



Transit & Bus Committee Meeting

October 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, 10/26/2015

10:30 AM - 12:00 PM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – SEPTEMBER 21, 2015

Approval of Minutes - September 21, 2015 - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 9

4. OPERATIONS PERFORMANCE SUMMARY

a. August Operations Report

August Operations Report - Page 17

5. FINANCIAL REPORTS

a. August NYC Transit Financial & Ridership Report

NYCT Financial Report - Page 54

b. August SIR Financial & Ridership Report

SIR Financial Report - Page 75

c. August MTA Bus Financial & Ridership Report

MTA Bus Financial Report - Page 86

d. Capital Program Status Report

Capital Program Status Report - Page 99

6. PROCUREMENTS

NYCT October Procurement Staff Summary and Resolution - Page 108

a. Non-Competitive Actions

NYCT Non-Competitive Actions - Page 112

b. Competitive Actions

NYCT Competitive Actions - Page 115

c. Ratifications

NYCT Ratifications - Page 118

7. SERVICE CHANGES

a. NYC Transit B13 Route Revision

NYC Transit B13 Route Revisions - Page 120

b. NYC Transit M4 and Q32 Route Revision

NYC Transit M4 and Q32 Route Revision - Page 124

c. Subway Schedule Changes Effective Spring 2016

Subway Schedule Changes Effective Spring 2016 - Page 128

8. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 132

b. MTA Homeless Outreach

MTA Homeless Outreach Program - Page 136

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

d. 2016 SIR Preliminary Budget (Materials Previously Distributed)

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

9. MTACC REPORT

MTACC Report - Page 141

Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority, Manhattan and
Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Capital Construction Company and Bus Company
September 21, 2015

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

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

The Following Members were absent:
Hon. John H. Banks III, Vice-Chair
Hon. Jeffrey Kay

Also present were:
James L. Ferrara, Interim President, New York City Transit
Michael Chubak, Acting Executive Vice President
Joe Leader, Senior Vice President, Subways
Joseph Fox, Chief, NYPD Transit Bureau
Owen J. Monaghan, Vice President, Security
Cheryl Kennedy, Vice President, Office of System Safety
Stephen Plochochi, Vice President, Materiel
Peter Cafiero, Chief, Operations Planning
John O'Grady, Acting Senior Vice President, CPM
Paul Fleuranges, Vice President, Corporate Communications
Darryl Irick, President, MTA Bus
Michael Horodniceanu, President, MTA Capital Construction
David Cannon, Director, Procurement & Risk Management, MTA Capital Construction

Chair Ferrer opened the meeting.

II. Public Speakers

Murray Bodin commented on the need for flexibility on the part of all MTA agencies, not just New York City Transit.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the July 20, 2015 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

IV. Agenda Items

NYCT's Interim President, James L. Ferrara, introduced himself to the Committee, and noted the opening of NYCT's 469th station, the fully accessible 34th St-Hudson Yards station on the 7 line.

A. Operations Report

SVP Leader informed the Committee that NYCT's Office of System Safety is currently conducting a thorough investigation into the circumstances surrounding the derailment of a southbound G train approaching Hoyt/Schermerhorn Station on September 10th, noting that additional details would be provided at a later date. He also commended the efforts of those involved in designing, constructing and opening the new Hudson Yards station.

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

Both SVP Leader and President Irick commented on the increase in service and in precautionary measures that will be implemented to support the visit by Pope Francis, as well as the gathering of the United Nations General Assembly.

In response to a question from Member Moerdler, VP Kennedy advised the Committee that, although it would appear logical that there would be more lost time accidents in the winter months than the summer, the relatively high number of such accidents in July did not reflect a trend. SVP Leader added that the considerable amount of construction activity occurring on the right of way that month could have contributed to the number of slip, trip and fall injuries. Member Moerdler suggested that causality be further evaluated.

In response to questions from Members Greenberg and Moerdler, President Irick noted that the voluminous data collected through the Bus Time initiative, which is currently in use to manage the bus system, will ultimately ameliorate bus bunching, as well as improve Agenda reporting on metrics such as wait assessment.

In response to a request from Member Cappelli, President Irick agreed to provide information on the current level of bus service available to meet the needs of Richmond Avenue retail store employees who travel to the Staten Island ferry after midnight.

VP Kennedy presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

In response to a question from Member Moerdler regarding the increase in the number of felonious assaults, Chief Fox noted that the rise in such crimes is for the most part attributable to spontaneous violence, with the weapons of choice being whatever is readily available, such as umbrellas, canes and keys. Member Cappelli pointed out that simple assaults are not felonies.

Member Cappelli expressed his support of the Transit Police pursuing public nuisance and other minor offenses since this has led to the confiscation of firearms. He suggested that public service announcements be made regarding the need to remain alert while riding the subway to reduce the risk of theft of electronic devices.

Member Albert noted the need to advise the four national carriers to install “kill switches” on cellular phones so they can be rendered useless if stolen.

In response to a question from Member Ballan regarding the issue of homelessness in the subway system, Chief Fox discussed the collaboration among the NYPD Transit Bureau, the MTA and the Bowery Residents’ Committee, noting that both the number of contacts with the homeless, and the number of homeless placements, has increased, with the total number of homeless in the system down this year. Chief Fox further informed Members that homeless individuals found to be in violation of the law or rules would be dealt with accordingly.

Chief Fox excused himself from the balance of the meeting, explaining that he was leaving in order to present Carlos Ramos with a “Transit Bureau Cop of the Month” award.

B. Financial Reports

Interim President Ferrara reported to the Committee on NYCT’s finances.

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

Acting SVP O’Grady presented Members with the Capital Program Status report.

Details on the following are provided in the Agenda materials:

- Financial and Ridership Report
- Capital Program Status

In response to a question from Member Cappelli, SVP O’Grady informed the Committee that the South Ferry project is on schedule.

C. Procurements

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of 21 actions totaling \$987.9 million in expenditures.

VP Plochochi highlighted for the Committee two procurement agenda items: (1) the award of a competitively negotiated three-year contract, with a one-year option, to Express Scripts, Inc. for pharmacy benefits management services in the estimated amount of \$728.4 million; (2) the award of two competitively negotiated five-year, multi-agency Fuel Card Program contracts; the first, in the estimated amount of \$88 million, to FleetCor Technologies Operating Company for NYCT's Paratransit Division, and the second, in the estimated amount of \$19 million, to WEX Bank for multi-agency non-revenue Support Fleet vehicles.

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

NYCT's competitive procurement requiring a two-thirds vote (Schedule C in the Agenda), and its competitive procurements requiring a majority vote (Schedules E, F, G, H and J in the Agenda) as well as its proposed ratifications requiring a two-thirds vote (Schedule D in the Agenda) and those requiring a majority vote (Schedule K in the Agenda), were approved and forwarded to the full Board for consideration. Member Ballan recused himself from the vote on A/E IQ design services, Procurement Action Item Number 7-14 in the Agenda.

MTACC's proposed ratification of a completed procurement action requiring a majority vote (Schedule K in the Agenda) was approved and forwarded to the full Board for consideration.

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

In response to a question from Member Albert, SVP Leader noted that there were delays in developing the welding procedures on the R179s, and that the R32s are being kept in service longer due to the need for extra fleet to cover NYCT's current needs, adding that they will be staying in service even after the delivery of the R179s. VP Plochochi noted that although the R179 delays are being mitigated, the delivery date will still be affected. In response to a question from Member Moerdler, VP Plochochi informed Members that the cars are being built by Bombardier.

V. Action Items

Upon motion duly made and seconded, a one-year extension of license agreements with OutFront Media Company, and Control Group Inc., to allow for the expansion of the On The Go Station Kiosk program, was approved and forwarded to the full Board for consideration. Member Moerdler moved to table the Action Item. This motion was not seconded. Member Moerdler opposed the award. Member Ballan recused himself from the vote.

In response to Member Moerdler's concern regarding a lack of competition, VP Fleuranges explained that the On The Go Station Kiosk software platform is working well, and that by extending the contracts the technology can be better evaluated. He also noted that a solicitation for an integrator to synthesize the two platforms would be presented to the Committee at a later date, and that this process would allow for better competition going forward.

Upon motion duly made and seconded, an increase in the amount allotted for reimbursement to 202 Company for consultant fees associated with the construction of a new entrance at the 63rd Street/Lexington Avenue Station as part of the Second Avenue Subway Project was approved and forwarded to the full Board for consideration.

VI. Service Changes

Mark Holmes notified the Committee of a revision to the travel paths of the Queens-bound QM2, QM3, and QM20 express buses in East Midtown, Manhattan.

VII. Special Reports and Presentations

Interim President Ferrara presented to the Committee for its information the MetroCard Report and the NYCT, SIR, and MTA Bus 2015 Mid-Year Forecast Monthly Allocation Reports. He also noted that materials for the NYCT, SIR, and MTA Bus 2016 Preliminary Budgets had been previously distributed.

VIII. Standard Follow Up Reports

The NYCT and MTA Bus Semi-Annual Reports on Service Quality Indicators, Elevator & Escalator Reports and EEO & Diversity Reports, as well as the Transit Adjudication Bureau Report, were presented to the Committee for its information.

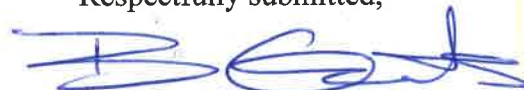
IX. MTA CC Project Report

President Horodniceanu reported on the status of the Fulton Transit Center, Second Avenue Subway and 7 Extension projects, presenting a video of the new Hudson Yards 7 line station. In response to an earlier question from Member Metzger, President Horodniceanu informed the Committee that work on the Cortlandt Street Station had been taken over from the Port Authority of New York and New Jersey, and that new track and third rail had been installed southbound, and that half of the third rail work had been completed on the northbound track.

In response to a question from Member Moerdler, President Horodniceanu indicated that in the future the MTA Real Estate Department will be monitoring opportunities to monetize the FAR.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary



2015 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

October 2015

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

November 2015

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

December 2015

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

January 2016

Approval of 2016 NYC Transit Committee Work Plan	Committee Chair & Members
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II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

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

September 2016

Public comment/Committee review of budget
2016 NYC Transit Mid-Year Forecast Monthly Allocation
2016 SIR Mid-Year Forecast Monthly Allocation
2016 MTA Bus Mid-Year Forecast Monthly Allocation
2017 Preliminary NYC Transit Budget
2017 Preliminary SIR Budget
2017 Preliminary MTA Bus Budget
Service Quality Indicators (including PES & MTA Bus PES)
Elevator & Escalator Service Report, 2nd Qtr, 2016
Transit Adjudication Bureau Report, 2nd Qtr, 2016
NYCT & MTA Bus EEO & Diversity Report, 2nd Qtr, 2016

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



2015 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYC Transit Work Plan

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

Operations Performance Summary

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

Procurements

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

MTACC Projects Report

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

MetroCard Report

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS

OCTOBER 2015

2016 NYC Transit Preliminary Budget

Public comments will be accepted on the 2016 Preliminary Budget.

2016 SIR Preliminary Budget

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

2016 MTA Bus Preliminary Budget

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

NOVEMBER 2015

2016 Preliminary NYC Transit Budget

Public comments will be accepted on the 2016 Preliminary Budget.

2016 SIR Preliminary Budget

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

2016 MTA Bus Preliminary Budget

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

Charter for Transit Committee

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

DECEMBER 2015

NYCT 2016 Adopted Budget/Financial Plan 2016-2019

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

SIR 2016 Adopted Budget/Financial Plan 2016-2019

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

II. SPECIFIC AGENDA ITEMS (con't)

MTA 2016 Bus Adopted Budget/Financial Plan 2016-2019

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

EEO & Diversity Report, 3rd Qtr, 2015

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

JANUARY 2016

Approval of Committee Work Plan

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

FEBRUARY 2016

Preliminary Review of NYC Transit's 2015 Operating Results

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

Preliminary Review of SIR 2015 Operating Results

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

Preliminary Review of MTA Bus 2015 Operating Results

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

Adopted Budget/Financial Plan 2016-2019

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

SIR Adopted Budget/Financial Plan 2016-2019

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

MTA Bus Adopted Budget/Financial Plan 2016-2019

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

II. SPECIFIC AGENDA ITEMS (con't)

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

EEO & Diversity Report- 2015 Year-End Report

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

MARCH 2016

No Agenda Items

APRIL 2016

Final Review of NYC Transit 2015 Operating Results

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

Final Review of SIR 2015 Operating Results

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

Final Review of MTA Bus 2015 Operating Results

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

MAY 2016

Transit Adjudication Bureau Report, 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.

III. SPECIFIC AGENDA ITEMS (con't)

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

JULY 2016

No Agenda Items

AUGUST 2016

No Meetings Held

SEPTEMBER 2016

2016 NYC Transit Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of its 2016 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2016 SIR Mid-Year Forecast Monthly Allocation

NYC Transit will present a monthly allocation of SIR's 2016 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2016 MTA Bus Mid-Year Forecast Monthly Allocation

MTA Bus will present its monthly allocation of MTA Bus' 2016 Mid-Year Forecast including revenues/receipts, expenses/expenditures, ridership and positions to the Committee.

2017 NYC Transit Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 SIR Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

2017 MTA Bus Preliminary Budget

Public comments will be accepted on the 2017 Preliminary Budget.

IV. SPECIFIC AGENDA ITEMS (con't)

Service Quality Indicators/PES Report

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

Elevator & Escalator Service Report, 2nd Qtr, 2016

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, 2016

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, 2016

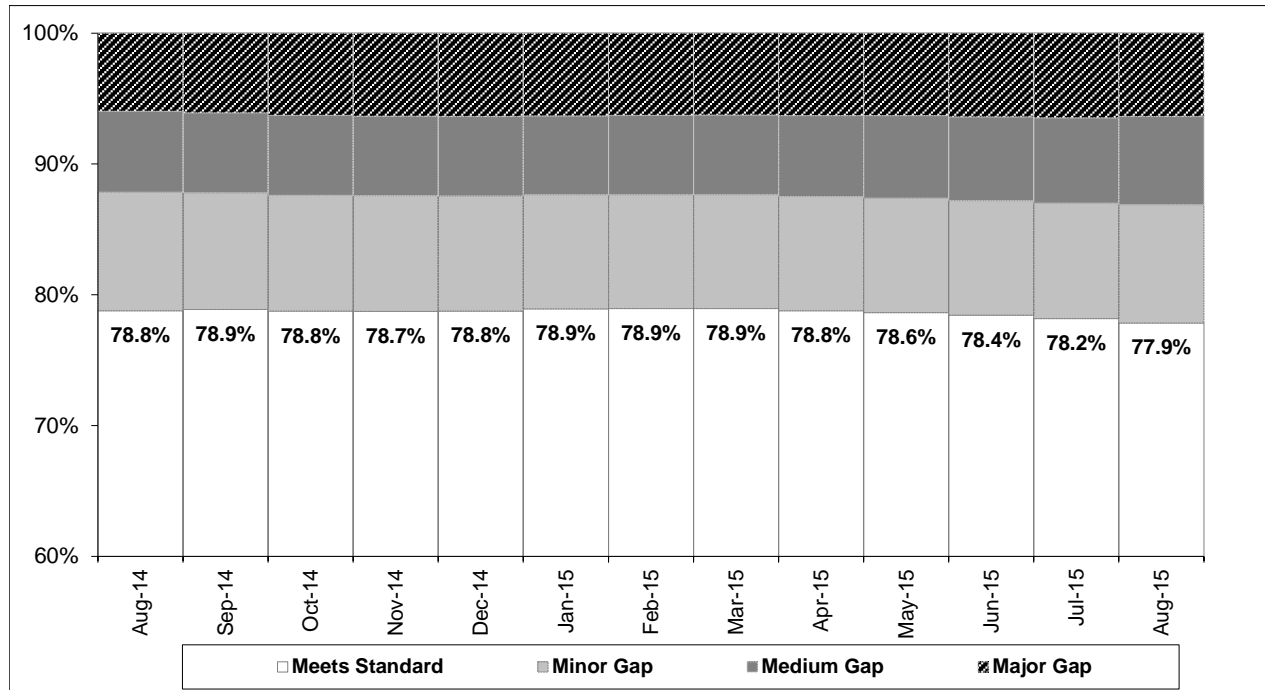
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT's and MTA Bus' Equal Employment Opportunity and Diversity efforts.

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: August 2015			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				77.9%	78.8%	-0.9%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	71.9%	73.2%	-1.3%	72.5%	73.4%	-0.9%
A Division Weekday Wait Assessment - (All Lines)				75.0%	75.9%	-0.9%
B Division Weekday Wait Assessment	81.2%	85.7%	-4.5%	79.4%	80.3%	-0.9%
System Weekend Wait Assessment (Charts 3)				85.3%	84.6%	+0.7%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	81.2%	82.0%	-0.8%	81.5%	84.5%	-3.0%
A Division Weekend Wait Assessment - (All Lines)				83.6%	85.7%	-2.1%
B Division Weekend Wait Assessment	82.2%	89.8%	-7.6%	86.4%	83.9%	+2.5%
System Weekday Terminal On-Time Performance (Charts 4-5)	71.8%	77.9%	-6.1%	71.2%	76.1%	-4.9%
A Division Weekday Terminal On-Time Performance	68.4%	74.0%	-5.6%	67.2%	70.2%	-3.0%
B Division Weekday Terminal On-Time Performance	74.7%	81.0%	-6.3%	74.5%	80.8%	-6.3%
System Number of Terminal Delays (Charts 6)	45,916	36,957	+24.2%	47,219	39,974	+18.1%
System Weekend Terminal On-Time Performance (Charts 7-8)	72.4%	81.5%	-9.1%	76.1%	83.1%	-7.0%
A Division Weekend Terminal On-Time Performance	72.9%	78.1%	-5.2%	74.0%	80.4%	-6.4%
B Division Weekend Terminal On-Time Performance	72.0%	83.9%	-11.9%	77.6%	84.9%	-7.3%
System Number of Weekend Terminal Delays (Charts 9)	15,699	10,181	+54.2%	12,268	8,626	+42.2%
Mean Distance Between Failures (Charts 10-11)	137,149	143,592	-4.5%	141,167	139,514	+1.2%
A Division Mean Distance Between Failures	119,835	156,762	-23.6%	121,766	127,109	-4.2%
B Division Mean Distance Between Failures	153,352	135,268	+13.4%	159,851	150,398	+6.3%
System Weekday Service-KPI (Charts 12-13)	77.3%	79.1%	-1.8%	77.2%	78.5%	-1.3%
A Division Weekday Service-KPI	73.4%	75.6%	-2.2%	73.0%	74.3%	-1.3%
B Division Weekday Service-KPI	80.0%	81.6%	-1.6%	80.0%	81.5%	-1.5%
System Weekday PES-KPI (Charts 14-16)				91.6%	91.2%	+0.4%
Staten Island Railway						
24 Hour On-Time Performance	97.7%	90.8%	+6.9%	93.7%	93.1%	+0.6%
AM Rush On-Time Performance	97.6%	93.9%	+3.7%	93.6%	94.2%	-0.6%
PM Rush On-Time Performance	99.6%	95.1%	+4.5%	95.1%	95.7%	-0.6%
Percentage of Completed Trips	100.0%	98.6%	+1.4%	99.8%	99.6%	+0.2%
Mean Distance Between Failures	106,369	42,075	+152.8%	51,644	64,746	-20.2%
Staten Island Railway PES-KPI (Charts 17)				90.7%	89.7%	+1.0%

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	
Sep '14 - Aug '15	77.9%	9.0%	6.7%	6.4%	2015 GOAL: 80.7%
Sep '13 - Aug '14	78.8%	9.1%	6.2%	6.0%	2014 ACTUAL: 78.8%

Chart 1

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

Sep '14 - Aug '15					Sep '13 - Aug '14				
Line	Meets	GAP			Meets	GAP			Standard
	Standard	Minor	Medium	Major	Standard	Minor	Medium	Major	Difference
①	79.3%	9.0%	6.4%	5.3%	80.2%	8.3%	5.9%	5.7%	-0.9%
②	72.7%	10.1%	9.1%	8.2%	71.4%	10.3%	9.3%	9.0%	+1.3%
③	78.4%	9.4%	6.8%	5.4%	76.9%	9.9%	7.2%	6.0%	+1.5%
④	71.3%	9.6%	8.6%	10.5%	71.7%	9.7%	8.7%	9.9%	-0.4%
⑤	66.7%	9.9%	10.7%	12.7%	68.3%	10.1%	9.7%	11.9%	-1.6%
⑥	66.4%	9.5%	10.5%	13.6%	71.7%	8.4%	8.5%	11.5%	-5.3%
⑦	75.0%	10.4%	7.5%	7.1%	75.9%	9.8%	7.4%	7.0%	-0.9%
⑤ 42nd	90.5%	4.0%	2.6%	2.9%	91.2%	3.9%	1.9%	3.1%	-0.7%
Subdivision A	75.0%	9.0%	7.8%	8.2%	75.9%	8.8%	7.3%	8.0%	-0.9%
① A	67.7%	10.3%	9.3%	12.7%	70.5%	10.6%	8.0%	10.9%	-2.8%
① B	78.0%	9.9%	6.4%	5.6%	79.6%	10.2%	5.9%	4.3%	-1.6%
① C	79.9%	10.0%	5.6%	4.5%	80.6%	9.6%	5.6%	4.2%	-0.7%
① D	79.5%	10.0%	6.5%	4.0%	81.0%	9.2%	5.6%	4.2%	-1.5%
① E	75.6%	10.2%	7.5%	6.7%	74.1%	9.3%	8.3%	8.3%	+1.5%
① F	72.2%	9.5%	8.2%	10.1%	71.5%	9.3%	8.5%	10.7%	+0.7%
① S Fkln	95.5%	1.9%	1.2%	1.4%	96.2%	1.8%	0.9%	1.0%	-0.7%
① G	81.4%	10.5%	5.7%	2.5%	78.1%	11.4%	6.2%	4.3%	+3.3%
① S Rock	92.1%	4.7%	1.9%	1.4%	89.2%	6.6%	1.9%	2.3%	+2.9%
① J Z	79.1%	9.8%	6.3%	4.8%	80.5%	10.0%	5.7%	3.8%	-1.4%
① L	80.5%	9.2%	6.5%	3.7%	80.5%	10.7%	4.5%	4.3%	+0.0%
① M	77.1%	9.7%	7.7%	5.6%	78.6%	11.0%	6.4%	3.9%	-1.5%
① N	77.9%	10.4%	6.5%	5.2%	81.3%	8.7%	5.8%	4.3%	-3.4%
① Q	78.8%	10.0%	6.4%	4.8%	79.9%	10.4%	6.0%	3.7%	-1.1%
① R	75.1%	9.6%	7.5%	7.8%	83.2%	9.6%	4.5%	2.7%	-8.1%
Subdivision B	79.4%	9.0%	6.2%	5.4%	80.3%	9.2%	5.6%	4.9%	-0.9%
Systemwide	77.9%	9.0%	6.7%	6.4%	78.8%	9.1%	6.2%	6.0%	-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

Subway Weekend Wait Assessment (6 am - midnight)

Sep '14 - Aug '15					Sep '13 - Aug '14				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	88.3%	6.7%	3.4%	1.6%	88.9%	6.0%	3.0%	2.0%	-0.6%
②	79.4%	10.4%	6.6%	3.7%	81.5%	9.7%	5.8%	3.0%	-2.1%
③	86.8%	7.5%	3.6%	2.1%	88.4%	6.8%	2.9%	2.0%	-1.6%
④	74.2%	10.0%	8.3%	7.4%	79.6%	9.8%	6.3%	4.3%	-5.4%
⑤	83.8%	7.3%	4.8%	4.0%	84.2%	7.9%	4.6%	3.4%	-0.4%
⑥	76.7%	9.7%	7.6%	6.0%	84.4%	7.8%	4.7%	3.1%	-7.7%
⑦	81.1%	9.5%	4.8%	4.5%	80.5%	11.8%	4.8%	3.0%	+0.6%
Ⓢ 42nd	98.9%	0.6%	0.2%	0.3%	98.1%	0.9%	0.4%	0.6%	+0.8%
Sub Division A	83.6%	7.7%	4.9%	3.7%	85.7%	7.6%	4.1%	2.7%	-2.1%
Ⓐ	75.3%	10.3%	6.6%	7.8%	78.0%	10.5%	6.5%	4.9%	-2.7%
Ⓒ	82.7%	8.9%	4.4%	4.1%	75.6%	9.3%	8.9%	6.1%	+7.1%
Ⓓ	85.8%	6.6%	3.8%	3.7%	82.4%	10.1%	5.6%	1.9%	+3.4%
Ⓔ	81.5%	8.6%	4.4%	5.5%	84.1%	9.4%	5.1%	1.5%	-2.6%
Ⓕ	86.7%	7.6%	1.9%	3.8%	77.9%	10.6%	6.4%	5.1%	+8.8%
Ⓢ Fkln	94.2%	3.4%	1.4%	1.0%	95.8%	3.4%	0.0%	0.8%	-1.6%
Ⓖ	92.7%	4.5%	2.0%	0.8%	86.6%	8.5%	2.3%	2.6%	+6.1%
Ⓙ	91.0%	6.5%	1.9%	0.7%	92.1%	5.6%	1.7%	0.6%	-1.1%
Ⓛ	87.1%	7.7%	3.6%	1.7%	83.6%	8.0%	4.1%	4.3%	+3.5%
Ⓝ	87.8%	6.9%	3.5%	1.7%	81.9%	9.7%	5.3%	3.2%	+5.9%
Ⓠ	86.0%	7.9%	3.5%	2.6%	86.4%	8.8%	4.2%	0.6%	-0.4%
Ⓡ	86.3%	5.2%	4.2%	4.2%	82.1%	11.8%	4.4%	1.8%	+4.2%
Sub Division B	86.4%	7.0%	3.4%	3.1%	83.9%	8.8%	4.5%	2.8%	+2.5%
Systemwide	85.3%	7.3%	4.0%	3.4%	84.6%	8.3%	4.4%	2.7%	+0.7%

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

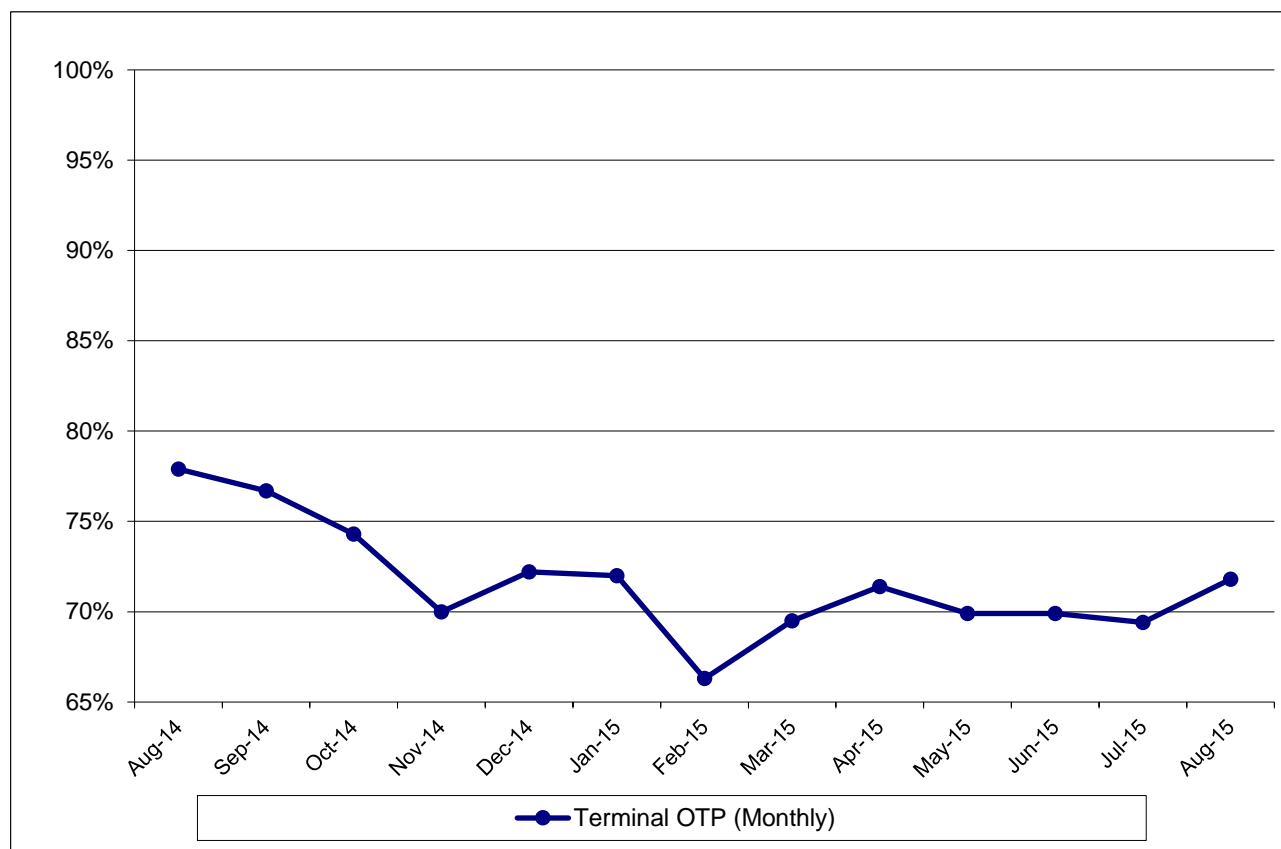
* **Headway
Definitions**

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

Aug 2015: 71.8%
 Aug 2014: 77.9%
 12-Mon Avg: 71.2%
 (Sep '14-Aug '15)

Subdivision A Monthly Results

Aug 2015: 68.4%
 Aug 2014: 74.0%
 12-Mon Avg: 67.2%
 (Sep '14-Aug '15)

Subdivision B Monthly Results

Aug 2015: 74.7%
 Aug 2014: 81.0%
 12-Mon Avg: 74.5%
 (Sep '14-Aug '15)

Discussion of Results

In August 2015, Over Crowding (15,079 delays), Right-Of-Way (8,213 delays), and Track Gangs (7,153 delays) were the highest categories of delays, representing 66.3% of the total 45,916 delays.

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Sep '14 - Aug '15</u>	<u>Sep '13 - Aug '14</u>	<u>% Difference</u>
①	78.0%	79.8%	-1.8%
②	46.0%	47.1%	-1.1%
③	67.6%	65.4%	+2.2%
④	44.9%	45.8%	-0.9%
⑤	41.7%	45.8%	-4.1%
⑥	48.4%	59.0%	-10.6%
⑦	84.0%	88.0%	-4.0%
⑤ 42 St	98.2%	97.7%	+0.5%
Subdivision A	67.2%	70.2%	-3.0%
①	67.9%	75.3%	-7.4%
②	75.9%	74.8%	+1.1%
③	81.8%	85.9%	-4.1%
④	74.7%	76.4%	-1.7%
⑤	71.6%	73.2%	-1.6%
⑥	58.9%	56.0%	+2.9%
⑤ Fkln	99.5%	98.9%	+0.6%
⑦	68.7%	81.9%	-13.2%
⑤ Rock	95.5%	95.5%	0.0%
① ②	79.0%	88.9%	-9.9%
③	92.6%	93.7%	-1.1%
④	71.1%	78.0%	-6.9%
⑤	67.8%	76.1%	-8.3%
⑥	71.6%	82.0%	-10.4%
⑦	62.4%	89.4%	-27.0%
Subdivision B	74.5%	80.8%	-6.3%
Systemwide	71.2%	76.1%	-4.9%

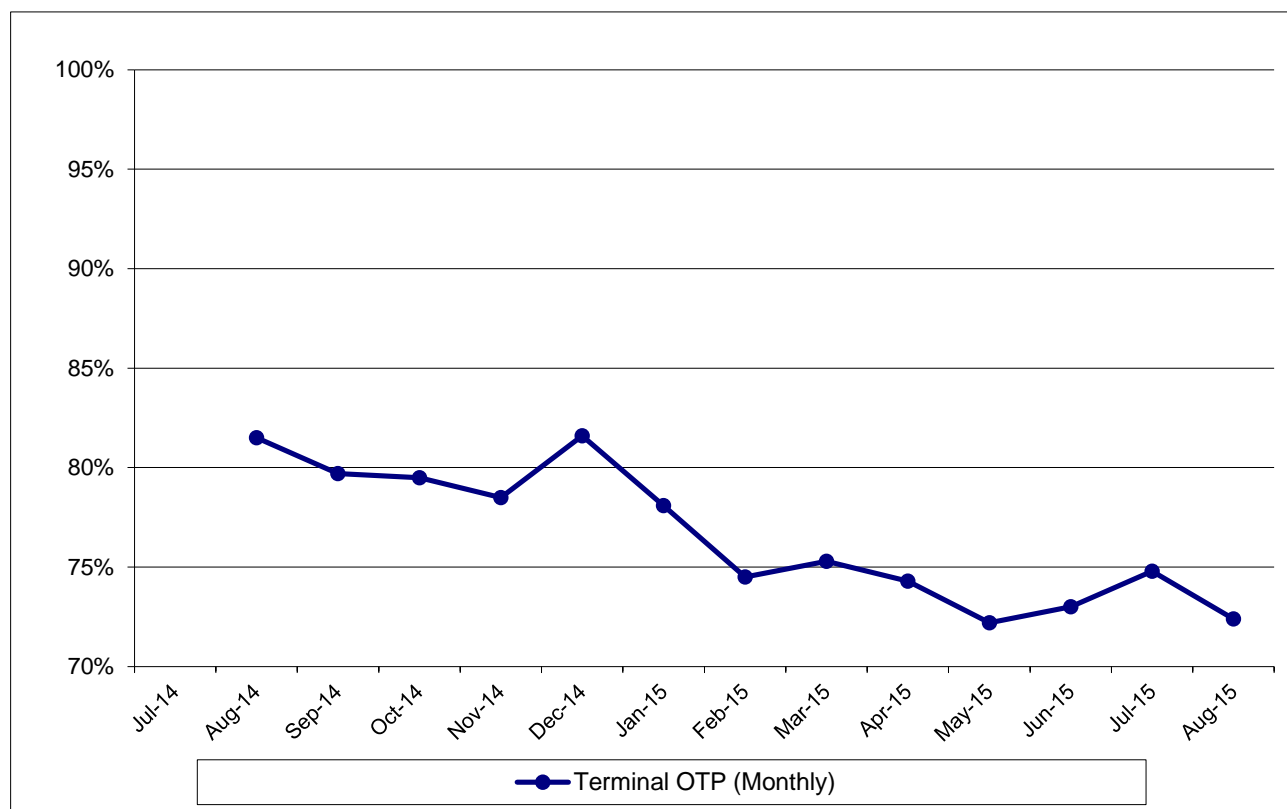
Chart 5

August 2015 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	15,079
ROW Delays	8,213
Track Gangs	7,153
Work Equipment/G. O.	3,911
Car Equipment	2,497
Sick Customer	2,400
Police	1,598
Operational Diversions	1,555
Unruly Customer	1,272
Employee	993
Fire	524
External	268
Infrastructure	250
Inclement Weather	200
Collision/Derailment	1
Total Delays	<u><u>45,916</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

Aug 2015: 72.4%
 Aug 2014: 81.5%
 12-Mon Avg: 76.1%
 (Sep '14-Aug '15)

Subdivision A Monthly Results

Aug 2015: 72.9%
 Aug 2014: 78.1%
 12-Mon Avg: 74.0%
 (Sep '14-Aug '15)

Subdivision B Monthly Results

Aug 2015: 72.0%
 Aug 2014: 83.9%
 12-Mon Avg: 77.6%
 (Sep '14-Aug '15)

Discussion of Results

In August 2015, Work Equipment G.O. (5,410 delays), Over Crowding (2,820 delays), and Track Gangs (2,412 delays) were the highest categories of delays, representing 67.8% of the total 15,699 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Sep '14 - Aug '15</u>	<u>Sep '13 - Aug '14</u>	<u>% Difference</u>
①	87.9%	88.0%	-0.1%
②	44.3%	48.4%	-4.1%
③	67.5%	79.5%	-12.0%
④	49.5%	67.9%	-18.4%
⑤	75.3%	74.8%	+0.5%
⑥	60.5%	72.8%	-12.3%
⑦	89.4%	93.4%	-4.0%
⑤ 42 St	99.6%	99.2%	+0.4%
Subdivision A	74.0%	80.4%	-6.4%
①	62.3%	77.4%	-15.1%
③	66.7%	73.0%	-6.3%
④	72.1%	84.6%	-12.5%
⑤	60.6%	75.0%	-14.4%
⑥	50.9%	56.0%	-5.1%
⑤ Fkln	99.6%	99.0%	+0.6%
⑦	84.9%	91.9%	-7.0%
⑤ Rock	97.6%	97.5%	+0.1%
① ②	91.7%	95.9%	-4.2%
③	92.0%	96.2%	-4.2%
④	96.4%	98.0%	-1.6%
⑤	69.4%	81.5%	-12.1%
⑥	81.0%	91.1%	-10.1%
⑦	72.3%	77.2%	-4.9%
Subdivision B	77.6%	84.9%	-7.3%
Systemwide	76.1%	83.1%	-7.0%

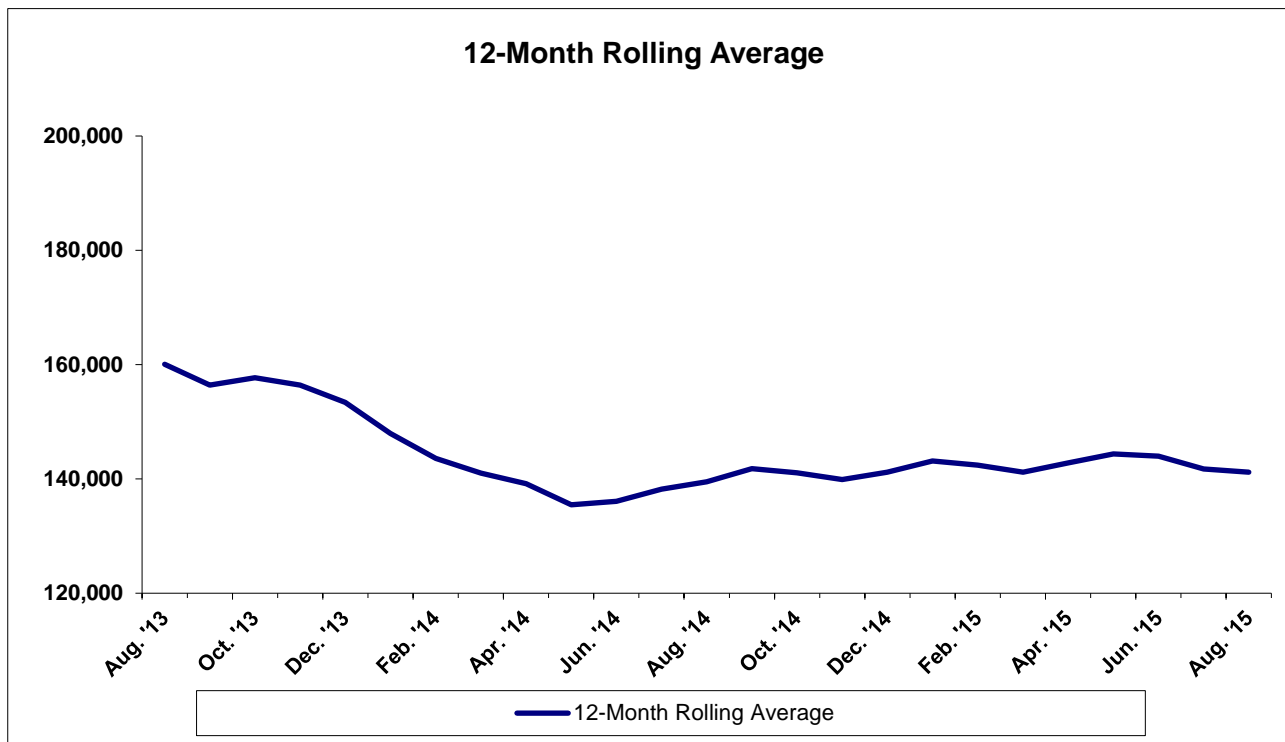
Chart 8

August 2015 Weekend Terminal Delays Systemwide Summary

Categories	Delays
Work Equipment/G. O.	5,410
Over Crowding	2,820
Track Gangs	2,412
ROW Delays	1,601
Unruly Customer	890
Car Equipment	653
Police	559
Sick Customer	408
Employee	366
Operational Diversions	329
Fire	129
External	100
Infrastructure	<u>21</u>
Total Delays	<u><u>15,699</u></u>

* Total may differ slightly due to rounding.

Subway Mean Distance Between Failure



Definition

Subway Mean Distance Between Failure (MDBF) is the measure of subway car fleet reliability and is calculated as revenue car miles divided by the number of delay incidents attributed to car related causes.

Monthly Results

Aug 2015: 137,149

Aug 2014: 143,592

12-Month Average

Sept 14 - Aug 15: 141,167

Sept 13 - Aug 14: 139,514

Annual Result

2015 Goal: 150,000

2014 Actual: 141,202

Discussion of Results

MDBF in August 2015 decreased 4.5% from August 2014. Over the past year, the MDBF 12-month average increased 1.2%.

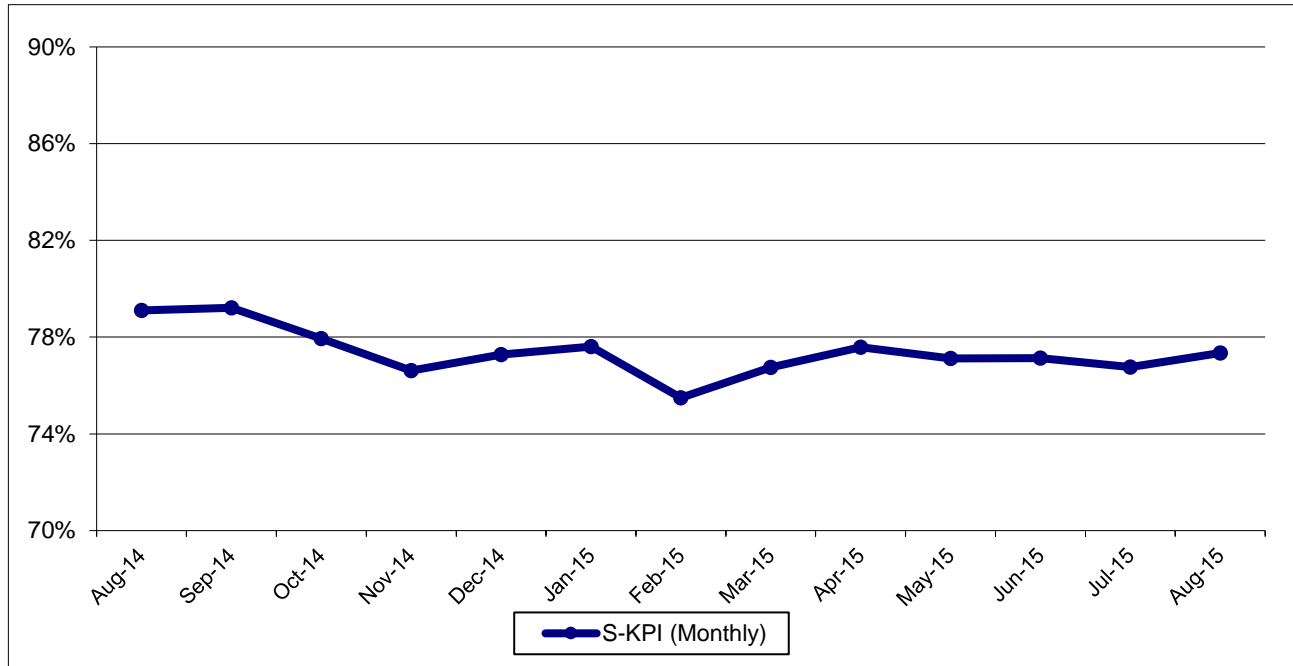
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	August '15	August '14	% Change
R32	222	54,072	56,988	-5.12%
R42	50	58,420	38,487	51.79%
R46	752	106,149	84,629	25.43%
R62	315	196,480	234,875	-16.35%
R62A	824	108,329	130,345	-16.89%
R68	425	136,795	147,160	-7.04%
R68A	200	101,101	82,616	22.37%
R142	1,030	159,357	137,887	15.57%
R142A	335	71,525	85,947	-16.78%
R143	212	72,972	85,453	-14.61%
R160	1,662	386,678	384,924	0.46%
R188	352	127,232	N/A	N/A
FLEET	6,379	141,167	139,514	1.18%

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

Aug. 2015: 77.3%
 Aug. 2014: 79.1%
 12 Mon Avg: 77.2%
 (Sep '14 - Aug '15)

Subdivision A

Monthly Results

Aug. 2015: 73.4%
 Aug. 2014: 75.6%
 12 Mon Avg: 73.0%
 (Sep '14 - Aug '15)

Subdivision B

Monthly Results

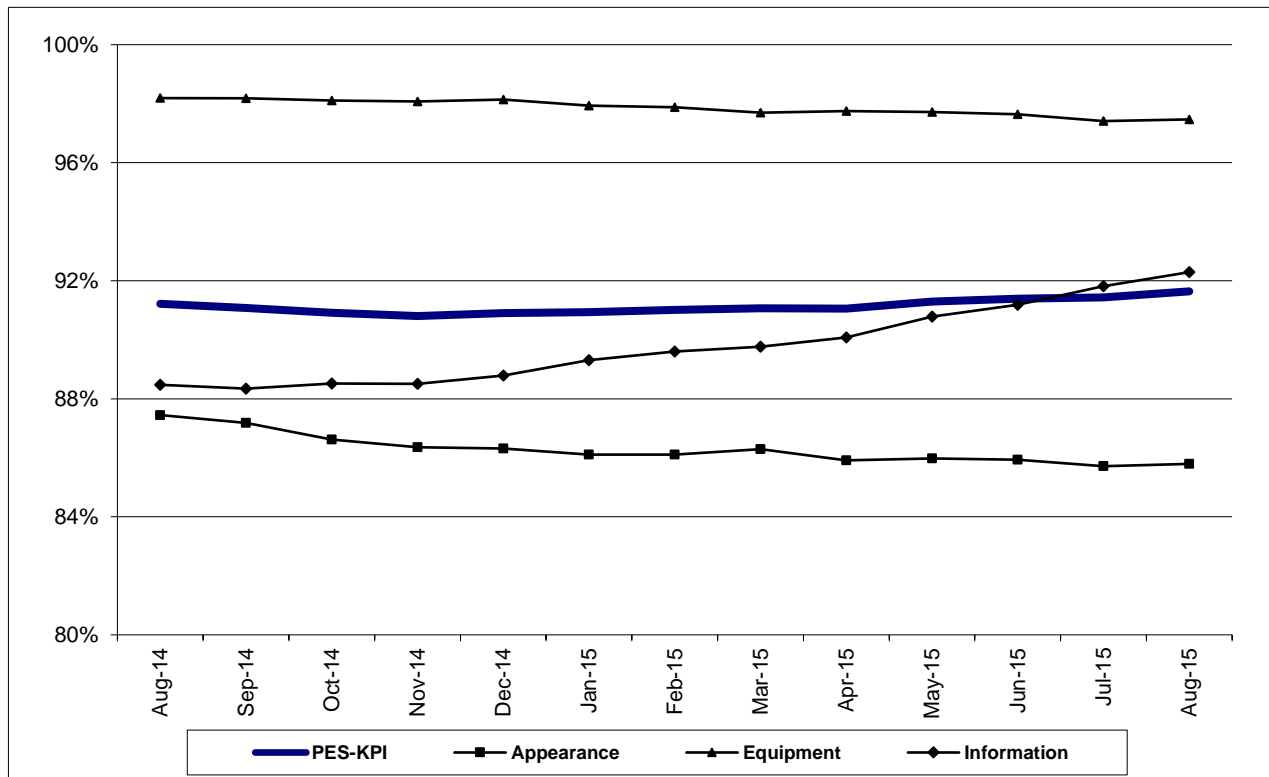
Aug. 2015: 80.0%
 Aug. 2014: 81.6%
 12 Mon Avg: 80.0%
 (Sep '14 - Aug '15)

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Sep '14 - Aug '15</u>	<u>Sep '13 - Aug '14</u>	<u>% Difference</u>
①	78.8%	78.9%	-0.1%
②	67.4%	64.9%	+2.5%
③	77.3%	75.8%	+1.5%
④	62.8%	63.5%	-0.7%
⑤	62.5%	62.7%	-0.2%
⑥	59.1%	66.0%	-6.9%
⑦	79.8%	81.9%	-2.1%
⑤ 42nd	86.4%	85.2%	+1.2%
SubDivision A	73.0%	74.3%	-1.3%
①	68.3%	70.2%	-1.9%
②	76.1%	76.5%	-0.4%
③	76.8%	78.0%	-1.2%
④	80.1%	81.5%	-1.4%
⑤	76.8%	76.5%	+0.3%
⑥	71.0%	69.6%	+1.4%
⑤ Fkln	90.1%	90.1%	+0.0%
⑦	75.6%	75.4%	+0.2%
⑤ Rock	88.5%	85.7%	+2.8%
① ②	78.3%	83.2%	-4.9%
③	81.5%	81.7%	-0.2%
④	77.6%	80.6%	-3.0%
⑤	77.1%	81.6%	-4.5%
⑥	78.8%	82.5%	-3.7%
⑦	71.5%	86.7%	-15.2%
SubDivision B	80.0%	81.5%	-1.5%
Systemwide	77.2%	78.5%	-1.3%

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>
August 2015:	91.6%	85.8%	97.5%	92.3%
August 2014:	91.2%	87.4%	98.2%	88.5%
% Difference:	+0.4%	-1.6%	-0.7%	+3.8%

Chart 14

PES-KPI - Subway Car

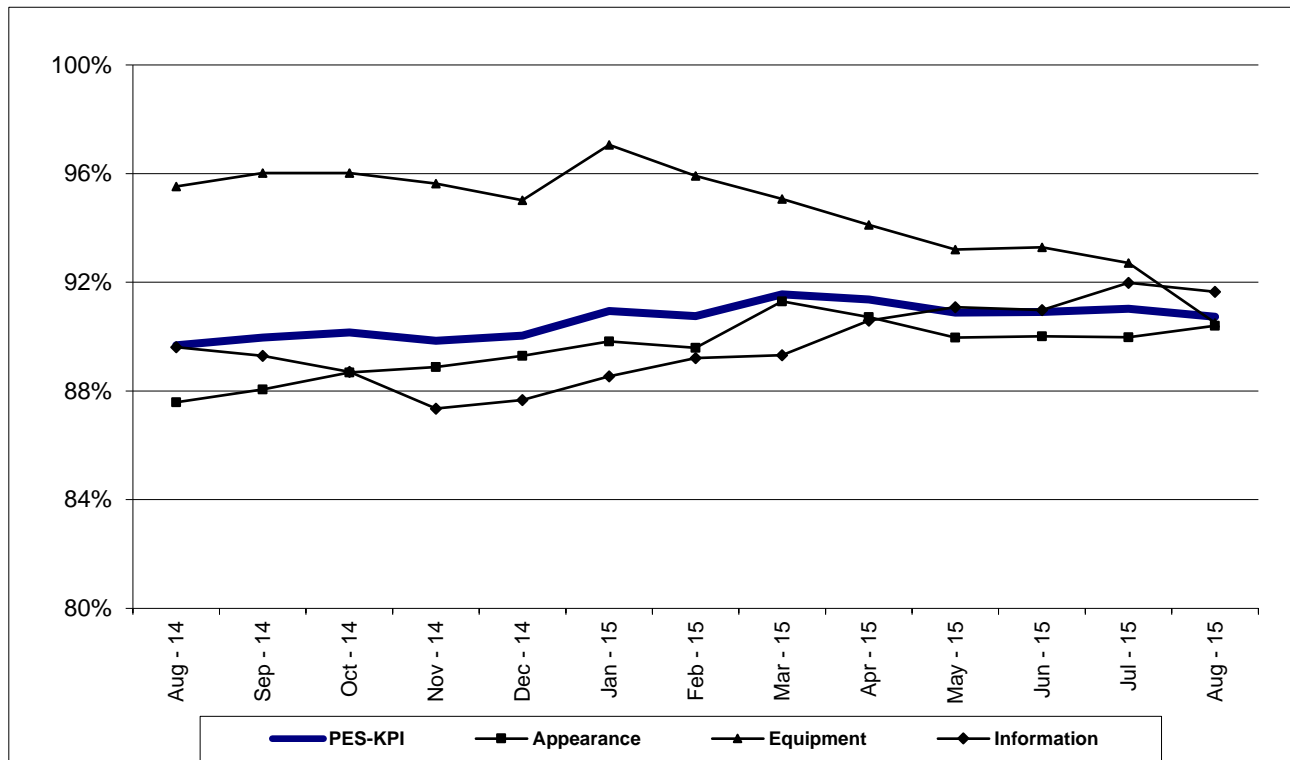
<u>Line</u>	August 2015				August 2014				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
①	94.2%	95.6%	94.5%	92.6%	92.8%	93.0%	93.1%	92.3%	+1.4%
②	94.9%	91.9%	97.1%	95.9%	96.7%	92.4%	98.8%	98.9%	-1.8%
③	95.6%	96.5%	97.4%	92.9%	95.5%	95.4%	98.4%	92.6%	+0.1%
④	95.8%	93.5%	95.9%	98.0%	95.5%	92.8%	97.5%	96.3%	+0.3%
⑤	95.5%	93.5%	96.6%	96.5%	96.0%	93.2%	98.3%	96.6%	-0.5%
⑥	95.5%	94.1%	96.1%	96.1%	95.0%	90.6%	97.2%	97.3%	+0.5%
⑦	96.9%	97.0%	98.6%	95.1%	95.2%	96.3%	98.0%	91.2%	+1.7%
④ S 42nd	94.3%	95.0%	94.9%	93.1%	96.1%	96.3%	99.1%	92.8%	-1.8%
SubDivision A	95.3%	94.5%	96.4%	95.1%	95.1%	93.4%	97.2%	94.8%	+0.2%
① A	94.0%	92.8%	94.8%	94.4%	95.5%	94.7%	97.2%	94.7%	-1.5%
① B	91.8%	91.3%	92.3%	92.0%	94.4%	94.2%	96.1%	92.9%	-2.6%
① C	94.8%	93.9%	95.9%	94.5%	95.2%	94.2%	98.9%	92.4%	-0.4%
① D	91.2%	89.4%	92.5%	91.9%	93.9%	92.8%	96.7%	92.4%	-2.7%
① E	97.3%	94.3%	98.2%	99.4%	96.3%	94.2%	99.4%	95.3%	+1.0%
① F	96.0%	92.1%	97.6%	98.3%	94.6%	92.1%	99.3%	92.4%	+1.4%
④ S Fkn	92.7%	92.7%	94.4%	90.9%	93.5%	94.3%	94.9%	91.2%	-0.8%
① G	93.9%	93.8%	93.9%	94.1%	94.6%	94.3%	96.2%	93.3%	-0.7%
① J/Z	97.1%	94.5%	98.9%	97.9%	95.0%	92.3%	95.1%	97.7%	+2.1%
① L	95.2%	91.1%	95.8%	98.9%	95.5%	91.6%	97.6%	97.3%	-0.3%
① M	94.9%	89.2%	96.4%	99.2%	96.9%	93.2%	99.1%	98.3%	-2.0%
① N	96.3%	92.0%	97.5%	99.5%	95.1%	89.5%	98.8%	97.2%	+1.2%
① Q	95.7%	90.2%	98.4%	98.5%	95.3%	88.6%	99.7%	97.8%	+0.4%
① R	94.8%	92.1%	98.0%	94.3%	96.6%	92.6%	98.6%	98.9%	-1.8%
SubDivision B	94.8%	92.0%	96.1%	96.3%	95.3%	92.6%	97.9%	95.4%	-0.5%
Systemwide	95.0%	92.9%	96.3%	95.9%	95.2%	92.9%	97.7%	95.2%	-0.2%

Chart 15

PES-KPI - Station

<u>Borough</u>	August 2015				August 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	85.8%	74.5%	98.3%	86.6%	87.3%	82.6%	98.3%	82.2%	-1.5%
Manhattan	87.5%	77.4%	98.8%	88.2%	86.4%	79.5%	98.6%	82.6%	+1.1%
Brooklyn	88.9%	80.7%	98.2%	89.5%	87.1%	84.8%	98.8%	78.5%	+1.8%
Queens	90.5%	84.0%	99.5%	89.3%	88.1%	82.2%	99.1%	84.4%	+2.4%
Systemwide	88.3%	79.3%	98.8%	88.6%	87.2%	82.4%	98.8%	81.6%	+1.1%

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



PES-KPI Definition

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

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

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

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

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

SIR PES-KPI Results

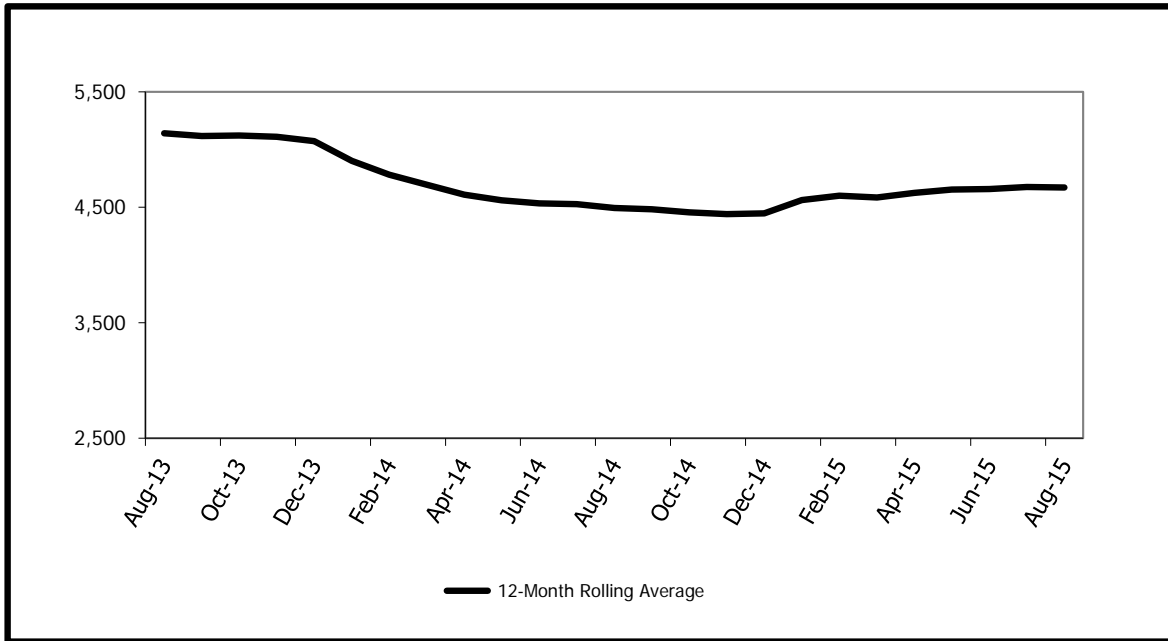
	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
August 2015:	90.7%	90.4%	90.5%	91.6%
August 2014:	89.7%	87.6%	95.5%	89.6%
% Difference:	+1.0%	+2.8%	-5.0%	+2.0%

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: August 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	4,587	4,648	-1.3%	4,672	4,495	+3.9%
NYCT Bus	4,304	4,478	-3.9%	4,429	4,308	+2.8%
MTA Bus	5,778	5,283	+9.4%	5,663	5,222	+8.5%
System MDBSI (chart 2)	2,384	2,526	-5.6%	2,446	2,425	+0.9%
NYCT Bus	2,251	2,503	-10.1%	2,359	2,404	-1.9%
MTA Bus	2,924	2,601	+12.4%	2,776	2,492	+11.4%
System Trips Completed (chart 3)	99.24%	99.12%	+0.1%	98.85%	98.89%	-0.0%
NYCT Bus	99.23%	99.18%	+0.1%	98.92%	99.07%	-0.2%
MTA Bus	99.28%	98.88%	+0.4%	98.53%	98.13%	+0.4%
System AM Pull Out (chart 4)	99.88%	99.65%	+0.2%	99.46%	99.29%	+0.2%
NYCT Bus	99.93%	99.72%	+0.2%	99.52%	99.55%	-0.0%
MTA Bus	99.69%	99.42%	+0.3%	99.26%	98.35%	+0.9%
System PM Pull Out (chart 5)	99.93%	99.76%	+0.2%	99.71%	99.55%	+0.2%
NYCT Bus	99.97%	99.90%	+0.1%	99.86%	99.81%	+0.0%
MTA Bus	99.79%	99.27%	+0.5%	99.21%	98.64%	+0.6%
System Buses >= 12 years	26%	28%				
NYCT Bus	29%	32%				
MTA Bus	14%	12%				
System Fleet Age	8.76	8.57				
NYCT Bus	8.70	8.73				
MTA Bus	8.96	7.98				
Paratransit						
% of Trips Completed	95.05%	94.91%	+0.1%	94.56%	94.01%	+0.5%
Trips Requested	638,581	632,385	+1.0%	653,142	653,580	-0.1%
Trips Scheduled	555,084	559,560	-0.8%	564,261	573,722	-1.6%
Trips Completed	527,622	531,096	-0.7%	533,539	539,378	-1.1%
Early Cancellations as a Percentage of Trips Requested	12.28%	10.68%	+1.6%	12.84%	11.42%	+1.4%
Late Cancellations as a Percentage of Trips Scheduled	2.72%	3.33%	-0.6%	3.04%	3.84%	-0.8%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.55%	1.31%	+0.2%	1.52%	1.48%	+0.0%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.68%	0.45%	+0.2%	0.88%	0.67%	+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%	0.83%	-0.0%	0.77%	0.80%	-0.0%
New Applications Received	2,928	3,211	-8.8%	3,056	3,043	+0.4%

Bus Mean Distance Between Failures - System*



Definition

Bus Mean Distance Between Failures (MDBF) measures the average miles between mechanical road calls. It indicates the Mechanical Reliability of the Fleet.

Monthly Results

August 2015: 4,587
August 2014: 4,648

12-Month Average

September 14 - August 15 4,672
September 14 - August 15 4,495

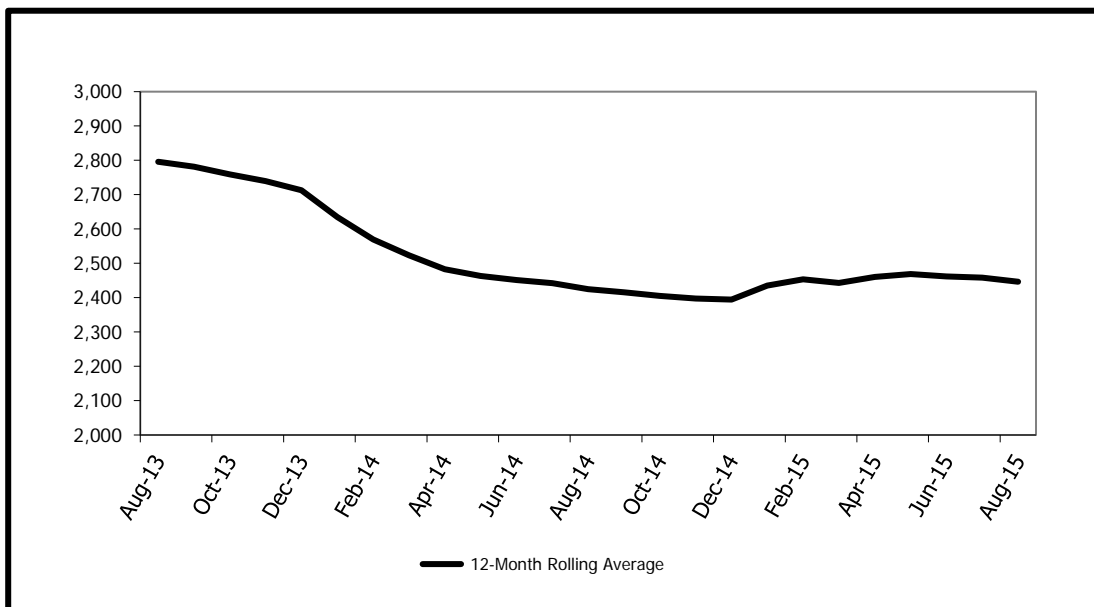
Annual Results

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

August 2015: 2,384
August 2014: 2,526

12-Month Average

September 14 - August 15 2,446
September 14 - August 15 2,425

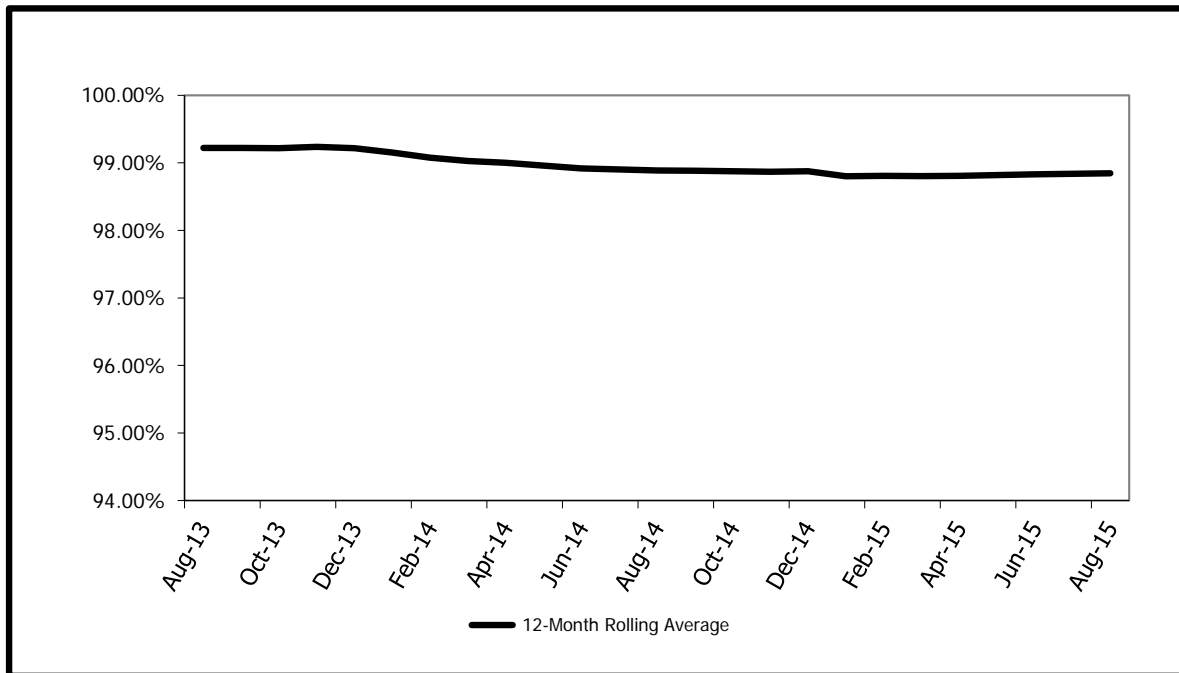
Annual Results

2015 YTD: 2,395
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

August 2015: 99.24%

August 2014: 99.12%

12-Month Average

September 14 - August 15 98.85%

September 14 - August 15 98.89%

Annual Results

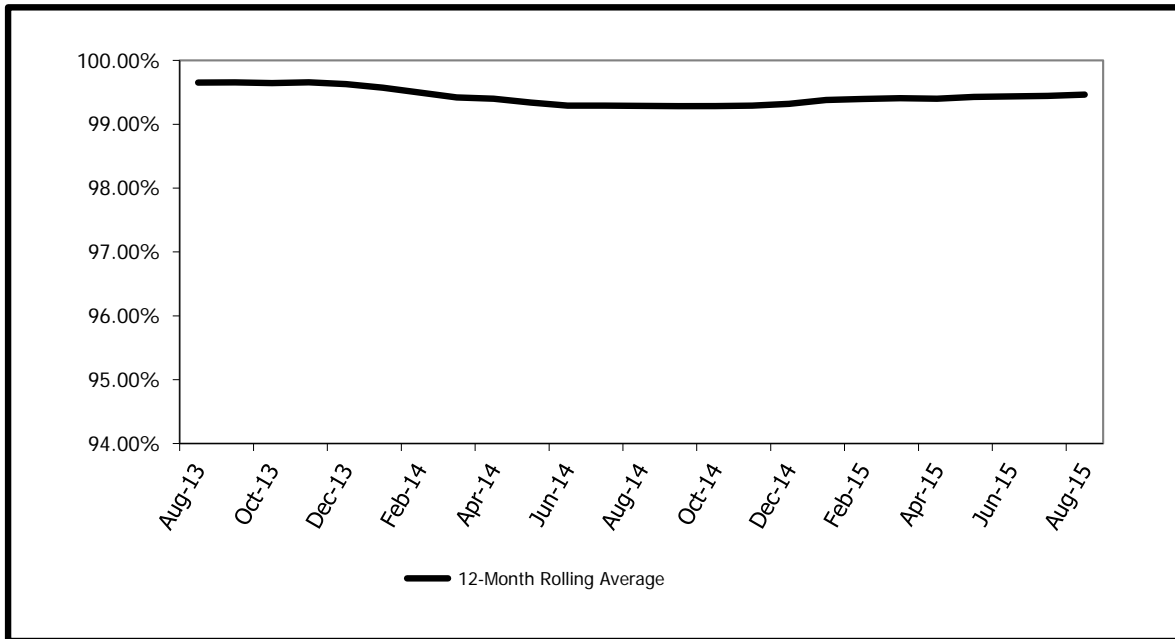
2015 YTD: 98.72%

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

August 2015: 99.88%
August 2014: 99.65%

12-Month Average

September 14 - August 15 99.46%
September 14 - August 15 99.29%

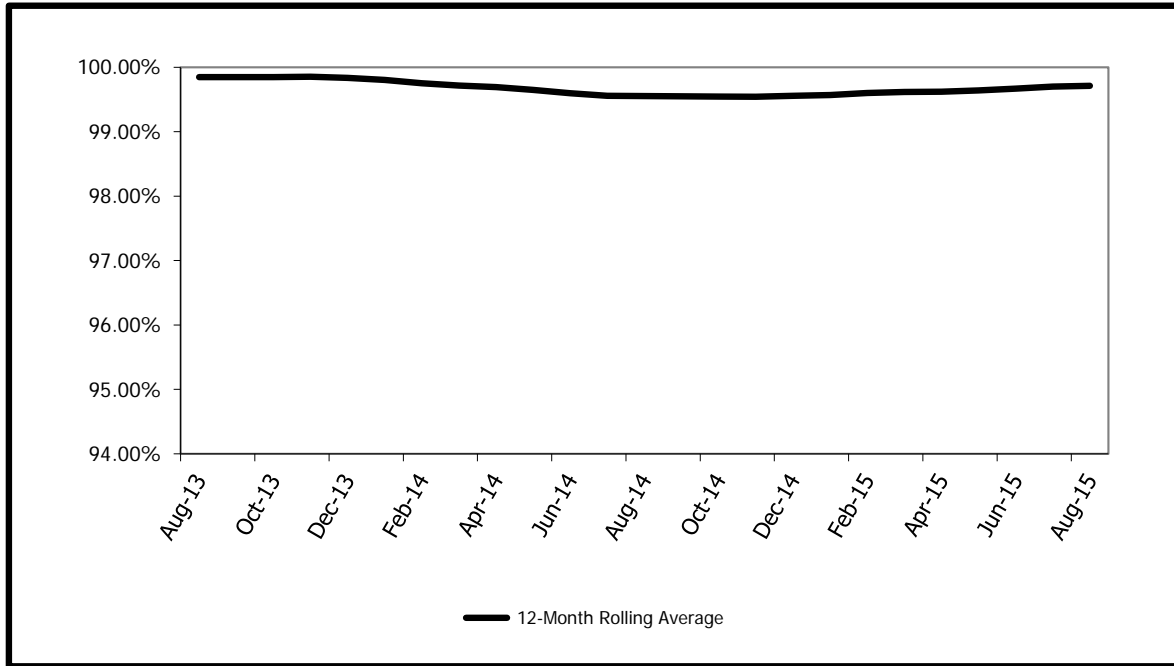
Annual Results

2015 YTD: 99.38%
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	
August 2015:	99.93%	September 14 - August 15	99.71%	2015 YTD:	99.70%
August 2014:	99.76%	September 14 - August 15	99.55%	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 August 2015 are shown below.

Safety Report						
Performance Indicator	Current Month: August 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	2.01	2.37	-15.1%	2.61	2.61	0.0%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	2.03	2.38	-14.7%	2.59	2.63	-1.5%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	0	1	-100.0%
Subway Derailments ^{2,4} (chart 4)	1	0	N/A	2	2	0.0%
Subway Fires ² (charts 5-6)	80	83	-3.6%	1,030	990	+4.0%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	2.74	2.51	+9.3%	2.76	2.65	+4.0%

Bus Collisions Per Million Miles (chart 7)						
Regional	48.93	48.85	+0.2%	51.33	49.20	+4.3%
NYCT Bus	51.50	50.18	+2.6%	52.74	50.16	+5.1%
MTA Bus	40.89	44.65	-8.4%	46.83	46.14	+1.5%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	5.91	5.67	+4.3%	6.44	6.77	-4.8%
NYCT Bus	5.68	5.93	-4.2%	6.76	7.20	-6.1%
MTA Bus	6.66	4.85	+37.2%	5.42	5.38	+0.7%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.47	1.23	+19.3%	1.11	1.06	+5.1%
NYCT Bus	1.57	1.30	+20.6%	1.17	1.11	+4.7%
MTA Bus	0.99	0.90	+10.9%	0.84	0.77	+10.2%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.62	1.33	+21.8%	1.18	1.13	+4.7%
NYCT Bus	1.70	1.32	+29.3%	1.24	1.17	+5.3%
MTA Bus	1.19	1.39	-14.4%	0.87	0.86	+1.5%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	4.86	4.89	-0.8%	5.55	5.42	+2.4%
MTA Bus	8.12	6.30	+28.9%	7.56	7.32	+3.2%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.14	3.01	+4.3%	3.38	3.28	+3.0%

Subways Crime Report						
Performance Indicator	Current Month: September 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	216	191	+13.1%	1,769	1,634	+8.3%
Robberies ^{3,4}	48	32	+50.0%	378	315	+20.0%

SIR Crime Report						
Performance Indicator	Current Month: September 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	0	5	-100.0%	16	18	-11.1%
Robberies ^{3,4}	0	4	-100.0%	7	12	-41.7%

¹ Current month data are for July 2015.

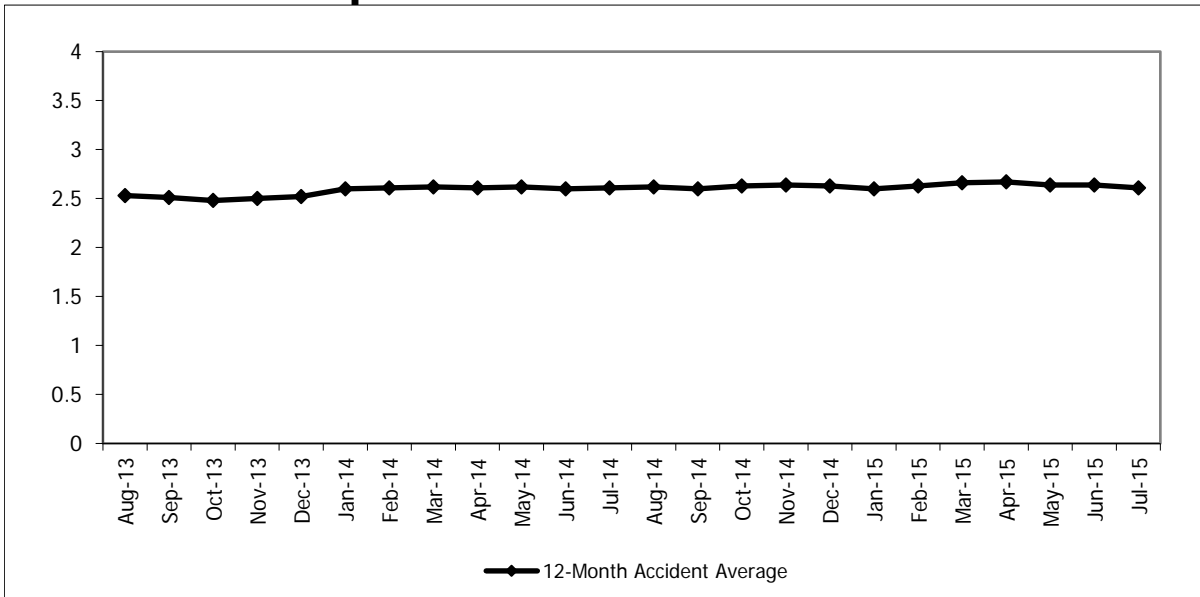
² 12-month figures shown are totals rather than averages.

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 September 2015.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

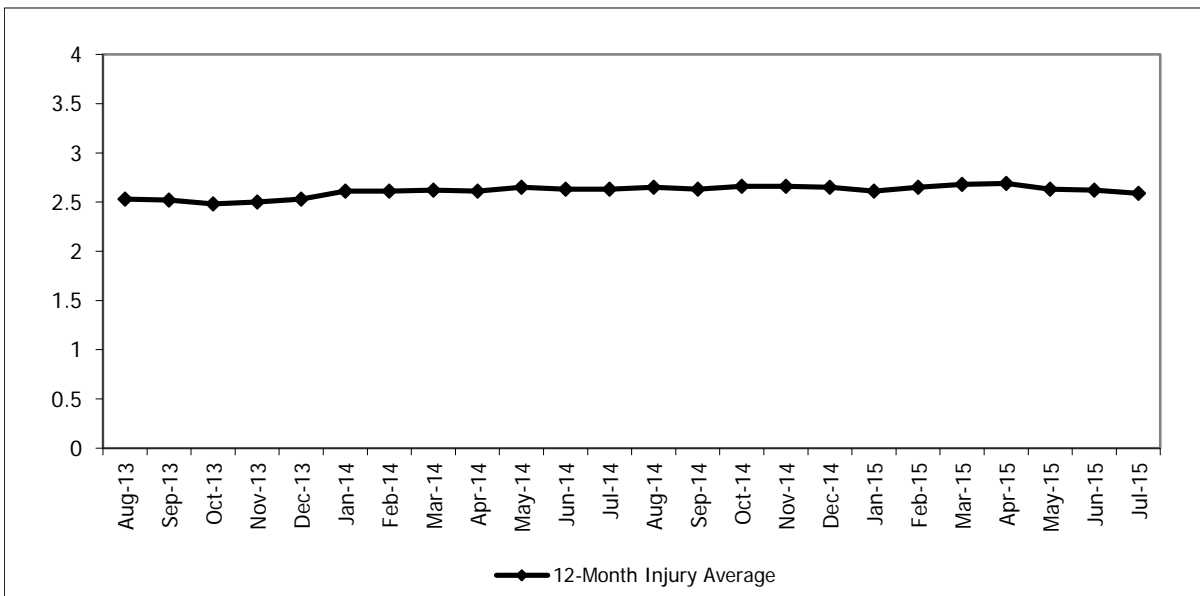
Jul 2015: 2.01
Jul 2014: 2.37

12-Month Average

Aug 14 – Jul 15: 2.61
Aug 13 – Jul 14: 2.61

Annual Results

2015 YTD: 2.65
2014 Actual: 2.63



Monthly Results

Jul 2015: 2.03
Jul 2014: 2.38

12-Month Average

Aug 14 – Jul 15: 2.59
Aug 13 – Jul 14: 2.63

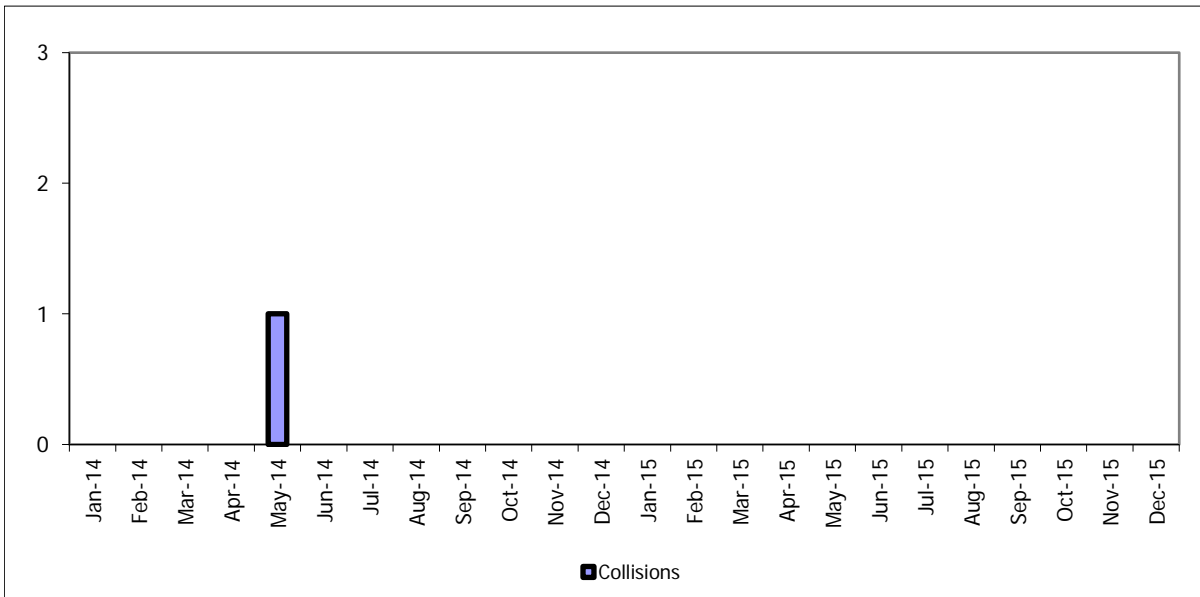
Annual Results

2015 YTD: 2.64
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

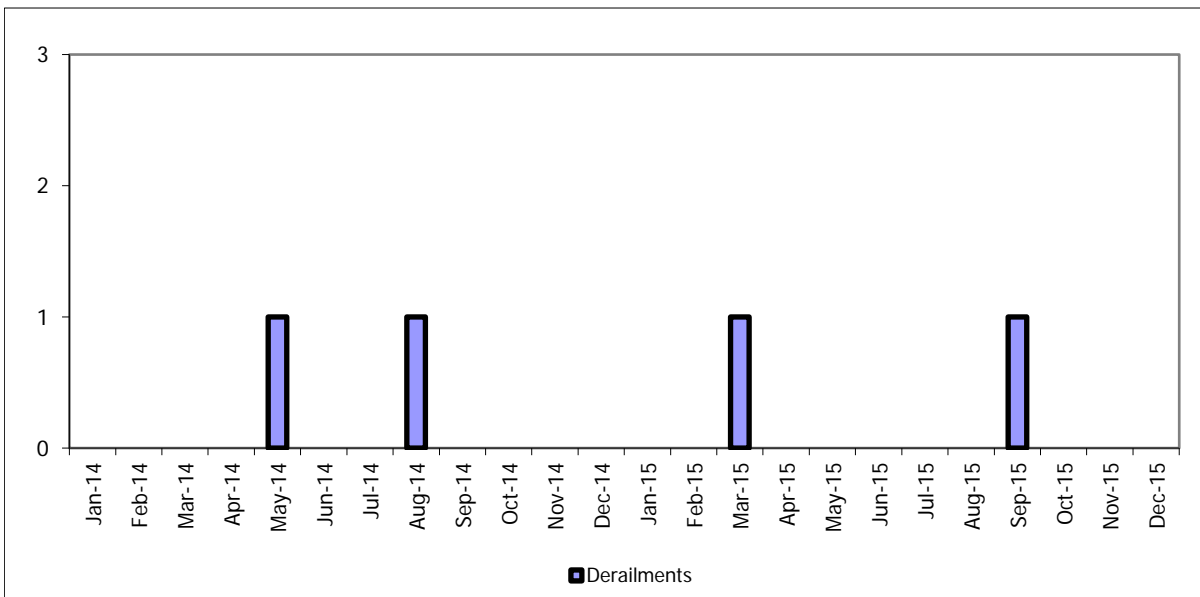
Sep 2015: 0
Sep 2014: 0

12-Month Average

Oct 14 – Sep 15: 0
Oct 13 – Sep 14: 1

Annual Results

2015 YTD: 0
2014 Actual: 1



Monthly Results

Sep 2015: 1
Sep 2014: 0

12-Month Average

Oct 14 – Sep 15: 2
Oct 13 – Sep 14: 2

Annual Results

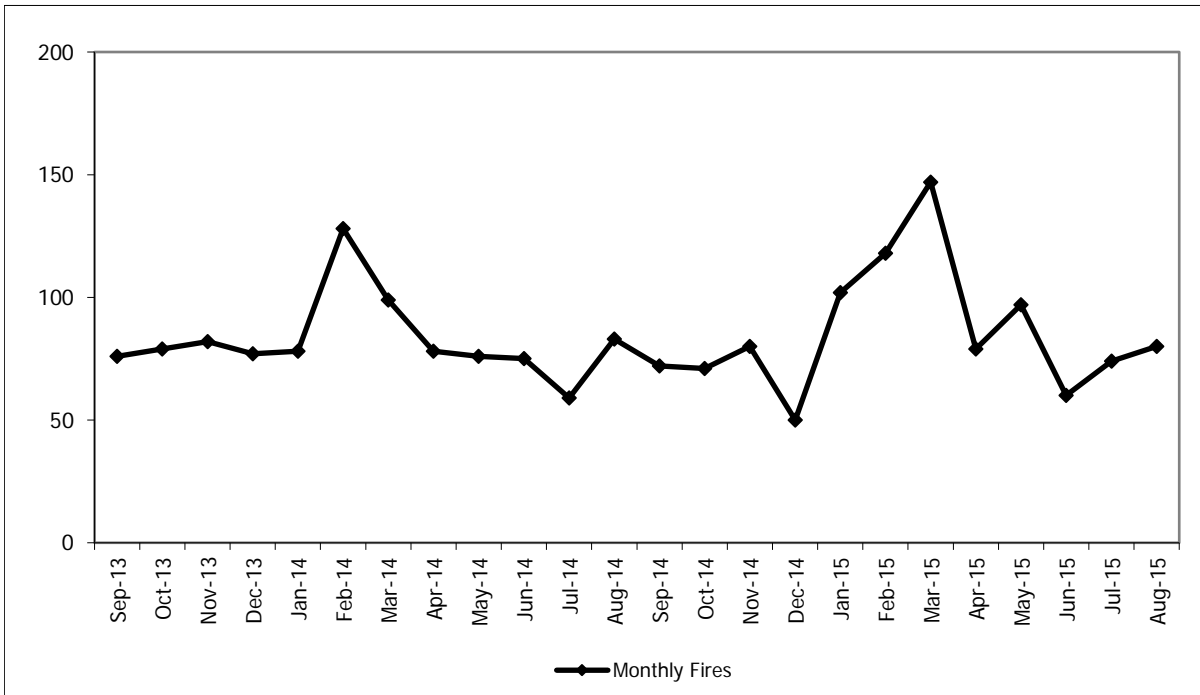
2015 YTD: 2
2014 Actual: 2

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, 9-10-15)

Subway Fires



Monthly Results

Aug 2015: 80
Aug 2014: 83

12-Month Average

Sep 14 – Aug 15: 1030
Sep 13 – Aug 14: 990

Annual Results

2015 YTD: 757
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:

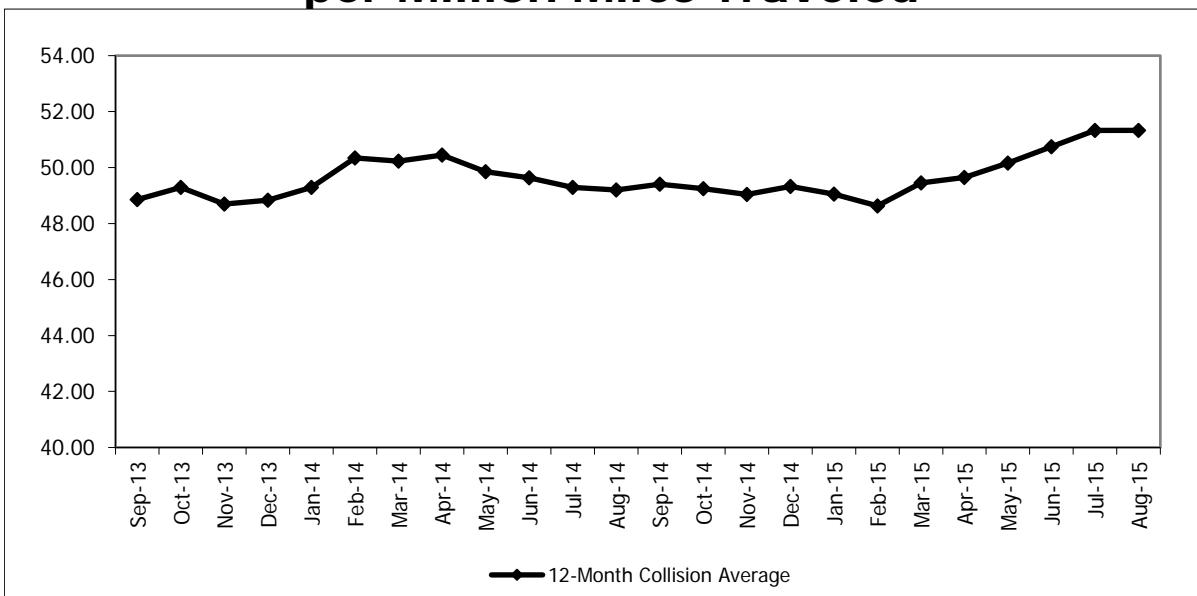
Low:	92.5%	Train:	3
Average:	7.5%	Right-of-way	60
Above Average:	0.0%	Station:	16
High:	0.0%	Other:	1
		Total:	80

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

Train:		Right-of-Way:		Station:	
Debris:	1	Debris:	28	Debris:	11
Blower Motor:	1	Tie:	21	Air Conditioner:	2
High Voltage:	1	Cable:	3	Light Fixture:	1
		Undetermined:	3	Light Ballast:	1
		Protection BD:	2	Wood Panels:	1

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

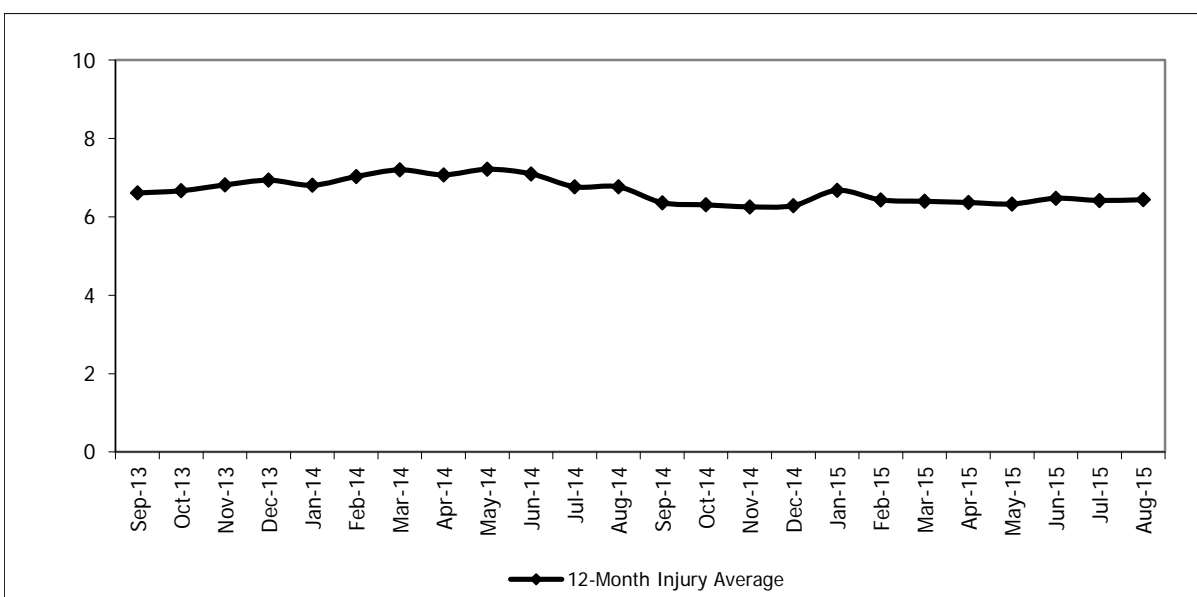
Aug 2015: 48.93
Aug 2014: 48.85

12-Month Average

Sep 14 – Aug 15: 51.33
Sep 13 – Aug 14: 49.20

Annual Results

2015 YTD: 51.86
2014 Actual: 49.33



Monthly Results

Aug 2015: 5.91
Aug 2014: 5.67

12-Month Average

Sep 14 – Aug 15: 6.44
Sep 13 – Aug 14: 6.77

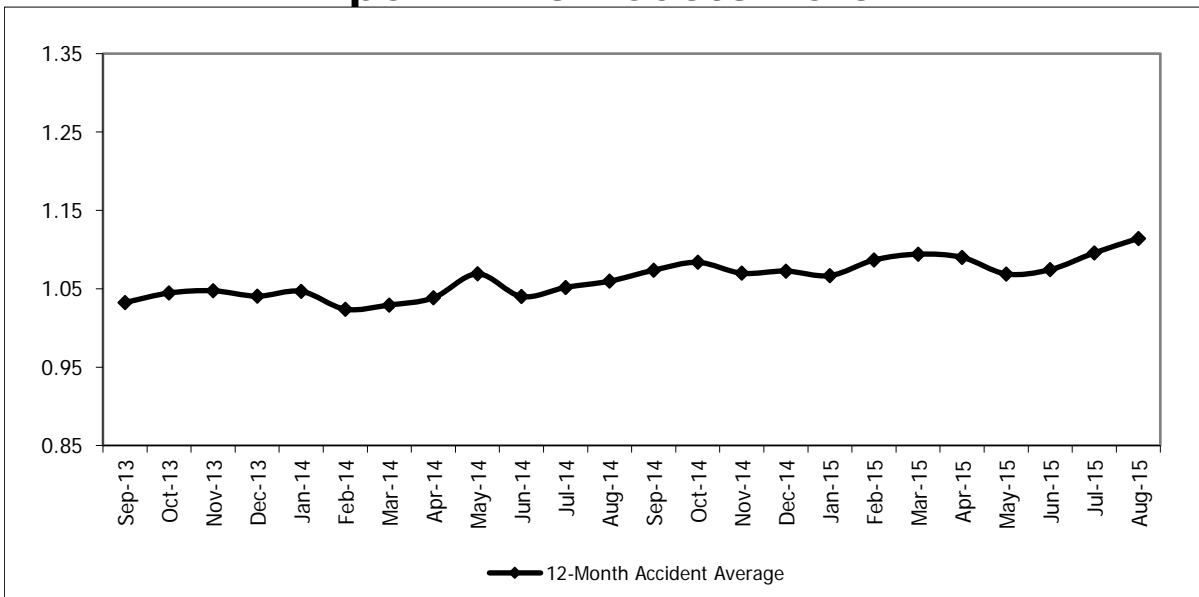
Annual Results

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

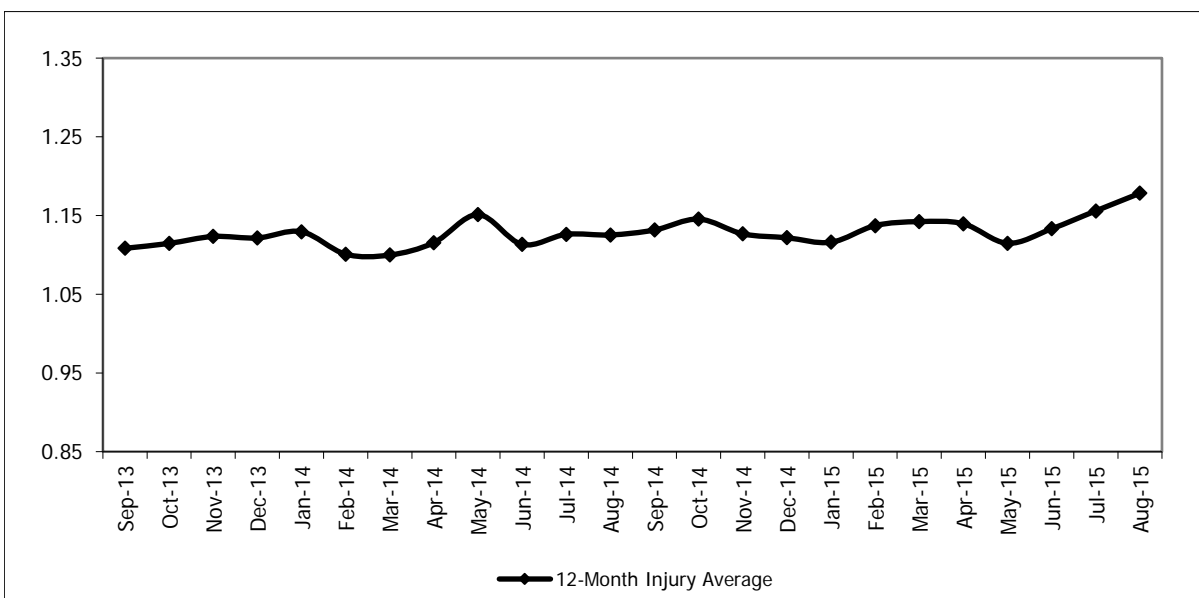
Aug 2015: 1.47
Aug 2014: 1.23

12-Month Average

Sep 14 – Aug 15: 1.11
Sep 13 – Aug 14: 1.06

Annual Results

2015 YTD: 1.14
2014 Actual: 1.07



Monthly Results

Aug 2015: 1.62
Aug 2014: 1.33

12-Month Average

Sep 14 – Aug 15: 1.18
Sep 13 – Aug 14: 1.13

Annual Results

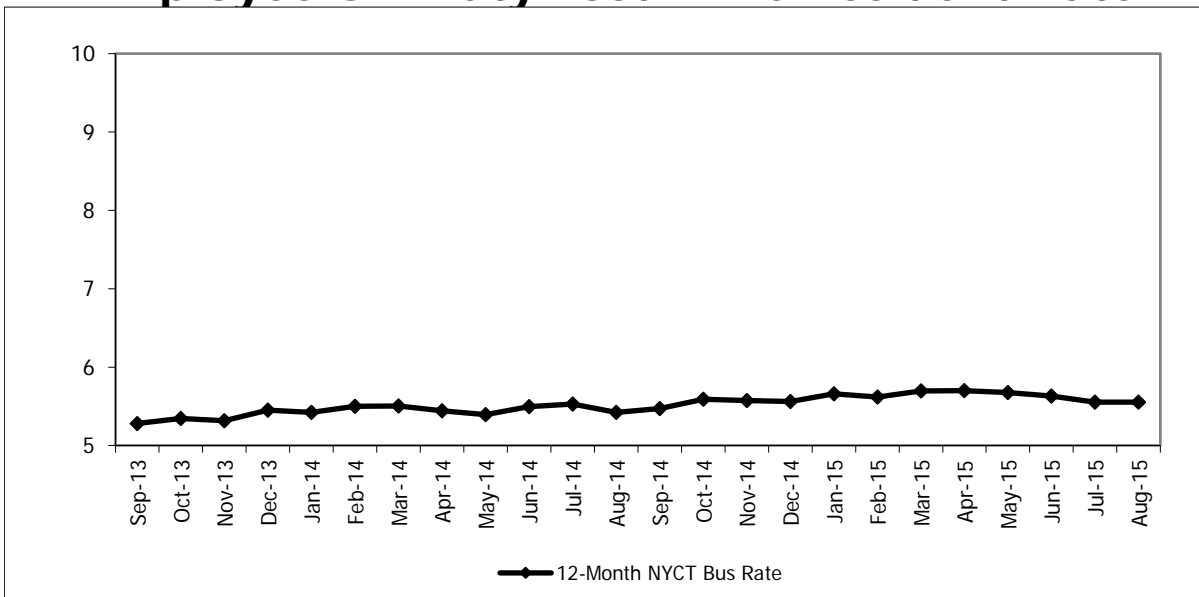
2015 YTD: 1.22
2014 Actual: 1.12

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

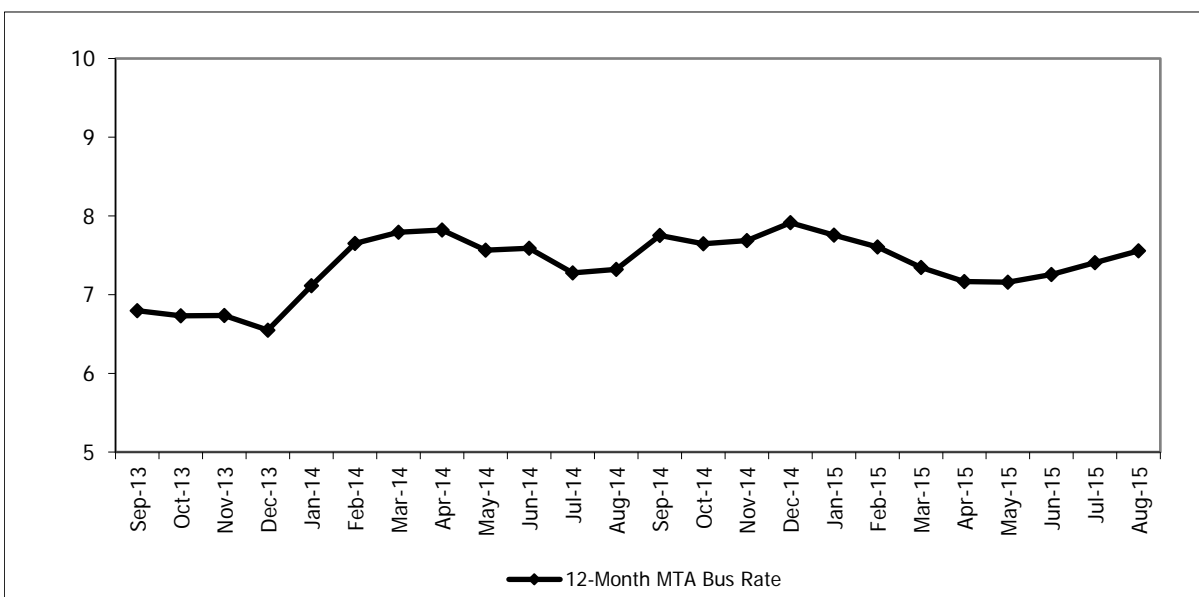
Aug 2015: 4.86
Aug 2014: 4.89

12-Month Average

Sep 14 – Aug 15: 5.55
Sep 13 – Aug 14: 5.42

Annual Results

2015 Goal: 5.49
2014 Actual: 5.56



Monthly Results

Aug 2015: 8.12
Aug 2014: 6.30

12-Month Average

Sep 14 – Aug 15: 7.56
Sep 13 – Aug 14: 7.32

Annual Results

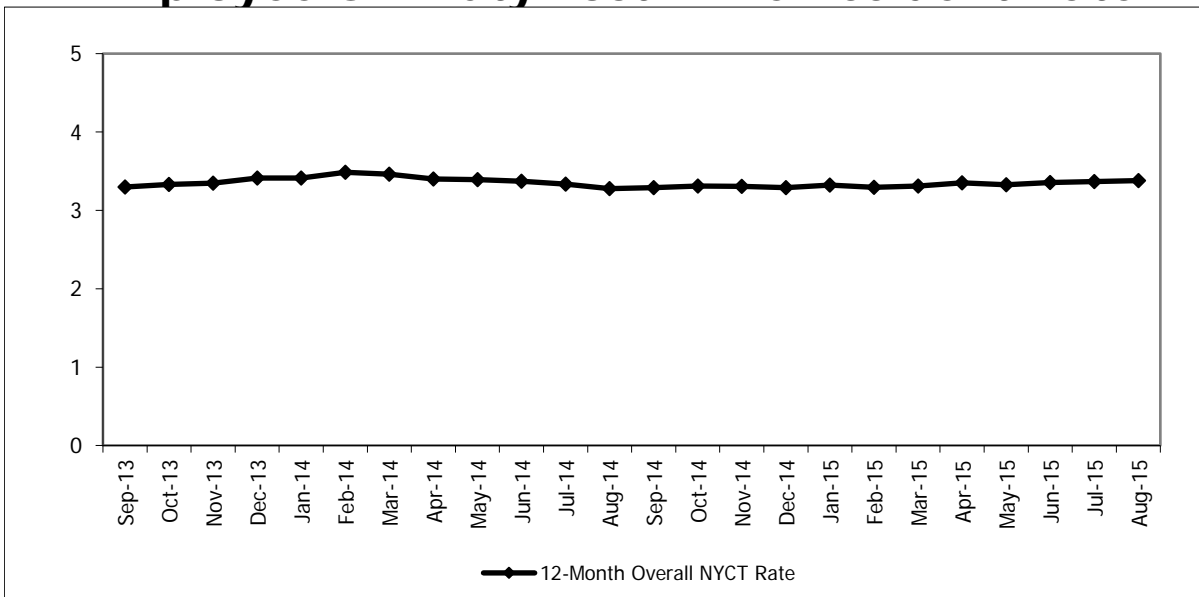
2015 Goal: 7.36
2014 Actual: 7.91

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

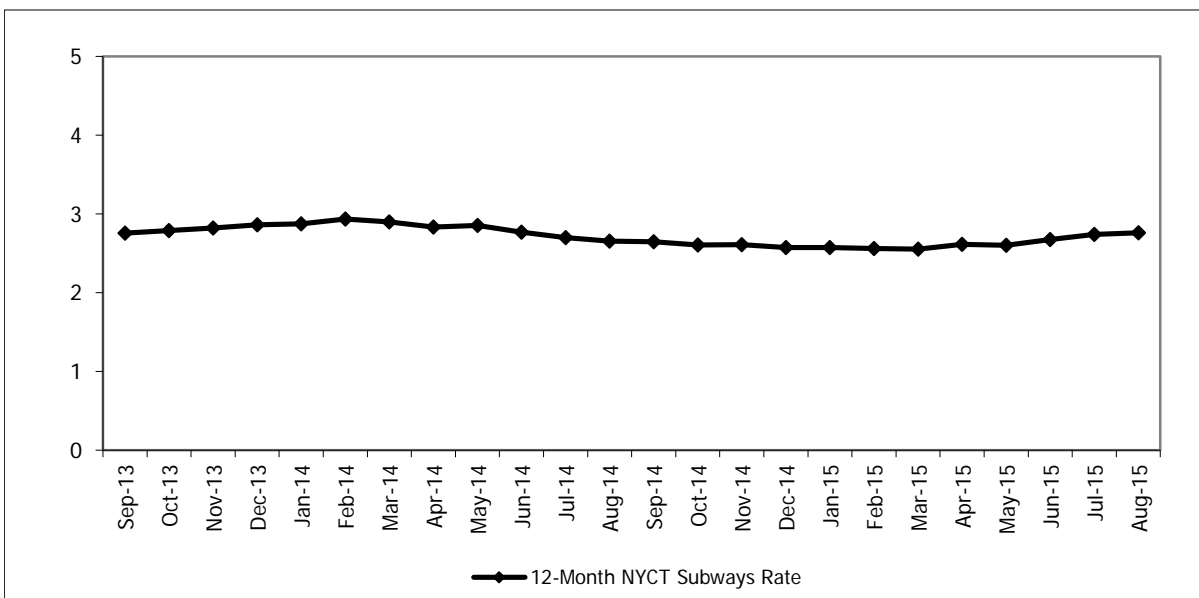
Aug 2015: 3.14
Aug 2014: 3.01

12-Month Average

Sep 14 – Aug 15: 3.38
Sep 13 – Aug 14: 3.28

Annual Results

2015 Goal: 3.20
2014 Actual: 3.29



Monthly Results

Aug 2015: 2.74
Aug 2014: 2.51

12-Month Average

Sep 14 – Aug 15: 2.76
Sep 13 – Aug 14: 2.65

Annual Results

2015 Goal: 2.47
2014 Actual: 2.57

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 SEPTEMBER

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	48	32	16	50.0%
GL	147	131	16	12.2%
FELASSAULT	17	24	-7	-29.2%
BURGLARY	4	4	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>216</u>	<u>191</u>	<u>25</u>	<u>13.1%</u>

During September, the daily Robbery average incleased from 1.1 to 1.6

During September, the daily Major Felony average incleased from 6.4 to 7.2

CRIME STATISTICS JANUARY THRU SEPTEMBER

	2015	2014	Diff	% Change
MURDER	1	1	0	0.0%
RAPE	1	5	-4	-80.0%
ROBBERY	378	315	63	20.0%
GL	1190	1144	46	4.0%
FELASSAULT	183	154	29	18.8%
BURGLARY	16	15	1	6.7%
<u>TOTAL MAJOR FELONIES</u>	<u>1769</u>	<u>1634</u>	<u>135</u>	<u>8.3%</u>

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

Year to date the daily Major Felony average incleased from 6 to 6.5

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

SEPTEMBER ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	4169	3952	217	5.5%
TOS Arrests	2415	2101	314	14.9%
Summons	6383	6845	-462	-6.7%

JANUARY THRU SEPTEMBER ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	36290	39613	-3323	-8.4%
TOS Arrests	19873	20703	-830	-4.0%
Summons	61257	74254	-1E+04	-17.5%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-SEPTEMBER																		
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
Murder	4	1	4	1	2	1	3	3	4	2	4	2	1	1	1	0	1	1	1
Rape	1	13	0	4	2	0	2	2	3	3	1	2	1	0	3	8	5	5	1
Robbery	1662	1382	1237	1034	897	924	860	792	875	727	582	560	524	526	570	631	465	315	378
Assault	344	333	303	260	196	206	183	200	168	139	154	131	118	148	149	148	141	154	183
Burglary	24	12	6	5	37	11	6	6	1	5	2	5	1	2	7	19	29	15	16
GL	2605	1947	1791	1885	1660	1621	1302	1386	1347	1103	942	976	850	891	1126	1254	1247	1144	1190
TOTAL MAJOR FELONIES	4640	3688	3341	3189	2794	2763	2356	2389	2398	1979	1685	1676	1495	1568	1856	2060	1888	1634	1769
Major Fel Per Day	17.00	13.51	12.24	11.68	10.23	10.12	8.63	8.75	8.78	7.25	6.17	6.14	5.48	5.74	6.80	7.55	6.92	5.99	6.48



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

September 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	0	4	-4	-100%
Felony Assault	0	1	-1	-100%
Burglary	0	0	0	0%
Grand Larceny	0	0	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	0	5	-5	-100%

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	12	-5	-42%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	7	5	2	40%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	16	18	-2	-11%



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	August Results		August Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%	\$	\$	\$	%
Total Farebox Revenue	(4.2)	(1.2)	2,855.0	2,847.5	(7.5)	(0.3)
Nonreimb. Exp. before Dep./OPEB	16.5	2.9	5,067.9	5,028.8	39.1	0.8
Net Cash Deficit*	64.5	35.2	(1,789.7)	(1,709.6)	80.1	4.5

*Excludes Subsidies and Debt Service

August 2015 **farebox revenue** was \$359.8 million, \$4.2 million (1.2 percent) below forecast. Subway revenue was \$3.3 million (1.2 percent) below forecast, bus revenue was \$0.9 million (1.1 percent) below forecast, and paratransit revenue was \$0.1 million (4.1 percent) below forecast. Accrued fare media liability was equal to the forecast. Year-to-Date revenue of \$2,847.5 million was \$7.5 million (0.3 percent) below forecast. The August 2015 non-student **average fare** of \$1.870 increased 7.9¢ from August 2014; the subway fare increased 7.8¢, the local bus fare increased 7.4¢, and the express bus fare increased 15.0¢.

Total **ridership** in August 2015 of 191.8 million was 2.4 million trips (1.3 percent) below forecast. Average weekday ridership in August 2015 was 7.2 million, a decrease of 0.6 percent from August 2014. Average weekday ridership for the twelve months ending August 2015 was 7.8 million, an increase of 0.7 percent from the twelve months ending August 2014.

Nonreimbursable expenses before depreciation and OPEB in August were below forecast by \$16.5 million (2.9 percent). Labor expenses were less than forecast by \$1.0 million (0.2 percent). Non-labor expenses were under forecast by \$15.5 million (10.9 percent), with favorable results reported in several accounts.

Year-to-date, nonreimbursable expenses were below forecast by \$39.1 million (0.8 percent). Labor expenses were less than forecast by \$19.0 million (0.5 percent), due principally to the timing of health & welfare/OPEB current expenses and favorable reimbursable overhead credits, partly offset by higher overtime expenses. Non-labor expenses were under forecast by \$20.1 million (1.8 percent), with favorable results reported mainly in materials & supplies, professional service contracts and maintenance contracts.

The **net cash deficit** for August year-to-date was \$1,709.6 million, favorable to forecast by \$80.1 million (4.5 percent), due largely to the favorable timing of student fare and capital reimbursements.

FINANCIAL RESULTS

Farebox Revenue

August 2015 Farebox Revenue - (\$ in millions)

	August				August Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	275.7	272.4	(3.3)	(1.2%)	2,175.1	2,170.0	(5.1)	(0.2%)
NYCT Bus	83.0	82.1	(0.9)	(1.1%)	638.5	636.2	(2.3)	(0.4%)
Paratransit	1.6	1.5	(0.1)	(4.1%)	11.6	11.4	(0.1)	(1.1%)
Subtotal	360.3	356.0	(4.2)	(1.2%)	2,825.1	2,817.6	(7.5)	(0.3%)
Fare Media Liability	3.7	3.7	0.0	0.0%	29.8	29.8	0.0	0.0%
Total - NYCT	364.0	359.8	(4.2)	(1.2%)	2,855.0	2,847.5	(7.5)	(0.3%)
MTA Bus Company	17.7	18.3	0.5	3.0%	137.8	138.7	0.9	0.7%
Total - Regional Bus	100.8	100.4	(0.4)	(0.4%)	776.3	774.9	(1.4)	(0.2%)

Note: Totals may not add due to rounding.

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

Average Fare

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

	NYC Transit				MTA Bus Company			
	Prelim.		Change		Prelim.		Change	
	2014	2015	Amount	Percent	2014	2015	Amount	Percent
Subway	1.881	1.959	0.078	4.1%				
Local Bus	1.489	1.563	0.074	5.0%	1.511	1.590	0.079	5.2%
Subway & Local Bus	1.776	1.855	0.079	4.4%	1.511	1.590	0.079	5.2%
Express Bus	4.961	5.110	0.150	3.0%	4.950	5.113	0.164	3.3%
Total	1.791	1.870	0.079	4.4%	1.761	1.834	0.073	4.1%

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

Other Operating Revenue

In the month of August, other operating revenue exceeded forecast by \$1.0 million (3.6 percent), due mostly to higher paratransit Urban Tax revenue. Year-to-date, other operating revenue was higher by \$3.6 million (1.3 percent), primarily from favorable results in advertising, real estate and MetroCard surcharge revenues.

Nonreimbursable Expenses

In the month of August, nonreimbursable expenses before depreciation and OPEB were below forecast by \$16.5 million (2.9 percent). Year-to-date, expenses underran by \$39.1 million (0.8 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of August were below forecast by \$1.0 million (0.2 percent). Reimbursable overhead credits were favorable by \$4.3 million (28.1 percent), driven by higher reimbursable overtime requirements. Payroll expenses were less by \$1.0 million (0.4 percent), due primarily to vacancy savings, partly offset by the unfavorable timing of earned employee separation payments and Workers' Compensation differential costs. Partly offsetting these net favorable results were higher overtime expenses of \$3.1 million (8.9 percent), due largely to subway service delays and overcrowding and bus traffic/ramp delays, and the unfavorable timing of health & welfare/OPEB current expenses of \$1.0 million (1.1 percent). Year-to-date, expenses were under forecast by \$19.0 million (0.5 percent), including the favorable timing of health & welfare/OPEB current expenses/credits of \$11.5 million (1.5 percent), and favorable reimbursable overhead credits of \$13.2 million (9.1 percent), again due to additional reimbursable overtime requirements, partly offset by higher overtime expenses of \$5.9 million (2.0 percent), due mainly to subway service delays and overcrowding and bus traffic/ramp delays.

Non-labor expenses were less than forecast in August by \$15.5 million (10.9 percent). Professional service contract expenses were under forecast by \$3.7 million (45.7 percent), due primarily to favorable accrual adjustments affecting several accounts. Materials & supplies expenses were below forecast by \$3.6 million (14.2 percent), due mostly to the favorable timing of maintenance material requirements and favorable inventory adjustments. Maintenance contract expenses were less than forecast by \$2.4 million (12.6 percent), principally from painting expense savings and the favorable timing of auto purchases and building-related expenses, partly offset by the unfavorable timing of maintenance & repair expenses. Electric power expenses were under forecast by \$2.1 million (8.4 percent), due largely to the favorable timing of expenses and lower consumption, partly offset by higher prices. Fuel expenses underran by \$2.0 million (20.6 percent), due mainly to lower prices and consumption. Claims expenses were below forecast by \$2.0 million (18.4 percent), caused by the favorable timing of expenses. Year-to-date, non-labor expenses were under forecast by \$20.1 million (1.8 percent), including the following:

- Materials and supplies expenses were less than forecast by \$7.0 million (3.6 percent), due mostly to favorable inventory adjustments and the timing of maintenance material requirements, along with increased scrap/surplus sales.
- Professional service contract expenses were favorable by \$6.5 million (8.6 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.

- Maintenance contract expenses were less than forecast by \$4.7 million (3.7 percent), principally from painting expense savings and the favorable timing of auto purchases and tire & tube expenses, partly offset by the unfavorable timing of maintenance & repair expenses.
- Claims expenses were under by \$4.0 million (4.6 percent), due to the favorable timing of expenses.
- Fuel expenses were lower than forecast by \$2.0 million (2.5 percent), due mainly to lower prices and consumption, partly offset by the unfavorable timing of expenses.
- Electric power expenses were higher than forecast by \$1.3 million (0.6 percent), due mainly to higher prices and the unfavorable timing of expenses, partly offset by lower consumption.

Depreciation expenses were below forecast year-to-date by \$34.6 million (3.3 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 August year-to-date was \$1,709.6 million, favorable to forecast by \$80.1 million (4.5 percent), due largely to the favorable timing of student fare and capital reimbursements.

Incumbents

There were 46,966 full-time paid incumbents at the end of August, an increase of 168 from July and an increase of 225 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

August 2015 Ridership vs. Forecast - (millions)

	August				August Year-to-Date			
	Forecast	Preliminary	More/(Less)		Forecast	Preliminary	More/(Less)	
		Actual	Amount	Percent		Actual	Amount	Percent
Subway	141.6	140.0	(1.7)	(1.2%)	1,163.9	1,159.5	(4.4)	(0.4%)
NYCT Bus	51.8	51.1	(0.8)	(1.5%)	429.9	426.2	(3.7)	(0.9%)
Subtotal	193.5	191.0	(2.4)	(1.3%)	1,593.8	1,585.7	(8.1)	(0.5%)
Paratransit	0.7	0.7	(0.0)	(0.1%)	5.8	5.9	0.0	0.6%
Total - NYCT	194.2	191.8	(2.4)	(1.3%)	1,599.6	1,591.6	(8.0)	(0.5%)
MTA Bus Company	9.7	10.1	0.3	3.4%	81.8	82.1	0.3	0.4%
<i>Total - Regional Bus</i>	<i>61.5</i>	<i>61.1</i>	<i>(0.4)</i>	<i>(0.7%)</i>	<i>511.6</i>	<i>508.3</i>	<i>(3.3)</i>	<i>(0.7%)</i>

Notes: Totals may not add due to rounding.

- August weekend subway ridership was 3.4 percent below forecast and accounted for more than half of the August subway ridership variance.
- Bus ridership was 1.8 percent lower than forecast on weekdays and 0.7 percent lower on weekends.

August Average Weekday and Weekend Ridership vs. Prior Year

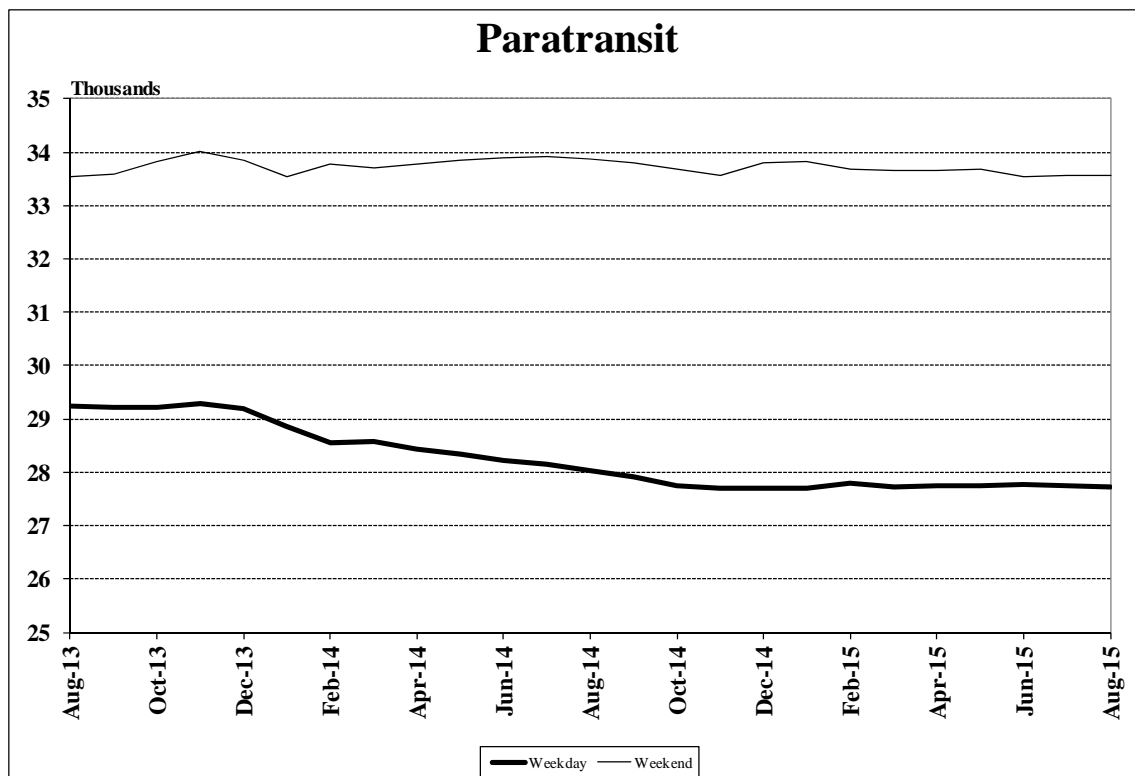
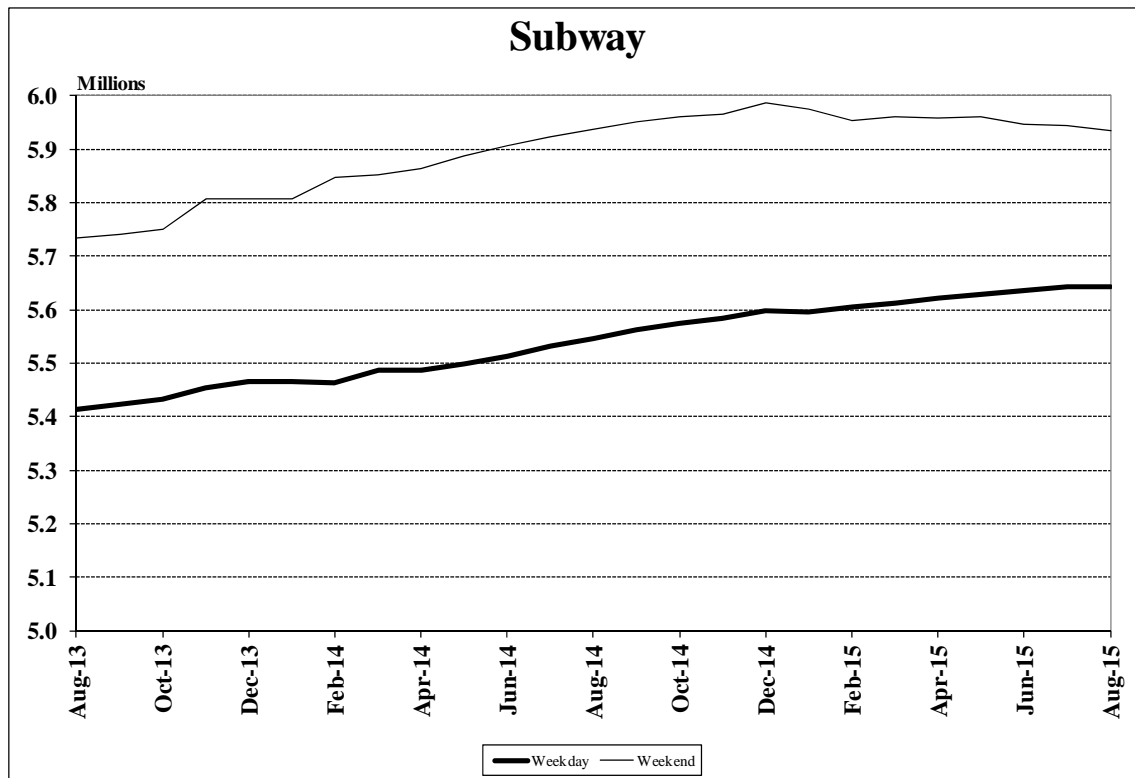
Month	Average Weekday (thousands)				Average Weekend (thousands)			
	2014	Preliminary	Change		2014	Preliminary	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	5,260	5,280	+20	+0.4%	5,882	5,778	-103	-1.8%
NYCT Local Bus	1,893	1,831	-62	-3.3%	2,340	2,342	+2	+0.1%
NYCT Express Bus	40	39	-2	-3.8%	11	12	+0	+2.8%
Paratransit	28	27	-0	-0.9%	34	34	-0	-0.1%
TOTAL - NYCT	7,221	7,177	-44	-0.6%	8,267	8,166	-101	-1.2%
MTABC Local Bus	348	345	-3	-0.8%	406	424	+18	+4.4%
MTABC Express Bus	31	30	-2	-5.0%	12	13	+1	+4.7%
Total - MTA Bus	379	375	-4	-1.2%	418	437	+18	+4.4%
<i>Total - Regional Bus</i>	<i>2,312</i>	<i>2,244</i>	<i>-68</i>	<i>-2.9%</i>	<i>2,770</i>	<i>2,790</i>	<i>21</i>	<i>+0.7%</i>
12-Month Rolling Average								
Subway	5,546	5,644	+97	+1.8%	5,938	5,935	-2	-0.0%
Local Bus	2,088	2,044	-44	-2.1%	2,318	2,262	-56	-2.4%
Express Bus	43	41	-1	-3.3%	12	12	-0	-1.7%
Paratransit	28	28	-0	-1.1%	34	34	-0	-0.9%
TOTAL - NYCT	7,704	7,756	+52	+0.7%	8,302	8,243	-59	-0.7%
MTABC Local Bus	372	377	+5	+1.3%	388	390	+1	+0.4%
MTABC Express Bus	32	31	-1	-2.7%	13	12	-0	-3.1%
Total - MTA Bus	404	408	+4	+1.0%	401	402	+1	+0.3%
<i>Total - Regional Bus</i>	<i>2,534</i>	<i>2,492</i>	<i>-41</i>	<i>-1.6%</i>	<i>2,732</i>	<i>2,676</i>	<i>-55</i>	<i>-2.0%</i>

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

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

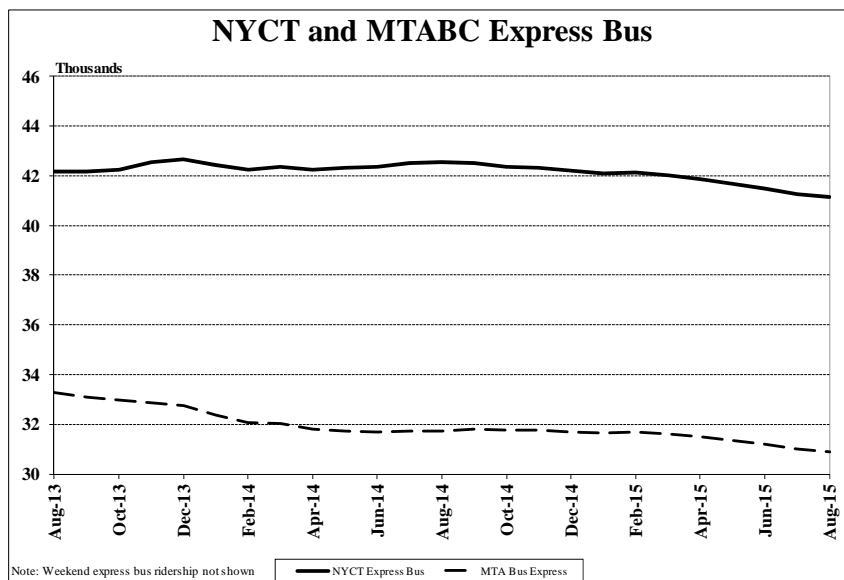
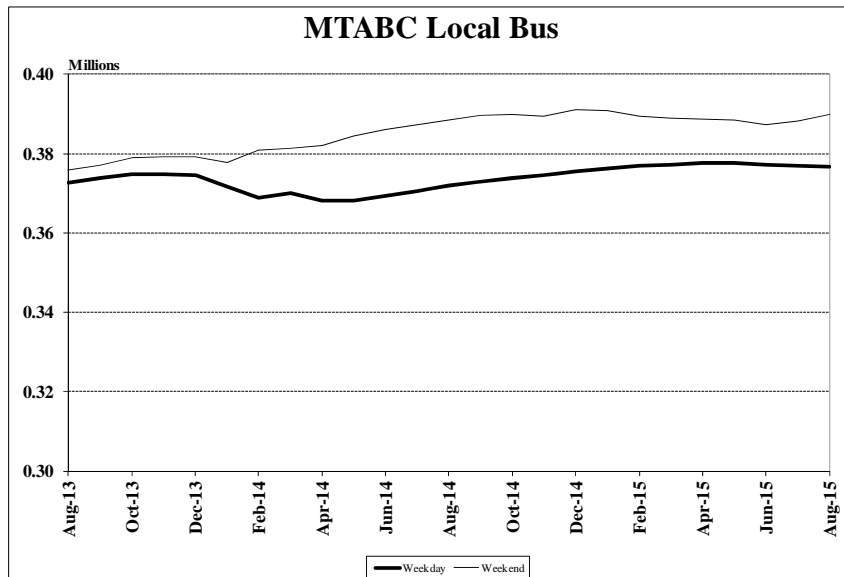
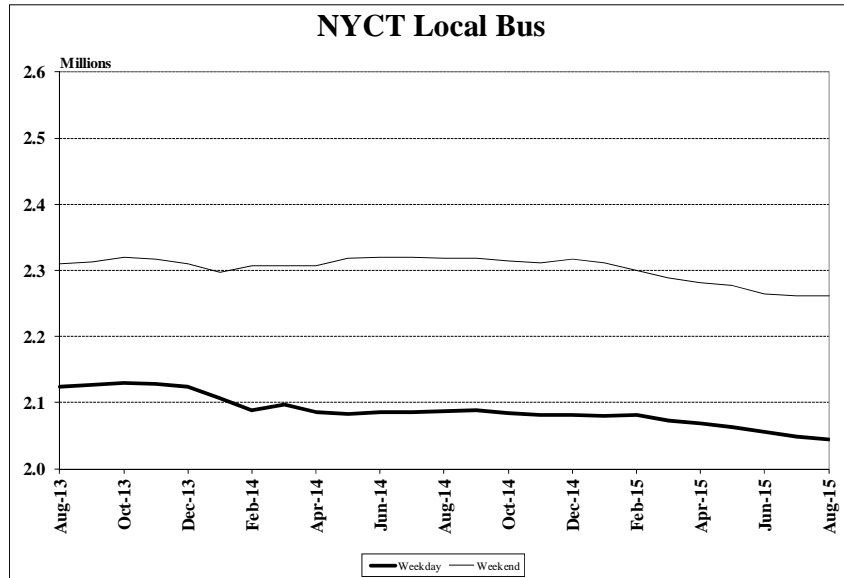
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From August 2014 to August 2015, weekday ridership increased on all area rail services, with the largest rail increase (6.1 percent) on the Staten Island Railway. The largest weekday increase (6.9%) 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, but increased on all services on weekends.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Aug-14	Preliminary Aug-15	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,260	5,280	+0.4%	+1.8%
NYCT Local Bus	1,893	1,831	-3.3%	-2.1%
NYCT Express Bus	40	39	-3.8%	-3.3%
NYCT Paratransit	28	27	-0.9%	-1.1%
Staten Island Railway	13	14	+6.1%	+2.6%
MTA Local Bus	348	345	-0.8%	+1.3%
MTA Express Bus	31	30	-5.0%	-2.7%
Long Island Rail Road	302	308	+1.9%	+2.4%
Metro-North Railroad	274	278	+1.7%	+1.9%
Staten Island Ferry	74	79	+6.9%	+4.5%
PATH	250	259	+3.7%	+1.8%
<u>Average Weekend</u>				
NYCT Subway	5,882	5,778	-1.8%	-0.0%
NYCT Local Bus	2,340	2,342	+0.1%	-2.4%
NYCT Express Bus	11	12	+2.8%	-1.7%
NYCT Paratransit	34	34	-0.1%	-0.9%
Staten Island Railway	9	9	+2.3%	+2.1%
MTA Local Bus	406	424	+4.4%	+0.4%
MTA Express Bus	12	13	+4.7%	-3.1%
Long Island Rail Road	229	236	+3.3%	+1.8%
Metro-North Railroad	238	241	+1.5%	+2.4%
Staten Island Ferry	108	118	+9.2%	+0.7%
PATH	188	215	+14.6%	-1.1%

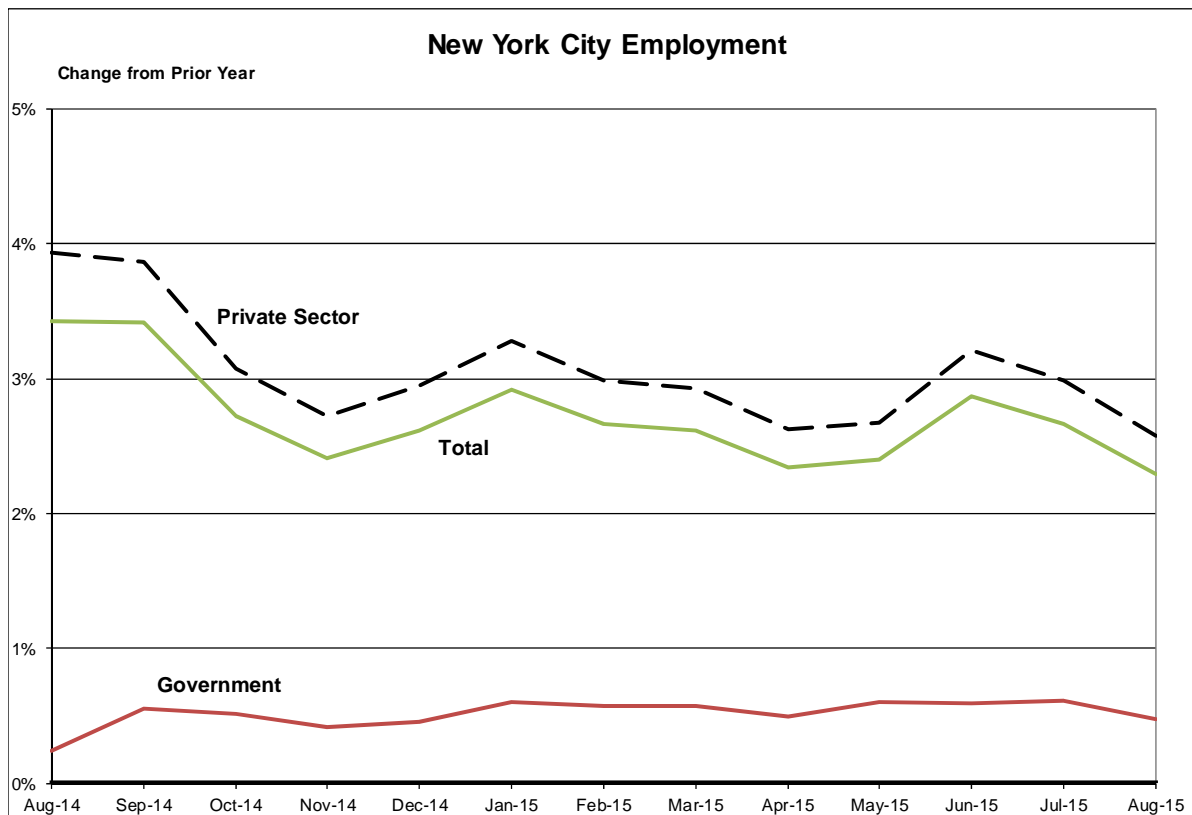
MTA Bridges and Tunnels (thousands)				
Average Weekday	857	884	+3.2%	+3.2%
Average Weekend	1,593	1,721	+8.1%	+3.6%

Note: Percentages are based on unrounded data.

Economy

From August 2014 to August 2015, New York City employment increased 2.3 percent (94,000 jobs). Private sector employment increased 2.6 percent (91,400 jobs) and government employment increased 0.5 percent (2,600 jobs). All of the private employment sub-sectors increased except manufacturing (down 2,100 jobs or 2.7 percent) and information (down 800 jobs or 0.4 percent). The sub-sector with the largest absolute increase was educational & health services (up 34,200 jobs or 4.2 percent). The sub-sector with the largest percentage increase was other services (up 5.4 percent or 9,700 jobs).

As shown in the chart below, private sector employment continues to grow, although at a lower rate than during August and September 2014. Government employment has increased by approximately half a percent each month since September 2014.



MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
Month - Aug 2015
(\$ in Millions)

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	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:												
Subway	\$275.701	\$272.407	(3.294)	(1.2)	\$0.000	\$0.000	-	-	\$275.701	\$272.407	(3.294)	(1.2)
Bus	\$83.026	\$82.135	(0.891)	(1.1)	\$0.000	\$0.000	-	-	\$83.026	\$82.135	(0.891)	(1.1)
Paratransit	\$1.566	\$1.503	(0.064)	(4.1)	\$0.000	\$0.000	-	-	\$1.566	\$1.503	(0.064)	(4.1)
Fare Liability	\$3.731	\$3.731	\$0.000	0.0	\$0.000	\$0.000	-	-	\$3.731	\$3.731	\$0.000	0.0
Farebox Revenue	\$364.025	\$359.776	(4.249)	(1.2)	\$0.000	\$0.000	-	-	\$364.025	\$359.776	(4.249)	(1.2)
Fare Reimbursement	\$1.788	\$1.788	\$0.000	0.0	\$0.000	\$0.000	-	-	\$1.788	\$1.788	\$0.000	0.0
Paratransit Reimbursement	\$14.263	\$14.881	\$0.618	4.3	\$0.000	\$0.000	-	-	\$14.263	\$14.881	\$0.618	4.3
Other Operating Revenue	\$12.511	\$12.922	\$0.411	3.3	\$0.000	\$0.000	-	-	\$12.511	\$12.922	\$0.411	3.3
Other Revenue	\$28.562	\$29.591	\$1.029	3.6	\$0.000	\$0.000	-	-	\$28.562	\$29.591	\$1.029	3.6
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$81.565	\$95.158	\$13.593	16.7	\$81.565	\$95.158	\$13.593	16.7
Total Revenue	\$392.587	\$389.367	(3.220)	(0.8)	\$81.565	\$95.158	\$13.593	16.7	\$474.152	\$484.525	\$10.374	2.2
Expenses												
Labor:												
Payroll	\$256.772	\$255.753	\$1.019	0.4	\$36.117	\$33.322	\$2.795	7.7	\$292.889	\$289.075	\$3.814	1.3
Overtime	\$35.406	\$38.549	(3.143)	(8.9)	\$3.858	\$11.920	(8.062)	-	\$39.264	\$50.469	(11.204)	(28.5)
Total Salaries & Wages	\$292.178	\$294.302	(2.124)	(0.7)	\$39.975	\$45.242	(5.267)	(13.2)	\$332.153	\$339.544	(7.391)	(2.2)
Health and Welfare	\$64.288	\$64.570	(0.282)	(0.4)	\$1.726	\$1.841	(0.114)	(6.6)	\$66.014	\$66.410	(0.396)	(0.6)
OPEB Current Payment	\$32.069	\$32.734	(0.665)	(2.1)	\$0.688	\$0.399	\$0.289	42.0	\$32.758	\$33.133	(0.376)	(1.1)
Pensions	\$18.431	\$18.339	\$0.092	0.5	\$0.546	\$0.547	(0.001)	(0.2)	\$18.976	\$18.886	\$0.091	0.5
Other Fringe Benefits	\$25.979	\$26.337	(0.358)	(1.4)	\$13.454	\$13.101	\$0.352	2.6	\$39.433	\$39.438	(0.005)	0.0
Total Fringe Benefits	\$140.767	\$141.980	(1.212)	(0.9)	\$16.414	\$15.888	\$0.526	3.2	\$157.181	\$157.867	(0.686)	(0.4)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(15.375)	(19.699)	\$4.324	28.1	\$15.375	\$19.699	(4.324)	(28.1)	\$0.000	\$0.000	\$0.000	-
Labor	\$417.570	\$416.583	\$0.987	0.2	\$71.764	\$80.828	(9.064)	(12.6)	\$489.334	\$497.411	(8.077)	(1.7)
Non-Labor:												
Electric Power	\$25.567	\$23.422	\$2.145	8.4	\$0.021	\$0.057	(0.036)	-	\$25.589	\$23.479	\$2.109	8.2
Fuel	\$9.836	\$7.812	\$2.024	20.6	\$0.002	\$0.002	\$0.000	16.2	\$9.838	\$7.814	\$2.024	20.6
Insurance	\$6.137	\$6.167	(0.031)	(0.5)	\$0.000	\$0.000	-	-	\$6.137	\$6.167	(0.031)	(0.5)
Claims	\$10.934	\$8.919	\$2.015	18.4	\$0.000	\$0.000	-	-	\$10.934	\$8.919	\$2.015	18.4
Paratransit Service Contracts	\$31.776	\$31.092	\$0.684	2.2	\$0.000	\$0.000	-	-	\$31.776	\$31.092	\$0.684	2.2
Maintenance and Other Operating Contracts	\$19.357	\$16.918	\$2.439	12.6	\$2.738	\$3.221	(0.483)	(17.6)	\$22.095	\$20.139	\$1.956	8.9
Professional Service Contracts	\$8.201	\$4.452	\$3.749	45.7	\$0.632	\$2.586	(1.953)	-	\$8.833	\$7.037	\$1.796	20.3
Materials & Supplies	\$25.059	\$21.491	\$3.568	14.2	\$6.085	\$6.108	(2.024)	(33.3)	\$31.144	\$29.600	\$1.544	5.0
Other Business Expenses	\$6.044	\$7.111	(1.067)	(17.6)	\$0.323	\$0.356	(0.033)	(10.3)	\$6.367	\$7.467	(1.100)	(17.3)
Non-Labor	\$142.910	\$127.384	\$15.526	10.9	\$9.802	\$14.330	(4.529)	(46.2)	\$152.712	\$141.714	\$10.997	7.2
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	\$560.480	\$543.967	\$16.513	2.9	\$81.566	\$95.158	(13.593)	(16.7)	\$642.046	\$639.125	\$2.920	0.5
Depreciation	\$141.887	\$129.396	\$12.492	8.8	\$0.000	\$0.000	-	-	\$141.887	\$129.396	\$12.492	8.8
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	-	-
Total Expenses	\$702.368	\$673.363	\$29.005	4.1	\$81.566	\$95.158	(13.593)	(16.7)	\$783.933	\$768.521	\$15.412	2.0
OPERATING SURPLUS/DEFICIT	(309.781)	(283.996)	\$25.785	8.3	(0.001)	\$0.000	\$0.001	-	(309.782)	(283.996)	\$25.786	8.3

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
Accrual Statement of Operations By Category_MM
Year-To-Date - Aug 2015
(\$ in Millions)

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	Nonreimbursable				Reimbursable				Total			
	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Var Percent Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid_Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue:												
Subway	\$2,175.062	\$2,169.985	(5.077)	(0.2)	\$0.000	\$0.000	-	-	\$2,175.062	\$2,169.985	(5.077)	(0.2)
Bus	\$638.513	\$636.196	(2.317)	(0.4)	\$0.000	\$0.000	-	-	\$638.513	\$636.196	(2.317)	(0.4)
Paratransit	\$11.562	\$11.433	(0.130)	(1.1)	\$0.000	\$0.000	-	-	\$11.562	\$11.433	(0.130)	(1.1)
Fare Liability	\$29.848	\$29.848	\$0.000	0.0	\$0.000	\$0.000	-	-	\$29.848	\$29.848	\$0.000	0.0
Farebox Revenue	\$2,854.986	\$2,847.462	(7.524)	(0.3)	\$0.000	\$0.000	-	-	\$2,854.986	\$2,847.462	(7.524)	(0.3)
Fare Reimbursement	\$52.347	\$52.346	(0.001)	0.0	\$0.000	\$0.000	-	-	\$52.347	\$52.346	(0.001)	0.0
Paratransit Reimbursement	\$128.899	\$129.920	\$1.021	0.8	\$0.000	\$0.000	-	-	\$128.899	\$129.920	\$1.021	0.8
Other Operating Revenue	\$105.728	\$108.343	\$2.615	2.5	\$0.000	\$0.000	-	-	\$105.728	\$108.343	\$2.615	2.5
Other Revenue	\$286.973	\$290.609	\$3.635	1.3	\$0.000	\$0.000	-	-	\$286.973	\$290.609	\$3.635	1.3
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$728.696	\$779.920	\$51.224	7.0	\$728.696	\$779.920	\$51.224	7.0
Total Revenue	\$3,141.960	\$3,138.071	(3.889)	(0.1)	\$728.696	\$779.920	\$51.224	7.0	\$3,870.656	\$3,917.990	\$47.335	1.2
Expenses												
Labor:												
Payroll	\$2,032.027	\$2,031.848	\$0.179	0.0	\$291.325	\$288.267	\$3.057	1.0	\$2,323.352	\$2,320.115	\$3.237	0.1
Overtime	\$299.064	\$305.011	(5.947)	(2.0)	\$65.491	\$87.901	(22.410)	(34.2)	\$364.556	\$392.912	(28.357)	(7.8)
Total Salaries & Wages	\$2,331.092	\$2,336.859	(5.767)	(0.2)	\$356.816	\$376.169	(19.353)	(5.4)	\$2,687.908	\$2,713.028	(25.120)	(0.9)
Health and Welfare	\$498.246	\$467.918	\$30.328	6.1	\$13.489	\$13.146	\$0.343	2.5	\$511.735	\$481.063	\$30.672	6.0
OPEB Current Payment	\$249.143	\$267.978	(18.835)	(7.6)	\$5.310	\$4.890	\$0.421	7.9	\$254.453	\$272.867	(18.414)	(7.2)
Pensions	\$805.368	\$804.475	\$0.893	0.1	\$27.907	\$27.912	(0.005)	0.0	\$833.275	\$832.387	\$0.888	0.1
Other Fringe Benefits	\$205.382	\$206.195	(0.813)	(0.4)	\$110.634	\$110.391	\$0.244	0.2	\$316.016	\$316.586	(0.569)	(0.2)
Total Fringe Benefits	\$1,758.139	\$1,746.565	\$11.574	0.7	\$157.340	\$156.338	\$1.002	0.6	\$1,915.479	\$1,902.904	\$12.576	0.7
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(145.080)	(158.303)	\$13.222	9.1	\$145.080	\$158.303	(13.222)	(9.1)	\$0.000	\$0.000	\$0.000	-
Labor	\$3,944.150	\$3,925.122	\$19.028	0.5	\$659.236	\$690.809	(31.573)	(4.8)	\$4,603.387	\$4,615.931	(12.544)	(0.3)
Non-Labor:												
Electric Power	\$203.634	\$204.886	(1.252)	(0.6)	\$0.169	\$0.375	(0.206)	-	\$203.803	\$205.261	(1.458)	(0.7)
Fuel	\$80.455	\$78.429	\$2.025	2.5	\$0.015	\$0.013	\$0.002	16.2	\$80.470	\$78.442	\$2.028	2.5
Insurance	\$48.445	\$49.277	(0.831)	(1.7)	\$0.000	\$0.000	-	-	\$48.445	\$49.277	(0.831)	(1.7)
Claims	\$87.472	\$83.443	\$4.029	4.6	\$0.000	\$0.000	-	-	\$87.472	\$83.443	\$4.029	4.6
Paratransit Service Contracts	\$251.189	\$251.394	(0.205)	(0.1)	\$0.000	\$0.000	\$0.000	-	\$251.189	\$251.394	(0.205)	(0.1)
Maintenance and Other Operating Contracts	\$126.472	\$121.820	\$4.652	3.7	\$22.819	\$24.800	(1.981)	(8.7)	\$149.291	\$146.619	\$2.671	1.8
Professional Service Contracts	\$75.272	\$68.819	\$6.453	8.6	\$6.585	\$18.758	(12.173)	-	\$81.857	\$87.577	(5.720)	(7.0)
Materials & Supplies	\$195.306	\$188.334	\$6.972	3.6	\$45.093	\$50.642	(5.548)	(12.3)	\$240.400	\$238.976	\$1.424	0.6
Other Business Expenses	\$55.499	\$57.292	(1.793)	(3.2)	(5.234)	(5.476)	\$0.242	4.6	\$50.264	\$51.816	(1.551)	(3.1)
Non-Labor	\$1,123.744	\$1,103.694	\$20.051	1.8	\$69.447	\$89.111	(19.664)	(28.3)	\$1,193.191	\$1,192.804	\$0.387	0.0
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	\$5,067.895	\$5,028.815	\$39.079	0.8	\$728.683	\$779.920	(51.237)	(7.0)	\$5,796.578	\$5,808.735	(12.158)	(0.2)
Depreciation	\$1,061.890	\$1,027.261	\$34.629	3.3	\$0.000	\$0.000	-	-	\$1,061.890	\$1,027.261	\$34.629	3.3
OPEB Liability	\$808.647	\$854.596	(45.949)	(5.7)	\$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 Expenses	\$6,938.431	\$6,910.672	\$27.759	0.4	\$728.683	\$779.920	(51.237)	(7.0)	\$7,667.114	\$7,690.592	(23.477)	(0.3)
OPERATING SURPLUS/DEFICIT	(3,796.472)	(3,772.601)	\$23.870	0.6	\$0.013	\$0.000	(0.013)	-	(3,796.459)	(3,772.601)	\$23.858	0.6

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 NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
August 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	(4.2)	(1.2)	Due primarily to lower subway and bus ridership	(7.5)	(0.3)	Due primarily to lower subway and bus ridership
Other Operating Revenue	NR	1.0	3.6	Mostly higher paratransit Urban Tax revenue	3.6	1.3	Mostly due to higher advertising, real estate and MetroCard surcharge revenues
Payroll	NR	1.0	0.4	Due primarily to vacancy savings, partly offset by the unfavorable timing of earned employee separation payments and Workers' Compensation differential costs			
Overtime	NR	(3.1)	(8.9)	Mainly due to subway service delays and overcrowding and bus traffic and ramp delays	(5.9)	(2.0)	Mainly due to subway service delays and overcrowding and bus traffic and ramp delays
Health & Welfare (including OPEB current payment)	NR	(1.0)	(1.0)	The unfavorable timing of expenses	11.5	1.5	The favorable timing of expenses/credits
Reimbursable Overhead	NR	4.3	28.1	Favorable overhead credits, resulting from higher reimbursable overtime requirements	13.2	9.1	Favorable overhead credits, resulting from higher reimbursable overtime requirements
Electric Power	NR	2.1	8.4	Largely due to the favorable timing of expenses and lower consumption, partly offset by higher prices	(1.3)	(0.6)	Largely due to higher prices and the unfavorable timing of expenses, partly offset by lower consumption
Fuel	NR	2.0	20.6	Primarily lower prices and consumption	2.0	2.5	Primarily lower prices and consumption, partly offset by the unfavorable timing of expenses
Insurance	NR				(0.8)	(1.7)	The unfavorable timing of interagency payments
Claims	NR	2.0	18.4	The favorable timing of expenses	4.0	4.6	The favorable timing of expenses
Maintenance and Other Operating Contracts	NR	2.4	12.6	Principally painting savings and the favorable timing of auto purchases and building-related expenses, partly offset by the unfavorable timing of maintenance & repair expenses	4.7	3.7	Principally painting savings and the favorable timing of auto purchases and tire & tube expenses, partly offset by the unfavorable timing of maintenance & repair expenses

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
August 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	3.7	45.7	Due primarily to favorable accrual adjustments affecting several accounts	6.5	8.6	Due primarily to the favorable timing of bond services and Information-Technology related expenses, partly offset by the unfavorable timing of office-related expenses
Materials and Supplies	NR	3.6	14.2	Due mostly to the favorable timing of maintenance material requirements and favorable inventory adjustments	7.0	3.6	Due mostly to favorable inventory adjustments and the timing of maintenance material requirements, along with increased scrap/surplus sales
Other Business Expenses	NR	(1.1)	(17.6)	Mainly unfavorable results for miscellaneous expenses and credits	(1.8)	(3.2)	Mainly higher MVM debit/credit card charges and unfavorable results for miscellaneous expenses and credits
Capital and Other Reimbursements	R	13.6	16.7	Reimbursement increase consistent with higher reimbursable expenses	51.2	7.0	Reimbursement increase consistent with higher reimbursable expenses
Payroll	R	2.8	7.7	Due primarily to underruns in non-capital results and capital engineering requirements	3.1	1.0	Due primarily to underruns in non-capital results and capital engineering requirements
Overtime	R	(8.1)	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	(22.4)	(34.2)	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	2.6	Mostly lower direct overhead expenses			
Maintenance and Other Operating Contracts	R	(0.5)	(17.6)	Largely the unfavorable timing of building-related expenses	(2.0)	(8.7)	Largely the unfavorable timing of construction service requirements
Professional Service Contracts	R	(2.0)	over (100.0)	Mostly related to new IT projects	(12.2)	over (100.0)	Mostly related to new IT projects
Materials & Supplies	R	(2.0)	(33.3)	Mainly the unfavorable timing of maintenance material requirements	(5.5)	(12.3)	Mainly the unfavorable timing of maintenance material requirements
Other Business Expenses	R				0.2	4.6	Principally favorable miscellaneous expenses/credits

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Cash Receipts and Expenditures
Aug FY15
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast		Favorable		Forecast		Favorable	
	Mid_Year	Actual	(Unfavorable)		Mid_Year	Actual	(Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$366.033	\$344,199	(21.834)	(6.0)	\$2,871.914	\$2,875.380	\$3.466	0.1
Fare Reimbursement	\$6.312	\$20.113	\$13.801	-	\$56.392	\$101.426	\$45.034	79.9
Paratransit Reimbursement	\$4.738	\$3.931	(0.807)	(17.0)	\$75.009	\$75.775	\$0.766	1.0
Other Operating Revenue	\$3.166	\$3.383	\$0.217	6.9	\$25.829	\$27.363	\$1.534	5.9
Other Revenue	\$14.216	\$27.427	\$13.211	92.9	\$157.229	\$204.564	\$47.335	30.1
Capital and Other Reimbursements	\$97.917	\$147.632	\$49.715	50.8	\$759.847	\$816.151	\$56.304	7.4
Total Revenue	\$478.166	\$519.258	\$41.092	8.6	\$3,788.991	\$3,896.095	\$107.104	2.8
Expenditures								
Labor :								
Payroll	\$262.599	\$267.810	(5.211)	(2.0)	\$2,285.729	\$2,293.434	(7.705)	(0.3)
Overtime	\$35.595	\$50.469	(14.874)	(41.8)	\$361.894	\$392.825	(30.931)	(8.5)
Total Salaries & Wages	\$298.195	\$318.279	(20.084)	(6.7)	\$2,647.622	\$2,686.259	(38.637)	(1.5)
Health and Welfare	\$66.014	\$60.121	\$5.893	8.9	\$530.826	\$494.093	\$36.733	6.9
OPEB Current Payment	\$32.758	\$33.133	(0.375)	(1.1)	\$254.453	\$272.867	(18.414)	(7.2)
Pensions	\$75.757	\$75.665	\$0.092	0.1	\$630.991	\$630.090	\$0.901	0.1
Other Fringe Benefits	\$41.458	\$34.783	\$6.675	16.1	\$291.514	\$295.271	(3.757)	(1.3)
Total Fringe Benefits	\$215.987	\$203.702	\$12.285	5.7	\$1,707.785	\$1,692.321	\$15.464	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	\$514.181	\$521.981	(7.800)	(1.5)	\$4,355.407	\$4,378.580	(23.173)	(0.5)
Non-Labor :								
Electric Power	\$24.739	\$24.331	\$0.408	1.6	\$207.390	\$208.749	(1.359)	(0.7)
Fuel	\$10.239	\$8.792	\$1.447	14.1	\$78.896	\$76.656	\$2.240	2.8
Insurance	\$5.582	\$0.000	\$5.582	-	\$56.227	\$51.223	\$5.004	8.9
Claims	\$7.334	\$8.035	(0.701)	(9.6)	\$91.155	\$91.165	(0.010)	0.0
Paratransit Service Contracts	\$31.621	\$28.581	\$3.040	9.6	\$249.810	\$248.149	\$1.661	0.7
Maintenance and Other Operating Contracts	\$22.095	\$18.355	\$3.740	16.9	\$149.335	\$139.491	\$9.844	6.6
Professional Service Contracts	\$8.833	(9.981)	\$18.814	-	\$77.164	\$87.416	(10.252)	(13.3)
Materials & Supplies	\$30.394	\$30.446	(0.052)	(0.2)	\$260.849	\$269.462	(8.613)	(3.3)
Other Business Expenses	\$6.320	\$7.396	(1.076)	(17.0)	\$52.449	\$54.809	(2.360)	(4.5)
Non-Labor	\$147.156	\$115.955	\$31.201	21.2	\$1,223.275	\$1,227.120	(3.845)	(0.3)
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$661.337	\$637.936	\$23.401	3.5	\$5,578.682	\$5,605.700	(27.018)	(0.5)
Depreciation	\$0.000	\$0.000	\$0.000	-	\$0.001	\$0.000	\$0.001	-
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$661.337	\$637.936	\$23.401	3.5	\$5,578.682	\$5,605.700	(27.018)	(0.5)
Net Surplus/(Deficit)	(183.172)	(118.678)	\$64.494	35.2	(1,789.692)	(1,709.605)	\$80.087	4.5

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
August 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	(21.8)	(6.0)	Mostly the unfavorable timing of receipts	3.5	0.1	Mostly the favorable timing of receipts
Other Operating Receipts	13.2	92.9	Due mainly to the favorable timing of elderly fare reimbursements	47.3	30.1	Due largely to the favorable timing of receipt of student fare reimbursements
Capital and Other Reimbursements	49.7	50.8	Mostly due to the favorable timing of reimbursements and increased 2015 project expenses/billing	56.3	7.4	Mostly due to increased 2015 project expenses/billing, and the favorable timing of reimbursements
Salaries & Wages	(20.1)	(6.7)	Largely due to higher overtime expenditures	(38.6)	(1.5)	Largely due to higher overtime expenditures and vacation buyback payments
Health & Welfare (including OPEB current payment)	5.5	5.6	Mainly the favorable timing of payments	18.3	23.3	Primarily the favorable timing of expenses, credits and payments
Other Fringe Benefits	6.7	16.1	Primarily the favorable timing of payments	(3.8)	(1.3)	Primarily the unfavorable timing of payments
Fuel	1.4	14.1	Largely expense underruns, partly offset by the unfavorable timing of payments			
Insurance	5.6	n/a	Largely the favorable timing of interagency payments	5.0	8.9	Largely the favorable timing of interagency payments
Claims	(0.7)	(9.6)	The unfavorable timing of payments, partly offset by the favorable timing of expenses			
Paratransit Service Contracts	3.0	9.6	Primarily the favorable timing of payments			
Maintenance Contracts	3.7	16.9	Expense underruns and the favorable timing of payments	9.8	6.6	The favorable timing of payments and expense underruns
Professional Service Contracts	18.8	n/a	Largely the favorable timing of payments	(10.3)	(13.3)	Mostly related to new IT projects
Materials & Supplies				(8.6)	(3.3)	Largely due to the unfavorable timing of payments

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Aug FY15
(\$ in Millions)

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	Month				Year-To-Date			
	Forecast		Favorable		Forecast		Favorable	
	Mid_Year	Actual	(Unfavorable)		Mid_Year	Actual	(Unfavorable)	
			Variance	Percent			Variance	Percent
Revenue								
Farebox Revenue	\$2.008	(15.577)	(17.585)	-	\$16.928	\$27.918	\$10.990	64.9
Fare Reimbursement	\$4.524	\$18.325	\$13.801	-	\$4.045	\$49.080	\$45.035	-
Paratransit Reimbursement	(9.525)	(10.950)	(1.425)	(15.0)	(53.890)	(54.145)	(0.255)	(0.5)
Other Operating Revenue	(9.345)	(9.539)	(0.194)	(2.1)	(79.899)	(80.980)	(1.081)	(1.4)
Other Revenue	(14.346)	(2.164)	\$12.182	84.9	(129.744)	(86.045)	\$43.699	33.7
Capital and Other Reimbursements	\$16.352	\$52.474	\$36.122	-	\$31.151	\$36.231	\$5.080	16.3
Total Revenue	\$4.014	\$34.733	\$30.719	-	(81.665)	(21.895)	\$59.770	73.2
Expenses								
Labor :								
Payroll	\$30.289	\$21.265	(9.025)	(29.8)	\$37.623	\$26.681	(10.942)	(29.1)
Overtime	\$3.669	\$0.000	(3.669)	-	\$2.662	\$0.087	(2.575)	(96.7)
Total Salaries & Wages	\$33.958	\$21.265	(12.694)	(37.4)	\$40.285	\$26.769	(13.517)	(33.6)
Health and Welfare	\$0.000	\$6.289	\$6.289	-	(19.091)	(13.030)	\$6.061	31.8
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	(56.781)	(56.779)	\$0.002	0.0	\$202.284	\$202.297	\$0.013	0.0
Other Fringe Benefits	(2.025)	\$4.655	\$6.680	-	\$24.502	\$21.315	(3.187)	(13.0)
Total Fringe Benefits	(58.806)	(45.835)	\$12.971	22.1	\$207.695	\$210.583	\$2.888	1.4
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	(24.847)	(24.570)	\$0.277	1.1	\$247.980	\$237.351	(10.629)	(4.3)
Non-Labor :								
Electric Power	\$0.850	(0.852)	(1.702)	-	(3.587)	(3.488)	\$0.099	2.8
Fuel	(0.400)	(0.978)	(0.578)	-	\$1.584	\$1.786	\$0.202	12.8
Insurance	\$0.555	\$6.167	\$5.612	-	(7.782)	(1.946)	\$5.836	75.0
Claims	\$3.600	\$0.884	(2.716)	(75.4)	(3.683)	(7.722)	(4.039)	-
Paratransit Service Contracts	\$0.155	\$2.511	\$2.356	-	\$1.379	\$3.245	\$1.866	-
Maintenance and Other Operating Contracts	\$0.000	\$1.784	\$1.784	-	(0.044)	\$7.128	\$7.172	-
Professional Service Contracts	\$0.000	\$17.018	\$17.018	-	\$4.693	\$0.161	(4.532)	(96.6)
Materials & Supplies	\$0.750	(0.846)	(1.596)	-	(20.449)	(30.486)	(10.037)	(49.1)
Other Business Expenses	\$0.047	\$0.071	\$0.024	51.3	(2.185)	(2.993)	(0.808)	(37.0)
Non-Labor	\$5.557	\$25.759	\$20.202	-	(30.074)	(34.316)	(4.242)	(14.1)
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	(19.290)	\$1.189	\$20.480	-	\$217.906	\$203.035	(14.871)	(6.8)
Depreciation	\$141.887	\$129.396	(12.492)	(8.8)	\$1,061.889	\$1,027.261	(34.628)	(3.3)
OPEB Liability	\$0.000	\$0.000	\$0.000	-	\$808.647	\$854.596	\$45.948	5.7
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$122.597	\$130.585	\$7.988	6.5	\$2,088.442	\$2,084.892	(3.550)	(0.2)
Total Cash Conversion Adjustments	\$126.611	\$165.318	\$38.707	30.6	\$2,006.777	\$2,062.996	\$56.219	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 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
August 2015

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	70	71	(1)	
Law	280	283	(3)	
Office of the EVP	46	40	6	
Human Resources	227	241	(14)	
Office of Management and Budget	42	39	3	
Capital Planning & Budget	35	29	6	
Corporate Communications	261	252	9	
Non-Departmental	(33)	-	(33)	
Labor Relations	97	93	4	
Materiel	287	273	14	
Controller	137	132	5	
Total Administration	1,449	1,453	(4)	
Operations				
Subways Service Delivery	7,689	7,745	(56)	Excess Conductors & Supervisors
Subways Operations Support/Admin	386	388	(2)	
Subways Stations	2,650	2,647	3	
Sub-total Subways	10,725	10,780	(55)	
Buses	10,907	10,947	(40)	
Paratransit	213	203	10	
Operations Planning	376	402	(26)	
Revenue Control	579	531	48	
Total Operations	22,800	22,863	(63)	
Maintenance				
Subways Operations Support/Admin	163	158	5	
Subways Engineering	362	351	11	
Subways Car Equipment	4,318	4,282	36	
Subways Infrastructure	1,498	1,510	(12)	
Subways Elevators & Escalators	442	415	27	
Subways Stations	3,673	3,642	31	
Subways Track	2,796	2,740	56	Mainly Hourlies & Supervisors
Subways Power	603	617	(14)	
Subways Signals	1,505	1,481	24	
Subways Electronic Maintenance	1,578	1,474	104	Mainly EMD, P&T, Hourlies
Sub-total Subways	16,938	16,670	268	
Buses	3,649	3,640	9	
Revenue Control	0	0	0	
Supply Logistics	561	558	3	
System Safety	91	88	3	
Non-Departmental	(77)	0	(77)	
Total Maintenance	21,162	20,956	206	
Engineering/Capital				
Capital Program Management	1,319	1,365	(46)	
Total Engineering/Capital	1,319	1,365	(46)	
Public Safety				
Security	644	613	31	
Total Public Safety	644	613	31	
Total Positions	47,374	47,250	124	
Non-Reimbursable	42,464	42,647	(183)	
Reimbursable	4,910	4,603	307	
Total Full-Time	47,232	46,966	266	
Total Full-Time Equivalents	142	284	(142)	

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
August 2015

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	558	471	87	
Professional, Technical, Clerical	860	960	(100)	
Operational Hourlies	31	22	9	
Total Administration	1,449	1,453	(4)	
Operations				
Managers/Supervisors	2,730	2,695	35	
Professional, Technical, Clerical	491	495	(4)	
Operational Hourlies	19,579	19,673	(94)	
Total Operations	22,800	22,863	(63)	
Maintenance				
Managers/Supervisors	3,815	3,760	55	
Professional, Technical, Clerical	1,057	1,017	40	
Operational Hourlies	16,290	16,179	111	
Total Maintenance	21,162	20,956	206	
Engineering/Capital				
Managers/Supervisors	339	344	(5)	
Professional, Technical, Clerical	978	1,019	(41)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,319	1,365	(46)	
Public Safety				
Managers/Supervisors	262	248	14	
Professional, Technical, Clerical	39	34	5	
Operational Hourlies	343	331	12	
Total Public Safety	644	613	31	
Total Positions				
Managers/Supervisors	7,704	7,518	186	
Professional, Technical, Clerical	3,425	3,525	(100)	
Operational Hourlies	36,245	36,207	38	
Total Positions	47,374	47,250	124	

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

	August						August 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>	321,385	\$9.614	320,819	\$9.997	566	(\$0.383) (4.0%)	2,626,436	\$81.093	2,617,567	\$81.865	8,869 0.0033769	(\$0.772) (1.0%)
<u>Unscheduled Service</u>	255,260	\$8.378	338,853	\$10.883	(83,593)	(\$2.505) (29.9%)	2,212,867	\$68.306	2,425,481	\$74.249	(212,613) -0.0960804	(\$5.943) (8.7%)
<u>Programmatic/Routine Maintenance</u>	401,555	\$14.081	330,654	\$10.323	70,901	\$3.758 26.7%	2,854,218	\$92.295	2,869,949	\$89.546	(15,731) -0.0055115	\$2.749 3.0%
<u>Unscheduled Maintenance</u>	0	\$0.000	0	\$0.000	0	\$0.000 0.0%	0	\$0.000	0	\$0.000	0 0	\$0.000 0.0%
<u>Vacancy/Absentee Coverage</u>	25,125	\$1.313	148,438	\$4.895	(123,312)	(\$3.582) *	640,231	\$22.072	730,701	\$23.558	(90,469) -0.1413075	(\$1.485) (6.7%)
<u>Weather Emergencies</u>	425	\$0.014	1,883	\$0.062	(1,459)	(\$0.048) *	778,913	\$25.468	794,305	\$25.984	(15,392) -0.0197614	(\$0.516) (2.0%)
<u>Safety/Security/Law Enforcement</u>	9,060	\$0.296	11,338	\$0.316	(2,278)	(\$0.019) (6.5%)	69,182	\$2.162	70,329	\$2.084	(1,147) -0.0165753	\$0.078 3.6%
<u>Other</u>	16,162	\$1.709	60,640	\$2.072	(44,478)	(\$0.363) (21.2%)	147,340	\$7.667	234,081	\$7.726	(86,742) -0.5887175	(\$0.059) (0.8%)
Subtotal	1,028,972	\$35.406	1,212,625	\$38.549	(183,654)	(\$3.143) (8.9%)	9,329,188	\$299.064	9,742,413	\$305.012	(413,226) -0.044294	(\$5.947) (2.0%)
REIMBURSABLE OVERTIME	113,059	\$3.858	324,762	\$11.92	(211,703)	(\$8.062) *	1,998,788	\$65.492	2,638,116	\$87.902	(639,328) (0.3)	(\$22.410) (34.2%)
TOTAL OVERTIME	1,142,031	\$39.264	1,537,387	\$50.468	(395,357)	(\$11.204) (28.5%)	11,327,976	\$364.556	12,380,529	\$392.914	(1,052,554) (0.1)	(\$28.358) (7.8%)

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)

	August			August Year to Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	566	(\$0.4)		8,869	(\$0.8)	Favorable YTD results in scheduled service due to vacancies/availability underruns.
		12.2%			13.0%	
<u>Unscheduled Service</u>	(83,593)	(\$2.5)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.	(212,613)	(\$5.9)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.
		79.7%			99.9%	
<u>Programmatic/Routine Maintenance</u>	70,901	\$3.8	Favorable results due to vacancies in maintenance titles.	(15,731)	\$2.7	Favorable results due to vacancies in maintenance titles.
		(119.6%)			(46.2%)	
<u>Unscheduled Maintenance</u>	0	\$0.0		0	\$0.0	
		.0%			.0%	
<u>Vacancy/Absentee Coverage</u>	(123,312)	(\$3.6)	Mainly due to vacancy / absentee coverage for bus operators, signal and track maintainers.	(90,469)	(\$1.5)	Mainly due to vacancy / absentee coverage for bus operators and maintainers, signal and track maintainers.
		114.0%			25.0%	
<u>Weather Emergencies</u>	(1,459)	(\$0.0)		(15,392)	(\$0.5)	
		1.5%			8.7%	
<u>Safety/Security/Law Enforcement</u>	(2,278)	(\$0.0)		(1,147)	\$0.1	
		.6%			(1.3%)	
<u>Other</u>	(44,478)	(\$0.4)		(86,742)	(\$0.1)	
		11.6%			1.0%	
Subtotal	(183,654)	(\$3.1)		(413,225)	(\$5.9)	
		28.0%			21.0%	
REIMBURSABLE OVERTIME	(211,703)	(\$8.1)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	(639,328)	(\$22.4)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.
		72.0%			79.0%	
TOTAL OVERTIME	(395,357)	(\$11.2)		(1,052,553)	(\$28.4)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2015 Overtime Reporting
Overtime Legend

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



FINANCIAL AND RIDERSHIP REPORT

August 2015

(All data are preliminary and subject to audit)

In the month of August, **operating revenues** were \$0.1 million (16.9 percent) below the Mid-Year Forecast (forecast), and, year-to-date, operating revenues were under forecast by \$0.2 million (3.2 percent). Both variances were due primarily to the unfavorable timing of student fare reimbursements.

Total **ridership** in August 2015 was 328,576 riders, 1.5 percent (4,924 riders) below forecast. Year-to-date, ridership was 2,899,159 riders, below forecast by 0.2 percent (5,281 riders). August 2015 average weekday ridership was 13,518 riders, 6.1 percent (776 riders) above August 2014, mostly due to a higher ridership growth trend. Average weekday ridership for the twelve months ending August 2015 was 15,746 riders, 2.6 percent (403 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 August by \$0.8 million (19.5 percent). Labor expenses underran forecast by a net \$0.2 million (8.6 percent), due mostly to favorable payroll expense timing results of \$0.3 million (16.9 percent), partly offset by an unfavorable timing result in health & welfare/OPEB current expenses of \$0.1 million (27.6 percent). Non-labor expenses were below forecast by \$0.6 million (41.2 percent), due largely to the favorable timing of maintenance contract expenses of \$0.4 million (79.6 percent), mostly involving non-revenue vehicle purchases. Year-to-date, expenses were less than forecast by \$1.7 million (5.4 percent), including an unfavorable labor expense variance of \$0.1 million (0.4 percent) and a non-labor expense underrun of \$1.8 million (20.7 percent). The non-labor underrun was due mainly to a favorable timing result in maintenance contracts of \$1.3 million (64.5 percent), including the timing of non-revenue vehicle purchases, and lower materials and supplies expenses of \$0.3 million (22.6 percent), due mostly to the timing of maintenance material requirements.

Depreciation expenses were \$0.1 million (2.0 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 \$25.3 million, \$1.8 million (6.5 percent) favorable to forecast.

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

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	Nonreimbursable				Reimbursable				Total			
			Var Percent				Favorable (Unfavorable)				Favorable (Unfavorable)	
	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent	Forecast Mid_Year	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$0.557	\$0.548	(0.010)	(1.7)	\$0.000	\$0.000	-	-	\$0.557	\$0.548	(0.010)	(1.7)
Other Revenue	\$0.195	\$0.077	(0.118)	(60.4)	\$0.000	\$0.000	-	-	\$0.195	\$0.077	(0.118)	(60.4)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.527	\$0.467	(0.060)	(11.4)	\$0.527	\$0.467	(0.060)	(11.4)
Total Revenue	\$0.752	\$0.625	(0.127)	(16.9)	\$0.527	\$0.467	(0.060)	(11.4)	\$1.279	\$1.092	(0.187)	(14.6)
Expenses												
Labor :												
Payroll	\$1.503	\$1.249	\$0.254	16.9	\$0.238	\$0.129	\$0.109	45.8	\$1.741	\$1.378	\$0.363	20.8
Overtime	\$0.209	\$0.143	\$0.066	31.7	\$0.060	\$0.098	(0.038)	(63.3)	\$0.269	\$0.241	\$0.028	10.5
Total Salaries & Wages	\$1.712	\$1.392	\$0.320	18.7	\$0.298	\$0.227	\$0.071	23.8	\$2.010	\$1.619	\$0.391	19.5
Health and Welfare	\$0.335	\$0.298	\$0.037	11.0	\$0.000	\$0.000	\$0.000	-	\$0.335	\$0.298	\$0.037	11.0
OPEB Current Payment	\$0.114	\$0.275	(0.161)	-	\$0.000	\$0.003	(0.003)	-	\$0.114	\$0.278	(0.164)	-
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	\$0.198	\$0.052	20.9	\$0.000	\$0.000	\$0.000	-	\$0.250	\$0.198	\$0.052	20.9
Total Fringe Benefits	\$1.199	\$1.271	(0.072)	(6.0)	\$0.000	\$0.003	(0.003)	-	\$1.199	\$1.274	(0.075)	(6.3)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.229)	(0.212)	(0.017)	(7.4)	\$0.229	\$0.213	\$0.016	7.0	\$0.000	\$0.001	(0.001)	-
Labor	\$2.682	\$2.451	\$0.231	8.6	\$0.527	\$0.443	\$0.084	15.9	\$3.209	\$2.894	\$0.315	9.8
Non-Labor :												
Electric Power	\$0.270	\$0.284	(0.014)	(5.3)	\$0.000	\$0.000	\$0.000	-	\$0.270	\$0.284	(0.014)	(5.3)
Fuel	\$0.014	\$0.009	\$0.005	36.2	\$0.000	\$0.000	-	-	\$0.014	\$0.009	\$0.005	36.2
Insurance	\$0.110	\$0.201	(0.090)	(81.7)	\$0.000	\$0.000	-	-	\$0.110	\$0.201	(0.090)	(81.7)
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	\$0.112	\$0.438	79.6	\$0.000	\$0.000	-	-	\$0.550	\$0.112	\$0.438	79.6
Professional Service Contracts	\$0.078	\$0.039	\$0.040	50.7	\$0.000	\$0.000	\$0.000	-	\$0.078	\$0.039	\$0.040	50.7
Materials & Supplies	\$0.310	\$0.135	\$0.175	56.4	\$0.000	\$0.024	(0.024)	-	\$0.310	\$0.159	\$0.151	48.7
Other Business Expenses	\$0.000	\$0.008	(0.008)	-	\$0.000	\$0.000	-	-	\$0.000	\$0.008	(0.008)	-
Non-Labor	\$1.342	\$0.790	\$0.552	41.2	\$0.000	\$0.024	(0.024)	-	\$1.342	\$0.814	\$0.528	39.4
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	\$3.241	\$0.783	19.5	\$0.527	\$0.467	\$0.060	11.4	\$4.551	\$3.708	\$0.843	18.5
Depreciation	\$0.725	\$0.641	\$0.084	11.7	\$0.000	\$0.000	-	-	\$0.725	\$0.641	\$0.084	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	\$3.881	\$0.868	18.3	\$0.527	\$0.467	\$0.060	11.4	\$5.276	\$4.348	\$0.928	17.6
OPERATING SURPLUS/DEFICIT	(3.996)	(3.256)	\$0.740	18.5	\$0.000	\$0.000	\$0.000	-	(3.996)	(3.256)	\$0.740	18.5

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

9/25/2015 11:54 AM

	Nonreimbursable				Reimbursable				Total			
	Forecast Mid Year	Actual	Favorable (Unfavorable) Variance	Var Percent Percent	Forecast Mid Year	Actual	Favorable (Unfavorable) Variance	Percent	Forecast Mid Year	Actual	Favorable (Unfavorable) Variance	Percent
Revenue												
Farebox Revenue	\$4.148	\$4.152	\$0.004	0.1	\$0.000	\$0.000	-	-	\$4.148	\$4.152	\$0.004	0.1
Other Revenue	\$1.708	\$1.518	(0.190)	(11.1)	\$0.000	\$0.000	\$0.000	-	\$1.708	\$1.518	(0.190)	(11.1)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$1.837	\$1.778	(0.059)	(3.2)	\$1.837	\$1.778	(0.059)	(3.2)
Total Revenue	\$5.856	\$5.669	(0.186)	(3.2)	\$1.837	\$1.778	(0.059)	(3.2)	\$7.693	\$7.447	(0.245)	(3.2)
Expenses												
Labor :												
Payroll	\$12.312	\$12.370	(0.058)	(0.5)	\$0.762	\$0.572	\$0.190	24.9	\$13.074	\$12.942	\$0.132	1.0
Overtime	\$2.190	\$1.997	\$0.193	8.8	\$0.157	\$0.262	(0.105)	(66.9)	\$2.347	\$2.259	\$0.088	3.7
Total Salaries & Wages	\$14.502	\$14.367	\$0.135	0.9	\$0.919	\$0.834	\$0.085	9.2	\$15.421	\$15.201	\$0.220	1.4
Health and Welfare	\$2.589	\$2.328	\$0.261	10.1	\$0.000	\$0.000	\$0.000	-	\$2.589	\$2.328	\$0.261	10.1
OPEB Current Payment	\$0.851	\$1.055	(0.204)	(24.0)	\$0.003	\$0.008	(0.005)	-	\$0.854	\$1.063	(0.209)	(24.5)
Pensions	\$4.000	\$4.000	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$4.000	\$4.000	\$0.000	0.0
Other Fringe Benefits	\$2.157	\$2.346	(0.189)	(8.8)	\$0.000	\$0.000	\$0.000	-	\$2.157	\$2.346	(0.189)	(8.8)
Total Fringe Benefits	\$9.597	\$9.729	(0.132)	(1.4)	\$0.003	\$0.008	(0.005)	-	\$9.600	\$9.737	(0.137)	(1.4)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.837)	(0.731)	(0.106)	(12.7)	\$0.837	\$0.732	\$0.105	12.5	\$0.000	\$0.001	(0.001)	-
Labor	\$23.262	\$23.365	(0.103)	(0.4)	\$1.759	\$1.574	\$0.185	10.5	\$25.021	\$24.940	\$0.081	0.3
Non-Labor :												
Electric Power	\$2.845	\$2.733	\$0.112	3.9	\$0.003	\$0.007	(0.004)	-	\$2.848	\$2.740	\$0.108	3.8
Fuel	\$0.180	\$0.201	(0.020)	(11.2)	\$0.000	\$0.000	-	-	\$0.180	\$0.201	(0.020)	(11.2)
Insurance	\$1.009	\$0.966	\$0.043	4.3	\$0.000	\$0.000	-	-	\$1.009	\$0.966	\$0.043	4.3
Claims	\$0.861	\$0.836	\$0.025	2.9	\$0.000	\$0.000	-	-	\$0.861	\$0.836	\$0.025	2.9
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.046	\$0.726	\$1.320	64.5	\$0.000	\$0.000	-	-	\$2.046	\$0.726	\$1.320	64.5
Professional Service Contracts	\$0.407	\$0.328	\$0.079	19.5	\$0.000	\$0.008	(0.008)	-	\$0.407	\$0.336	\$0.071	17.5
Materials & Supplies	\$1.411	\$1.092	\$0.319	22.6	\$0.075	\$0.189	(0.114)	-	\$1.486	\$1.281	\$0.205	13.8
Other Business Expenses	\$0.056	\$0.109	(0.053)	(94.0)	\$0.000	\$0.000	\$0.000	-	\$0.056	\$0.109	(0.053)	(94.0)
Non-Labor	\$8.815	\$6.991	\$1.825	20.7	\$0.078	\$0.204	(0.126)	-	\$8.893	\$7.195	\$1.699	19.1
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	\$32.077	\$30.356	\$1.721	5.4	\$1.837	\$1.778	\$0.059	3.2	\$33.914	\$32.134	\$1.780	5.2
Depreciation	\$5.397	\$5.504	(0.107)	(2.0)	\$0.000	\$0.000	-	-	\$5.397	\$5.504	(0.107)	(2.0)
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	\$38.649	\$37.106	\$1.544	4.0	\$1.837	\$1.778	\$0.059	3.2	\$40.486	\$38.884	\$1.603	4.0
OPERATING SURPLUS/DEFICIT	(32.794)	(31.436)	\$1.357	4.1	\$0.000	\$0.000	\$0.000	-	(32.794)	(31.436)	\$1.357	4.1

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.

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
August 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>	
Other Operating Revenue	Non Reimb.	(0.118)	(60.4)	Lower student fare reimbursements	(0.190)	(11.1)	Lower student fare reimbursements
Payroll	Non Reimb.	0.254	16.9	The favorable timing of expenses and vacancies	(0.058)	(0.5)	The unfavorable timing of expenses, partly offset by vacancies
Overtime	Non Reimb.	0.066	31.7	Largely the favorable timing of project support	0.193	8.8	Largely the favorable timing of project support
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.124)	(27.6)	Primarily the unfavorable timing of expenses	0.057	1.7	Primarily the favorable timing of expenses
Other Fringe Benefits	Non Reimb.	0.052	20.9	The favorable timing of expenses	(0.189)	(8.8)	Mostly higher interagency charges and Workers' Compensation requirements
Electric Power	Non Reimb.	(0.014)	(5.3)	Mostly higher prices	0.112	3.9	Favorable timing of expenses, partly offset by higher prices
Insurance	Non Reimb.	(0.090)	(81.7)	The unfavorable timing of interagency payments	0.043	4.3	The favorable timing of interagency payments
Maintenance & Other Operating Contracts	Non Reimb.	0.438	79.6	Mostly the favorable timing of non-revenue vehicle purchases	1.320	64.5	Mostly the favorable timing of non-revenue vehicle purchases
Materials and Supplies	Non Reimb.	0.175	56.4	Mostly the favorable timing of project maintenance material requirements	0.319	22.6	Mostly the favorable timing of project maintenance material requirements and reimbursable project requirements
Capital and Other Reimbursements	Reimb.	(0.060)	(11.4)	Timing of Contractor requirements	(0.059)	(3.2)	Timing of Contractor requirements
Payroll	Reimb.	0.109	45.8	Timing of Contractor requirements	0.190	24.9	Timing of Contractor requirements
Overtime	Reimb.	(0.038)	(63.3)	Timing of Contractor requirements	(0.105)	(66.9)	Timing of Contractor requirements
Materials & Supplies	Reimb.				(0.114)	over (100.0)	Unanticipated reimbursable material requirements

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

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	Month				Year-To-Date			
	Forecast Mid_Year	Actual	Favorable (Unfavorable)		Forecast Mid_Year	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$0.557	\$0.607	\$0.050	8.9	\$4.086	\$4.101	\$0.015	0.4
Other Revenue	\$0.247	\$0.069	(0.178)	(72.1)	\$2.410	\$1.796	(0.614)	(25.5)
Capital and Other Reimbursements	\$0.570	\$0.219	(0.351)	(61.6)	\$1.589	\$1.077	(0.512)	(32.2)
Total Revenue	\$1.374	\$0.895	(0.479)	(34.9)	\$8.085	\$6.974	(1.111)	(13.7)
Expenditures								
Labor :								
Payroll	\$1.700	\$1.637	\$0.063	3.7	\$14.257	\$13.515	\$0.742	5.2
Overtime	\$0.303	\$0.191	\$0.112	37.0	\$2.414	\$1.998	\$0.416	17.2
Total Salaries & Wages	\$2.003	\$1.828	\$0.175	8.7	\$16.671	\$15.513	\$1.158	6.9
Health and Welfare	\$0.254	\$0.008	\$0.246	96.9	\$2.912	\$2.279	\$0.633	21.7
OPEB Current Payment	\$0.153	\$0.063	\$0.090	58.8	\$0.697	\$0.402	\$0.295	42.3
Pensions	\$0.500	\$0.500	\$0.000	0.0	\$4.000	\$4.000	\$0.000	0.0
Other Fringe Benefits	\$0.200	\$0.280	(0.080)	(40.0)	\$2.145	\$2.573	(0.428)	(20.0)
Total Fringe Benefits	\$1.107	\$0.851	\$0.256	23.1	\$9.754	\$9.254	\$0.500	5.1
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	\$2.679	\$0.431	13.9	\$26.425	\$24.767	\$1.658	6.3
Non-Labor :								
Electric Power	\$0.222	\$0.272	(0.051)	(22.8)	\$3.036	\$3.168	(0.132)	(4.3)
Fuel	\$0.056	\$0.001	\$0.055	98.2	\$0.226	\$0.095	\$0.131	58.0
Insurance	\$0.282	\$0.000	\$0.282	-	\$1.173	\$0.382	\$0.791	67.4
Claims	\$0.012	\$0.000	\$0.012	-	\$0.992	\$0.963	\$0.029	2.9
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.255	\$0.088	\$0.167	65.5	\$1.005	\$0.674	\$0.331	32.9
Professional Service Contracts	\$0.056	\$0.079	(0.023)	(40.4)	\$0.493	\$0.738	(0.245)	(49.7)
Materials & Supplies	\$0.229	\$0.106	\$0.123	53.7	\$1.732	\$1.367	\$0.365	21.1
Other Business Expenses	\$0.000	\$0.012	(0.012)	-	\$0.069	\$0.125	(0.056)	(81.2)
Non-Labor	\$1.112	\$0.558	\$0.554	49.8	\$8.726	\$7.512	\$1.214	13.9
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	\$4.222	\$3.237	\$0.985	23.3	\$35.151	\$32.279	\$2.872	8.2
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	\$4.222	\$3.237	\$0.985	23.3	\$35.151	\$32.279	\$2.872	8.2
Net Surplus/(Deficit)	(2.847)	(2.342)	\$0.505	17.8	(27.067)	(25.305)	\$1.762	6.5

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
August 2015
(\$ in millions)

Operating Receipts or Disbursements	MONTH			YEAR TO DATE		
	Favorable/ (Unfavorable) Variance		Reason for Variance	Favorable/ (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Other Operating Revenue	(0.178)	(72.1%)	Mostly unfavorable timing of student fare reimbursements	(0.614)	(25.5%)	Mostly unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.351)	(61.6%)	The unfavorable timing of reimbursements	(0.512)	(32.2%)	The unfavorable timing of reimbursements
Payroll				0.742	5.2%	Mostly the favorable timing of payments
Overtime	0.112	37.0%	Mainly the favorable timing of expenses and payments	0.416	17.2%	Mostly the favorable timing of expenses and payments
Health and Welfare (including OPEB current payment)	0.336	86.8%	Mostly favorable timing of payments	0.928	25.7%	Mostly favorable timing of payments
Insurance	0.282	n/a	The favorable timing of interagency payments	0.791	67.4%	The favorable timing of interagency payments
Maintenance Contracts	0.167	65.5%	Largely the favorable timing of expenses, partly offset by the unfavorable timing of payments	0.331	32.9%	Largely the favorable timing of expenses, partly offset by the unfavorable timing of payments
Materials and Supplies	0.123	53.7%	Largely the favorable timing of expenses	0.365	21.1%	Largely the favorable timing of payments and expenses

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

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	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	\$0.059	\$0.059	-	(0.062)	(0.051)	\$0.011	18.3
Other Revenue	\$0.052	(0.008)	(0.060)	-	\$0.702	\$0.278	(0.424)	(60.3)
Capital and Other Reimbursements	\$0.043	(0.248)	(0.291)	-	(0.248)	(0.701)	(0.453)	-
Total Revenue	\$0.095	(0.197)	(0.292)	-	\$0.392	(0.473)	(0.865)	-
Expenses								
Labor :								
Payroll	\$0.041	(0.259)	(0.300)	-	(1.183)	(0.573)	\$0.610	51.6
Overtime	(0.034)	\$0.050	\$0.084	-	(0.067)	\$0.261	\$0.328	-
Total Salaries & Wages	\$0.007	(0.209)	(0.216)	-	(1.250)	(0.312)	\$0.938	75.0
Health and Welfare	\$0.081	\$0.290	\$0.209	-	(0.323)	\$0.049	\$0.372	-
OPEB Current Payment	(0.039)	\$0.215	\$0.254	-	\$0.157	\$0.661	\$0.504	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.050	(0.082)	(0.132)	-	\$0.012	(0.227)	(0.239)	-
Total Fringe Benefits	\$0.092	\$0.423	\$0.331	-	(0.154)	\$0.483	\$0.637	-
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	\$0.001	\$0.001	-	\$0.000	\$0.001	\$0.001	-
Labor	\$0.099	\$0.215	\$0.116	-	(1.404)	\$0.173	\$1.577	-
Non-Labor :								
Electric Power	\$0.048	\$0.012	(0.036)	(75.5)	(0.188)	(0.428)	(0.240)	-
Fuel	(0.042)	\$0.008	\$0.050	-	(0.046)	\$0.106	\$0.152	-
Insurance	(0.172)	\$0.201	\$0.373	-	(0.164)	\$0.584	\$0.748	-
Claims	(0.002)	\$0.002	\$0.004	-	(0.131)	(0.127)	\$0.004	3.1
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.295	\$0.024	(0.271)	(91.7)	\$1.041	\$0.052	(0.989)	(95.0)
Professional Service Contracts	\$0.022	(0.040)	(0.062)	-	(0.086)	(0.402)	(0.316)	-
Materials & Supplies	\$0.081	\$0.053	(0.028)	(34.5)	(0.246)	(0.086)	\$0.160	65.2
Other Business Expenses	\$0.000	(0.004)	(0.004)	-	(0.013)	(0.016)	(0.003)	(25.9)
Non-Labor	\$0.230	\$0.256	\$0.026	11.1	\$0.167	(0.317)	(0.484)	-
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	\$0.329	\$0.471	\$0.142	43.1	(1.237)	(0.145)	\$1.092	88.3
Depreciation	\$0.725	\$0.641	(0.084)	(11.7)	\$5.397	\$5.504	\$0.107	2.0
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	\$1.054	\$1.111	\$0.057	5.4	\$5.335	\$6.605	\$1.270	23.8
Total Cash Conversion Adjustments	\$1.149	\$0.914	(0.235)	(20.4)	\$5.727	\$6.131	\$0.404	7.1

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 STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
TOTAL FULL-TIME POSITIONS and FULL-TIME EQUIVALENTS
August 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	4	2
Total Administration	28	24	4
Operations			
Transportation	107	110	(3)
Total Operations	107	110	(3)
Maintenance			
Mechanical	43	41	2
Electronics/Electrical	15	14	1
Power/Signals	26	19	7
Maintenance of Way	46	53	(7)
Infrastructure	25	27	(2)
Total Maintenance	155	154	1
Engineering/Capital			
Sandy Recovery	26	23	3
Total Engineering Capital	26	23	3
Total Positions	316	311	5
Non-Reimbursable	290	288	2
Reimbursable	26	23	3
Total Full-Time	316	311	5
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
August 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	6	5	
Operational Hourlies	0	0	0	
Total Administration	28	24	4	
Operations				
Managers/Supervisors	5	3	2	
Professional, Technical, Clerical	3	4	(1)	
Operational Hourlies	99	103	(4)	
Total Operations	107	110	(3)	
Maintenance				
Managers/Supervisors	8	13	(5)	
Professional, Technical, Clerical	3	2	1	
Operational Hourlies	144	139	5	
Total Maintenance	155	154	1	
Engineering/Capital (Sandy Recovery)				
Managers/Supervisors	4	3	1	
Professional, Technical, Clerical	2	2	0	
Operational Hourlies	20	18	2	
Total Engineering/Capital	26	23	3	
Total Positions				
Managers/Supervisors	34	37	(3)	
Professional, Technical, Clerical	19	14	5	
Operational Hourlies	263	260	3	
Total Positions	316	311	5	

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

Month of August				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.333	0.329	(0.005)	(1.5%)	
Year-to-Date				
2.904	2.899	(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)**

	Month of August				Explanation
	2014	2015	Variance		
			Amount	Percent	
Average Weekday	0.013	0.014	0.001	6.1%	Higher ridership growth trend
Average Weekend	0.009	0.009	0.000	2.3%	Higher ridership growth trend
12-Month Rolling Average					
Average Weekday	0.015	0.016	0.000	2.6%	Higher ridership growth trend
Average Weekend	0.008	0.008	0.000	2.1%	Weekend service suspensions in 2013

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

FINANCIAL AND RIDERSHIP REPORT**August 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 August, \$0.2 million (1.0 percent) above forecast, of which farebox revenue was better by \$0.5 million (3.0 percent), due to higher ridership. Partly offsetting this result was an underrun in other operating revenue of \$0.3 million (22.2 percent), due to lower insurance recoveries. Year-to-date, operating revenue of \$151.8 million was a net \$0.2 million (0.1 percent) below forecast, again due to lower insurance recoveries of \$1.1 million (8.1 percent), mostly offset by higher farebox revenue of \$0.9 million (0.7 percent).

Total MTA Bus **ridership** in August 2015 was 10.1 million, 3.4 percent (0.3 million riders) above forecast. Year-to-Date, ridership was 82.1 million, 0.4 percent (0.3 million riders) above forecast. August 2015 average weekday ridership was 374,827, a decrease of 1.2 percent (4,380 riders) from August 2014. Average weekday ridership for the twelve months ending August 2015 was 407,683, an increase of 1.0 percent (4,111 riders) from the twelve months ending August 2014.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$51.5 million in August, \$1.2 million (2.3 percent) below forecast. Labor expenses exceeded forecast by \$0.3 million (0.8 percent), including a payroll overrun of \$0.8 million (3.7 percent), due to additional wage progression adjustments for represented groups and vacation buyback payments, partly offset by vacancies. Overtime expenses were higher by \$0.3 million (7.9 percent), largely due to additional requirements for overage fleet maintenance and vacancy/absentee coverage. Partly offsetting these unfavorable results was an underrun in other fringe benefits of \$1.0 million (25.3 percent), due mostly to favorable Workers' Compensation accrual adjustments. Non-labor expenses were less than forecast by \$1.5 million (10.6 percent), due principally to the favorable timing of professional service contract expenses of \$0.6 million (24.9 percent) and a net underrun in maintenance contract/materials & supplies expenses of \$0.6 million (10.0 percent), due to the favorable timing of maintenance contract expenses, partly offset by the recording of prior period expenses. Year-to-date, expenses of \$415.1 million underran forecast by \$4.0 million (0.9 percent). Labor expenses were above forecast by \$3.2 million (1.0 percent), including unfavorable results in health & welfare/OPEB current expenses of \$2.8 million (5.7 percent), resulting from the recording of prior period expenses. Overtime expenses were higher by \$2.3 million (6.3 percent), due mostly to maintenance requirements in support of an overage fleet and vacancy/absentee coverage requirements. Payroll expenses were over by \$1.6 million (1.0 percent), due to additional wage progression adjustments for represented groups and vacation buyback payments, partly offset an underrun in other fringe benefits of \$3.1 million (10.1 percent), due largely to favorable Workers' Compensation accrual adjustments. Non-labor expenses were lower by \$7.2 million (6.9 percent), due in large part to the favorable timing of expenses affecting several accounts.

Year-to-date, depreciation expenses exceeded forecast by \$2.7 million (9.2 percent) and Other Post-Employment Benefit expenses of \$66.8 million were slightly below forecast.

The **operating cash deficit** (excluding subsidies) was \$264.4 million year-to-date, \$0.5 million (0.2 percent) favorable to forecast.

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 17.747	\$ 18.279	\$ 0.532	3.0	\$ -	\$ -	\$ -	-	\$ 17.747	\$ 18.279	\$ 0.532	3.0
Other Operating Income	1.563	1.216	(0.347)	(22.2)	-	-	-	-	1.563	1.216	(0.347)	(22.2)
Capital and Other Reimbursements	-	-	-	-	0.542	0.152	(0.390)	(72.0)	0.542	0.152	(0.390)	(72.0)
Total Revenue	\$ 19.310	\$ 19.495	\$ 0.185	1.0	\$ 0.542	\$ 0.152	\$ (0.390)	(72.0)	\$ 19.852	\$ 19.647	\$ (0.205)	(1.0)
Labor:												
Payroll	\$ 20.448	\$ 21.211	\$ (0.763)	(3.7)	\$ 0.219	\$ 0.088	\$ 0.131	59.7	\$ 20.667	\$ 21.299	\$ (0.632)	(3.1)
Overtime	4.091	4.413	(0.322)	(7.9)	-	-	-	-	4.091	4.413	(0.322)	(7.9)
Health and Welfare	4.417	4.875	(0.458)	(10.4)	0.096	0.025	0.071	73.8	4.513	4.900	(0.387)	(8.6)
OPEB Current Payment	1.776	1.500	0.276	15.5	-	-	-	-	1.776	1.500	0.276	15.5
Pensions	3.746	3.800	(0.054)	(1.4)	0.043	0.013	0.030	69.5	3.789	3.813	(0.024)	(0.6)
Other Fringe Benefits	4.046	3.023	1.023	25.3	0.042	0.013	0.029	69.0	4.088	3.036	1.052	25.7
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-	-	-	-	-
Total Labor Expenses	\$ 38.524	\$ 38.822	\$ (0.298)	(0.8)	\$ 0.399	\$ 0.139	\$ 0.260	65.1	\$ 38.923	\$ 38.961	\$ (0.038)	(0.1)
Non-Labor:												
Electric Power	\$ 0.160	\$ 0.135	\$ 0.025	15.6	\$ -	\$ -	\$ -	-	\$ 0.160	\$ 0.135	\$ 0.025	15.6
Fuel	2.153	1.888	0.265	12.3	-	-	-	-	2.153	1.888	0.265	12.3
Insurance	0.546	0.289	0.257	47.1	-	-	-	-	0.546	0.289	0.257	47.1
Claims	2.454	2.500	(0.046)	(1.9)	-	-	-	-	2.454	2.500	(0.046)	(1.9)
Maintenance and Other Operating Contracts	3.299	1.572	1.727	52.3	0.032	-	0.032	100.0	3.331	1.572	1.759	52.8
Professional Service Contracts	2.564	1.926	0.638	24.9	-	-	-	-	2.564	1.926	0.638	24.9
Materials & Supplies	2.840	3.956	(1.116)	(39.3)	0.112	0.013	0.099	88.4	2.952	3.969	(1.017)	(34.5)
Other Business Expense	0.136	0.379	(0.243)	*	-	-	-	-	0.136	0.379	(0.243)	*
Total Non-Labor Expenses	\$ 14.150	\$ 12.645	\$ 1.505	10.6	\$ 0.144	\$ 0.013	\$ 0.131	90.9	\$ 14.294	\$ 12.658	\$ 1.636	11.4
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 52.674	\$ 51.467	\$ 1.207	2.3	\$ 0.542	\$ 0.152	\$ 0.390	72.0	\$ 53.217	\$ 51.619	\$ 1.598	3.0
Depreciation	3.077	4.050	(0.973)	(31.6)	-	-	-	-	3.077	4.050	(0.973)	(31.6)
OPEB Obligation	8.189	8.350	(0.161)	(2.0)	-	-	-	-	8.189	8.350	(0.161)	(2.0)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 63.941	\$ 63.867	\$ 0.074	0.1	\$ 0.542	\$ 0.152	\$ 0.390	72.0	\$ 64.483	\$ 64.019	\$ 0.464	0.7
Net Surplus/(Deficit)	\$ (44.631)	\$ (44.372)	\$ 0.259	0.6	\$ (0.000)	\$ -	\$ 0.000	100.0	\$ (44.631)	\$ (44.372)	\$ 0.259	0.6

NOTE: Totals may not add due to rounding

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

	Nonreimbursable				Reimbursable				Total			
	Favorable				Favorable				Favorable			
	(Unfavorable)				(Unfavorable)				(Unfavorable)			
	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent	Mid Year Forecast	Actual	Variance	Percent
Revenue												
Farebox Revenue	\$ 137.806	\$ 138.745	\$ 0.939	0.7	\$ -	\$ -	\$ -	-	\$ 137.806	\$ 138.745	\$ 0.939	0.7
Other Operating Income	14.195	13.052	(1.143)	(8.1)	-	-	-	-	14.195	13.052	(1.143)	(8.1)
Capital and Other Reimbursements	-	-	-	-	3.709	3.153	(0.556)	(15.0)	3.709	3.153	(0.556)	(15.0)
Total Revenue	\$ 152.001	\$ 151.797	\$ (0.204)	(0.1)	\$ 3.709	\$ 3.153	\$ (0.556)	(15.0)	\$ 155.710	\$ 154.950	\$ (0.760)	(0.5)
Expenses												
Labor:												
Payroll	\$ 167.415	\$ 169.028	\$ (1.613)	(1.0)	1.823	1.768	\$ 0.055	3.0	\$ 169.237	\$ 170.796	\$ (1.559)	(0.9)
Overtime	36.739	39.060	(2.321)	(6.3)	-	-	-	-	36.739	39.060	(2.321)	(6.3)
Health and Welfare	35.842	39.305	(3.463)	(9.7)	0.649	0.550	0.098	15.1	36.491	39.855	(3.365)	(9.2)
OPEB Current Payment	13.677	13.016	0.661	4.8	-	-	-	-	13.677	13.016	0.661	4.8
Pensions	30.866	30.472	0.394	1.3	0.297	0.254	0.042	14.2	31.163	30.726	0.436	1.4
Other Fringe Benefits	30.631	27.525	3.106	10.1	0.294	0.253	0.041	13.9	30.925	27.778	3.147	10.2
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	0.169	0.256	(0.087)	(51.5)	0.169	0.256	(0.087)	(51.5)
Total Labor Expenses	\$ 315.170	\$ 318.406	\$ (3.236)	(1.0)	\$ 3.231	\$ 3.082	\$ 0.149	4.6	\$ 318.400	\$ 321.488	\$ (3.087)	(1.0)
Non-Labor:												
Electric Power	\$ 1.155	\$ 1.027	\$ 0.128	11.1	\$ -	\$ -	\$ -	-	\$ 1.155	\$ 1.027	\$ 0.128	11.1
Fuel	16.718	15.959	0.759	4.5	-	-	-	-	16.718	15.959	0.759	4.5
Insurance	3.122	2.306	0.816	26.1	-	-	-	-	3.122	2.306	0.816	26.1
Claims	18.778	18.768	0.010	0.1	-	-	-	-	18.778	18.768	0.010	0.1
Maintenance and Other Operating Contracts	18.220	14.489	3.731	20.5	0.097	-	0.097	100.0	18.317	14.489	3.828	20.9
Professional Service Contracts	16.310	13.761	2.549	15.6	-	-	-	-	16.310	13.761	2.549	15.6
Materials & Supplies	27.770	27.962	(0.192)	(0.7)	0.382	0.071	0.311	81.4	28.151	28.033	0.118	0.4
Other Business Expense	1.870	2.452	(0.582)	(31.2)	-	-	-	-	1.870	2.452	(0.582)	(31.2)
Total Non-Labor Expenses	\$ 103.942	\$ 96.724	\$ 7.218	6.9	\$ 0.479	\$ 0.071	\$ 0.408	85.2	\$ 104.420	\$ 96.795	\$ 7.625	7.3
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 419.111	\$ 415.130	\$ 3.981	0.9	\$ 3.709	\$ 3.153	\$ 0.557	15.0	\$ 422.821	\$ 418.283	\$ 4.538	1.1
Depreciation	29.708	32.449	(2.741)	(9.2)	-	-	-	-	29.708	32.449	(2.741)	(9.2)
OPEB Obligation	66.816	66.802	0.014	0.0	-	-	-	-	66.816	66.802	0.014	0.0
Environmental Remediation	0.004	0.017	(0.013)	*	-	-	-	-	0.004	0.017	(0.013)	*
Total Expenses	\$ 515.639	\$ 514.398	\$ 1.241	0.2	\$ 3.709	\$ 3.153	\$ 0.557	15.0	\$ 519.349	\$ 517.551	\$ 1.798	0.3
Net Surplus/(Deficit)	\$ (363.638)	\$ (362.601)	\$ 1.037	0.3	\$ (0.000)	\$ 0.000	\$ 0.001	*	\$ (363.638)	\$ (362.601)	\$ 1.037	0.3

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NOTE: Totals may not add due to rounding

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	August 2015				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$	0.532	3.0	Higher ridership	\$	0.939	0.7	Higher ridership
Other Operating Income	NR	\$	(0.347)	(22.2)	Lower insurance recoveries	\$	(1.143)	(8.1)	Lower insurance recoveries
Capital and Other Reimbursements	R	\$	(0.390)	(72.0)	Timing of reimbursement receipts, and vacancies.	\$	(0.556)	(15.0)	Timing of reimbursement receipts, and vacancies.
Total Revenue Variance		\$	(0.205)	(1.0)		\$	(0.760)	(0.5)	
Payroll	NR	\$	(0.763)	(3.7)	Overrun due to wage progression not budget for represented groups and vacation buyback, partially offset by vacancies.	\$	(1.613)	(1.0)	Overrun due to wage progression not budget for represented groups and vacation buyback, partially offset by vacancies.
Overtime	NR	\$	(0.322)	(7.9)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	\$	(2.321)	(6.3)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	NR	\$	(0.182)	(2.9)	Higher claims	\$	(2.802)	(5.7)	Payment of prior period expenses and higher claims
Pension	NR	\$	(0.054)	(1.4)	(a)	\$	0.394	1.3	(a)
Other Fringe Benefits	NR	\$	1.023	25.3	Favorable variance due to accrual adjustment per updated actuarial analysis of workers' compensation cost as well as associated vacancies	\$	3.106	10.1	Favorable variance due to accrual adjustment per updated actuarial analysis of workers' compensation cost as well as associated vacancies
Electric Power	NR	\$	0.025	15.6	Timing of expenses	\$	0.128	11.1	Timing of expenses
Fuel	NR	\$	0.265	12.3	Lower rates	\$	0.759	4.5	Lower rates
Insurance	NR	\$	0.257	47.1	Timing of scheduled insurance premium expenses	\$	0.816	26.1	Timing of scheduled insurance premium expenses
Claims	NR	\$	(0.046)	(1.9)	(a)	\$	0.010	0.1	(a)
Maintenance and Other Operating Contracts	NR	\$	1.727	52.3	Delay in maintenance contracts and misallocation of expenses between Maintenance and Other Operating Contracts and Materials & Supplies	\$	3.731	20.5	Delay in maintenance contracts and misallocation of expenses between Maintenance and Other Operating Contracts and Materials & Supplies
Professional Service Contracts	NR	\$	0.638	24.9	Delay in billing cycle	\$	2.549	15.6	Delay in billing cycle
Materials & Supplies	NR	\$	(1.116)	(39.3)	Prior period expenses and misallocation of expenses between Maintenance and Other Operating Contracts and Materials & Supplies	\$	(0.192)	(0.7)	Prior period expenses and misallocation of expenses between Maintenance and Other Operating Contracts and Materials & Supplies
Other Business Expense	NR	\$	(0.243)	*	Greater than budgeted Automatic Fare Collection fees.	\$	(0.582)	(31.2)	Greater than budgeted Automatic Fare Collection fees.
Depreciation	NR	\$	(0.973)	(31.6)	Non cash expense	\$	(2.741)	(9.2)	Non cash expense
Other Post Employment Benefits	NR	\$	(0.161)	(2.0)	(a)	\$	0.014	0.0	(a)
Environmental Remediation		\$	-	-		\$	(0.013)	*	
Payroll	R	\$	0.131	59.7	Timing of charges	\$	0.055	3.0	Timing of charges
Health and Welfare	R	\$	0.071	73.8	Timing of charges.	\$	0.098	15.1	Timing of charges.
Pension	R	\$	0.030	69.5		\$	0.042	14.2	
Other Fringe Benefits	R	\$	0.029	69.0		\$	0.041	13.9	
Reimbursable Overhead	R	\$	-	*	(a)	\$	(0.087)	*	(a)
Maintenance and Other Operating Contracts	R	\$	0.032	*	Timing of charges	\$	0.097	*	Timing of charges
Materials & Supplies	R	\$	0.099	*	Timing of charges	\$	0.311	*	Timing of charges
Total Expense Variance		\$	0.464	0.7		\$	1.798	0.3	
Net Variance		\$	0.259	0.6		\$	1.037	0.3	

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

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

(\$ in millions)

	August 2015				Year-To-Date			
	Mid Year Forecast	Actual	Favorable (Unfavorable)		Mid Year Forecast	Actual	Favorable (Unfavorable)	
			Variance	Percent			Variance	Percent
Receipts								
Farebox Revenue	\$ 17.747	\$ 17.220	\$ (0.527)	(3.0)	\$ 136.516	\$ 136.507	\$ (0.009)	(0.0)
Other Operating Revenue	1.865	2.938	1.073	57.5	14.100	15.485	1.385	9.8
Capital and Other Reimbursements	1.430	1.232	(0.198)	(13.8)	6.070	4.051	(2.019)	(33.3)
Total Receipts	\$ 21.042	\$ 21.390	\$ 0.348	1.7	\$ 156.686	\$ 156.043	\$ (0.643)	(0.4)
Expenditures								
<i>Labor:</i>								
Payroll	\$ 20.342	\$ 22.206	\$ (1.864)	(9.2)	\$ 163.947	\$ 161.422	\$ 2.525	1.5
Overtime	4.091	4.413	(0.322)	(7.9)	36.740	39.105	(2.365)	(6.4)
Health and Welfare	4.324	4.727	(0.403)	(9.3)	37.153	39.907	(2.754)	(7.4)
OPEB Current Payment	1.800	1.500	0.300	16.7	13.705	13.018	0.687	5.0
Pensions	3.858	3.799	0.059	1.5	30.979	30.800	0.179	0.6
Other Fringe Benefits	4.429	6.268	(1.839)	(41.5)	32.083	31.933	0.150	0.5
GASB Account	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	-	-	-
Total Labor Expenditures	\$ 38.844	\$ 42.913	\$ (4.069)	(10.5)	\$ 314.606	\$ 316.185	\$ (1.579)	(0.5)
<i>Non-Labor:</i>								
Electric Power	\$ 0.162	\$ 0.135	\$ 0.027	16.7	\$ 1.152	\$ 1.027	\$ 0.125	10.9
Fuel	2.395	1.955	0.440	18.4	15.896	17.747	(1.851)	(11.6)
Insurance	1.075	-	1.075	100.0	3.944	0.746	3.198	81.1
Claims	1.490	2.321	(0.831)	(55.8)	18.803	20.284	(1.481)	(7.9)
Maintenance and Other Operating Contracts	3.549	3.020	0.529	14.9	16.674	14.967	1.707	10.2
Professional Service Contracts	2.953	1.831	1.122	38.0	18.932	14.171	4.761	25.1
Materials & Supplies	2.668	4.033	(1.365)	(51.2)	29.482	33.371	(3.889)	(13.2)
Other Business Expenses	0.315	0.296	0.019	6.0	2.158	1.978	0.180	8.3
Total Non-Labor Expenditures	\$ 14.607	\$ 13.591	\$ 1.016	7.0	\$ 107.041	\$ 104.291	\$ 2.750	2.6
Other Expenditure Adjustments :								
Other			-	-	-	-	-	-
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenditures	\$ 53.451	\$ 56.504	\$ (3.053)	(5.7)	\$ 421.647	\$ 420.476	\$ 1.171	0.3
Operating Cash Surplus/(Deficit)	\$ (32.409)	\$ (35.114)	\$ (2.705)	(8.3)	\$ (264.961)	\$ (264.433)	\$ 0.528	0.2

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	August 2015			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ (0.527)	(3.0)	Timing of receipts	\$ (0.009)	(0.0)	(a)
Other Operating Revenue	1.073	57.5	Receipt of prior period senior fare reimbursement	1.385	9.8	Timing of receipt due to annual senior citizen fare reimbursement
Capital and Other Reimbursements	(0.198)	(13.8)	Timing of reimbursement receipts, and vacancies.	(2.019)	(33.3)	Timing of reimbursement receipts, and vacancies.
Total Receipts	\$ 0.348	1.7		\$ (0.643)	(0.4)	
Payroll	\$ (1.864)	(9.2)	Payment of prior period interagency billings	\$ 2.525	1.5	Vacancies and pending RWA payments
Overtime	(0.322)	(7.9)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	(2.365)	(6.4)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	(0.103)	(1.7)	Higher claims	(2.067)	(4.1)	Payment of prior period expenses and higher claims
Pension	0.059	1.5	(a)	0.179	0.6	(a)
Other Fringe Benefits	(1.839)	(41.5)	Favorable variance due to higher actuarial recommended accruals of workers' compensation expenses and associated vacancies	0.150	0.5	(a)
GASB	-	-		-	-	
Electric Power	0.027	16.7	(a)	0.125	10.9	Timing of payments
Fuel	0.440	18.4	Timing of payments	(1.851)	(11.6)	Prior period payments
Insurance	1.075	100.0	Timing of payments	3.198	81.1	Timing of payments
Claims	(0.831)	(55.8)	Higher settlements than budget	(1.481)	(7.9)	Higher settlements than budget
Maintenance and Other Operating Contracts	0.529	14.9	Delay in maintenance contracts and misallocation of expenses between Maintenance and Other Operating Contracts and Materials	1.707	10.2	Delay in maintenance contracts and misallocation of expenses between Maintenance and Other Operating Contracts and Materials
Professional Service Contracts	1.122	38.0	Timing of payments	4.761	25.1	Timing of payments
Materials & Supplies	(1.365)	(51.2)	Prior period expenses and misallocation of expenses between Maintenance and Other Operating Contracts and Materials & Supplies	(3.889)	(13.2)	Prior period expenses and misallocation of expenses between Maintenance and Other Operating Contracts and Materials & Supplies
Other Business Expenditure	0.019	6.0	(a)	0.180	8.3	Timing of payments
Total Expenditures	\$ (3.053)	(5.7)		\$ 1.171	0.3	
Net Cash Variance	\$ (2.705)	(8.3)		\$ 0.528	0.2	

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

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

(\$ in millions)

	August 2015					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ -	\$ (1.059)	\$ (1.059)	-		\$ (1.290)	\$ (2.238)	\$ (0.948)	(73.4)	
Other Operating Revenue	0.302	1.722	1.420	*		(0.095)	2.433	2.528	*	
Capital and Other Reimbursements	0.888	1.080	0.192	21.6		2.361	0.898	(1.463)	(62.0)	
Total Receipts	\$ 1.190	\$ 1.743	\$ 0.553	46.5		\$ 0.976	\$ 1.093	\$ 0.117	12.0	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 0.325	\$ (0.907)	\$ (1.232)	*		\$ 5.291	\$ 9.374	\$ 4.083	77.2	
Overtime	-	-	-	-		(0.001)	(0.045)	(0.044)	*	
Health and Welfare	0.188	0.173	(0.015)	(8.1)		(0.662)	(0.052)	0.611	92.2	
OPEB Current Payment	(0.024)	-	0.024	100.0		(0.028)	(0.002)	0.026	92.9	
Pensions	(0.070)	0.014	0.084	*		0.184	(0.074)	(0.257)	*	
Other Fringe Benefits	(0.341)	(3.232)	(2.891)	*		(1.158)	(4.155)	(2.997)	*	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		0.169	0.256	0.087	51.5	
Total Labor Expenditures	\$ 0.079	\$ (3.952)	\$ (4.031)	*		\$ 3.794	\$ 5.303	\$ 1.509	39.8	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ (0.002)	\$ -	\$ 0.002	100.0		\$ 0.003	\$ -	\$ (0.003)	(100.0)	
Fuel for Buses and Trains	(0.242)	(0.067)	0.175	72.4		0.822	(1.788)	(2.610)	*	
Insurance	(0.529)	0.289	0.818	*		(0.822)	1.560	2.382	*	
Claims	0.964	0.179	(0.785)	(81.4)		(0.025)	(1.516)	(1.491)	*	
Maintenance and Other Operating Contracts	(0.218)	(1.448)	(1.230)	*		1.643	(0.478)	(2.121)	*	
Professional Service Contracts	(0.389)	0.095	0.484	*		(2.622)	(0.410)	2.212	84.4	
Materials & Supplies	0.284	(0.064)	(0.348)	*		(1.331)	(5.338)	(4.007)	*	
Other Business Expenditures	(0.179)	0.083	0.262	*		(0.288)	0.474	0.762	*	
Total Non-Labor Expenditures	\$ (0.313)	\$ (0.933)	\$ (0.620)	*		\$ (2.621)	\$ (7.496)	\$ (4.875)	*	
Other Expenditure Adjustments:										
Other	-	-	-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Gap Closing Expenditures:										
'Additional Actions for Budget Balance: Expenditures	-	-	-	-		-	-	-	-	
Total Gap Closing Expenditures	-	-	-	-		-	-	-	-	
Total Cash Conversion Adjustments before Non-Cash Liability Adjs.										
	\$ 0.956	\$ (3.142)	\$ (4.098)	*		\$ 2.149	\$ (1.100)	\$ (3.249)	*	
Depreciation Adjustment	3.077	4.050	0.973	31.6		29.708	32.449	2.741	9.2	
Other Post Employment Benefits	8.189	8.350	0.161	2.0		66.816	66.802	(0.014)	(0.0)	
Environmental Remediation	-	-	-	-		0.004	0.017	0.013		
Total Expenses/Expenditures	\$ 12.222	\$ 9.258	\$ (2.964)	(24.3)		\$ 98.677	\$ 98.168	\$ (0.509)	(0.5)	
Total Cash Conversion Adjustments	\$ 12.222	\$ 9.258	\$ (2.964)	(24.3)		\$ 98.677	\$ 98.168	\$ (0.509)	(0.5)	

NOTE: Totals may not add due to rounding

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

	<u>August 2015</u>			<u>Year-to-date as of August 2015</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 17.747	\$ 18.279	\$ 0.532	\$ 137.806	\$ 138.745	\$ 0.939
Total Farebox Revenue	\$ 17.747	\$ 18.279	\$ 0.532	\$ 137.806	\$ 138.745	\$ 0.939
Other Revenue	\$ 1.563	\$ 1.216	\$ (0.347)	\$ 14.195	\$ 13.052	\$ (1.143)
Capital & Other	0.542	0.152	(0.390)	3.709	3.153	(0.556)
Total Revenue	\$ 19.852	\$ 19.647	\$ (0.205)	\$ 155.710	\$ 154.950	\$ (0.760)
<u>Ridership</u>						
Fixed Route	9.728	10.055	0.327	81.763	82.103	0.340
Total Ridership	9.728	10.055	0.327	81.763	82.103	0.340

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
AUGUST 2015

FUNCTION/DEPARTMENT	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	6	3	3	
Human Resources	16	9	7	
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	23	(2)	
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	2,233	(13)	
Office of the Executive VP	4	3	1	
Safety & Training	29	37	(8)	Students in Training
Road Operations	119	116	3	
Transportation Support	22	21	1	
Operations Planning	31	29	2	
Revenue Control	27	28	(1)	
Total Operations	2,452	2,467	(15)	
Maintenance				
Buses	756	750	6	
Maintenance Support/CMF	176	176	-	
Facilities	73	62	11	
Supply Logistics	93	92	1	
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	15	3	
Total Public Safety	18	15	3	
Total Positions	3,751	3,689	62	
Non-Reimbursable	3,713	3,656	57	
Reimbursable	38	33	5	
Total Full-Time	3,736	3,675	61	
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
AUGUST 2015

FUNCTION/OCCUPATIONAL GROUP	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	57	45	12	
Professional, Technical, Clerical	64	59	5	
Operational Hourlies	25	-	25	
Total Administration	146	104	42	Vacancies to be filled
Operations				
Managers/Supervisors	301	299	2	
Professional, Technical, Clerical	50	51	(1)	
Operational Hourlies	2,101	2,117	(16)	
Total Operations	2,452	2,467	(15)	
Maintenance				
Managers/Supervisors	220	212	8	
Professional, Technical, Clerical	18	22	(4)	
Operational Hourlies	860	846	14	
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	12	2	
Professional, Technical, Clerical	4	3	1	
Operational Hourlies	-	-	-	
Total Public Safety	18	15	3	
Total Baseline Positions				
Managers/Supervisors	613	582	31	
Professional, Technical, Clerical	152	144	8	
Operational Hourlies	2,986	2,963	23	
Total Baseline Positions	3,751	3,689	62	

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

	August						August 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	48,142	\$2.0	6,640 12.1%	\$0.3 11.5%	411,545	\$17.2	399,784	\$17.2	11,761 2.9%	(\$0.1) -0.3%
<u>Unscheduled Service</u>	12,087	\$0.5	7,353	\$0.3	4,734 39.2%	0.2 41.4%	79,317	\$3.4	70,688	\$3.0	8,629 10.9%	0.4 12.4%
<u>Programmatic/Routine Maintenance</u>	11,719	\$0.5	23,737	\$1.0	(12,018) -102.6%	(0.5) -92.5%	162,251	\$7.3	196,910	\$8.9	(34,659) -21.4%	(1.5) -21.1%
<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	22,646	\$1.0	(8,715) -62.6%	(0.4) -72.4%	134,152	\$6.0	166,232	\$7.6	(32,080) -23.9%	(1.6) -25.8%
<u>Weather Emergencies</u>	4,483	\$0.2	149	\$0.0	4,334 *	0.2 *	54,667	\$2.4	41,694	\$2.0	12,973 *	0.5 *
<u>Safety/Security/Law Enforcement</u>	253	\$0.0	201	\$0.0	52 20.6%	0.0 34.3%	1,646	\$0.1	1,497	\$0.1	149 9.1%	0.0 17.0%
<u>Other</u>	65	\$0.0	837	\$0.1	(772) *	(0.0) *	3,548	\$0.2	5,590	\$0.3	(2,042) *	(0.1) *
Subtotal	97,319	\$4.1	103,064	\$4.4	(5,746) -5.9%	(\$0.3) -7.9%	847,125	\$36.7	882,395	\$39.1	(35,270) -4.2%	(\$2.3) -6.3%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	97,319	\$4.1	103,064	\$4.4	(5,746) -5.9%	(\$0.3) -7.9%	847,125	\$36.7	882,395	\$39.1	(35,270) -4.2%	(\$2.3) -6.3%

Totals may not add due to rounding.

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

* Exceeds 100%

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

	August			August Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	6,640 12.1%	\$0.3 11.5%		11,761 2.9%	(\$0.1) -0.3%	
<u>Unscheduled Service</u>	4,734 39.2%	\$0.2 41.4%		8,629 10.9%	\$0.4 12.4%	
<u>Programmatic/Routine Maintenance</u>	(12,018) -102.6%	(\$0.5) -92.5%	Aging bus fleet impact on bus maintenance.	(34,659) -21.4%	(\$1.5) -21.1%	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>	(8,715) -62.6%	(\$0.4) -72.4%	Vacancies and Absence Coverage	(32,080) -23.9%	(\$1.6) -25.8%	Vacancies and Absence Coverage
<u>Weather Emergencies</u>	4,334 *	\$0.2 *		12,973 *	\$0.5 *	-
<u>Safety/Security/Law Enforcement</u>	52 20.6%	\$0.0 34.3%		149 9.1%	\$0.0 17.0%	
<u>Other</u>	(772) *	(\$0.0) *		(2,042) *	(\$0.1) *	
Subtotal	(5,746) -5.9%	(\$0.3) -7.9%		(35,270) -4.2%	(\$2.3) -6.3%	
REIMBURSABLE OVERTIME	0 0.0%	\$0.0 0.0%		0 0.0%	\$0.0 0.0%	
TOTAL OVERTIME	(5,746)	(\$0.3)		(35,270)	(\$2.3)	

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.

Report



FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

	(\$ in Millions)		
	<u>Planned</u>	<u>Achieved</u>	<u>%</u>
Design Starts	\$20.0	\$80.6	403
Design Completions	\$135.7	\$81.2	60
Construction Awards	\$1,722.7	\$1,246.2	72
Substantial Completions	\$1,369.7	\$812.9	59
Closeouts	\$6,306.7	\$2,131.0	34

During August, NYCT awarded projects totaling \$251.6 million including:

- Phase 1 of Communications Based Train Control (CBTC) on the Queens Boulevard Line; and
- Public Address/Customer Information Screens (PA/CIS) at 89 stations on the B Division.

During the same period, NYCT substantially completed projects totaling \$183.3 million including:

- station renewal and component repairs across five locations on the Pelham Line and station painting and component repairs at the Van Cortlandt Park-242nd Street Station, all in the Bronx.
- structural repairs on the Broadway/7th Avenue Line in Manhattan and on the Dyre Avenue Line in the Bronx.

Also during August, NYCT started seven design projects for \$5.8 million, completed three designs for \$1.0 million, and closed out four projects for \$54.4 million.

Capital Program Status
October 2015
(August 2015)

During August, NYCT awarded projects totaling \$251.6 million, including \$235.8 million for Phase 1 of CBTC on the Queens Boulevard Line. The scope of work for Phase 1 will include an upgrade of the signal system to an automatic train control system, from 50th Street to Union Turnpike. This work will both improve subway reliability and safety, while bringing the signal system into a state of good repair.

Also during August, NYCT awarded a total of \$8.4 million for the purchase of PA/CIS equipment to be installed at 89 stations. The equipment will be installed at stations throughout the B Division and is part of an initiative to provide integrated public address and information screens to all stations that lack any form of public address systems, including both audio and text messaging capabilities for service status updates. PA/CIS will not only keep customers informed of any service delays, but serves to improve safety by providing a reliable mode for communication in case of an emergency situation.

During August, NYCT substantially completed projects totaling \$183.3 million, including \$105.9 million for station work on the Pelham and Broadway/7th Avenue Lines in the Bronx. Work on the Pelham line included station renewals at Buhre Avenue, Middletown Road, Zerega Avenue and Castle Hill Avenue, as well as component repairs at Pelham Bay Park. The renewal scope at the Pelham stations included repair/replacement of mezzanines, street and platform stairs and platform components including windscreens, edges and lighting. Component repairs on the Broadway/7th Avenue Line included painting and replacement of two stairways, a guard rail and windscreens at Van Cortlandt Park-242 Street. Station renewals and component repairs serve to improve customer safety and convenience.

NYCT also completed \$32.2 million in structural repairs on the Broadway-7th Avenue on Manhattan and Dyre Avenue Line in the Bronx. The scope on the Broadway-7th Avenue Line was inclusive of repairs to the tunnel, abutment walls and portals at 122nd and 135th St. The Dyre Avenue Line scope involved repair of spans, overhead bridges and other deficiencies across the 4.5 miles from East 180th Street to Dyre Avenue. Structural repairs improve both reliability and customer safety.

Also during August, NYCT started seven design projects for \$5.8 million, completed three designs for \$1.0 million, and closed out four projects for \$54.4 million.

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

Projects Closed During August 2015
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
Station Ventilators: Montrose Avenue / Canarsie [SBMP]	\$1.30	\$1.32	12/2014	8
Continuous Welded Rail - 2012	\$9.05	\$9.05	4/2015	4
ENY Depot Rehab	\$12.49	\$11.32	8/2015	0
Sandy Repairs: Tunnel Lighting Greenpoint Tube	\$37.67	\$32.83	11/2015	(3)

The closeout of Station Ventilators at Montrose Avenue was delayed due to negotiations regarding a credit change order. The closeout of Continuous Welded Rail - 2012 was delayed due to delay of final inspections.

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

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

August

Design Starts	\$0.0	0	\$5.8	7	N/A	N/A
Design Completions	1.4	1	1.0	3	73.6	300.0
Construction Awards	241.5	5	251.6	6	104.2	120.0
Substantial Completions	164.7	18	183.3	16	111.3	88.9
Closeouts	64.6	9	54.4	4	84.1	44.4

2015 Year-To-Date

Design Starts	\$20.0	20	\$80.6	64	402.8	320.0
Design Completions	135.7	72	81.2	50	59.8	69.4
Construction Awards	1,722.7	131	1,246.2	103	72.3	78.6
Substantial Completions	1,369.7	149	812.9	96	59.3	64.4
Closeouts	6,306.7	158	2,131.0	79	33.8	50.0

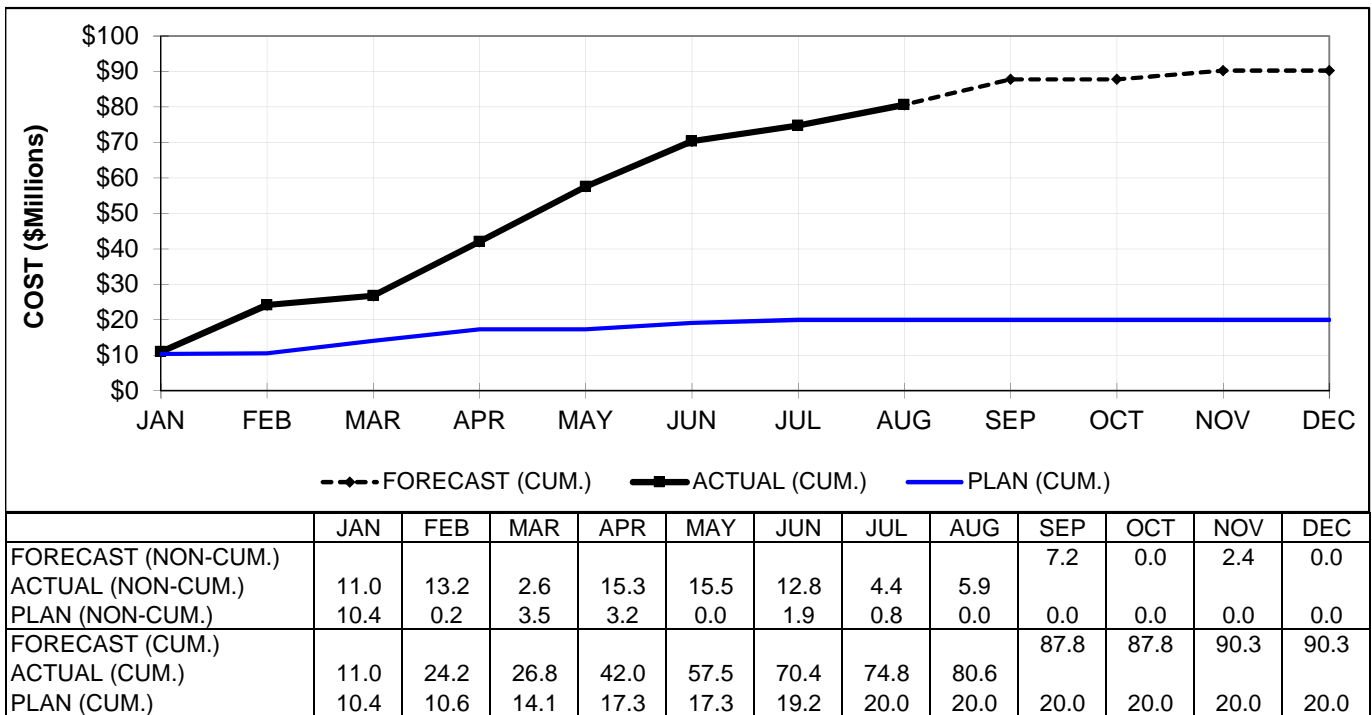
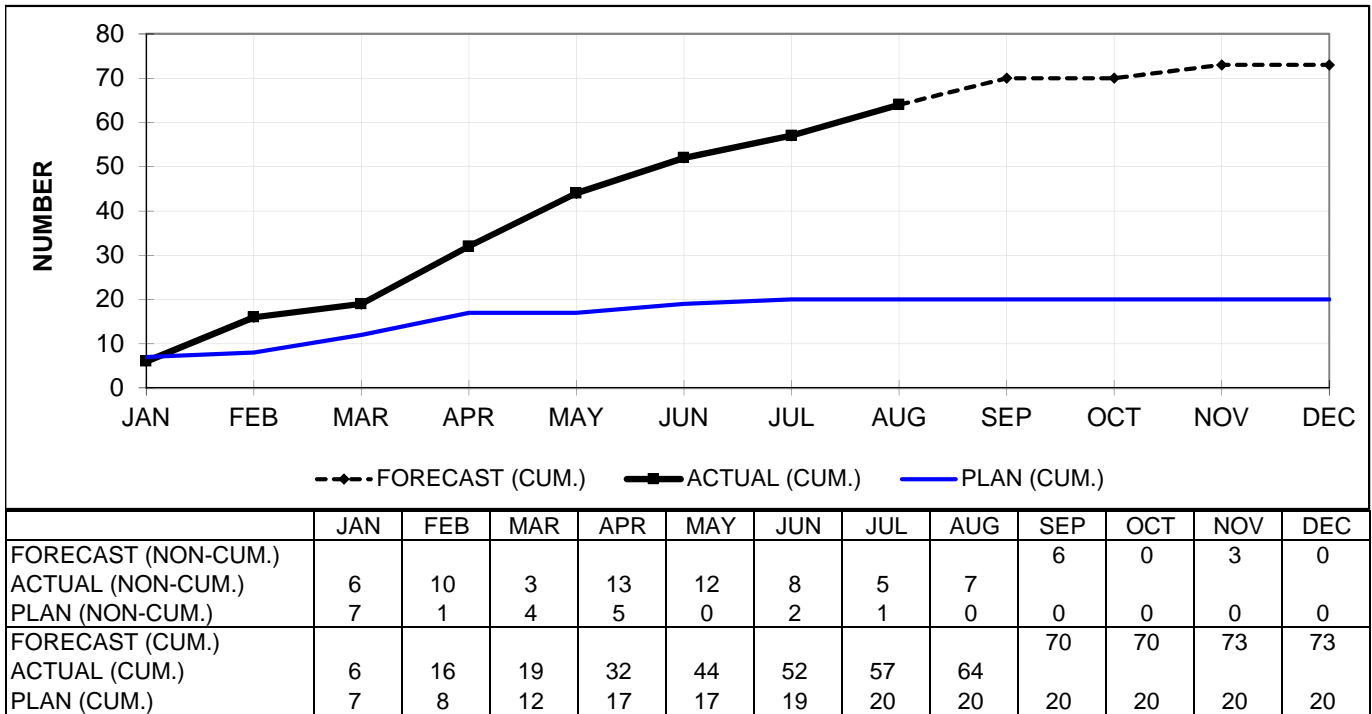
2015 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$20.0	20	\$90.2	73	451.1	365.0
Design Completions	188.2	96	180.9	100	96.1	104.2
Construction Awards	2,367.6	152	2,306.8	148	97.4	97.4
Substantial Completions	1,824.2	201	1,633.0	175	89.5	87.1
Closeouts	8,149.3	236	7,221.0	213	88.6	90.3

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

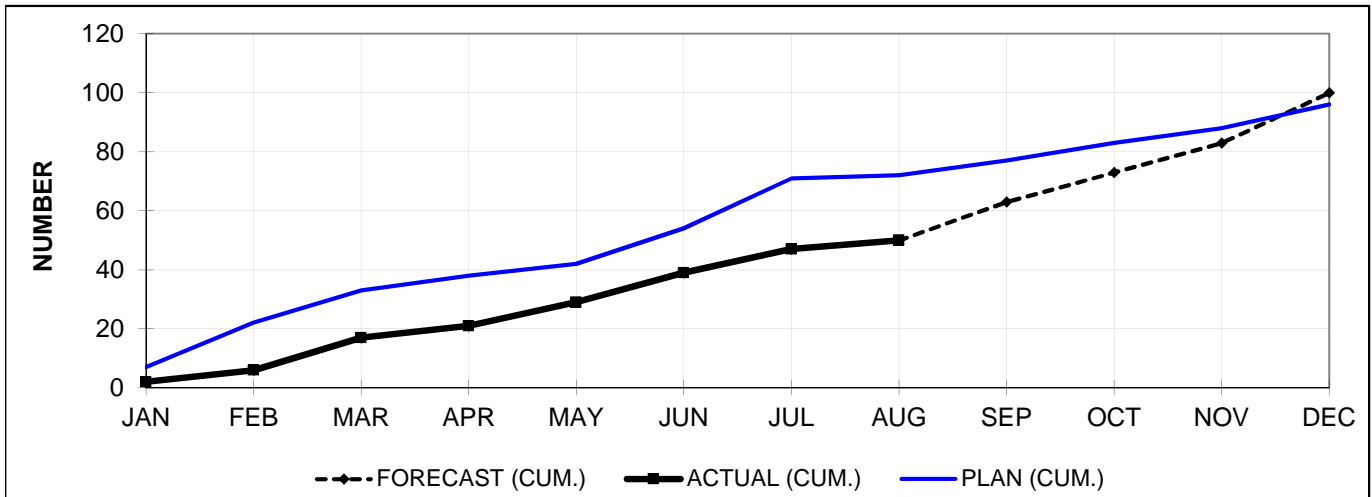
2015 Design Starts Charts

As of August 2015

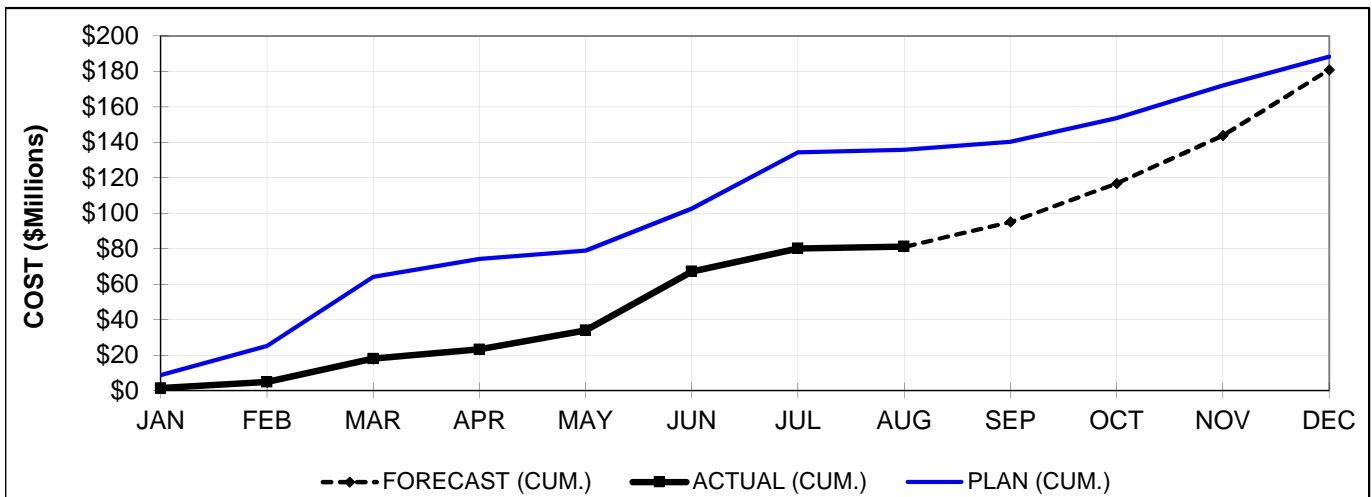


2015 Design Completions Charts

As of August 2015



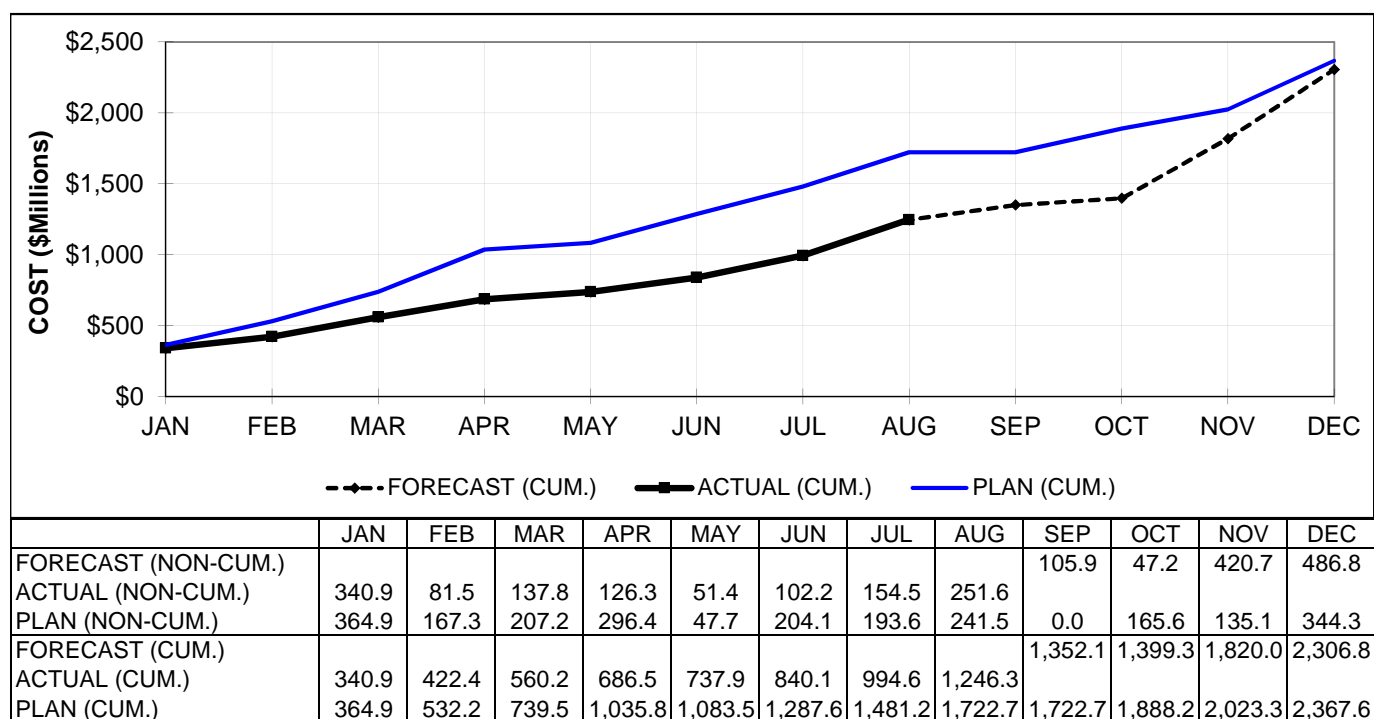
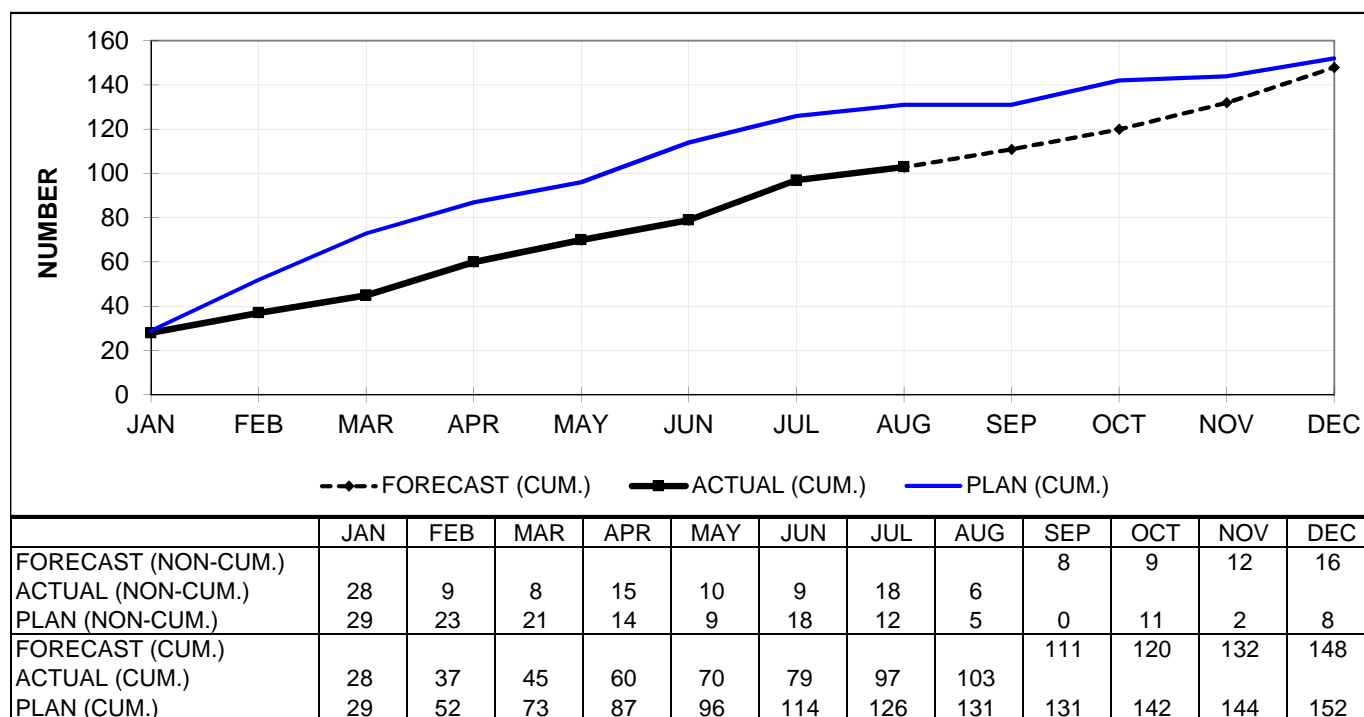
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									13	10	10	17
ACTUAL (NON-CUM.)	2	4	11	4	8	10	8	3	5	6	5	8
PLAN (NON-CUM.)	7	15	11	5	4	12	17	1	5	6	5	8
FORECAST (CUM.)									63	73	83	100
ACTUAL (CUM.)	2	6	17	21	29	39	47	50	77	83	88	96
PLAN (CUM.)	7	22	33	38	42	54	71	72	77	83	88	96



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									13.9	21.7	27.1	37.0
ACTUAL (NON-CUM.)	1.4	3.4	13.2	5.2	10.8	33.2	13.0	1.0	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.)									95.1	116.9	143.9	180.9
ACTUAL (CUM.)	1.4	4.8	18.0	23.2	34.0	67.2	80.2	81.2	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

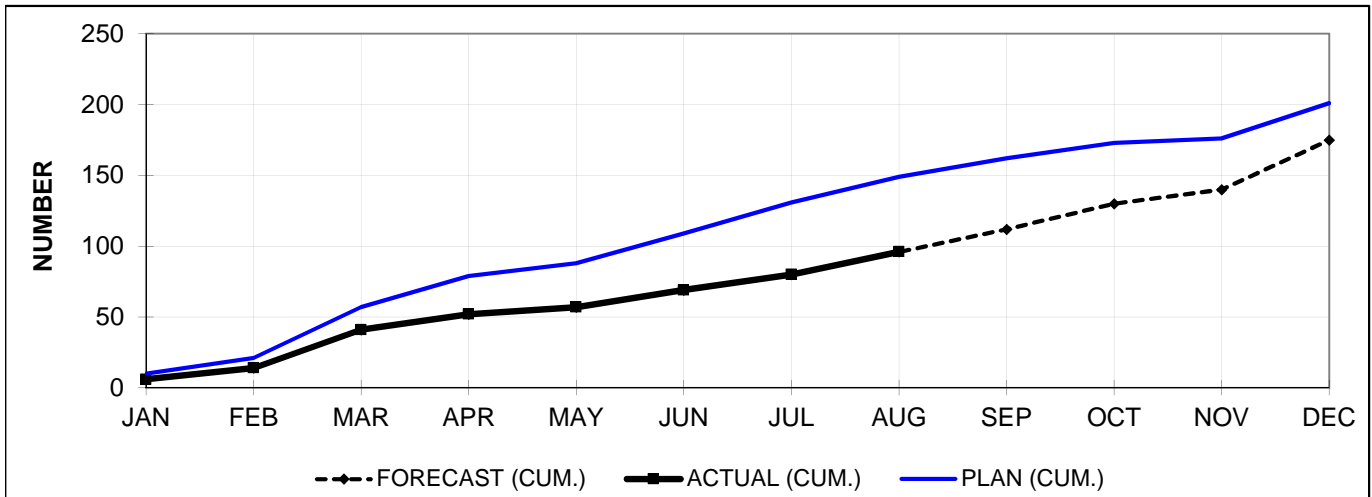
2015 Awards Charts

As of August 2015

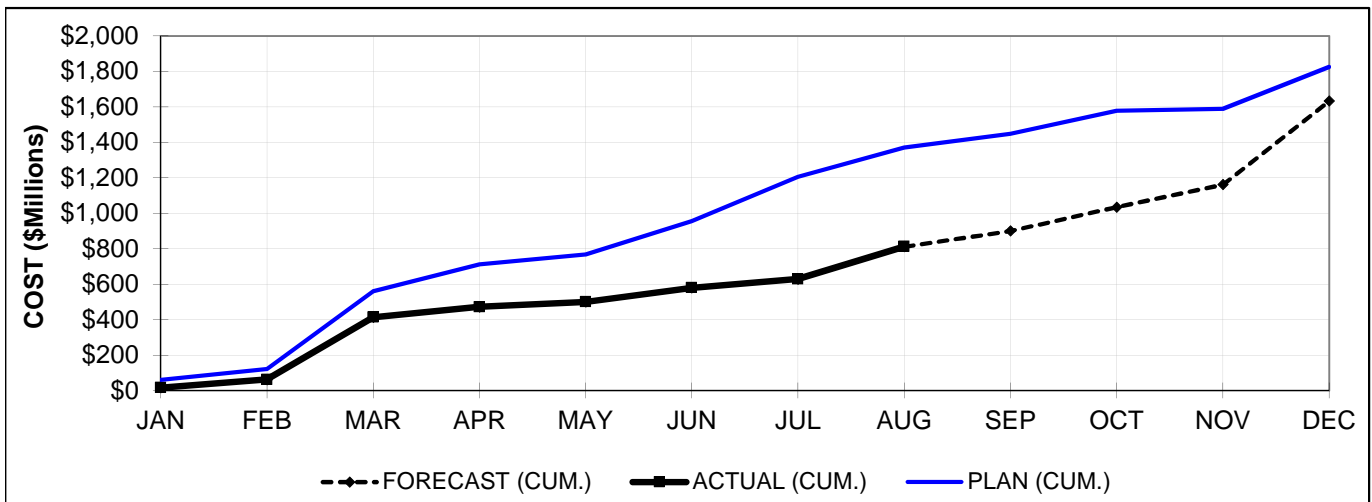


2015 Substantial Completions Charts

As of August 2015



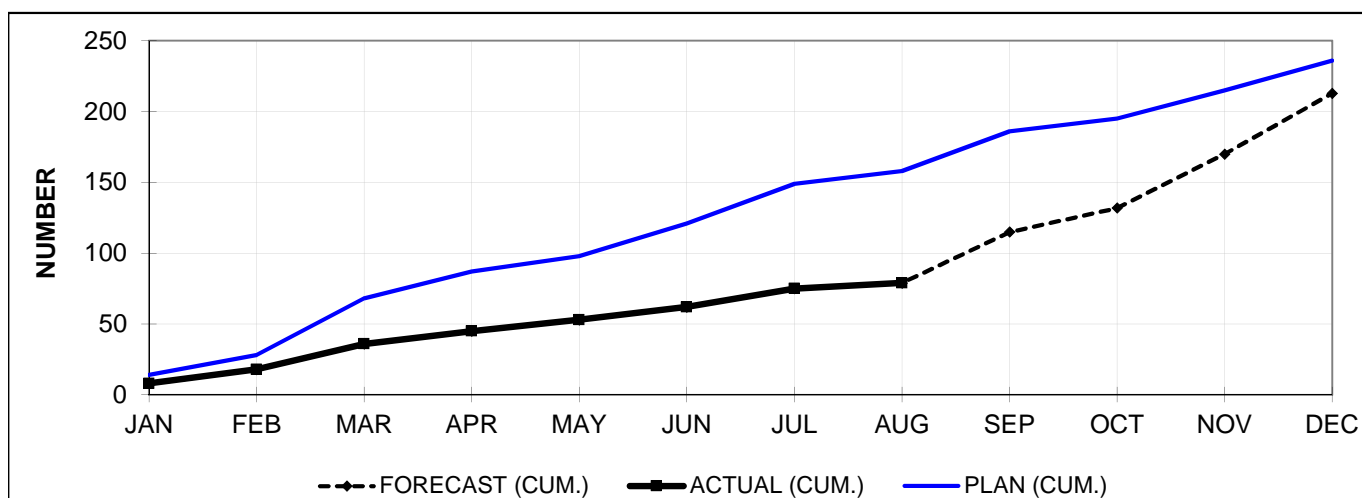
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	6	8	27	11	5	12	11	16	13	11	3	25
ACTUAL (NON-CUM.)	6	14	41	52	57	69	80	96	112	130	140	175
PLAN (NON-CUM.)	10	21	57	79	88	109	131	149	162	173	176	201



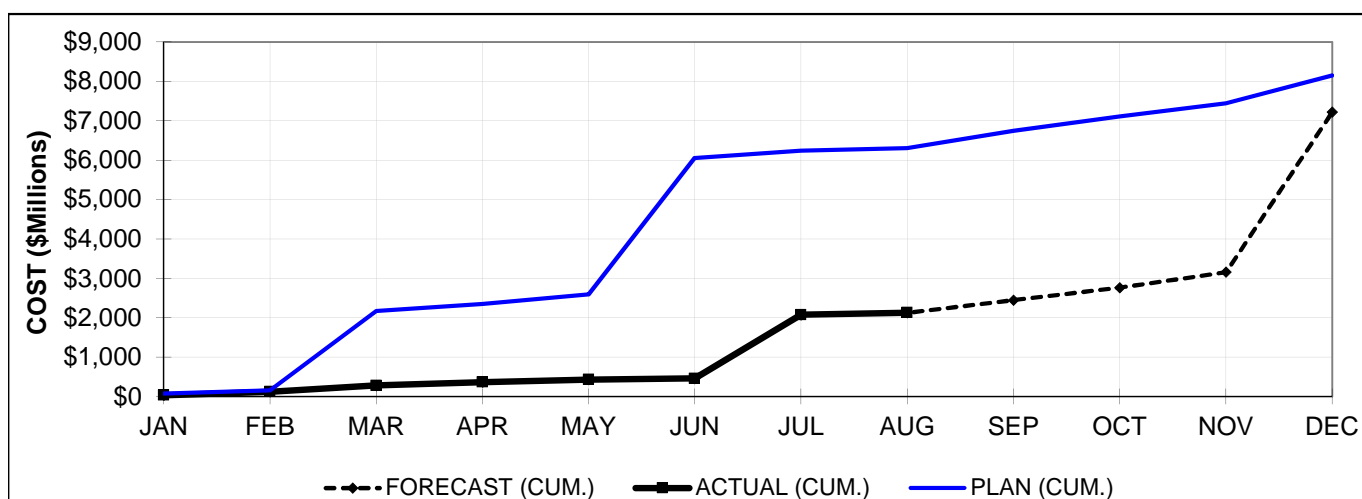
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	17.3	45.7	350.7	58.5	28.3	79.9	49.4	183.4	78.9	128.5	12.3	234.9
ACTUAL (NON-CUM.)	17.3	62.9	413.6	472.1	500.4	580.2	629.6	812.9	901.1	1,035.5	1,162.7	1,633.0
PLAN (NON-CUM.)	60.6	122.0	559.8	711.4	768.0	954.9	1,205.0	1,369.7	1,448.6	1,577.1	1,589.3	1,824.2

2015 Closeouts Charts

As of August 2015



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									36	17	38	43
ACTUAL (NON-CUM.)	8	10	18	9	8	9	13	4				
PLAN (NON-CUM.)	14	14	40	19	11	23	28	9	28	9	20	21
FORECAST (CUM.)									115	132	170	213
ACTUAL (CUM.)	8	18	36	45	53	62	75	79				
PLAN (CUM.)	14	28	68	87	98	121	149	158	186	195	215	236

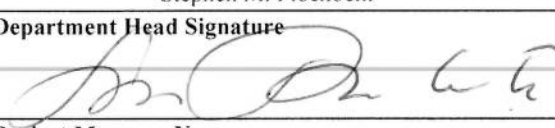

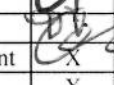

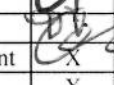

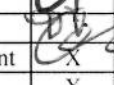


	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)									320.6	315.3	392.1	4061.9
ACTUAL (NON-CUM.)	35.3	90.7	156.9	84.2	65.3	30.9	1613.3	54.4				
PLAN (NON-CUM.)	79.5	80.5	2010.4	183.5	239.6	3461.8	186.8	64.6	433.2	369.3	334.8	705.3
FORECAST (CUM.)									2,451.6	2,766.9	3,159.1	7,221.0
ACTUAL (CUM.)	35.3	126.0	282.9	367.1	432.4	463.3	2,076.6	2,131.0				
PLAN (CUM.)	79.5	160.0	2,170.4	2,353.9	2,593.5	6,055.3	6,242.1	6,306.7	6,739.9	7,109.2	7,444.0	8,149.3

Report

PROCUREMENTS

The Procurement Agenda this month includes 4 actions for a proposed expenditure of \$147.9M.

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 <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th>Order</th> <th>To</th> <th>Date</th> <th>Approval</th> <th>Info</th> <th>Other</th> </tr> <tr> <td>1</td> <td>Committee</td> <td>10/26/15</td> <td></td> <td></td> <td></td> </tr> <tr> <td>2</td> <td>Board</td> <td>10/28/15</td> <td></td> <td></td> <td></td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> <tr> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> <td> </td> </tr> </table>						Order	To	Date	Approval	Info	Other	1	Committee	10/26/15				2	Board	10/28/15																October 16, 2015 Department Department Head Name Department Head Signature <div style="text-align: center;">Internal Approvals</div> <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="width: 10%;"></th> <th style="width: 40%;">Approval</th> <th style="width: 10%;"></th> <th style="width: 40%;">Approval</th> </tr> <tr> <td></td> <td>President NYCT</td> <td></td> <td>President MTACC</td> </tr> <tr> <td>10/16/15</td> <td>Executive VP (ACTION)</td> <td></td> <td>President MTA Bus</td> </tr> <tr> <td>X</td> <td>Capital Prog. Management</td> <td>X</td> <td>Subways</td> </tr> <tr> <td></td> <td>Law</td> <td>X</td> <td>Diversity/Civil Rights</td> </tr> </table>						Approval		Approval		President NYCT		President MTACC	10/16/15	Executive VP (ACTION)		President MTA Bus	X	Capital Prog. Management	X	Subways		Law	X	Diversity/Civil Rights
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Internal Approvals (cont.)																																																												
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PURPOSE:

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

DISCUSSION:

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

<u>Procurements Requiring Two Thirds Vote:</u>	<u># of Actions</u>	<u>\$ Amount</u>
Schedule A: Non-Competitive Purchases and Public Work Contracts	1	\$ 23.0 M
• New Flyer Industries Canada \$ 23.0 M		
ULC		
SUBTOTAL	1	\$ 23.0 M

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

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

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

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	1	\$	1.9 M
Schedule I: Modifications to Purchase and Public Works Contracts	1	\$	122.1 M
	<u>2</u>	\$	<u>124.0 M</u>

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 Capital Construction proposes to award Ratifications in the following categories: None

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

NYC Transit proposes to award Ratifications in the following categories:

Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	1	\$	0.9 M
	<u>1</u>	\$	<u>0.9 M</u>
	<u>4</u>	\$	<u>147.9 M</u>

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.

OCTOBER 2015

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

A. Non-Competitive Purchases and Public Work Contracts

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

- | | | |
|---|----------------------------|--------------------------------------|
| 1. New Flyer Industries Canada ULC | \$23,000,000 (Est.) | <u>Staff Summary Attached</u> |
| Sole Source - Three-year omnibus | | |
| Multi-agency purchase of inventory and non-inventory replacement bus parts. | | |

Schedule A: Non-Competitive Purchases and Public Work Contracts

Item Number: 1

Vendor Name (& Location) New Flyer Industries Canada ULC (Winnipeg, Manitoba, Canada)
Description Purchase of inventory and non-inventory replacement bus parts
Contract Term (including Options, if any) November 1, 2015 – October 31, 2018
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a
Procurement Type <input type="checkbox"/> Competitive <input checked="" type="checkbox"/> Non-competitive
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Omnibus Sole Source Approval

Contract Number NONE	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Total Amount: NYC Transit: \$18,000,000 MTABC: \$5,000,000	
\$23,000,000 (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: Division of Materiel, Stephen M. Plochochi	

Discussion:

This is an omnibus approval request for items identified as obtainable only from New Flyer Industries Canada ULC (New Flyer), and will eliminate the need to advertise and prepare individual procurement staff summaries for Board approval for each procurement over the \$15,000 small purchase threshold. NYC Transit and MTA Bus Company (MTABC) are not obligated to generate any purchase orders pursuant to an omnibus approval. Any purchases made under this approval will be made pursuant to paragraph 9(b) of Public Authorities Law 1209, and paragraph 4(b) of Public Authorities Law 1265-a for NYC Transit and MTABC respectively, which allows for purchases of items that are available from only a single responsible source to be conducted without competitive bidding.

There are approximately 13,531 items covered by this approval for the purchase of replacement bus parts such as cooling system components, hydraulic components, panels and door assemblies used on NYC Transit and MTABC buses. These items are identified as obtainable only from New Flyer for the following reasons: sole pre-qualified item on the Qualified Products List and not available from any distributor or other source; publicly advertised within a twelve month period without an acceptable alternate supplier; or proprietary to New Flyer. These items are advertised a minimum of once every twelve months to seek competition. A list of New Flyer sole source items, as well as NYC Transit and MTABC's intention to buy items on the list without competitive bidding, is available for download from the NYC Transit website at any time by any prospective vendor. In late 2012 Daimler Bus North America (DBNA) ceased production of transit buses and exited the transit bus manufacturing industry in North America. Subsequently on March 1, 2013, New Flyer announced that it had acquired the exclusive license to supply DBNA aftermarket parts, including use of DBNA's proprietary parts' designs. New Flyer then became the exclusive supplier of DBNA parts. These sole source parts will be used by NYC Transit's Department of Buses (DOB) and MTABC for normal maintenance and replenishment of inventory and non-inventory bus parts on its combined fleet of 3,452 New Flyer and DBNA buses (2,809 NYC Transit, 643 MTABC), which represent approximately 60% of the combined bus fleet of 5,759 buses. Of the 3,452 buses covered by this request, 1,173 were manufactured by New Flyer and 2,279 were manufactured by DBNA.

The original New Flyer Omnibus Approval for \$7,000,000 (\$5,000,000 for NYC Transit and \$2,000,000 for MTABC) was approved by the Board in November 2012 and expires on November 30, 2015. Following New Flyer's purchase of DBNA's aftermarket division, the April 2013 Board approved an increase in funding of \$12,000,000 (\$9,000,000 for NYC Transit and \$3,000,000 for MTABC) to the original New Flyer Omnibus Approval for the inclusion of all DBNA sole source aftermarket parts for both inventory and non-inventory items. The combined Omnibus Approval total budget became \$19,000,000 (\$14,000,000 for NYC Transit and \$5,000,000 for MTABC). A modification was performed to add an additional \$740,000 to the NYC Transit portion of the existing Omnibus Approval, increasing the total budget to \$19,740,000 (\$14,740,000 for NYC Transit and \$5,000,000 for MTABC).

There is a remaining balance of approximately \$132,684 for NYC Transit's portion and approximately \$1,616,158 for MTABC's portion of unexpended funds on the existing omnibus approval.

Procurement performed an analysis on 362 (262 NYC Transit, 100 MTABC) contracts issued during the term of the existing omnibus approval that exceeded the \$15,000 threshold. Of the 362 contracts, 147 (113 NYC Transit, 34 MTABC) have comparative history. A price analysis of the 147 sole source contracts revealed an annual weighted average price increase of 3.56%. Procurement separated and analyzed the 147 sole source contracts based on two categories; those with New Flyer contract history and those with DBNA contract history. The analysis of 43 contracts with previous New Flyer contract history revealed an annual weighted average price increase of 0.83% which compares favorably to the corresponding Producer Price Indices (PPI) that showed a combined annual weighted average price increase of 0.89%. The analysis of 104 contracts with previous DBNA contract history revealed an annual weighted average price increase of 4.62%. This increase on the DBNA comparison can be attributed to two main factors: (1) As part of a new bus contract, DBNA offered a one-time 5% price reduction that was applied to all sole source parts purchases; and (2) DBNA pricing was based on combined production and aftermarket quantities. Once DBNA ceased manufacturing buses, the quantities decreased, thereby minimizing the economies of scale. While New Flyer honored the pricing in the DBNA contracts that it acquired, New Flyer re-centered its pricing on renewal contracts. Subsequent contract comparisons for DBNA items have reflected pricing in line with the PPI.

Based on an analysis of the fleet composition, it is anticipated that NYC Transit and MTABC will require approximately \$18,000,000 and \$5,000,000 respectively for sole source items from New Flyer during the term of this new omnibus approval request. Procurement believes that the amount requested will be sufficient to procure all sole source materials from New Flyer for the next three-year period. Procurement, DOB, and MTABC will continue to research alternate sources of supply wherever possible. Under this new omnibus approval, pricing for any procurement is established by requesting a quotation for each item from New Flyer on an as-required basis. Each item to be purchased under this new approval will be subject to a cost and/or price analysis and determination that the price is found to be fair and reasonable.

OCTOBER 2015

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

G. Miscellaneous Service Contracts

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

1. **Vanguard Direct, Inc.** **\$1,916,447 (Est.)** **Staff Summary Attached**
Non-Competitive – Fifty-eight month contract
RFQ# 91237
Commercial printing and direct mail services.

I. Modifications to Purchase and Public Work Contracts

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

2. **OptumRx, Inc.** **\$122,064,000 (Est.)** **Staff Summary Attached**
Contract# 08I9983.6
Modification to the contract for Pharmacy Benefits Management Services, in order to extension the contract term up to six months.

Schedule G: Miscellaneous Service Contracts

Item Number: 1

Vendor Name (& Location) Vanguard Direct, Inc. (New York, NY)		Contract Number RFQ 91237	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Commercial printing and direct mail services		Total Amount: MTABSC: \$989,722 NYC Transit: \$757,905 MTABC: \$168,820	
Contract Term (including Options, if any) 58 Months		Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Requesting Dept/Div & Dept/Div Head Name: Division of Materiel, Stephen M. Plochochi	
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: Piggyback of DCAS Contract			

Discussion:

This contract, which is a piggyback of the NYC Department of City-Wide Administrative Services (DCAS) contract service, is for commercial printing and direct mail services of various documents produced by the MTA Business Service Center (MTABSC), NYC Transit and MTA Bus Company (MTABC), collectively referred to as the Authority. The work also includes all labor, materials, paper, envelopes, ink, supplies, equipment, software, forms and reports, all pick up, transportation and delivery expenses between the Authority and United States Postal Service (USPS) locations, as well as certificates of mailing from USPS. The documents processed through this contract are unique in that they include individualized correspondence from the Authority that employees receive at home as well as all private notices regarding medical plans, flexible spending accounts, booklets, labor notices, labor agreements, and other various privacy-sensitive correspondence. The contract will utilize the existing NYC DCAS Contract that was competitively solicited and whose commercial terms have been deemed satisfactory. This contract will be in effect until September 14, 2020, the date the DCAS contract expires.

In accordance with Section 162 of the New York State Finance Law, notification was given of the Authority's intention to piggyback a DCAS contract for these services typically reserved for Preferred Sources, namely the National Industries for the Blind (NIB) and New York State Industries for the Disabled (NYSID). Upon being notified, NIB indicated it no longer offered mail services and NYSID indicated it was unable to meet the scope of work and advised the Authority to proceed with the procurement of this service.

DCAS received two bids for these services, of which Vanguard Direct, Inc. (Vanguard), the incumbent, was the low bidder. Procurement performed a weighted average price analysis based on the 15 line items of the DCAS contract most utilized by the Authority, which represent approximately 80% of the total anticipated expenditures. Through discussions with Vanguard, Procurement obtained a unilateral price concession for nine of the 15 line items. Based on the concession offered, the overall annual weighted average price increase is 1.0%, which compares favorably to the Producer Price Index that shows an annual increase of 1.4% over the same period. Based on the price concession, if the entire estimated quantities are exhausted, the Authority will realize savings of \$448,475 from the pricing on the DCAS contract. Pricing on the contract is firm throughout its term.

Based on the above, Vanguard's final price was found to be fair and reasonable.

Schedule I: Modifications to Purchase and Public Work Contracts



Item Number: 2

Vendor Name (& Location) OptumRx, Inc. (Irvine, CA)	Contract Number 08I9983	AWO/Modification 6
Description Pharmacy Benefits Management Services	Original Amount:	\$ 490,000,000
	Option Amount:	\$ 200,000,000
	Total Amount:	\$ 690,000,000
Contract Term (including Options, if any) September 1, 2009 – December 31, 2015	Prior Modifications:	\$ 490,000,000
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	Prior Budgetary Increases:	\$ 0
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	Current Amount:	\$ 1,180,000,000
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	This Request:	\$ 122,064,000 (Est.)
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	% of This Request to Current Amount:	10.4%
Requesting Dept/Div & Dept/Div Head Name: Division of Human Resources, Patricia Lodge	% of Modifications (including This Request) to Total Amount:	88.7%

Discussion:

This modification is to exercise an option to extend the contract for up to six months until cutover to the new pharmacy benefits management contract, which was approved by the September 2015 Board, is completed, in order to allow for a seamless transition from the existing contract to the new contract. This contract is for a Pharmacy Benefits Manager (PBM) which is a third party administrator of prescription drug programs. The PBM is primarily responsible for processing and paying prescription drug claims.

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. Approximately 149,000 plan members (employees, retirees and their dependents) are covered under this prescription drug program.

In June 2009, the Board approved the award of a three year contract to Innoviant, Inc., now known as OptumRx, Inc., a subsidiary of United Healthcare, to provide pharmacy benefits management services.

Recently, in September 2015, the Board approved the award of a competitively negotiated contract to Express Scripts, Inc. (ESI) to provide pharmacy benefits management services for three years with an option for one additional year. ESI will implement the services under the renewal contract in conjunction with NYC Transit's Human Resources Division and the MTA Business Service Center (BSC). It is estimated that up to six months from October 1, 2015, may be required to complete the cutover to ESI, which takes into consideration the upcoming PeopleSoft upgrade at the BSC. In order to facilitate this cutover, NYC Transit negotiated an option provision to extend the contract with OptumRx up to six months at the current rates. As noted above, NYC Transit is now requesting approval to exercise that option.

The current contract with OptumRx expires at the end of 2015. The renewal contract with ESI was awarded October 1, 2015, leaving three months before expiration of the contract with OptumRx. Since it is estimated that up to six months will be required to complete the cutover to ESI, it is projected that three months, January – March 2016, of the up to six month extension with OptumRx will be needed to complete the cutover. The extension will be at the current contract rates and the price has been found to be fair and reasonable.

OCTOBER 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. Yonkers Contracting Company, Inc. \$935,000**
Contract# A-36007/08/09/10/16.21

Staff Summary Attached

Modification to the contract for the renewal and repair of five stations on the Pelham Line in The Bronx, in order to remove and install a new platform canopy roofing at the Pelham Bay Park Station.

Schedule K: Ratification of Completed Procurement Actions

Item Number: 1

Vendor Name (& Location) Yonkers Contracting Company, Inc. (Yonkers, NY)	
Description Renewal/Repair of Five Stations on Pelham Line, The Bronx	
Contract Term (including Options, if any) May 21, 2013 – August 21, 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 A-36007/08/09/10/16	AWO/Mod. #: 21
Original Amount:	\$ 62,677,179
Prior Modifications:	\$ 1,574,170
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 64,251,349
This Request:	\$ 935,000
% of This Request to Current Amount:	1.5%
% of Modifications (including This Request) to Original Amount:	4.0%

Discussion:

This retroactive modification is for new platform canopy roofing, in lieu of repair, on the two outside platforms at the Pelham Bay Park Station.

The contract is for five stations on the Pelham Line in The Bronx, providing for the renewal of the Buhre Avenue, Middletown Road, Zerega Avenue and Castle Hill Stations and for component repair of the Pelham Bay Park Station.

The Pelham Bay Park Station was built in 1920. It has three platforms. The existing platform canopy roof system consisted of wood rafters, with wood decking and metal roofing.

The contract scope for component repair of the center platform called for the existing canopy roof system to be removed completely and replaced with a new metal roofing system consisting of metal structural supports and new metal roofing. Only the center platform is used by passengers.

However, the contract scope for component repair of the two side platform canopies called for the existing wood rafters and most of the existing wood decking to remain in place, with the old metal roofing replaced with new metal roofing. The side platforms are not used by passengers. Subways' facilities buildings (such as crew quarters) are on the side platforms, underneath almost the entire length of the side platform canopies.

A pre-award design survey indicated that the side platform canopies were repairable. In the limited locations where the underside of the canopies was visible from the platform, the wood rafters and wood decking were water damaged only two feet up from the gutter. However, after the contractor removed the existing metal roofing and the wood decking was exposed, NYC Transit determined that the wood decking and rafters that had been hidden by the Subways' facilities buildings on the side platforms were too water damaged to be used and that, as the contract specified for the center platform canopy, the existing roofing system must be removed completely and replaced with a new metal roofing system like the center platform canopy. The contractor's revised proposal was for a net \$2,298,593. NYC Transit's revised estimate was for a net \$870,500. Negotiations resulted in agreement on the lump sum of \$935,000 which was determined to be fair and reasonable. Savings of \$1,363,593 were achieved.

On February 23, 2015, the SVP and Chief Engineer approved a retroactive waiver in order to mitigate delay, and the contractor was directed to proceed on March 5, 2015. This permitted the contractor to complete the work on time and substantial completion was declared on August 21, 2015.



SERVICE CHANGES: REVISE B13 SERVICE IN RIDGEWOOD

Service Issue

The B13 route passes through the Ridgewood Bus Terminal in both directions. In order to reach the terminal it makes a turn through the complex six-point intersection of Wyckoff Avenue, Palmetto Street, and Myrtle Avenue. Rerouting the B13 from Palmetto Street to Gates Avenue will help to alleviate congestion in the terminal. It will also eliminate a turning movement from the intersection at Wyckoff Avenue and Palmetto Street.

Recommendation

Revise B13 bus service in Ridgewood.

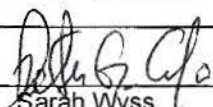
Budget Impact

There is no increase in operational cost for this reroute.

Proposed Implementation Date

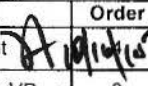

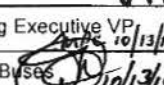


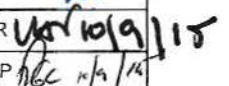
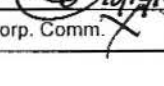
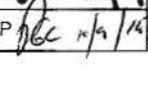
This reroute will be implemented by bulletin upon approval.



Subject	Revise B13 Service in Ridgewood
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	September 30, 2015
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose


To obtain presidential approval and inform the board of a recommendation to permanently revise the B13 route in Ridgewood.

Discussion

The B13 is a north-south route that provides local bus service between Ridgewood and Spring Creek. The B13 travels along Wyckoff Avenue, Palmetto Street, Gates Avenue, Fresh Pond Road, Cypress Hills Street, and Crescent Street. The northbound B13 terminal is located on Wyckoff Avenue, near side, of DeKalb Avenue. The southbound terminal is located at the Gateway Center Mall II Bus Terminal. The B13 operates weekdays and weekends from 4:30 a.m. to 1:00 a.m.


The B13 makes a northbound and southbound stop at the Ridgewood Bus Terminal. Heading towards the southern terminus at Gateway Center Mall, the B13 turns left from Wyckoff Avenue onto Palmetto Street and stops nearside of St. Nicholas Street. From this location, it turns left onto St. Nicholas Street and a right onto Gates Avenue. Towards the northern terminus, it turns left from Gates Avenue onto St. Nicholas Street, right onto Palmetto Street and stops nearside of Myrtle Avenue.

The B13 route does not terminate at the Ridgewood Bus Terminal and its presence in the terminal adds to the current congestion. Rerouting the B13 out of the terminal would free up space for other bus routes that terminate and layover there.

If the B13 were permanently rerouted to Gates Avenue it would eliminate the turns it currently makes in both directions from Wyckoff Avenue onto Palmetto Street. It is a difficult turn through a complex six-point intersection of Wyckoff Avenue, Palmetto Street, and Myrtle Avenue. There are many bus and vehicular movements through the intersection and large pedestrian volumes. The Myrtle-Wyckoff Avenues  Station is located at this intersection. Support columns from the elevated tracks are located throughout the intersection and decrease visibility. This

Staff Summary

intersection has been the source of numerous accidents, several of which have involved NYCT buses.

If the B13 was permanently rerouted along Gates Avenue, the existing stops in the Ridgewood Bus Terminal along Palmetto Street would be discontinued (please see attached map). New B13 stops would be located on Gates Avenue at Wyckoff Avenue. These stops would still have convenient access to the Myrtle-Wyckoff Avenues  Station entrances, including ADA access, located approximately 140 feet from the new stop locations.

Recommendation

Revise the B13 bus service in Ridgewood by rerouting the bus from Palmetto Street to Gates Avenue. Northbound B13 trips would travel along their previous route to Gates Avenue where they would now continue along Gates Avenue instead of making a left turn onto Saint Nicholas Avenue. Southbound trips would continue along their previous route to Wyckoff Avenue where they would now make a left onto Gates Avenue. The B26 and B52 bus routes currently operate on this section of Gates Avenue, between Wyckoff Avenue and St. Nicholas Street.

The new B13 routing in Ridgewood would help to alleviate congestion within the Ridgewood Bus Terminal, simplify the B13 route, and eliminate the difficult turns through the complex intersection of Wyckoff Avenue, Palmetto Street, and Myrtle Avenues.

Alternatives to the Proposed Service Change

1. *Continue to operate the B13 in the Ridgewood Bus Terminal on Palmetto Street.* The B13 would continue to make the difficult turn through the intersection at Wyckoff Avenue and Palmetto Street.


Budget Impact

There is no increase in operational cost for this reroute.

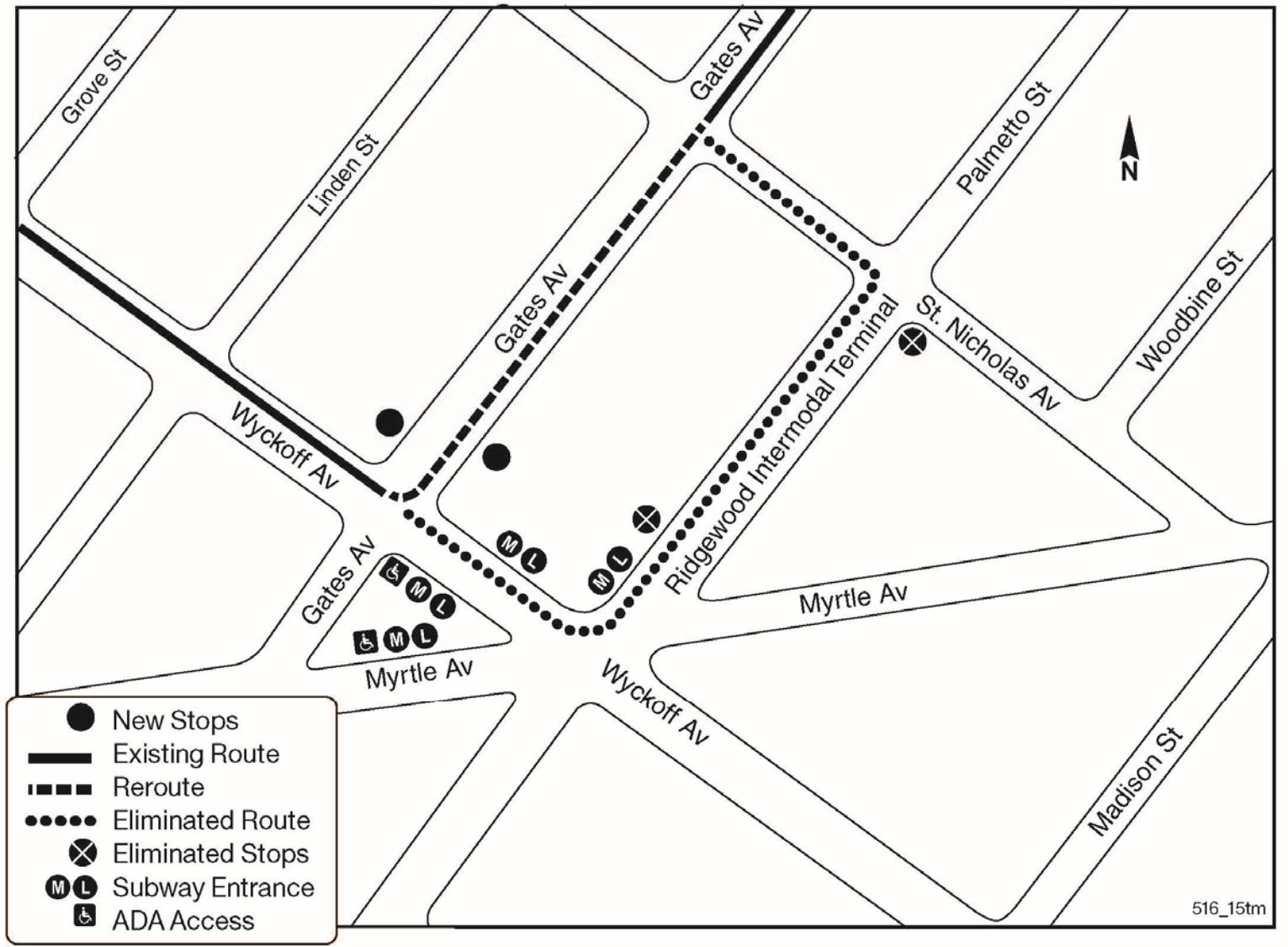
Proposed Implementation Date

This reroute will be implemented by bulletin upon approval.

Approved:


James L. Ferrara
Interim President

B13 Re-Route from Palmetto St to Gates Av



SERVICE CHANGES: REROUTE OF SOUTHBOUND M4 AND
WESTBOUND Q32 NEAR W 32ND ST TERMINAL

Service Issue

The New York City Department of Transportation is making changes to the street geometry on West 34th Street that will reduce the westbound through lanes from two to one (in addition to a dedicated offset bus lane). These changes include a left turn ban from westbound West 34th Street to southbound Seventh Avenue for all vehicles at all times. As a result, the current left turn lane on West 34th Street at 7th Avenue will be eliminated and southbound M4 and westbound Q32 buses will no longer be able to make this turn to reach their terminal on West 32nd Street. Northbound M4 and Eastbound Q32 service is not affected by this change.

Recommendation

Reroute southbound M4 and westbound Q32 service to travel west on West 37th Street to 7th Avenue and proceed to terminal. Three bus stops will be eliminated along the discontinued segment of the M4 and Q32 routes and they will be replaced with new stops along the rerouted segment on West 37th Street and 7th Avenue.

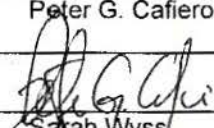
Budget Impact

There is no increase in operational costs for this reroute.

Proposed Implementation Date

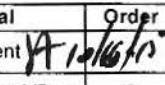

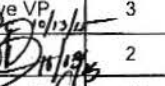

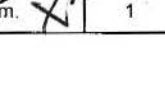



November 1, 2015

Staff Summary

Subject	Reroute of M4 and Q32 Near West 32nd Street Terminal
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Sarah Wyss

Date	October 1, 2015
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

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

Purpose

To obtain presidential approval and inform the board of a recommendation to permanently revise the M4 and Q32 routes near their southern/western terminal on West 32nd Street.

Discussion

The M4 is a north-south route that provides local and limited service in Manhattan and travels along Broadway, Central Park North, 5th Avenue and West 34th Street in the southbound direction. The M4 operates from approximately 5:45 a.m. to 10:00 p.m. weekdays and Saturdays and from approximately 6:45 a.m. to 10:00 p.m. on Sundays. M4 limited service operates during weekday hours, downtown in the morning peak and uptown in the afternoon peak.

The Q32 is an east-west route that provides local service between Jackson Heights, Queens and Manhattan and travels primarily along Roosevelt Avenue, Queens Boulevard, E 60th Street, 5th Avenue and West 34th Street in the westbound direction. The Q32 operates from approximately 5:00 a.m. to 1:00 a.m. weekdays and Saturdays and from approximately 7:00 a.m. to 11:00 p.m. on Sundays.

The southbound M4 and westbound Q32 share a terminal near Penn Station on West 32nd Street between 7th and 6th Avenues.

The New York City Department of Transportation is making changes to the street geometry on West 34th Street that includes a sidewalk bulb widening on 34th Street on the southwest corner which will reduce the westbound through lanes from two to one (in addition to a dedicated offset bus lane). These changes include a left turn ban from westbound West 34th Street to southbound Seventh

Staff Summary



Avenue for all vehicles at all times to reduce queuing. As a result, the current left turn lane on West 34th Street at 7th Avenue will be eliminated and southbound M4 and westbound Q32 buses will no longer be able to make this turn to reach their terminal on West 32nd Street.

While this turn restriction will require the proposed reroute of the M4 and Q32, it will benefit crosstown travel speeds on the M34/M34A Select Bus Service routes. Northbound M4 and Eastbound Q32 service is not affected by this change.

Recommendation

Reroute southbound M4 and westbound Q32 service to travel west on West 37th Street to 7th Avenue and proceed to terminal. Three bus stops will be eliminated along the discontinued segment of the M4 and Q32 routes and three new stops will be installed along the rerouted segment.

Customers seeking service to the discontinued segment of the M4 and Q32 can transfer to the M1 M2 M3 M5 or M34/M34A SBS.

Alternative to the Proposed Service Change

1. *Reroute southbound M4 and westbound Q32 via West 35th Street.* West 35th Street is not conducive to bus traffic as the roadway width is narrower than West 37th Street and it has a greater number of commercial uses that would interfere with the placement of new bus stops and with the flow of bus traffic.

Budget Impact

There is no increase in operational costs for this reroute.

Proposed Implementation Date

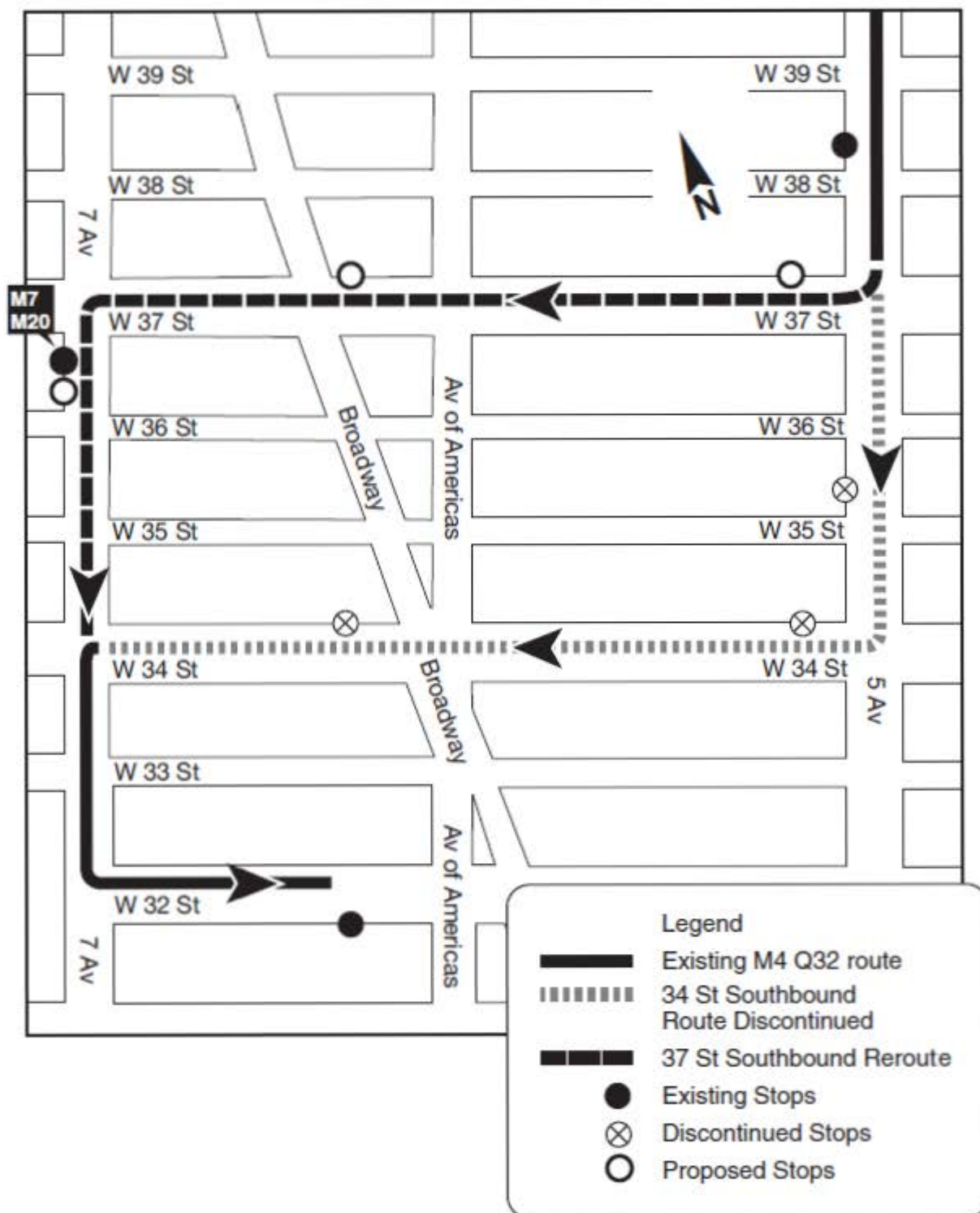
November 1, 2015

Approved:

A handwritten signature in black ink, appearing to read "James L. Ferrara".

James L. Ferrara
Interim President

M4 Q32 37 St Reroute



471_15tm

SERVICE CHANGES:**NYC TRANSIT COMMITTEE NOTIFICATION:
SUBWAY SCHEDULE CHANGES EFFECTIVE
SPRING 2016****Service Issue**

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

Recommendation

Routine schedule adjustments for the **1 2 4 5 6 A C E J M N**, and 42 Street **S** are proposed for implementation.

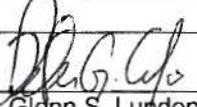
Budget Impact

Implementation of the proposed routine **1 2 4 5 6 A C E J M N**, and 42 Street **S** schedule changes will cost approximately \$5.8 million annually, which is consistent with the 2016 Operating Budget.

Proposed Implementation Date



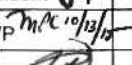

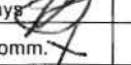
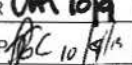
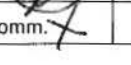
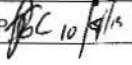
Spring 2016.

Staff Summary

Subject	Subway Schedule Changes Effective Spring 2016
Department	Operations Planning
Department Head Name	Peter G. Cafiero
Department Head Signature	
Project Manager Name	Glenn S. Lunden

Date	October 9, 2016
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	Interim President		X		
2	Board			X	

Internal Approvals			
Order	Approval	Order	Approval
8	Interim President 	4	VP General Counsel 
7	ACTING Executive VP  10/13/16	3	Director OMB 
6	SVP Subways 	2	VP GCR  10/19
5	VP Corp. Comm. 	1	Chief OP  10/19

Purpose

To obtain Presidential approval, and to inform the NYC Transit Committee, of schedule adjustments on the **1 2 4 5 6 A C E J M N**, and 42 Street **S** routes in response to changes in subway ridership.

Discussion

Schedule adjustments on the **1 2 4 5 6 A C E J M N**, and 42 Street **S** routes are a product of NYC Transit's continuing effort to review and revise subway schedules, when feasible, to ensure that they accurately meet customer demand and are in compliance with MTA Board-adopted loading guidelines.

The schedule changes outlined below will be implemented with the Spring 2016 Pick. These changes represent service adjustments during rush hour and off-peak periods on weekdays to more closely align **1 2 4 5 6 A E J M N** and 42 Street **S** service with customer demand and established guidelines for subway operation. The additional Sunday morning **C** trips are proposed in order to provide a faster ramp up to the minimum service frequency ("policy headway") called for by the Rapid Transit Loading Guidelines. A list of these proposed adjustments are shown in Attachment 1.

Note that some routes in the subway system operate with average loads that exceed guideline levels at certain times. However, due to car and track capacity constraints during peak hours and the need to perform ongoing maintenance and capital construction work during off-peak hours, service cannot be increased to bring passenger loads to within guideline levels at all times.

Staff Summary

The schedule changes proposed are as follows:

- Weekday **1** service will be increased a total of 3 round trips in p.m. rush hour and the evening.
- Weekday **2** service will be increased a total of 2 round trips in the evening.
- Weekday **4** service will be increased a total of 2 round trips in the evening.
- Weekday **5** service will be increased a total of 2 round trips in the evening.
- Weekday **6** service will be increased a total of 3 round trips in the evening.
- Weekday 42 Street **S** service will be increased a total of 12 round trips in the evening.
- Weekday **A** service will be increased a total of 1 round trip in the midday.
- Sunday **C** service will be increased a total of 3 round trips between 8 a.m. and 10 a.m.
- Weekday **E** service will be increased a total of 2 round trips in the evening.
- Weekday **J** service will be increased a total of 3 round trips in the evening.
- Weekday **M** service will be increased by 1 trip northbound in the a.m. rush and decreased by 1 trip southbound in the a.m. rush (no change in total round trips).
- Weekday **N** service will be increased by a total of 1 round trip (1 southbound trip in the a.m. rush and 1 northbound trip in the p.m. rush.)

Recommendation

Implement routine **1 2 4 5 6 A C E J M N**, and 42 Street **S** schedule adjustments.

Alternative to the Proposed Service Change

Do nothing. NYCT would not make normal **1 2 4 5 6 A C E J M N**, and 42 Street **S** service adjustments to better meet customer demand.

Budget Impact

Implementation of the proposed routine **1 2 4 5 6 A C E J M N**, and 42 Street **S** schedule changes will cost approximately \$5.8 million annually, which is consistent with the 2016 Operating Budget.

Proposed Implementation Date

Spring 2016.

Approved:


James Ferrara
Interim President

Attachment 1
Spring 2016 Schedule Changes

Route	Time Period		Current			Proposed		
			Scheduled Trains	Average Headway	Percent of Guideline ⁽¹⁾	Scheduled Trains	Average Headway	Percent of Guideline
1	weekday	18:30 - 21:30	37	4.9	107%	40	4.5	99%
2 3	weekday	20:30 - 21:30	14	4.3	121%	16 ⁽²⁾	3.8	106% ⁽³⁾
4 5	weekday	20:00 - 22:00	29	4.1	123%	33	3.6	108% ⁽³⁾
6	weekday	19:30 - 22:30	34	5.3	100%	37	4.9	92%
42 St S	weekday	21:30 - 23:30	12	10.0	125%	24	5.0	63%
A	weekday	11:30 - 12:00	3	10.0	98%	4 ⁽⁴⁾	7.5	73%
C	Sunday	08:00 - 10:00	7	17.1	n/a ⁽⁵⁾	10	12.0	n/a ⁽⁵⁾
E	weekday	20:00 - 21:00	10	6.0	117%	12	5.0	97%
J	weekday	19:00 - 22:00	16	11.3	102%	19	9.5	86% ⁽⁶⁾
M (SB) ⁽⁷⁾	weekday	08:00 - 08:30	5	6.0	65%	4	7.5	81%
M (NB)	weekday	08:30 - 09:00	3	10.0	127%	4	7.5	88%
N ⁽⁸⁾	weekday	09:00 - 09:30	3	10.0	106%	4	7.5	79%

Notes:

1. Ridership data based on field surveys at peak load points except where otherwise noted.
2. The two additional trips will be added to the **2**.
3. Although **2 3 4 5** service will exceed guideline loads during some time periods , it is not feasible to schedule more than the proposed trains in the evenings due to ongoing maintenance and capital construction work.
4. An additional trip is needed to address a headway within the time period that does not meet the policy headway guideline.
5. **C** schedule change based on policy headway guidelines, not ridership loading guidelines.
6. **J** ridership based on field surveys and projected 2016 ridership.
7. Morning rush hour **M** service will be reduced by 1 southbound trip and increased by 1 northbound trip, consistent with customer demand and established guidelines for subway operation.
8. The return trip for the additional one-way morning rush **N** trip is in the late afternoon.

Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>August 2014</u>	<u>August 2015*</u>	<u>Difference</u>
Cash	2.9%	2.4%	(0.5%)
Single-Ride Ticket	0.9%	0.9%	(0.1%)
Bonus Pay-Per-Ride	43.8%	40.2%	(3.6%)
Non-Bonus Pay-Per-Ride	3.6%	5.7%	2.1%
7-Day Farecard	21.9%	23.2%	1.4%
30-Day Farecard	<u>26.9%</u>	<u>27.6%</u>	0.7%
Total	100.0%	100.0%	

* Preliminary

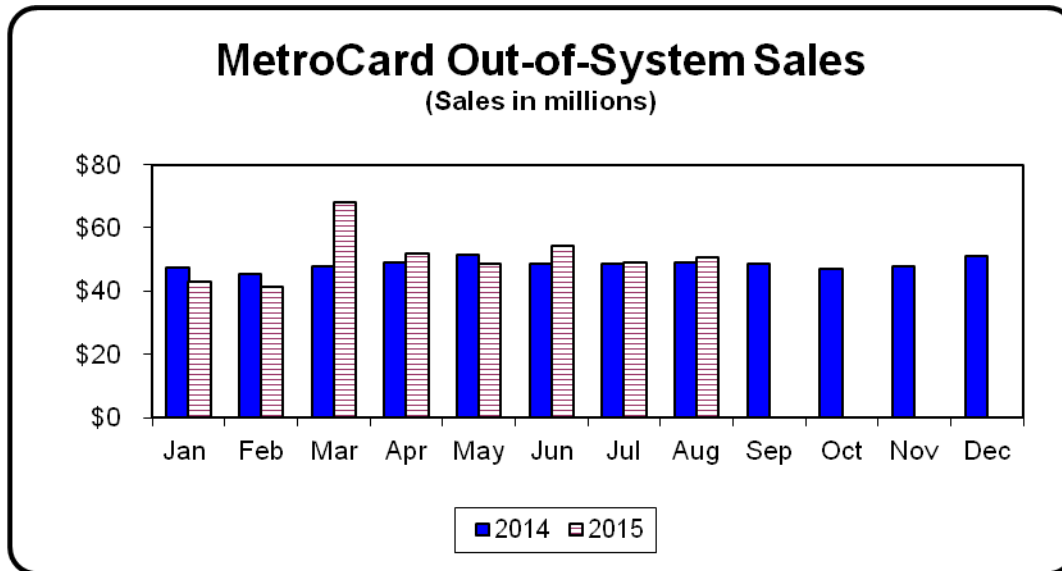
Note: Percentages may not add due to rounding.

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 August 2015 was 4,171, a 0.41 percent decrease from the same period last year. The average value of a credit issued was \$69.46.

MetroCard Extended Sales

Out-of-system sales (retail, employer-based programs and joint ticket programs, plus other extended sales outlets) were \$51.3 million in August 2015, a 3.9 percent increase compared to August of 2014. Year to date sales totaled \$408.1 million, a 5.3 percent increase compared to the same period last year.



Retail Sales

There were 4,533 active out-of-system sales and distribution locations for MetroCards, generating \$24.1 million in sales revenue during August 2015.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 170,780 MetroCards valued at approximately \$15.2 million were made in August 2015 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$88.87. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 86,870 for August 2015, generating an additional \$10.1 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$195.8 million, a 12 percent increase when compared to last year.

Mobile Sales Program

In August 2015, the Mobile Sales unit completed 181 site visits, of which 122 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$111,000 in revenue was generated. In August 2015, the Mobile Sales unit assisted and enabled 2,033 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events including the Brooklyn Adult Care Center (Brooklyn).

Reduced-Fare Program

During August 2015 enrollment in the Reduced-Fare Program increased by 6,228 new customers, while 1,269 customers left the program. The total number of customers in the program is 980,081. Seniors account for 803,604 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 176,477 customers. Of those, a total of 37,900 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately \$7.7 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In August 2015, the EasyPay Reduced Fare program enrollment totaled 151,020 accounts. During the month, active EasyPay customers accounted for approximately 1.9 million subway and bus rides with \$1.9 million charged to their accounts. Each active account averaged 26 trips per month, with an average monthly bill of \$14.

EasyPay Xpress Pay-Per-Ride Program

In August 2015, the EasyPay Xpress PPR program enrollment totaled 77,846 accounts. During this month, active Xpress PPR customers accounted for approximately 1.2 million subway, express bus and local bus rides with \$3.3 million charged to their accounts. Each active account averaged 21 trips per month, with an average monthly bill of \$56.

EasyPay Xpress Unlimited Program

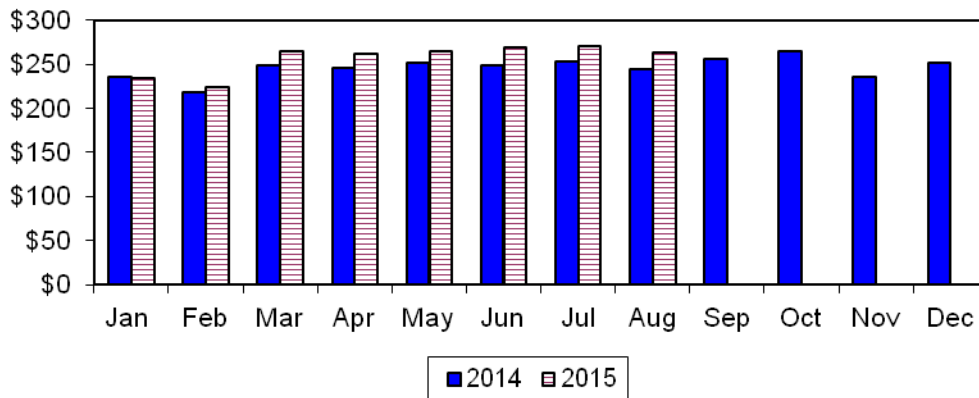
In August 2015, the EasyPay Xpress Unlimited program enrollment totaled 15,877 accounts. During this month, active Xpress Unlimited customers accounted for approximately 679,000 subway and local bus rides with \$1.6 million charged to their accounts. Each active account averaged 47 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during August 2015 totaled \$264.1 million, on a base of 15.8 million customer transactions. This represents a 1.3 percent decrease in vending machine transactions compared to the same period last year. During August 2015, MEMs accounted for 2,146,900 transactions resulting in \$53,509,390 in sales. Debit/credit card purchases accounted for 76.1 percent of total vending machine revenue, while cash purchases accounted for 23.9 percent. Debit/credit card transactions account for 52.0 percent of total vending machine transactions, while cash transactions account for 48.0 percent. The average credit sale was \$27.70, more than three times the average cash sale of \$8.30. The average debit sale was \$19.96.

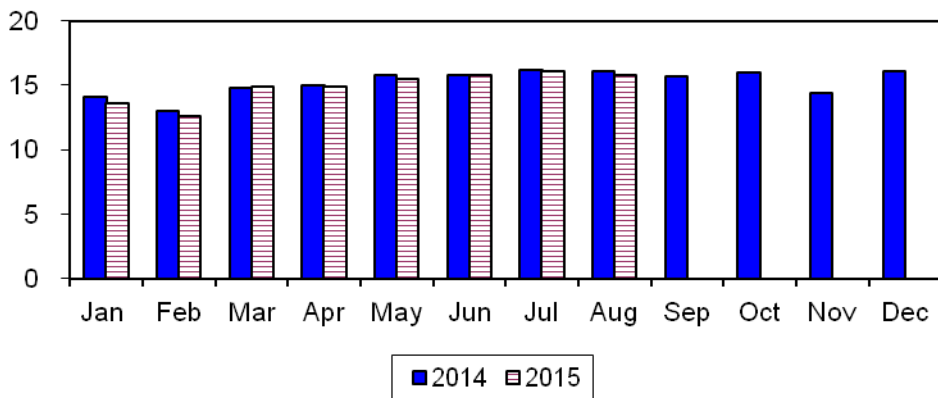
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



MTA HOMELESS OUTREACH

New York City Transit

October 2015



MTA HOMELESS OUTREACH

- Philosophy/Approach
 - Improve customer environment
 - Move individuals to more appropriate housing options
 - MTA & NYC contractor, Bowery Residents' Committee, Inc. (BRC), engages all homeless and provides assistance in obtaining needed services, including mental health, medical, housing, detox, social services
 - Develop relationships with homeless clients over time through sustained outreach

MTA HOMELESS OUTREACH

- Strategy
 - DHS and MTA joint collaboration began July 1, 2014.
 - Added focus on the ends of lines, outreach on moving trains, expanded hours, and case management in an all-encompassing, pro-active strategy.
 - All 469 subway stations are visited regularly.
 - Target areas are selected in response to customer, employee or community complaints. The level of priority is determined in consultation with NYCT agency representatives and NYPD.
 - Joint outreach is conducted by BRC and NYPD.

MTA HOMELESS OUTREACH

- Challenges being addressed daily:
 - Once someone pays a fare, they have a right to be in the system as long as they are not violating the law or rules and regulations. This includes apparently homeless individuals.
 - Convincing homeless people to voluntarily accept services can be difficult.
 - Routine police presence in the subway creates a safe haven for those who have no home.
 - 24 hour access, protection from the elements, as well as easy availability of food and money make the subway an ideal environment for homeless individuals.

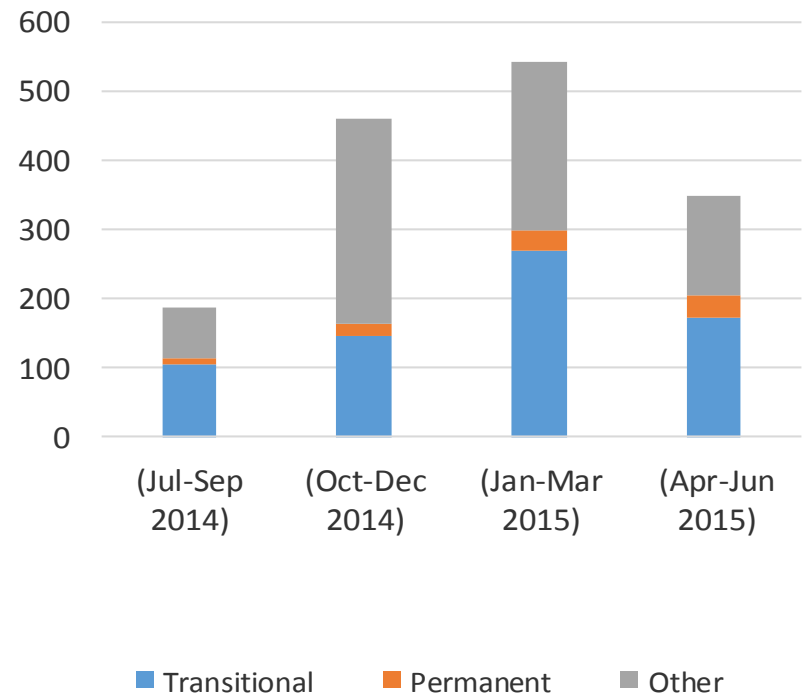
MTA HOMELESS OUTREACH

Subway Population Estimate

- City-Wide Hope Count February 2015:
 - 1976 (62% of total count – street plus subway)
- BRC Mini Count Spring 2015:
 - 1196 on Trains
 - 600 in Stations
 - 1796 Total in Subway

Total Placements

NYCT Quarterly Placements



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 - October 2015

data thru September 2015; \$s in million

	Budget	Expenditures
Construction	\$ 926.3	\$ 874.1
Design	107.0	105.1
Construction Management	145.8	125.2
Real Estate	220.9	207.2
Total	\$ 1,400.0	\$ 1,311.6

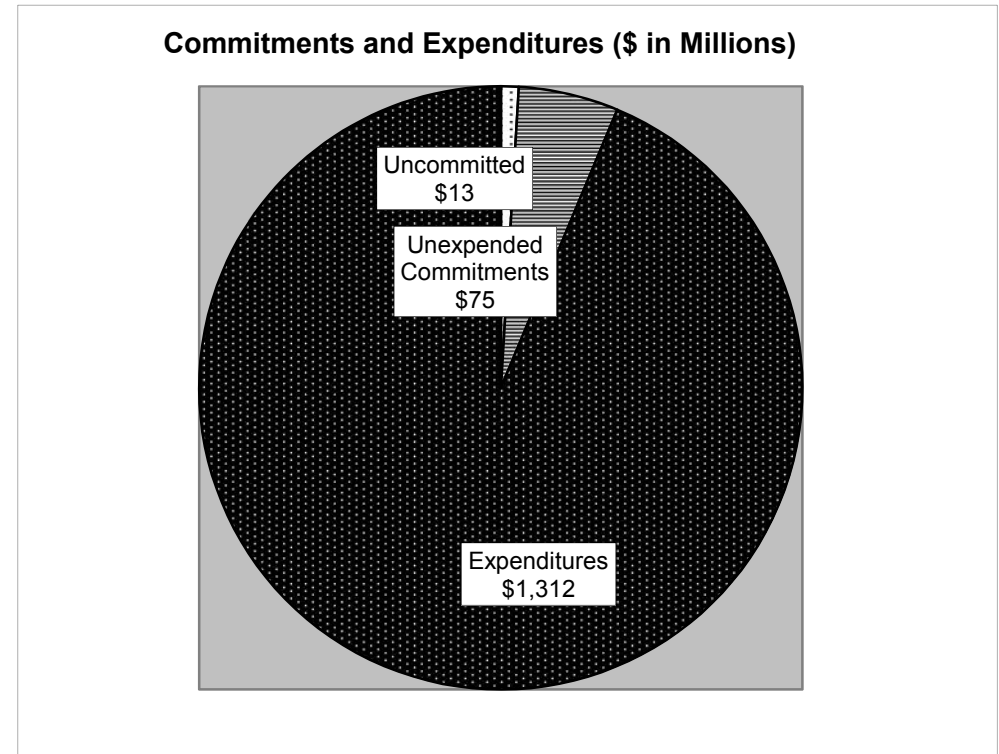
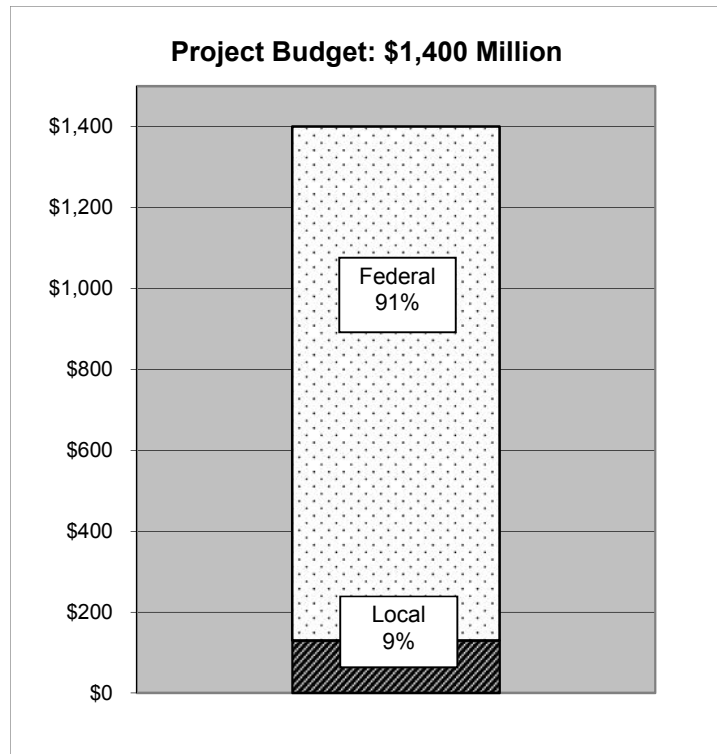
	Schedule
Project Design Start	August-2003
Project Design Completion	May-2010
Project Construction Start	December-2004
Fulton Center Opening	November-2014

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	\$216.4	\$5.0	\$197.5	Jan-2011	Aug-2010	Jun-2014	Nov-2014	Aug-2015
R to E Connector	To be Coordinated with Port Authority				TBD	TBD	TBD	TBD	TBD

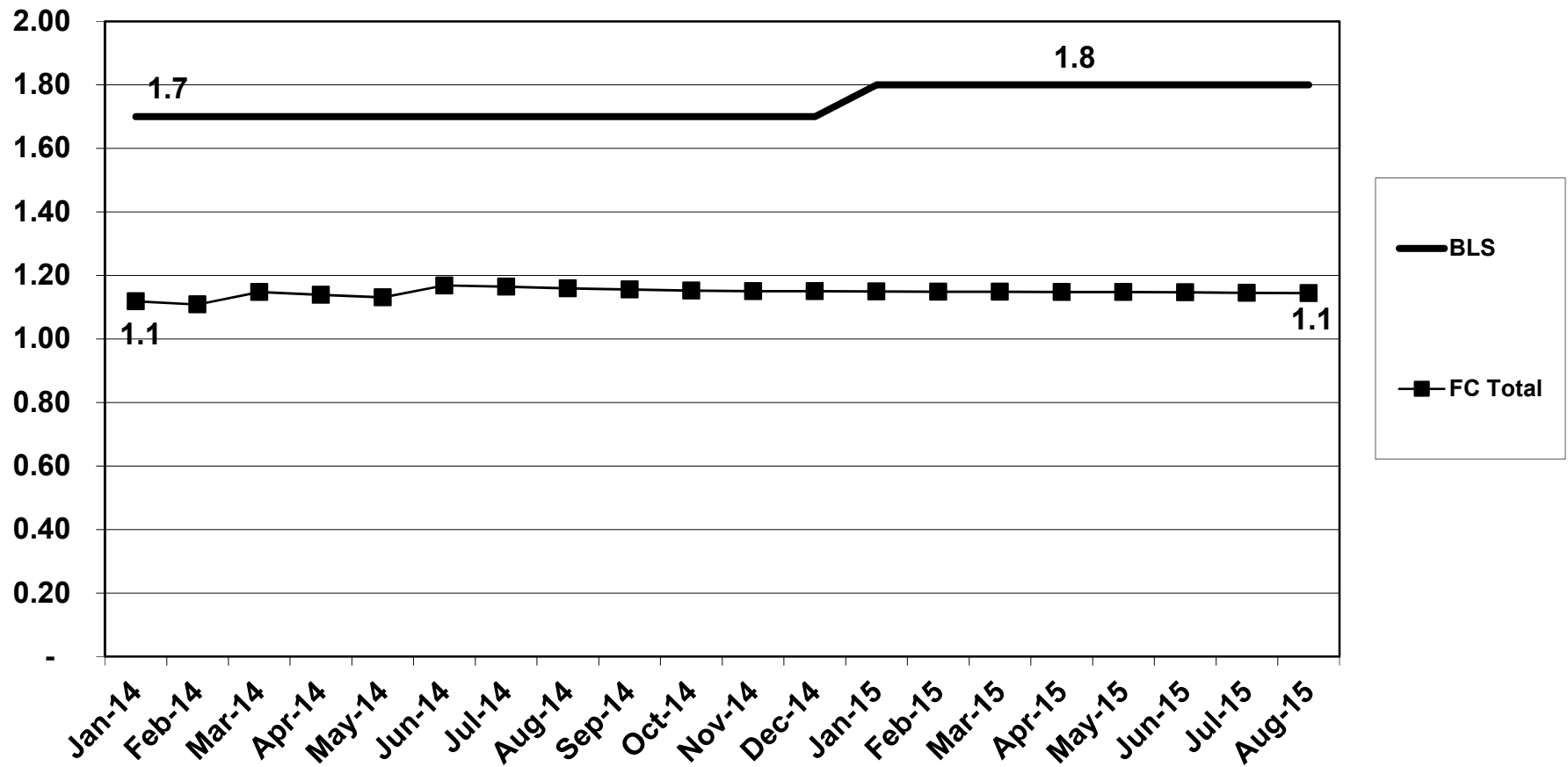
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Fulton Center Status
Report to the Transit Committee - October 2015
data thru September 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	\$	963	\$	13	\$	888
ARRA (Federal Stimulus)		423		-		423		423		423		-		423
Total	\$	1,400	\$	130	\$	1,270	\$	1,270	\$	1,387	\$	13	\$	1,312



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 - October 2015

data thru September 2015; \$\$ in million

	Budget	Expenditures
Final Design	\$ 119.4	118.0
Construction	1,903.9	1,841.6
Construction Management	49.8	44.5
Subway Project Reserve	27.7	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 2,004.1
HYDC-Funded Non-Subway Work [†]	266.0	241.0
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,245.1
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,298.1

	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	\$555.3	\$0.5	\$544.4	Aug-2011	Jun-2014	Feb-2016
Site P Secondary Station Entrance Core & Shell and Building Systems/Finishes^{††} <i>John P. Picone Inc.</i>	\$92.3	\$85.7	\$6.6	\$41.5	Sep-2012	Apr-2016	TBD**

*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.

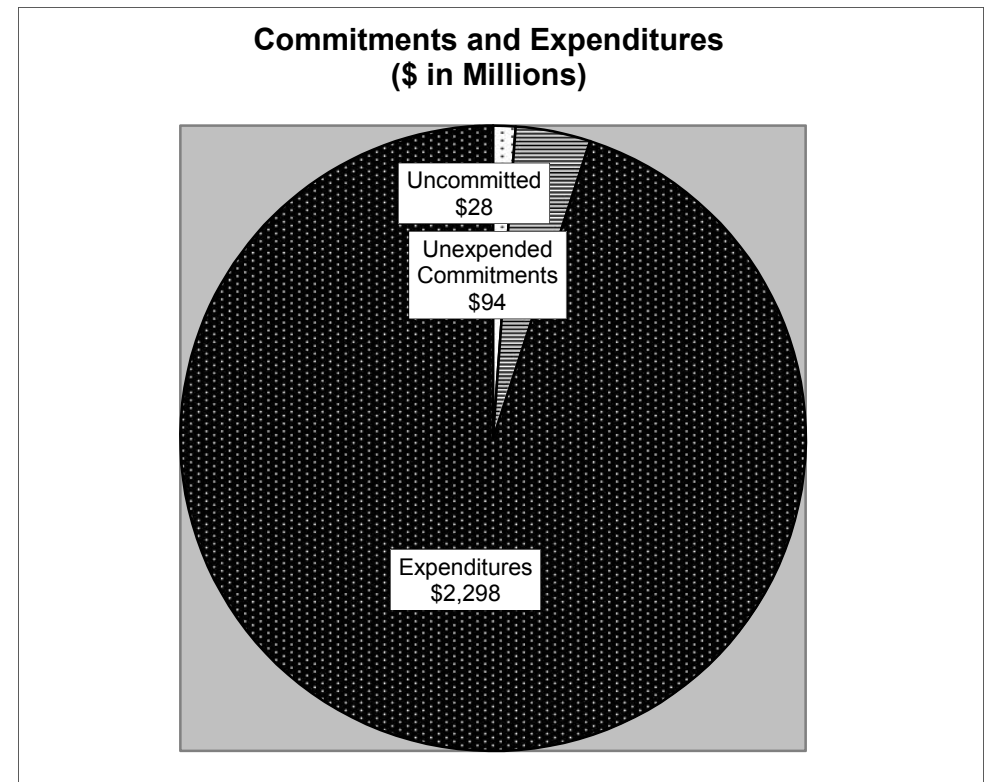
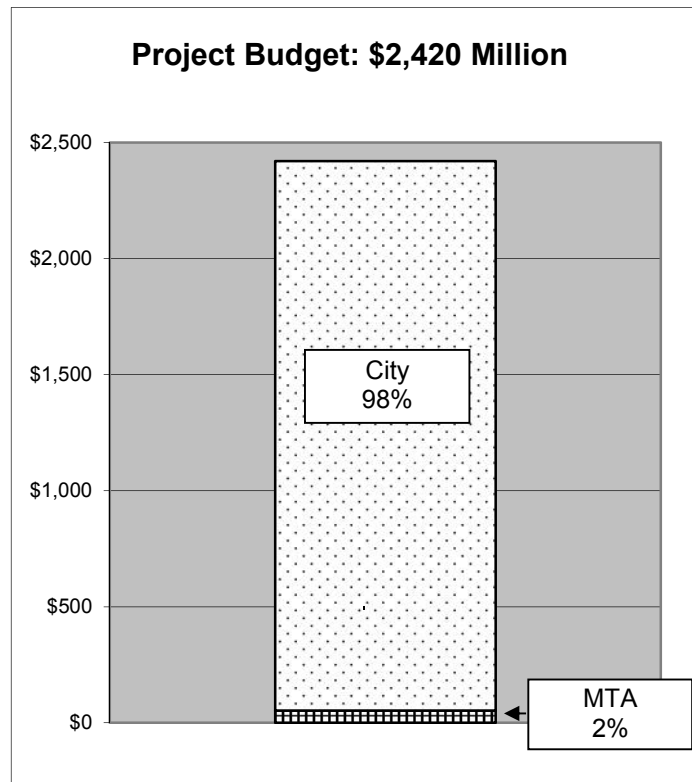
† Non-subway work includes design, construction management, and construction tasks.

†† 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.

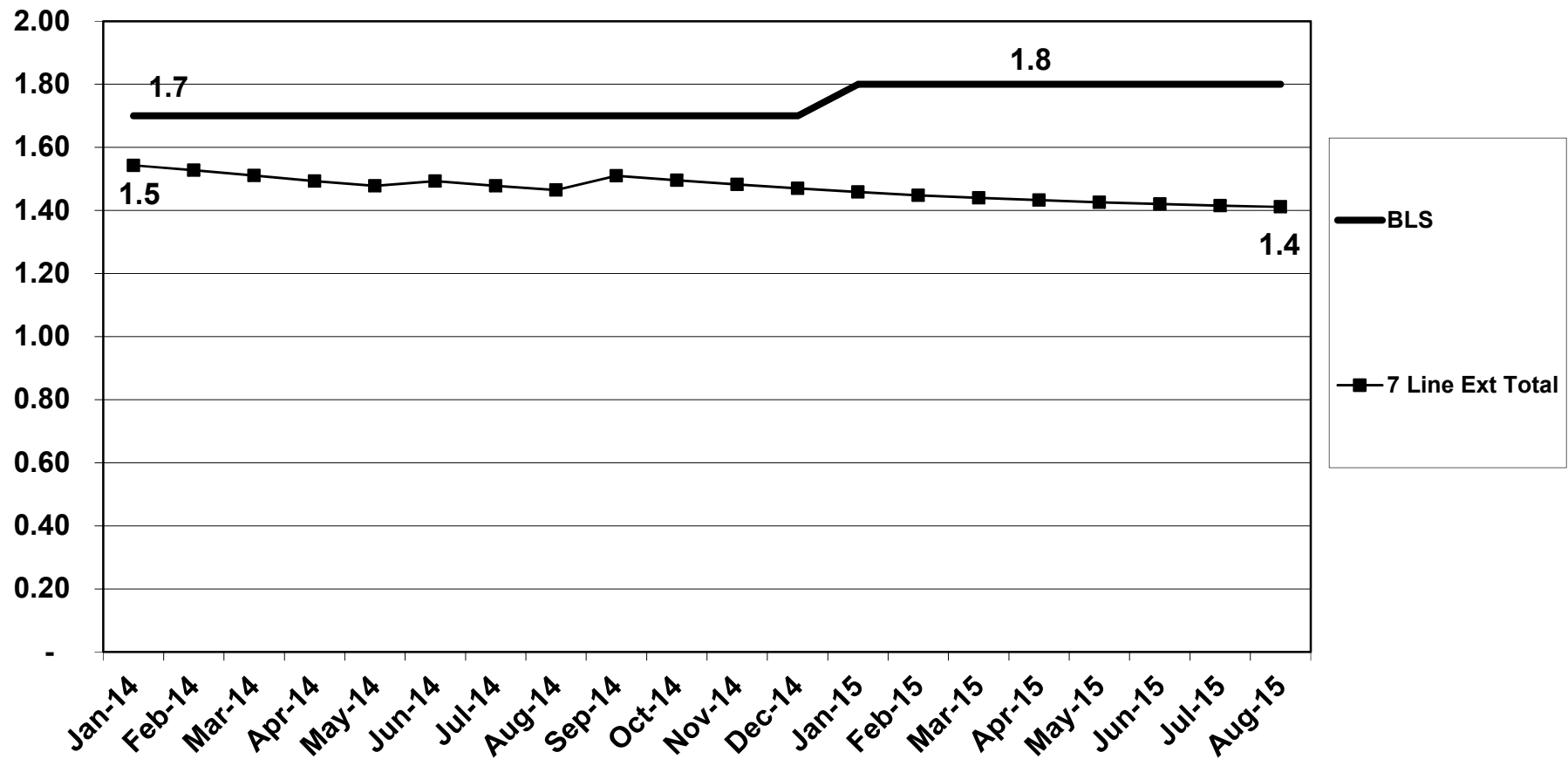
7 Line Extension Status **Report to the Transit Committee - October 2015** *data thru September 2015*

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	2,339	2,339	28	2,245
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,339	\$ 2,392	\$ 28	\$ 2,298

* 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 - October 2015

data thru September 2015; \$s in million

	Budget	Expenditures
Construction	\$ 3,393.3	\$ 2,629.0
Design	\$ 508.2	490.1
Construction Management	\$ 268.0	177.6
Real Estate	\$ 281.5	231.0
Total	\$ 4,451.0	\$ 3,527.6

	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	\$200.6	\$5.3	\$172.6	Jul-2010	Jan-2011	May-2014	Mar-2016
Track, Signals, Power and Communications Systems <i>Comstock/Skanska, JV</i>	\$282.9	\$270.0	\$12.9	\$163.9	Mar-2011	Jan-2012	Aug-2016	Nov-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$362.3	\$354.1	\$8.3	\$256.7	Mar-2011	Jun-2012	Dec-2015	Nov-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$289.3	\$287.0	\$2.3	\$173.3	Nov-2012	Feb-2013	Nov-2015	Sep-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$215.2	\$7.7	\$89.2	Oct-2013	Jun-2013	May-2016	Sep-2016

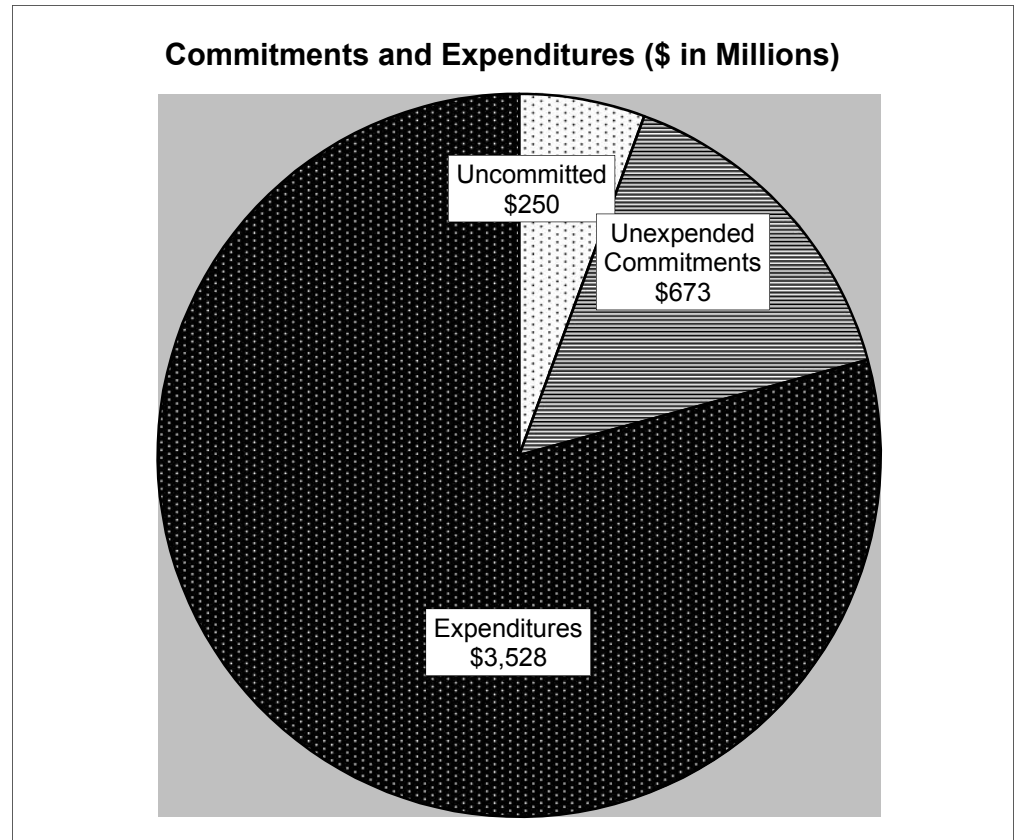
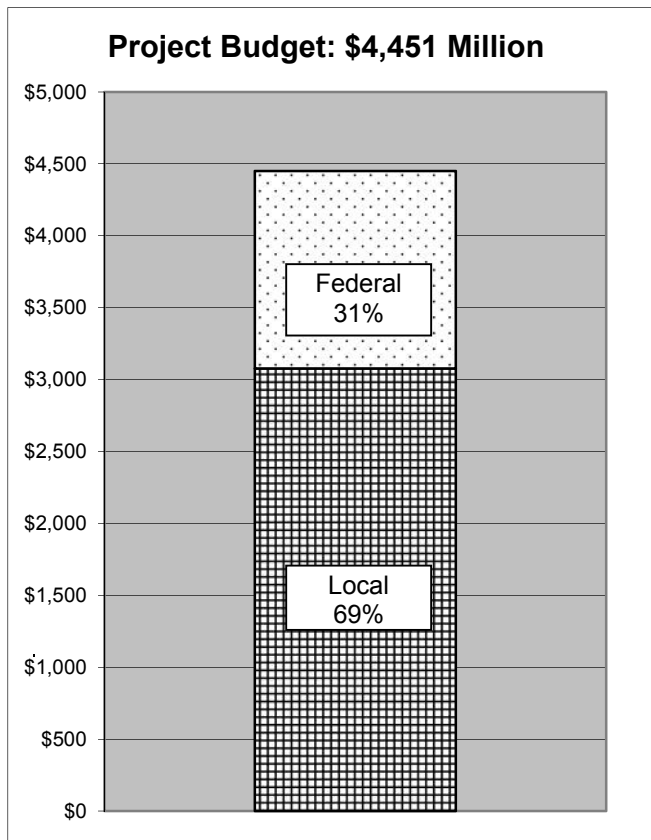
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

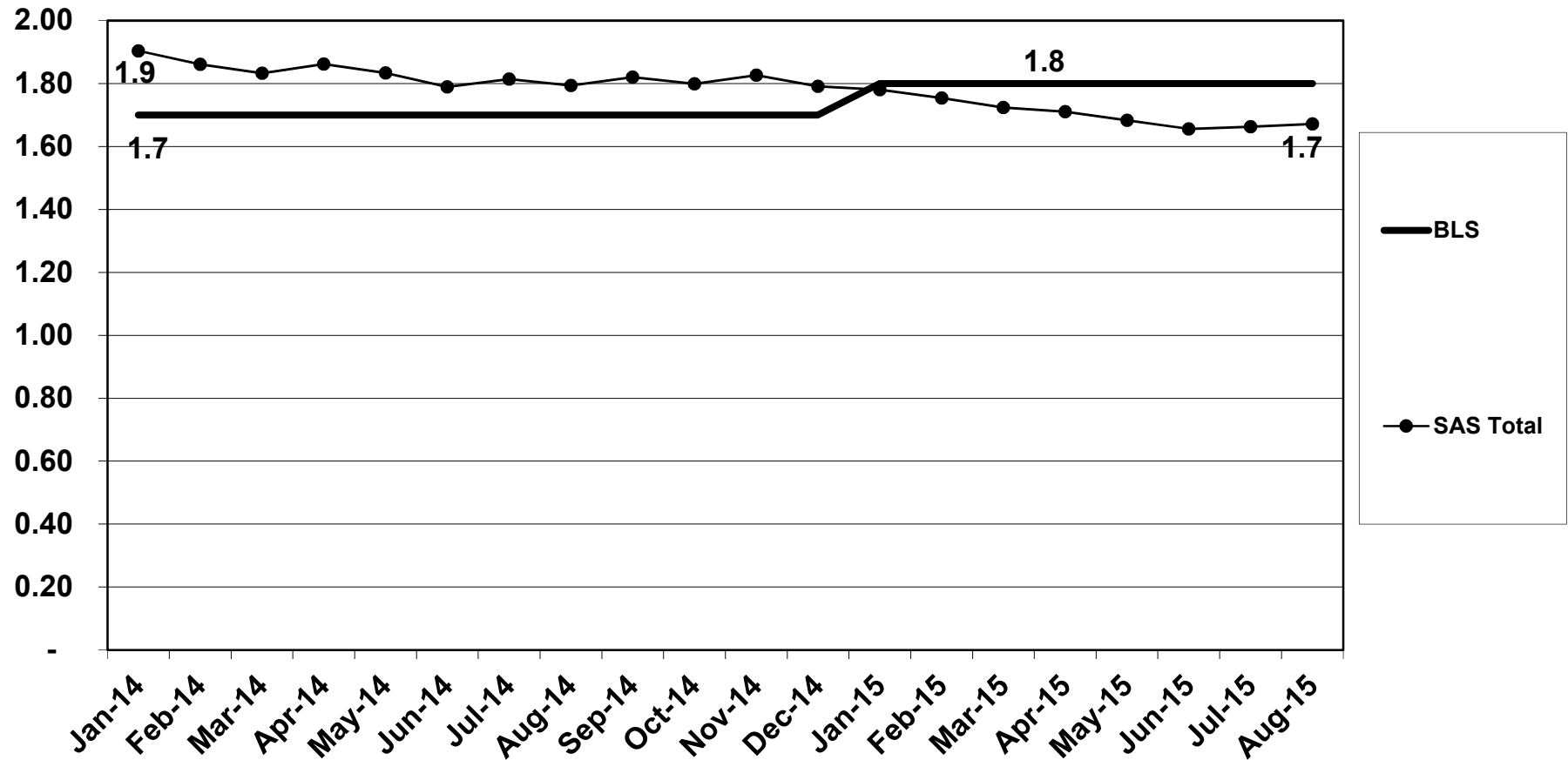
Report to the Transit Committee - October 2015

data thru September 2015

MTA Capital Program \$ in Millions	Funding Sources				Status of Commitments		
	Budgeted	Local Funding	Federal Funding	Federal Received	Committed	Uncommitted	Expended
2000-2004	\$ 1,050	\$ 744	\$ 306	\$ 306	\$ 1,049	\$ 1	\$ 1,040
2005-2009	1,914	846	1,068	944	1,876	38	1,656
2010-2014	1,487	1,487	-	-	1,275	212	832
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,201	\$ 250	\$ 3,528



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)