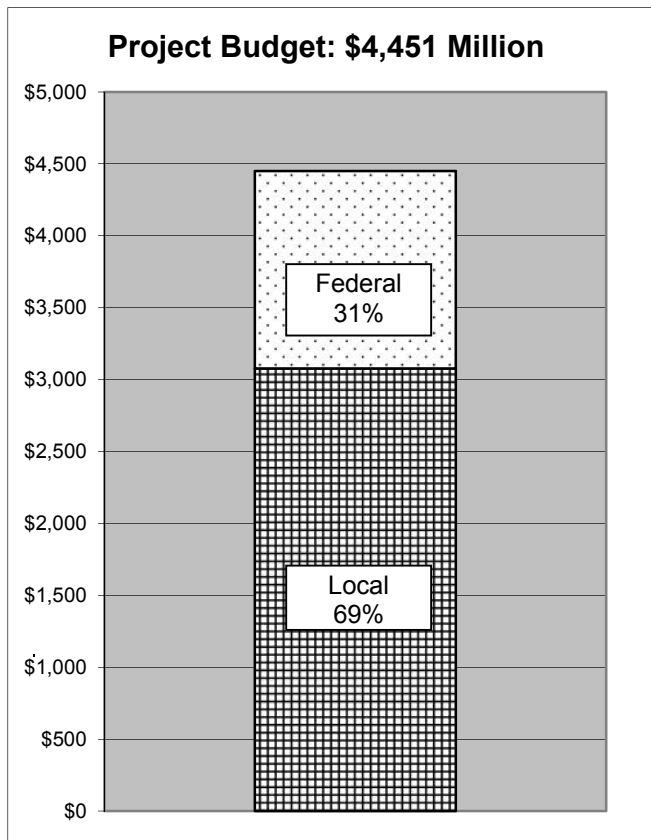
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

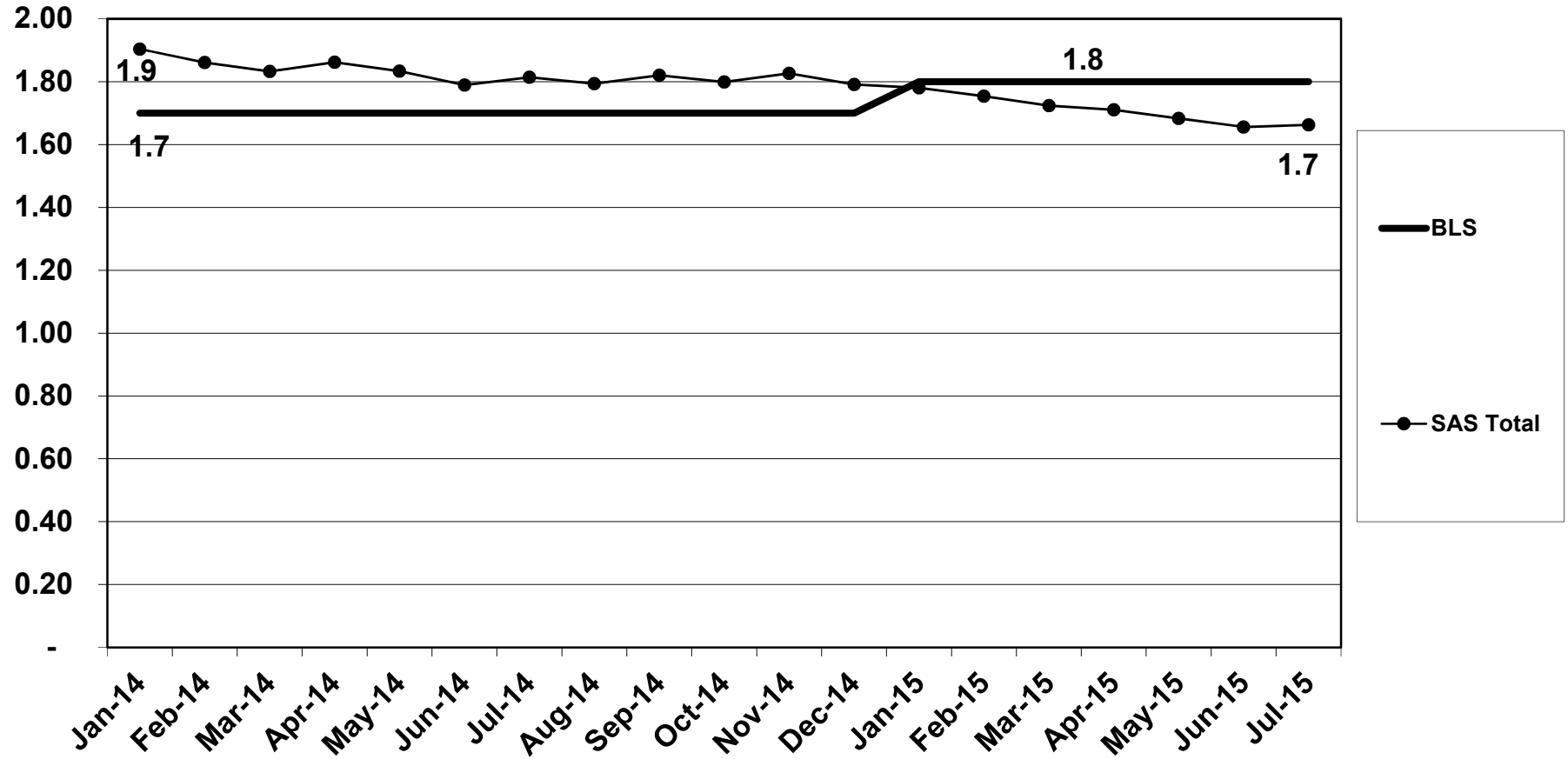
Report to the Transit Committee - September 2015

data thru August 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	40	1,641
2010-2014	1,487	1,487	-	-	1,275	212	808
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,198	\$ 253	\$ 3,490



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)