



Transit & Bus Committee Meeting

November 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, 11/16/2015

10:00 - 11:30 AM ET

1. PUBLIC COMMENT PERIOD

2. APPROVAL OF MINUTES – OCTOBER 26, 2015

Approval of Minutes - October 26, 2015 - Page 4

3. COMMITTEE WORK PLAN

Committee Work Plan - Page 8

4. REVIEW OF NYCT AND MTA BUS COMMITTEE CHARTER

NYCT and MTA Bus Committee Charter - Page 16

5. OPERATIONS PERFORMANCE SUMMARY

a. September Operations Report

September Operations Report - Page 20

6. FINANCIAL REPORTS

a. September NYCT Financial & Ridership Report

NYCT Financial Report - Page 57

b. September SIR Financial & Ridership Report

SIR Financial Report - Page 78

c. September MTA Bus Financial & Ridership Report

MTA Bus Financial Report - Page 89

d. Capital Program Status Report

Capital Program Status Report - Page 102

7. PROCUREMENTS

November Procurement Staff Summary and Resolution - Page 112

a. Non-Competitive (None)

b. Competitive

NYCT Competitive Actions - Page 116

c. Ratifications

MTACC Ratifications - Page 121

8. ACTION ITEMS Approve

a. ASHRAE Level II Energy Efficiency Audits

ASHRAE Level II Energy Efficiency Audits - Page 124

9. SERVICE CHANGES

a. MTA Bus QM1 and QM5 Reroute

QM1, QM5 Weekday Midday Service Change - Page 126

10. SPECIAL REPORTS & PRESENTATIONS

a. MetroCard Report

MetroCard Report - Page 132

b. 2015 Subway Customer Satisfaction Survey

2015 Subway Customer Satisfaction Survey - Page 136

c. 2015 Local Bus Customer Satisfaction Survey

2015 Local Bus Customer Satisfaction Survey - Page 164

11. STANDARD FOLLOW-UP REPORTS

a. Elevator & Escalator Report, 3rd Quarter, 2015

Elevator and Escalator Report, 3rd Quarter, 2015 - Page 186

b. Transit Adjudication Bureau Report, 3rd Quarter, 2015

Transit Adjudication Bureau Report, 3rd Quarter, 2015 - Page 217

12. MTACC REPORT

MTACC Report - Page 219

**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
October 26, 2015**

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

The following Members were present:

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

The following Members were absent:

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

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
Craig Cipriano, Executive Vice President, MTA Bus
Michael Horodniceanu, President, MTA Capital Construction

Chair Ferrer opened the meeting.

II. Public Speakers

David Kupferberg advised the Committee of his view that changes proposed by the MTA's service planners should be more comprehensive, specifically citing the B13 route revision as an example.

Murray Bodin advised the Committee of his respect for the rules and his commitment to flexibility, apologizing for any past indiscretions, but noting that his intentions were always good.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the September 21, 2015 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

IV. Agenda Items

A. Operations Report

Interim President Ferrara noted that the Committee agenda book included special reports and presentations on MetroCard, MTA Homeless Outreach and Bus Safety.

SVP Leader reported to the Committee on the Department of Subways' operating performance.

EVP Cipriano presented a video on new measures being tested to improve bus safety, reported to the Committee on bus operating performance for both NYCT and MTA Bus, and recognized bus operators Eric Nevaraz (Casey Stengel Depot), German Torres (LaGuardia Depot) and Kirt Clarke (East New York Depot) for their superior safety, attendance, and customer service records.

In response to a question from Member Albert, EVP Cipriano informed the Committee that the new bus safety technology being tested takes into account bus speed as well as the distance of the vehicle from any possible object.

VP Kennedy presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics, thanking the Committee for its condolences and support in connection with the tragic loss of Officer Randolph Holder.

In response to Member Albert's question regarding Transit Bureau policy towards allowing the homeless who pay their fares to reside in the system, instead of using it for transportation purposes as appropriate, Chief Fox advised that where there appears to be "an encampment", the property will be removed, noting the significant strides that have been made in addressing the issue of homelessness in the subway system.

Judy Walker, MTA Director of Emergency Support advised Member Albert of the continuing efforts being made to address the issue of a homeless individual's continued presence at the 66th Street 1 station.

Interim President Ferrara requested that Chief Fox and James Henly, Interim General Counsel of NYCT, look into the legality of customers "living" in the subway system.

In response to a question from Member Ballan, Ms. Walker noted that a citywide count of the homeless has been postponed until February of next year, adding, however, that last winter's count seemed to capture the number of homeless in the system realistically, and that the program to address homelessness has been much expanded.

B. Financial Reports

Acting EVP Chubak reported to the Committee on NYCT's finances.

EVP Cipriano 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

C. Procurements

VP Plochochi introduced the NYCT, MTACC and MTA Bus Company procurement agendas, which consisted of four action items totaling \$147.9 million in expenditures. VP Plochochi highlighted for the Committee two procurement agenda items: (1) the Omnibus Approval request for the purchase of sole source bus parts from New Flyer Industries Canada for a period of three years in the total estimated value of \$23,000,000; and (2) the exercise of a previously negotiated option to extend the current pharmacy benefit management contract with OptumRx for up to six months at the current rates until cutover is completed to the newly awarded pharmacy benefit management contract.

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

NYCT's non-competitive procurement requiring a two-thirds vote (Schedule A in the Agenda), its competitive procurements requiring a majority vote (Schedules G and I in the Agenda) as well as its proposed ratification requiring a majority vote (Schedule K in the Agenda), were approved and forwarded to the full Board for consideration.

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

V. Service Changes

Peter Cafiero, Chief, Operations Planning, informed the Committee of planned subway schedule adjustments on 12 subway lines to accommodate increasing ridership, noting that implementation of the subway schedule changes will occur with the Spring 2016 pick, and will cost approximately \$5.8 million annually.

In addition, Mr. Cafiero informed Members of two bus service changes: (1) a reroute of the southbound M4 and Q32 via 37th Street in midtown Manhattan due to lane reconfigurations on 34th Street prohibiting all left turns from westbound 34th Street to 7th Avenue; and (2) a minor reroute of the B13 bus in Ridgewood via Gates Avenue to avoid turns in a highly congested area.

Mr. Cafiero added that a public hearing will be held on November 12th regarding proposed station access changes at two stations in Brooklyn: 7th Avenue on the **F** and **G** lines, and Borough Hall on the **1** and **2** lines.

In response to a question from Member Cappelli, Mr. Cafiero explained that the service changes cannot be implemented until June of 2016 due to the schedule for employee "picks".

In response to a question from Member Ballan, Mr. Cafiero explained that NYCT and NYCDOT communicate regarding traffic changes that affect bus routes, and that the change to the M4 and Q32 routes was part of regular, ongoing, discussions with DOT on 34th Street SBS bus service. In response to a question from Member Greenberg, Mr. Cafiero noted that a motivating factor for the route revision was to service 32nd Street and Penn Station.

Member Trottenberg noted that NYCDOT and NYCT in this instance collaborated on improving crosstown traffic flow and on reducing the likelihood of accidents when bus operators make left turns onto 7th Avenue.

VI. Special Reports and Presentations

Interim President Ferrara presented to the Committee for its information the MetroCard Report, the Homeless Outreach Report, and the NYCT, SIR and MTA Bus Preliminary Budgets for 2016.

VII. MTA CC Project Report

President Horodniceanu reported on the status of the Fulton Transit Center, Second Avenue Subway and **7** Extension projects, presenting the Committee with a video on the Second Avenue Subway progress.

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

Respectfully submitted,



Bettina Quintas
Assistant Secretary



2015 Transit & Bus Committee Work Plan

I. RECURRING AGENDA ITEMS

Responsibility

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

II. SPECIFIC AGENDA ITEMS

Responsibility

November 2015

Charter for Transit Committee	Law
Elevator & Escalator Service Report, 3 rd Qtr, 2015	Subways
Transit Adjudication Bureau Report, 3 rd Qtr, 2015	Law

December 2015

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

January 2016

Approval of 2016 NYC Transit Committee Work Plan	Committee Chair & Members
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February 2016

Preliminary Review of NYC Transit 2015 Operating Results	Management & Budget
Preliminary Review of SIR 2015 Operating Results	Management & Budget
Preliminary Review of MTA Bus 2015 Operating Results	Management & Budget
NYC Transit Adopted Budget/Financial Plan 2016-2019	Management & Budget
SIR Adopted Budget/Financial Plan 2016-2019	Management & Budget
MTA Bus Adopted Budget/Financial Plan 2016-2019	Management & Budget
Service Quality Indicators (including PES)	Operations Planning

II. SPECIFIC AGENDA ITEMS (con't)

Responsibility

ADA Compliance Report
Elevator & Escalator Service Report
Transit Adjudication Bureau Report
NYCT & MTA Bus EEO & Diversity Report, 2015 Yr End Report

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
Management & Budget
Operations Planning
Subways
Law
EEO & Human Resources

October 2016

Public Comment/Committee review of budget
2017 Preliminary NYC Transit Budget
2017 Preliminary SIR Budget
2017 Preliminary MTA Bus Budget

Management & Budget
Management & Budget
Management & Budget



2015 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes

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

NYC Transit Work Plan

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

Operations Performance Summary

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

Procurements

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

MTACC Projects Report

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

MetroCard Report

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

Service Changes

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

Tariff Changes

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

Capital Budget Modifications

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

Action Items

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

II. SPECIFIC AGENDA ITEMS

NOVEMBER 2015

Charter for Transit Committee

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

Elevator & Escalator Service Report

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

Transit Adjudication Bureau Report

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

DECEMBER 2015

NYCT 2016 Adopted Budget/Financial Plan 2016-2019

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

SIR 2016 Adopted Budget/Financial Plan 2016-2019

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

MTA 2016 Bus Adopted Budget/Financial Plan 2016-2019

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

EEO & Diversity Report, 3rd Qtr, 2015

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

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.

II. SPECIFIC AGENDA ITEMS (con't)

FEBRUARY 2016

Preliminary Review of NYC Transit's 2015 Operating Results

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

Preliminary Review of SIR 2015 Operating Results

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

Preliminary Review of MTA Bus 2015 Operating Results

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

Adopted Budget/Financial Plan 2016-2019

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

SIR Adopted Budget/Financial Plan 2016-2019

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

MTA Bus Adopted Budget/Financial Plan 2016-2019

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

Service Quality Indicators / PES Report

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

ADA Compliance Report

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

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.

II. SPECIFIC AGENDA ITEMS (con't)

EEO & Diversity Report- 2015 Year-End Report

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

MARCH 2016

No Agenda Items

APRIL 2016

Final Review of NYC Transit 2015 Operating Results

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

Final Review of SIR 2015 Operating Results

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

Final Review of MTA Bus 2015 Operating Results

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

MAY 2016

Transit Adjudication Bureau Report, 1st Qtr, 2016

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

Elevator & Escalator Service Report, 1st Qtr, 2016

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

EEO & Diversity Report, 1st Qtr, 2016

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

JUNE 2016

No Agenda Items

JULY 2016

No Agenda Items

II. SPECIFIC AGENDA ITEMS (con't)

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.

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.

II. SPECIFIC AGENDA ITEMS (con't)

OCTOBER 2016

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 SIR 2017 Preliminary Budget.

2017 MTA Bus Preliminary Budget

Public comments will be accepted on the MTA Bus 2017 Preliminary Budget.

THE METROPOLITAN TRANSPORTATION AUTHORITY

COMMITTEE ON OPERATIONS OF THE NEW YORK CITY TRANSIT AUTHORITY, THE MANHATTAN AND BRONX SURFACE TRANSIT OPERATING AUTHORITY, THE STATEN ISLAND RAPID TRANSIT OPERATING AUTHORITY AND THE MTA BUS COMPANY

This Charter for the Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, the Staten Island Rapid Transit Operating Authority and the MTA Bus Company was adopted by the Board Chair and a majority of the members of Board of the Metropolitan Transportation Authority, a public benefit corporation established under the laws of the State of New York (together with any other entity or corporation for which the members of the Metropolitan Transportation Authority serve as a board of directors, the “MTA”) on July 24, 2013.

I. PURPOSE

The Committee on Operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority, and the Staten Island Rapid Transit Operating Authority and the MTA Bus Company (the “Committee”) shall assist the Board Chair and the Board in fulfilling their responsibility to monitor and oversee the operations of the New York City Transit Authority, the Manhattan and Bronx Surface Transit Operating Authority and the Staten Island Rapid Transit Operating Authority (collectively, “NYCT”) and of the MTA Bus Company (“MTA Bus”).

II. COMMITTEE AUTHORITY

In discharging its role, the Committee is empowered to investigate any matter brought to its attention. To facilitate any such investigation, the chairperson of the Committee shall have access to all books, records, facilities and staff of the MTA, NYCT and/or MTA Bus. The foregoing is not intended to alter or curtail existing rights of individual Board members to access books, records or staff in connection with the performance of their fiduciary duties as Board members.

III. COMMITTEE MEMBERSHIP

The Committee shall consist of 3 or more members of the Board, appointed by the Board Chair. If not otherwise a member of the Committee, each Vice-Chair of the Board shall be an *ex officio* member of the Committee. The Board Chair shall appoint the chairperson and the vice-chairperson of the Committee. The vice-chairperson of the Committee shall be a person recommended to the Board by the Mayor of the City of New York. In the absence of the chairperson at a meeting of the Committee, the vice chairperson shall chair such meeting. In the absence of the chairperson and the vice chairperson, the Board Chair shall appoint a temporary chairperson to chair such meeting. A member of the Committee may be removed, for cause or without cause, by the Board Chair.

IV. COMMITTEE MEETINGS

The Committee shall meet on a regularly-scheduled basis at least 11 times per year, and more frequently as circumstances dictate. The Committee shall cause to be kept adequate minutes of all its

proceedings, which shall include records of any action taken. Committee members will be furnished with copies of the minutes of each meeting. Meetings of the Committee shall be open to the public, and the Committee shall be governed by the rules regarding public meetings set forth in the applicable provisions of the Public Authorities Law and Article 7 of the Public Officers Law that relate to public notice, public speaking and the conduct of executive session. The Committee may form and assign responsibilities to subcommittees when appropriate.

The Committee may request that any member of the Board, the Auditor General, any officer or staff of the MTA, the NYCT, MTA Bus or any other person whose advice and counsel are sought by the Committee, attend any meeting of the Committee to provide such pertinent information as the Committee requests. The President of NYCT, the President of MTA Bus , and the President of the MTA Capital Construction Company shall each (1) furnish the Committee with all material information pertinent to matters appearing on the Committee agenda relating to his or her respective organization, (2) provide the chairperson of the Committee with all information regarding the affairs of his or her respective organization that is material to the Committee's monitoring and oversight of the operations of such organization, and (3) inform the chairperson of the Committee of any matters not already on the Committee agenda that should be added to the agenda in order for the Committee to be adequately monitoring and overseeing the operations of his or her organization.

V. COMMITTEE REPORTS.

The chairperson of the Committee shall report on the Committee's proceedings, and any recommendations made.

VI. KEY RESPONSIBILITIES

The following responsibilities are set forth as a guide with the understanding that the Committee may diverge as appropriate given the circumstances. The Committee is authorized to carry out these and such other responsibilities assigned by the Board Chair or the Board from time to time, and take any actions reasonably related to the mandate of this Charter.

To fulfill its purpose, the Committee shall, with respect to NYCT and MTA Bus:

- 1 monitor and update the Board Chair and the Board on the operating performance of NYCT and MTA Bus, including information on subway, bus and paratransit service;
- 2 monitor and update the Board Chair and the Board on the safety record of NYCT and MTA Bus; such monitoring shall include reviewing and monitoring customer and employee safety as well as crime statistics;
- 3 monitor and update the Board Chair and the Board on the implementation of security programs pertaining to NYCT and MTA Bus operations and facilities;
- 4 monitor and update the Board Chair and the Board on the finances of NYCT and MTA Bus, including financial reports, ridership reports, and the use of funds by NYCT and MTA Bus;

- 5 review and make recommendations to the Board Chair and the Board regarding proposed procurement contracts of NYCT and MTA Bus that require Board approval;
- 6 review and make recommendations to the Board Chair and the Board on proposed capital projects of NYCT and MTA Bus and monitor the status of such projects;
- 7 review and make recommendations to the Board Chair and the Board regarding NYCT and MTA Bus service and policy changes that require Board approval;
- 8 facilitate the identification of approaches and solutions that address NYCT and MTA Bus security issues, including best practices in national and international security respecting transportation operations and facilities and review and make recommendations to the Board Chair and the Board regarding NYCT and MTA Bus security issues; and
- 9 review periodically with the Counsel of the MTA, the Chief Compliance Officer, and the Counsel of NYCT and MTA Bus: (i) legal and regulatory matters that may have a material impact on NYCT; and (ii) the scope and effectiveness of compliance policies and programs.

With respect to capital projects undertaken by the MTA Capital Construction Company (MTACC) on behalf of NYCT or MTA Bus:

- 1 review and make recommendations to the Board Chair and Board with respect to the proposed procurements made by the MTACC that require Board approval;
- 2 review and make recommendations to the Board Chair and the Board with respect to contract procurement solicitations that require Board approval;
- 3 monitor the progress of the capital projects undertaken by the MTACC;
- 4 monitor the budget and the schedule of capital projects undertaken by the MTACC;
- 5 monitor the progress of contract commitments and completions with respect to capital projects; and
- 6 track funding needs of capital projects as well as the availability of funds to meet such needs from all sources of funding.

In addition, the Committee shall have the following responsibilities:

- 1 conduct an annual self-evaluation of the performance of the Committee, including its effectiveness and compliance with this Charter;
- 2 review and assess the adequacy of this Charter annually; and

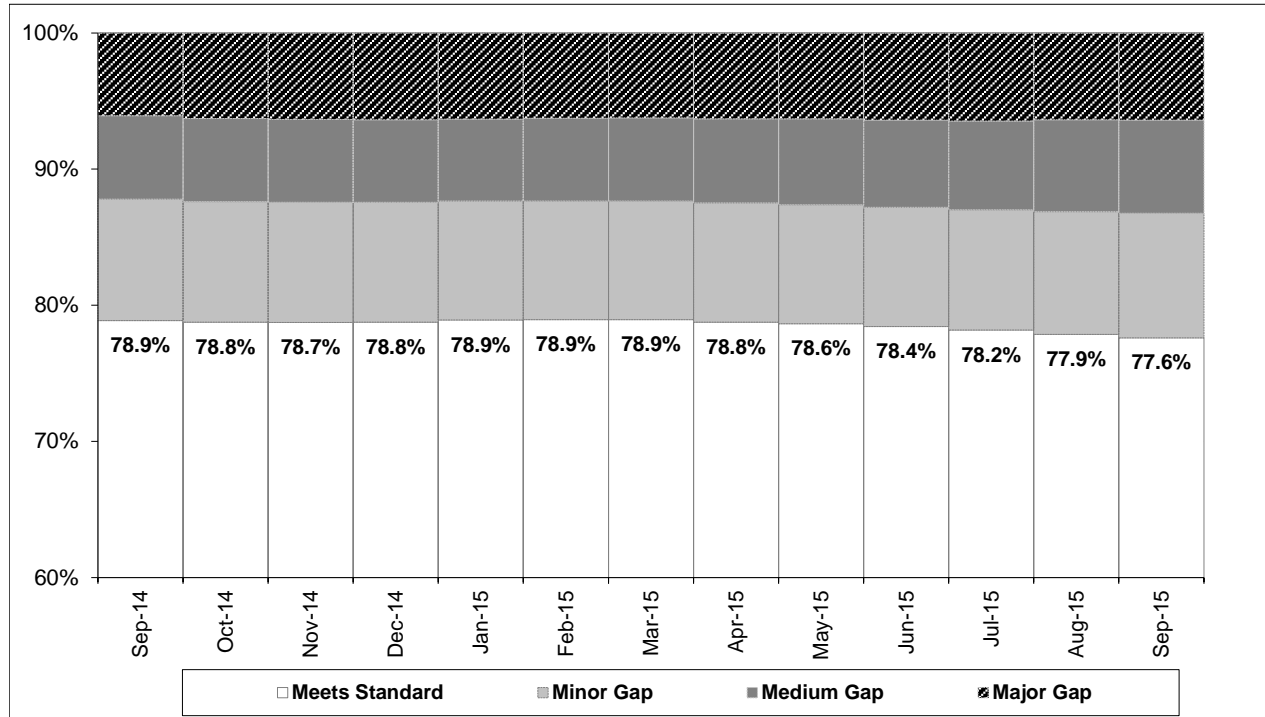
- 3 report regularly to the Board Chair and the Board on Committee findings and recommendations and any other matters the Committee deems appropriate or the Board Chair or the Board requests, and maintain minutes or other records of Committee meetings and activities.

Monthly Operations Report

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

Subway Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: September 2015			12-Month Average		
	This Year	Last Year	% Diff	This Year	Last Year	% Diff
System Weekday Wait Assessment (Charts 1-2)				77.6%	78.9%	-1.3%
A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)	72.6%	75.1%	-2.5%	72.3%	73.4%	-1.1%
A Division Weekday Wait Assessment - (All Lines)				74.8%	75.9%	-1.1%
B Division Weekday Wait Assessment	77.5%	81.2%	-3.7%	79.1%	80.5%	-1.4%
System Weekend Wait Assessment (Charts 3)				85.2%	84.6%	+0.6%
A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)	81.2%	83.4%	-2.2%	81.3%	84.5%	-3.2%
A Division Weekend Wait Assessment - (All Lines)				83.3%	85.8%	-2.5%
B Division Weekend Wait Assessment	85.4%	80.7%	+4.7%	86.5%	83.8%	+2.7%
System Weekday Terminal On-Time Performance (Charts 4-5)	69.9%	76.7%	-6.8%	70.6%	75.8%	-5.2%
A Division Weekday Terminal On-Time Performance	65.8%	73.5%	-7.7%	66.6%	70.1%	-3.5%
B Division Weekday Terminal On-Time Performance	73.3%	79.3%	-6.0%	74.0%	80.4%	-6.4%
System Number of Terminal Delays (Charts 6)	49,216	38,317	+28.4%	48,127	40,596	+18.6%
System Weekend Terminal On-Time Performance (Charts 7-8)	72.3%	79.7%	-7.4%	75.5%	82.6%	-7.1%
A Division Weekend Terminal On-Time Performance	69.5%	75.9%	-6.4%	73.5%	80.1%	-6.6%
B Division Weekend Terminal On-Time Performance	74.1%	82.2%	-8.1%	76.9%	84.2%	-7.3%
System Number of Weekend Terminal Delays (Charts 9)	13,755	9,908	+38.8%	12,588	8,774	+43.5%
Mean Distance Between Failures (Charts 10-11)	117,445	145,697	-19.4%	138,495	141,807	-2.3%
A Division Mean Distance Between Failures	112,260	147,951	-24.1%	119,173	129,239	-7.8%
B Division Mean Distance Between Failures	121,593	144,076	-15.6%	157,190	152,803	+2.9%
System Weekday Service-KPI (Charts 12-13)	76.6%	79.2%	-2.6%	76.7%	78.6%	-1.9%
A Division Weekday Service-KPI	72.5%	76.3%	-3.8%	72.6%	74.4%	-1.8%
B Division Weekday Service-KPI	79.4%	81.3%	-1.9%	79.7%	81.6%	-1.9%
System Weekday PES-KPI (Charts 14-16)				91.6%	91.1%	+0.5%
Staten Island Railway						
24 Hour On-Time Performance	96.8%	92.4%	+4.4%	94.0%	92.7%	+1.3%
AM Rush On-Time Performance	96.0%	97.1%	-1.1%	93.5%	94.0%	-0.5%
PM Rush On-Time Performance	99.3%	97.5%	+1.8%	95.3%	95.5%	-0.2%
Percentage of Completed Trips	99.9%	100.0%	-0.1%	99.8%	99.6%	+0.2%
Mean Distance Between Failures	43,081	51,368	-16.1%	50,793	62,644	-18.9%
Staten Island Railway PES-KPI (Charts 17)				90.8%	90.0%	+0.8%

Subway Weekday Wait Assessment (6 am - midnight)



Wait Assessment Definition

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

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

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

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

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

Wait Assessment Results

Systemwide*					
12-Month Average					
	<u>Meets Standard</u>	<u>GAP</u>			Annual Results (Meets Standard)
		<u>Minor</u>	<u>Medium</u>	<u>Major</u>	
Oct '14 - Sep '15	77.6%	9.2%	6.8%	6.4%	2015 GOAL: 80.7%
Oct '13 - Sep '14	78.9%	8.9%	6.1%	6.1%	2014 ACTUAL: 78.8%

Chart 1

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

Oct '14 - Sep '15					Oct '13 - Sep '14				
Line	Meets	GAP			Meets	Headways*			Standard Difference
	Standard	Minor	Medium	Major		Standard	Minor	Medium	
①	79.0%	9.1%	6.5%	5.4%	80.5%	8.3%	5.8%	5.5%	-1.5%
②	72.5%	10.0%	9.2%	8.3%	71.6%	10.2%	9.2%	9.0%	+0.9%
③	78.2%	9.4%	6.9%	5.5%	77.2%	9.9%	7.0%	5.9%	+1.0%
④	71.1%	9.6%	8.6%	10.7%	71.8%	9.7%	8.7%	9.8%	-0.7%
⑤	66.5%	10.0%	10.7%	12.9%	68.2%	10.1%	9.8%	12.0%	-1.7%
⑥	66.4%	9.6%	10.6%	13.5%	71.0%	8.5%	8.7%	11.8%	-4.6%
⑦	74.8%	10.5%	7.6%	7.1%	75.8%	9.9%	7.3%	7.1%	-1.0%
⑤ 42nd	90.2%	4.1%	2.7%	3.0%	91.2%	3.8%	1.9%	3.0%	-1.0%
Subdivision A	74.8%	9.0%	7.8%	8.3%	75.9%	8.8%	7.3%	8.0%	-1.1%
① A	67.8%	10.4%	9.4%	12.4%	69.9%	10.2%	8.2%	11.6%	-2.1%
② B	77.9%	10.1%	6.5%	5.5%	80.1%	9.9%	5.8%	4.2%	-2.2%
③ C	79.9%	10.0%	5.7%	4.4%	80.6%	9.5%	5.4%	4.5%	-0.7%
④ D	78.5%	10.1%	6.9%	4.5%	81.5%	9.3%	5.3%	3.8%	-3.0%
⑤ E	75.5%	10.5%	7.6%	6.4%	74.0%	8.8%	8.2%	9.0%	+1.5%
⑥ F	71.8%	9.9%	8.3%	10.1%	71.3%	9.1%	8.4%	11.2%	+0.5%
⑤ S Fkln	95.8%	1.9%	1.1%	1.2%	96.0%	1.7%	1.0%	1.3%	-0.2%
⑦ G	81.2%	10.4%	5.9%	2.5%	78.7%	11.1%	5.9%	4.3%	+2.5%
⑤ S Rock	91.6%	4.7%	2.3%	1.4%	89.4%	6.6%	1.8%	2.2%	+2.2%
① J Z	79.0%	10.0%	6.0%	5.0%	80.8%	9.8%	5.7%	3.6%	-1.8%
② L	79.9%	9.6%	6.7%	3.9%	81.4%	10.1%	4.3%	4.2%	-1.5%
③ M	77.2%	10.0%	7.4%	5.4%	78.8%	10.4%	6.6%	4.2%	-1.6%
④ N	77.3%	10.8%	6.9%	5.0%	81.4%	8.4%	5.4%	4.8%	-4.1%
⑤ Q	78.7%	10.3%	6.4%	4.5%	80.1%	10.3%	5.8%	3.8%	-1.4%
⑥ R	74.4%	9.8%	7.5%	8.3%	83.1%	9.5%	4.5%	3.0%	-8.7%
Subdivision B	79.1%	9.2%	6.3%	5.4%	80.5%	9.0%	5.5%	5.1%	-1.4%
Systemwide	77.6%	9.2%	6.8%	6.4%	78.9%	8.9%	6.1%	6.1%	-1.3%

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

* Headway
Definitions

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

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

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

Subway Weekend Wait Assessment (6 am - midnight)

Oct '14 - Sep '15					Oct '13 - Sep '14				
Line	Meets Standard	Headways*			Meets Standard	Headways*			Standard Difference
		Minor	Medium	Major		Minor	Medium	Major	
①	88.4%	6.6%	3.4%	1.6%	89.0%	6.0%	3.0%	2.0%	-0.6%
②	79.1%	10.4%	6.7%	3.8%	81.5%	9.7%	5.8%	3.0%	-2.4%
③	86.4%	7.6%	3.7%	2.2%	88.5%	6.7%	2.9%	1.9%	-2.1%
④	74.0%	10.1%	8.4%	7.6%	79.5%	9.7%	6.3%	4.5%	-5.5%
⑤	83.9%	7.4%	4.6%	4.0%	84.1%	8.0%	4.7%	3.2%	-0.2%
⑥	76.4%	9.8%	7.8%	6.1%	84.2%	7.8%	4.8%	3.2%	-7.8%
⑦	79.8%	10.5%	4.8%	4.9%	81.2%	10.5%	5.4%	2.9%	-1.4%
⑤ 42nd	98.9%	0.6%	0.2%	0.4%	98.3%	0.9%	0.3%	0.5%	+0.6%
Sub Division A	83.3%	7.9%	4.9%	3.8%	85.8%	7.4%	4.2%	2.6%	-2.5%
①	73.9%	10.3%	7.4%	8.4%	80.2%	10.1%	5.0%	4.7%	-6.3%
③	81.5%	9.6%	4.5%	4.5%	76.5%	9.5%	9.2%	4.9%	+5.0%
④	86.2%	6.4%	3.7%	3.7%	82.1%	9.9%	6.0%	2.1%	+4.1%
⑤	81.3%	9.0%	4.6%	5.1%	83.8%	8.6%	4.8%	2.8%	-2.5%
⑥	87.4%	7.7%	1.8%	3.0%	77.3%	10.2%	6.4%	6.0%	+10.1%
⑤ Fkln	93.9%	4.0%	1.0%	1.0%	96.1%	2.9%	0.4%	0.7%	-2.2%
⑦	92.5%	5.0%	1.8%	0.7%	86.0%	8.9%	2.4%	2.7%	+6.5%
① ②	90.3%	7.0%	1.8%	0.8%	92.7%	4.8%	1.8%	0.7%	-2.4%
③	86.6%	7.6%	3.8%	2.0%	84.1%	7.9%	4.0%	4.0%	+2.5%
⑤	88.4%	7.0%	3.2%	1.4%	80.5%	9.8%	5.9%	3.9%	+7.9%
⑦	86.6%	7.2%	3.7%	2.5%	86.4%	8.6%	4.3%	0.7%	+0.2%
⑧	89.4%	4.3%	3.3%	3.0%	79.7%	11.9%	4.8%	3.7%	+9.7%
Sub Division B	86.5%	7.1%	3.4%	3.0%	83.8%	8.6%	4.6%	3.1%	+2.7%
Systemwide	85.2%	7.4%	4.0%	3.3%	84.6%	8.1%	4.4%	2.9%	+0.6%

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

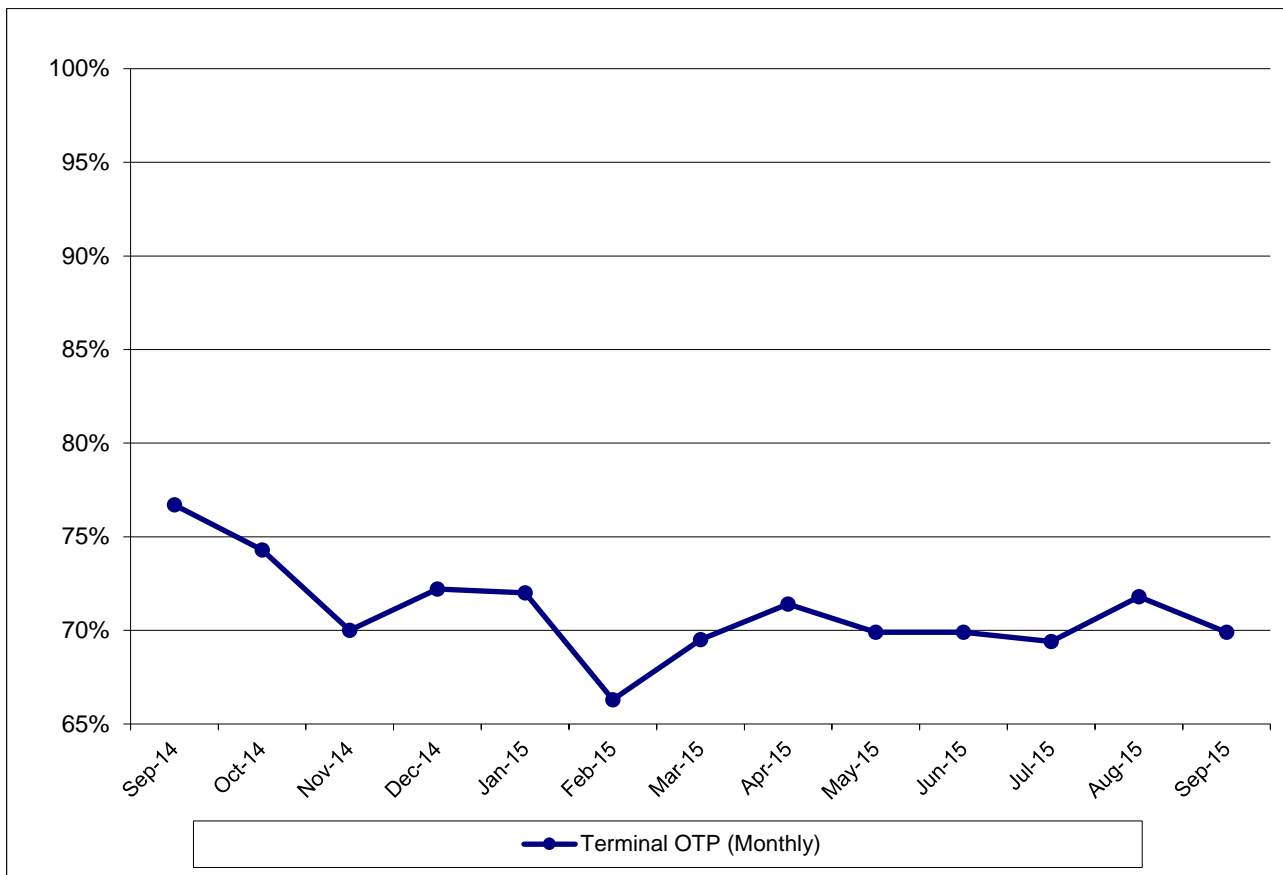
* Headway
Definitions

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

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

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

Weekday Terminal On-Time Performance (24 hours)



Weekday Terminal On-Time Performance Definition

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

Weekday Terminal On-Time Performance Results

Systemwide

Monthly Results

Sep 2015: 69.9%
 Sep 2014: 76.7%
 12-Mon Avg: 70.6%
 (Oct '14-Sep '15)

Subdivision A

Monthly Results

Sep 2015: 65.8%
 Sep 2014: 73.5%
 12-Mon Avg: 66.6%
 (Oct '14-Sep '15)

Subdivision B

Monthly Results

Sep 2015: 73.3%
 Sep 2014: 79.3%
 12-Mon Avg: 74.0%
 (Oct '14-Sep '15)

Discussion of Results

In September 2015, Over Crowding (17,552 delays), Right-Of-Way (8,331 delays), and Track Gangs (6,875 delays) were the highest categories of delays, representing 66.6% of the total 49,216 delays.

Chart 4

Weekday Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Oct '14 - Sep '15</u>	<u>Oct '13 - Sep '14</u>	<u>% Difference</u>
1	77.5%	80.2%	-2.7%
2	45.0%	47.0%	-2.0%
3	66.8%	65.9%	+0.9%
4	44.2%	46.2%	-2.0%
5	40.9%	45.3%	-4.4%
6	47.4%	57.5%	-10.1%
7	83.3%	87.9%	-4.6%
S 42 St	98.3%	97.7%	+0.6%
Subdivision A	66.6%	70.1%	-3.5%
A	66.9%	75.2%	-8.3%
B	75.8%	75.5%	+0.3%
C	80.8%	85.6%	-4.8%
D	74.6%	76.5%	-1.9%
E	71.0%	72.8%	-1.8%
F	58.9%	55.5%	+3.4%
S Fkln	99.6%	98.9%	+0.7%
G	68.0%	81.1%	-13.1%
S Rock	95.5%	95.5%	0.0%
J Z	77.6%	88.3%	-10.7%
L	92.5%	93.7%	-1.2%
M	71.0%	77.2%	-6.2%
N	67.0%	75.5%	-8.5%
Q	71.1%	81.7%	-10.6%
R	60.8%	88.1%	-27.3%
Subdivision B	74.0%	80.4%	-6.4%
Systemwide	70.6%	75.8%	-5.2%

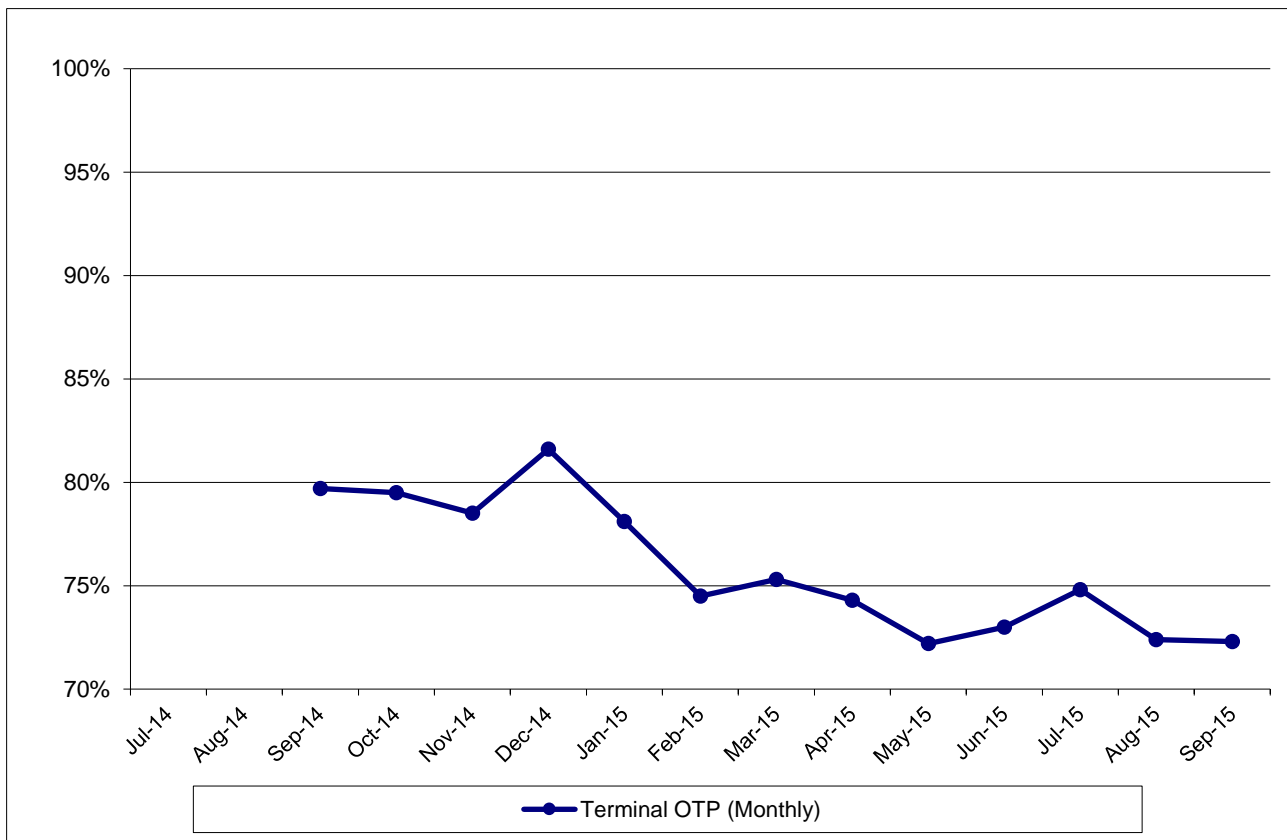
Chart 5

September 2015 Weekday Terminal Delays Systemwide Summary

Categories	Delays
Over Crowding	17,552
ROW Delays	8,331
Track Gangs	6,875
Work Equipment/G. O.	3,339
Car Equipment	2,943
Sick Customer	2,370
Unruly Customer	1,696
Operational Diversions	1,651
Employee	1,276
Police	1,123
Fire	1,083
Inclement Weather	335
Infrastructure	281
External	238
Collision/Derailment	120
Total Delays	49,216

* 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

Sep 2015: 72.3%
Sep 2014: 79.7%
12-Mon Avg: 75.5%
(Oct '14-Sep '15)

Subdivision A Monthly Results

Sep 2015: 69.5%
Sep 2014: 75.9%
12-Mon Avg: 73.5%
(Oct '14-Sep '15)

Subdivision B Monthly Results

Sep 2015: 74.1%
Sep 2014: 82.2%
12-Mon Avg: 76.9%
(Oct '14-Sep '15)

Discussion of Results

In September 2015, Work Equipment G.O. (3,333 delays), Over Crowding (3,040 delays), and Track Gangs (2,254 delays) were the highest categories of delays, representing 62.7% of the total 13,755 delays.

Weekend Terminal On-Time Performance (24 hours)

<u>Line</u>	<u>Oct '14 - Sep '15</u>	<u>Oct '13 - Sep '14</u>	<u>% Difference</u>
1	88.0%	87.7%	+0.3%
2	44.7%	47.0%	-2.3%
3	66.0%	78.2%	-12.2%
4	48.7%	66.9%	-18.2%
5	75.9%	74.3%	+1.6%
6	59.0%	73.5%	-14.5%
7	89.1%	93.7%	-4.6%
S 42 St	99.6%	99.3%	+0.3%
Subdivision A	73.5%	80.1%	-6.6%
A	61.2%	77.6%	-16.4%
C	64.4%	74.1%	-9.7%
D	70.1%	85.1%	-15.0%
E	61.1%	72.3%	-11.2%
F	50.9%	53.7%	-2.8%
S Fkln	99.6%	99.0%	+0.6%
G	84.4%	90.8%	-6.4%
S Rock	97.5%	97.5%	0.0%
J Z	90.8%	95.7%	-4.9%
L	90.5%	96.2%	-5.7%
M	96.3%	97.9%	-1.6%
N	69.3%	80.4%	-11.1%
O	81.0%	90.4%	-9.4%
R	71.9%	75.6%	-3.7%
Subdivision B	76.9%	84.2%	-7.3%
Systemwide	75.5%	82.6%	-7.1%

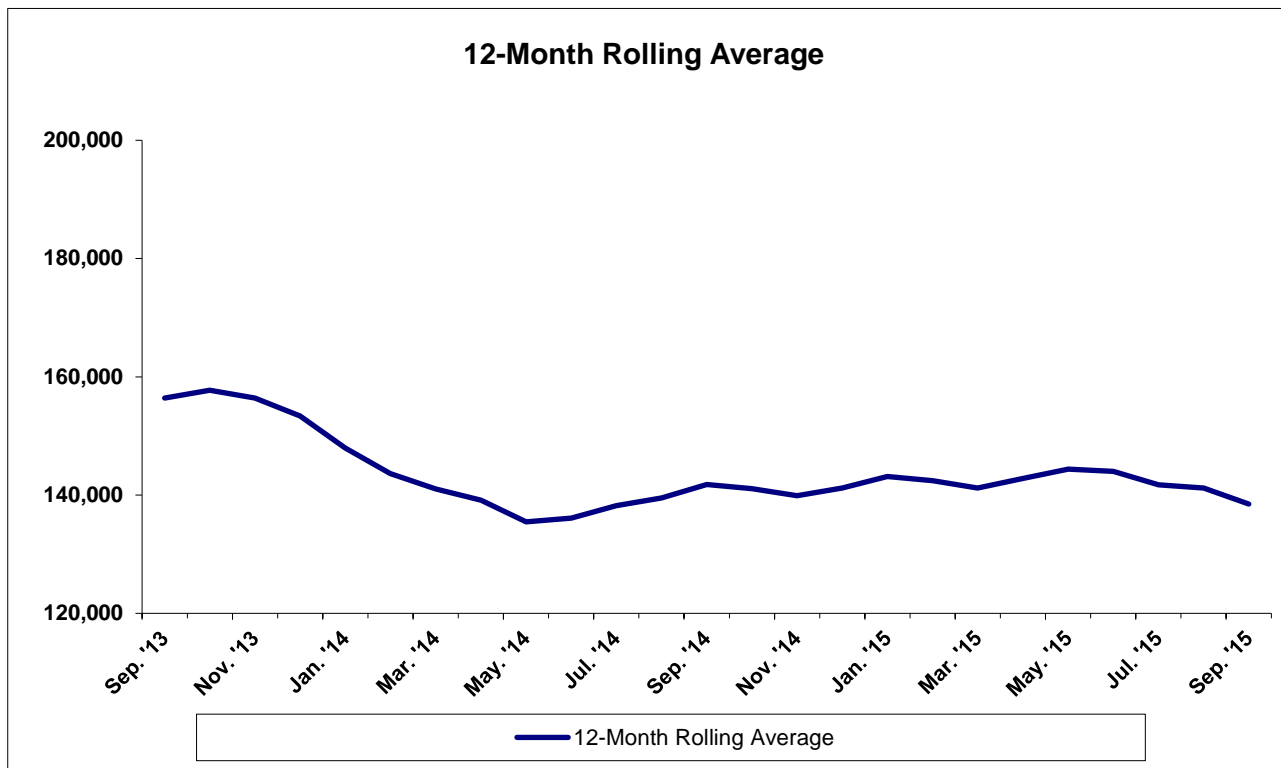
Chart 8

September 2015 Weekend Terminal Delays Systemwide Summary

Categories	Delays
Work Equipment/G. O.	3,333
Over Crowding	3,040
Track Gangs	2,254
ROW Delays	1,814
Unruly Customer	708
Sick Customer	591
Police	465
Operational Diversions	462
Employee	389
Car Equipment	350
Fire	221
External	90
Infrastructure	26
Inclement Weather	14
Total Delays	<u><u>13,755</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

Sept 2015: 117,445

Sept 2014: 145,697

12-Month Average

Oct 14 - Sept 15: 138,495

Oct 13 - Sept 14: 141,807

Annual Result

2015 Goal: 150,000

2014 Actual: 141,202

Discussion of Results

MDBF in September 2015 decreased 19.4% from September 2014. Over the past year, the MDBF 12-month average decreased 2.3.%.

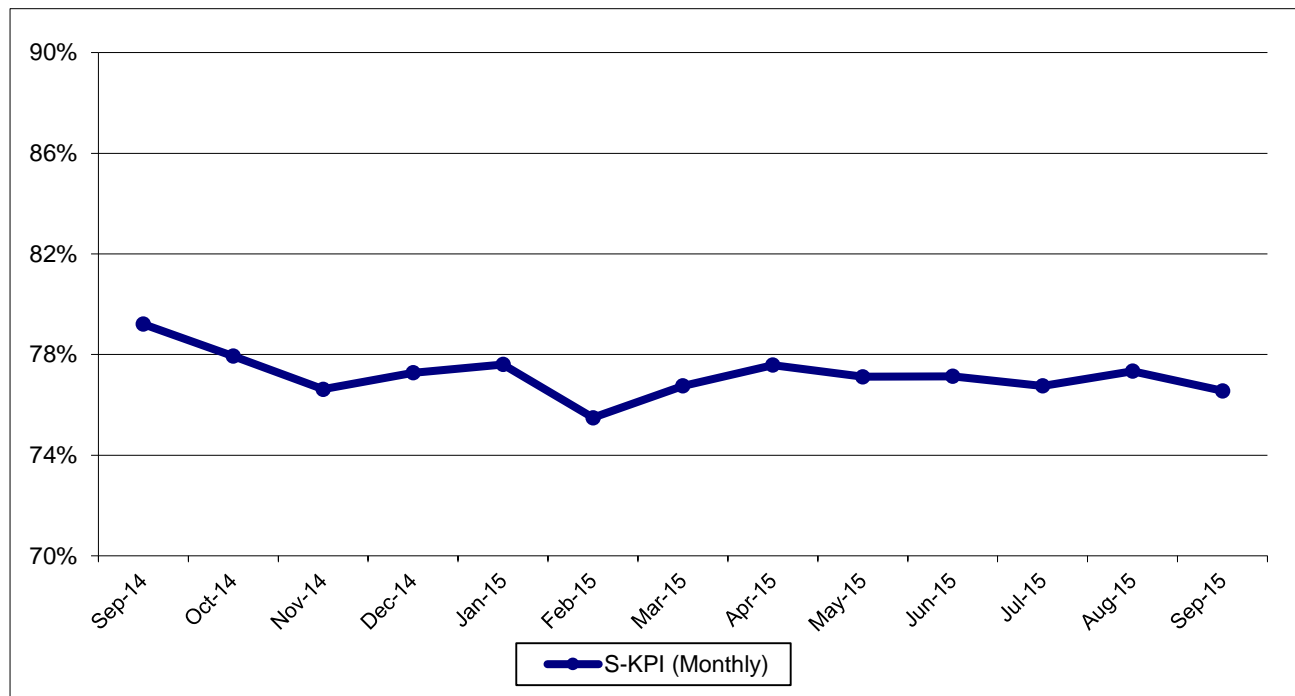
Car Reliability

Mean Distance Between Failures (Miles)

12-Month Average MDBF

Car Class	# of Cars	September '15	September '14	% Change
R32	222	52,418	54,710	-4.19%
R42	50	55,975	40,272	38.99%
R46	752	106,217	85,148	24.74%
R62	315	191,901	235,535	-18.53%
R62A	824	102,412	132,988	-22.99%
R68	425	135,299	153,703	-11.97%
R68A	200	101,104	87,231	15.90%
R142	1,030	161,375	136,416	18.30%
R142A	315	68,424	89,431	-23.49%
R143	212	69,332	91,137	-23.93%
R160	1,662	378,663	390,471	-3.02%
R188	363	129,311	N/A	N/A
FLEET	6,370	138,495	141,807	-2.34%

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

Sep. 2015: 76.6%
 Sep. 2014: 79.2%
 12 Mon Avg: 76.7%
 (Oct '14 - Sep '15)

Subdivision A

Monthly Results

Sep. 2015: 72.5%
 Sep. 2014: 76.3%
 12 Mon Avg: 72.6%
 (Oct '14 - Sep '15)

Subdivision B

Monthly Results

Sep. 2015: 79.4%
 Sep. 2014: 81.3%
 12 Mon Avg: 79.7%
 (Oct '14 - Sep '15)

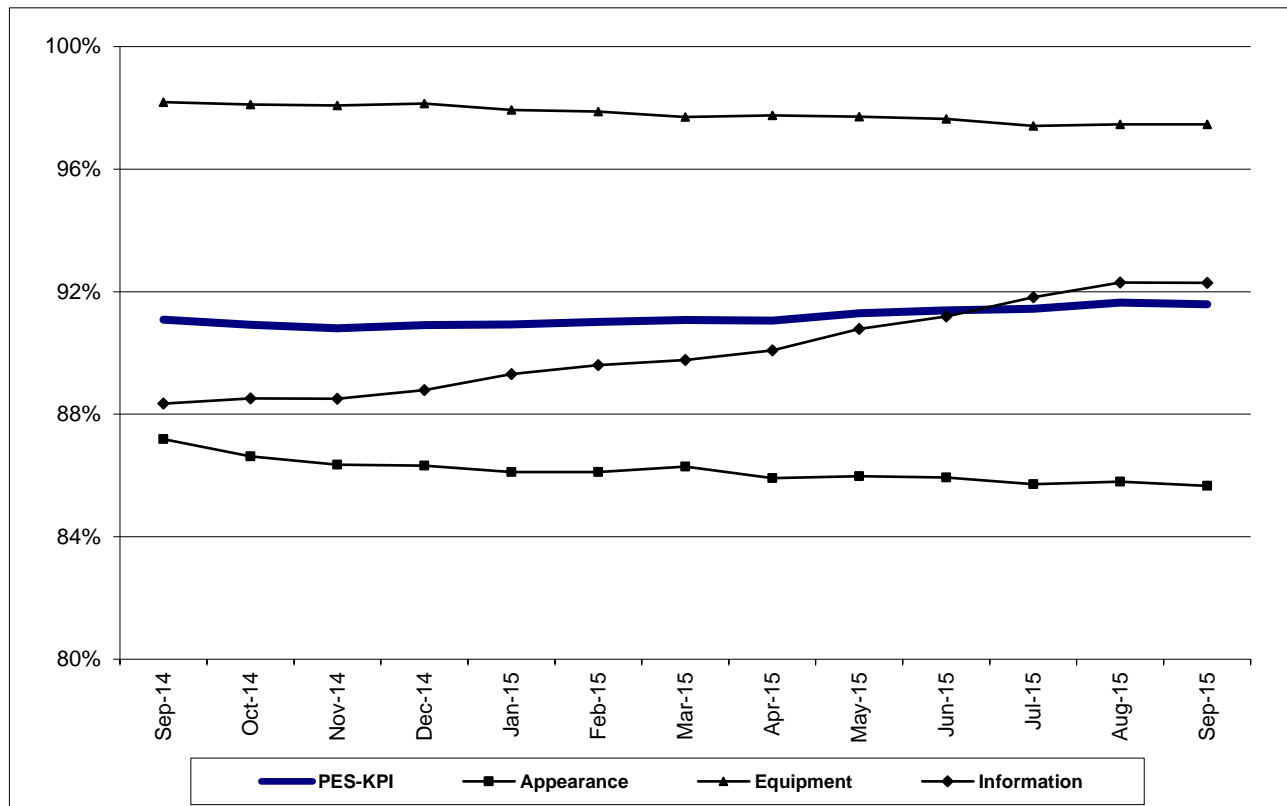
Chart 12

Service - Key Performance Indicator (S-KPI)

<u>Line</u>	<u>Oct '14 - Sep '15</u>	<u>Oct '13 - Sep '14</u>	<u>% Difference</u>
①	78.4%	79.9%	-1.5%
②	67.0%	64.9%	+2.1%
③	77.0%	76.1%	+0.9%
④	62.2%	63.8%	-1.6%
⑤	62.2%	62.4%	-0.2%
⑥	58.6%	65.4%	-6.8%
⑦	79.6%	81.8%	-2.2%
⑤ 42nd	86.2%	85.2%	+1.0%
SubDivision A	72.6%	74.4%	-1.8%
①	68.0%	69.7%	-1.7%
②	76.1%	76.9%	-0.8%
③	76.6%	77.8%	-1.2%
④	79.4%	81.9%	-2.5%
⑤	76.6%	76.2%	+0.4%
⑥	70.7%	69.5%	+1.2%
⑤ Fkln	89.8%	90.0%	-0.2%
⑦	75.1%	76.1%	-1.0%
⑤ Rock	86.9%	85.8%	+1.1%
① ②	77.1%	83.6%	-6.5%
③	80.7%	82.5%	-1.8%
④	77.6%	80.5%	-2.9%
⑤	76.5%	81.5%	-5.0%
⑥	78.6%	82.6%	-4.0%
⑦	70.8%	86.3%	-15.5%
SubDivision B	79.7%	81.6%	-1.9%
Systemwide	76.7%	78.6%	-1.9%

Chart 13

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



PES-KPI Definition

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

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

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

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

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

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
September 2015:	91.6%	85.7%	97.5%	92.3%
September 2014:	91.1%	87.2%	98.2%	88.3%
% Difference:	+0.5%	-1.5%	-0.7%	+4.0%

Chart 14

PES-KPI - Subway Car

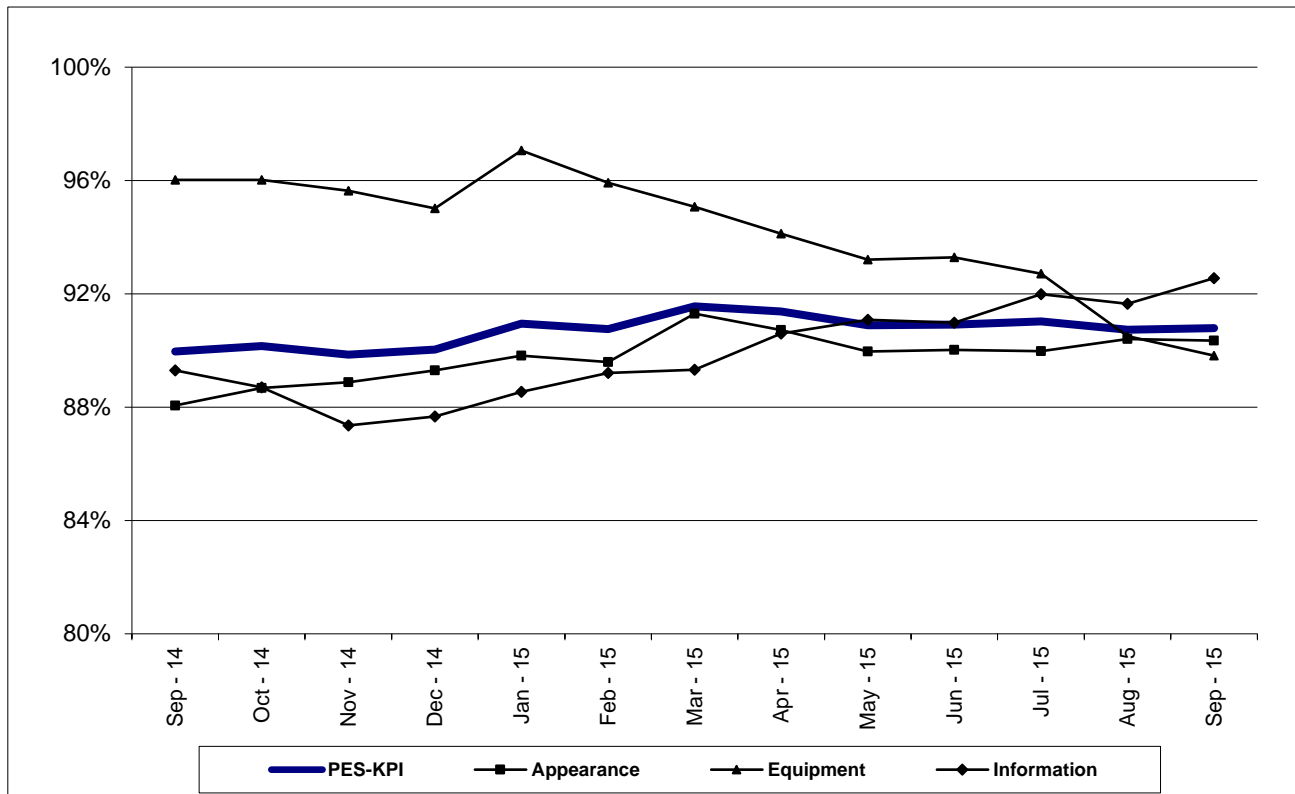
Line	September 2015				September 2014				% Difference
	KPI	Appearance	Equipment	Information	KPI	Appearance	Equipment	Information	KPI
①	93.9%	95.4%	94.1%	92.2%	92.8%	93.2%	93.4%	91.8%	+1.1%
②	94.8%	92.3%	97.3%	95.0%	96.7%	92.5%	98.9%	98.8%	-1.9%
③	95.2%	96.5%	97.3%	91.7%	95.4%	95.1%	98.5%	92.7%	-0.2%
④	94.9%	92.9%	96.0%	96.0%	95.6%	92.9%	97.7%	96.3%	-0.7%
⑤	95.7%	93.0%	97.4%	96.9%	95.6%	93.6%	97.8%	95.6%	+0.1%
⑥	94.9%	95.0%	95.8%	93.9%	95.0%	90.6%	97.2%	97.4%	-0.1%
⑦	96.9%	97.2%	98.5%	95.1%	95.4%	96.4%	98.2%	91.7%	+1.5%
⑤ 42nd	93.8%	95.4%	93.2%	92.7%	96.0%	95.9%	98.9%	93.1%	-2.2%
SubDivision A	95.0%	94.4%	96.4%	94.1%	95.1%	93.4%	97.2%	94.7%	-0.1%
①	93.8%	92.9%	95.0%	93.5%	95.6%	94.8%	97.1%	94.8%	-1.8%
②	91.8%	91.6%	92.2%	91.6%	94.2%	93.7%	95.9%	92.9%	-2.4%
③	94.4%	93.6%	96.1%	93.5%	95.2%	94.4%	99.0%	92.3%	-0.8%
④	91.1%	89.2%	92.6%	91.5%	94.0%	93.1%	96.8%	92.1%	-2.9%
⑤	96.9%	94.1%	98.2%	98.5%	96.2%	94.0%	99.3%	95.2%	+0.7%
⑥	95.1%	91.6%	98.0%	95.8%	94.9%	92.7%	99.2%	93.0%	+0.2%
⑤ Fkln	93.4%	92.6%	94.0%	93.5%	92.9%	93.6%	95.2%	89.9%	+0.5%
⑦	94.0%	94.3%	94.5%	93.1%	94.6%	94.2%	95.4%	94.2%	-0.6%
①/②	96.8%	94.6%	98.8%	97.1%	95.0%	92.0%	95.4%	97.7%	+1.8%
③	94.8%	91.0%	95.8%	97.8%	95.7%	92.2%	97.7%	97.3%	-0.9%
④	95.1%	89.9%	96.5%	99.2%	96.6%	92.3%	99.1%	98.4%	-1.5%
⑤	96.2%	92.3%	97.2%	99.2%	95.2%	89.3%	98.9%	97.5%	+1.0%
⑥	95.6%	89.2%	98.4%	99.5%	95.1%	88.7%	99.7%	96.9%	+0.5%
⑦	94.8%	93.3%	97.5%	93.8%	96.2%	91.7%	98.4%	98.6%	-1.4%
SubDivision B	94.6%	92.1%	96.2%	95.7%	95.2%	92.5%	97.9%	95.4%	-0.6%
Systemwide	94.8%	92.9%	96.3%	95.1%	95.2%	92.8%	97.6%	95.1%	-0.4%

Chart 15

PES-KPI - Station

<u>Borough</u>	September 2015				September 2014				% Difference
	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>	<u>KPI</u>
Bronx	86.5%	75.3%	98.2%	88.0%	86.8%	81.8%	98.2%	81.4%	-0.3%
Manhattan	87.4%	77.3%	98.7%	88.3%	86.3%	79.3%	98.7%	82.5%	+1.1%
Brooklyn	88.9%	79.7%	98.3%	90.3%	87.0%	84.2%	98.9%	78.7%	+1.9%
Queens	90.7%	83.8%	99.5%	90.2%	88.0%	82.3%	99.0%	84.1%	+2.7%
Systemwide	88.4%	79.0%	98.7%	89.3%	87.0%	82.0%	98.8%	81.4%	+1.4%

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



PES-KPI Definition

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

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

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

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

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

SIR PES-KPI Results

	<u>PES-KPI</u>	<u>Appearance</u>	<u>Equipment</u>	<u>Information</u>
September 2015:	90.8%	90.3%	89.8%	92.6%
September 2014:	90.0%	88.1%	96.0%	89.3%
% Difference:	+0.8%	+2.2%	-6.2%	+3.3%

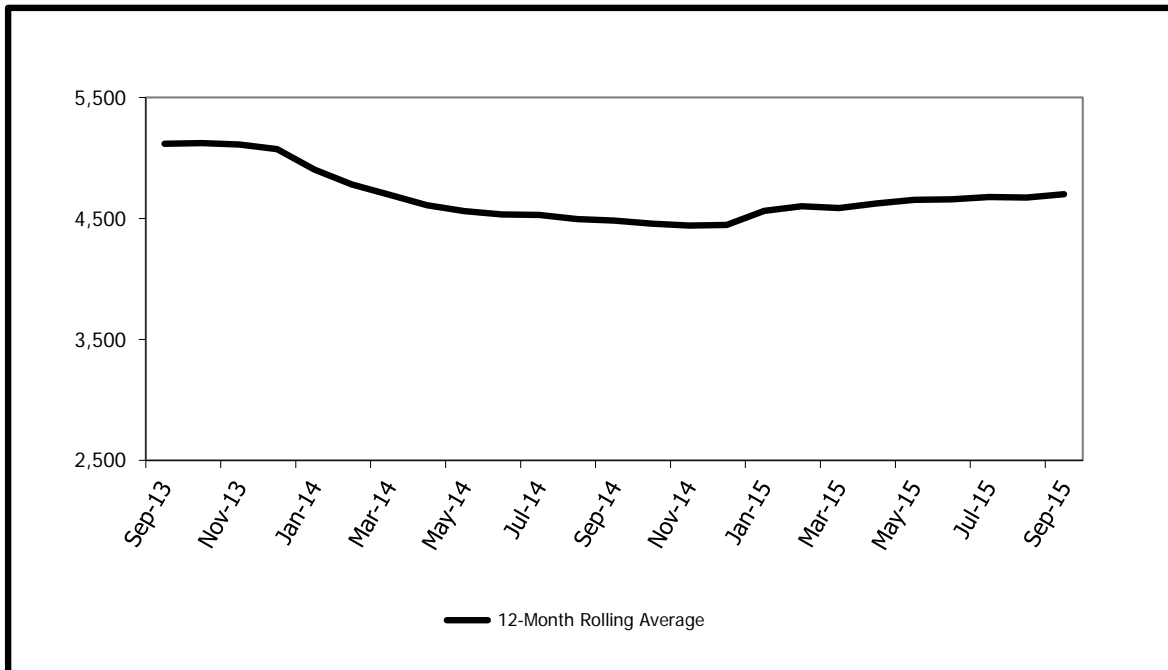
Chart 17

Monthly Operations Report

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

MTA Bus Operations - Fixed Route Monthly Operations Report Service Indicators						
Performance Indicator	Current Month: September 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
System MDBF (chart 1)	5,039	4,677	+7.7%	4,700	4,482	+4.9%
NYCT Bus	4,827	4,457	+8.3%	4,457	4,285	+4.0%
MTA Bus	5,864	5,561	+5.4%	5,688	5,254	+8.3%
System MDBSI (chart 2)	2,542	2,553	-0.4%	2,446	2,415	+1.3%
NYCT Bus	2,417	2,465	-1.9%	2,355	2,389	-1.4%
MTA Bus	3,049	2,883	+5.8%	2,788	2,505	+11.3%
System Trips Completed (chart 3)	99.28%	99.17%	+0.1%	98.86%	98.88%	-0.0%
NYCT Bus	99.28%	99.19%	+0.1%	98.93%	99.06%	-0.1%
MTA Bus	99.28%	99.08%	+0.2%	98.55%	98.15%	+0.4%
System AM Pull Out (chart 4)	99.88%	99.67%	+0.2%	99.48%	99.29%	+0.2%
NYCT Bus	99.90%	99.66%	+0.2%	99.54%	99.54%	+0.0%
MTA Bus	99.80%	99.70%	+0.1%	99.27%	98.42%	+0.9%
System PM Pull Out (chart 5)	99.92%	99.82%	+0.1%	99.72%	99.55%	+0.2%
NYCT Bus	99.95%	99.86%	+0.1%	99.86%	99.80%	+0.1%
MTA Bus	99.82%	99.67%	+0.1%	99.22%	98.66%	+0.6%
System Buses> = 12 years	27%	28%				
NYCT Bus	30%	32%				
MTA Bus	14%	12%				
System Fleet Age	8.84	8.65				
NYCT Bus	8.78	8.82				
MTA Bus	9.04	8.06				
Paratransit						
% of Trips Completed	94.60%	94.35%	+0.3%	94.58%	94.01%	+0.6%
Trips Requested	636,886	649,832	-2.0%	652,063	653,209	-0.2%
Trips Scheduled	548,340	574,757	-4.6%	562,059	572,443	-1.8%
Trips Completed	518,732	542,257	-4.3%	531,578	538,136	-1.2%
Early Cancellations as a Percentage of Trips Requested	13.12%	10.70%	+2.4%	13.04%	11.56%	+1.5%
Late Cancellations as a Percentage of Trips Scheduled	2.85%	3.57%	-0.7%	2.98%	3.83%	-0.9%
No-Shows (Passenger) as a Percentage of Trips Scheduled	1.59%	1.32%	+0.3%	1.55%	1.47%	+0.1%
No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled	0.96%	0.77%	+0.2%	0.90%	0.70%	+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%	0.85%	-0.1%	0.77%	0.80%	-0.0%
New Applications Received	2,940	2,848	+3.2%	3,064	3,029	+1.2%

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

September 2015: 5,039
September 2014: 4,677

12-Month Average

October 14 - September 15 4,700
October 14 - September 15 4,482

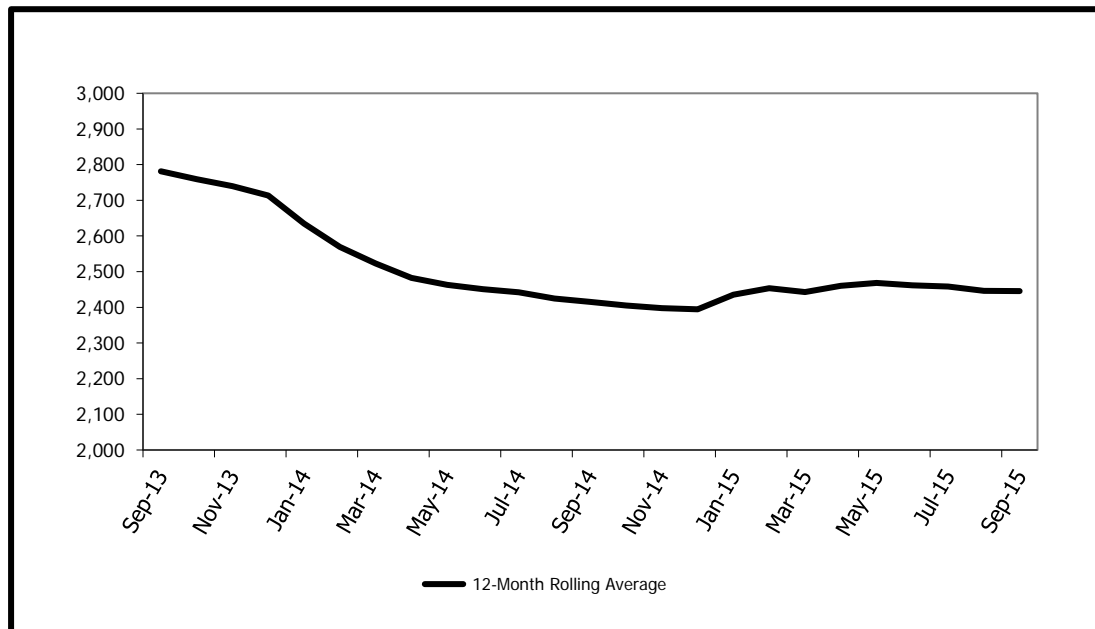
Annual Results

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

September 2015: 2,542
September 2014: 2,553

12-Month Average

October 14 - September 15 2,446
October 14 - September 15 2,415

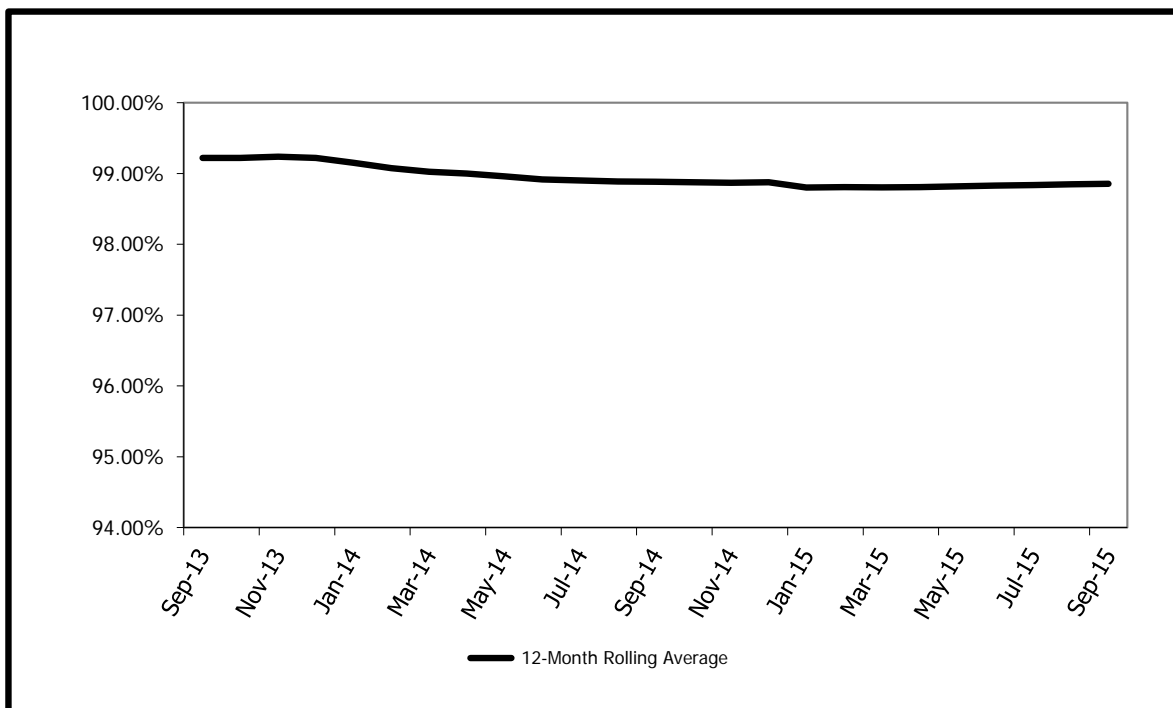
Annual Results

2015 YTD: 2,411
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

September 2015: 99.28%

September 2014: 99.17%

12-Month Average

October 14 - September 15 98.86%

October 14 - September 15 98.88%

Annual Results

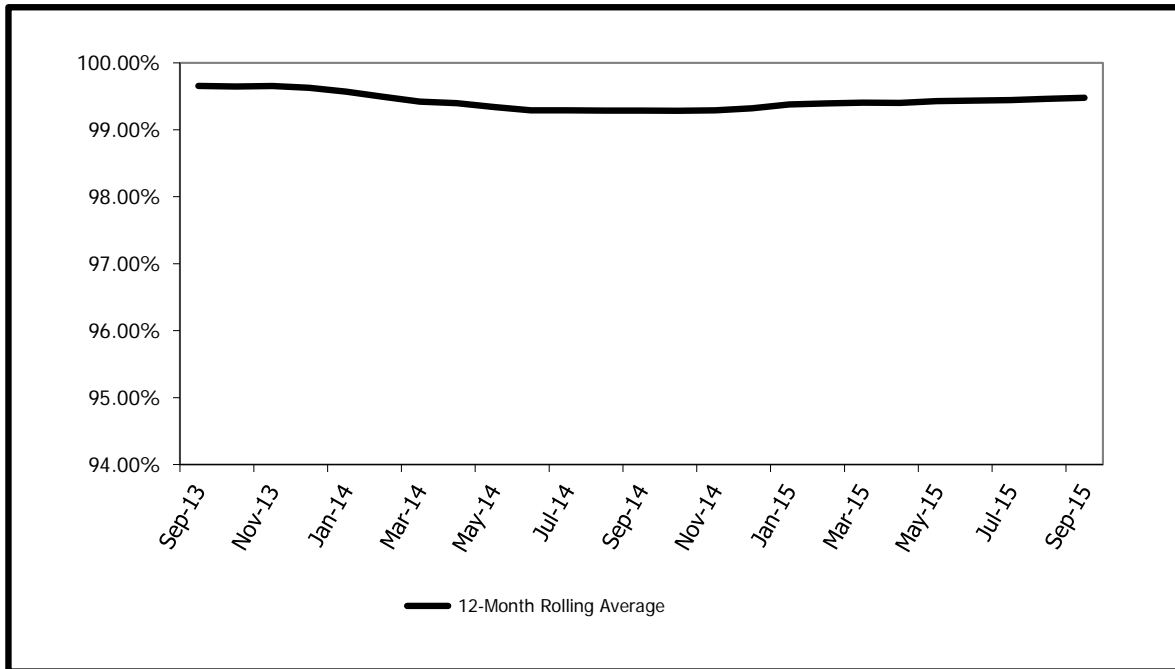
2015 YTD: 98.78%

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

September 2015: 99.88%

September 2014: 99.67%

12-Month Average

October 14 - September 15

October 14 - September 15

99.48%

99.29%

Annual Results

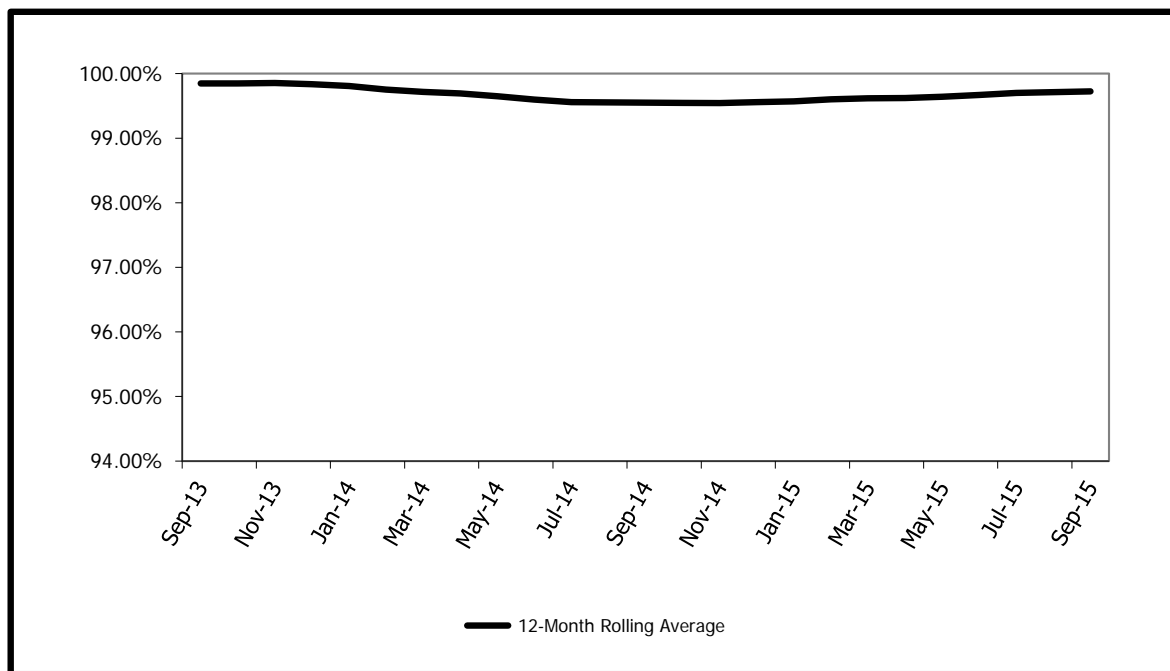
2015 YTD: 99.44%

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

September 2015: 99.92%

October 14 - September 15

99.72%

2015 YTD:

99.72%

September 2014: 99.82%

October 14 - September 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 September 2015 are shown below.

Safety Report						
Performance Indicator	Current Month: September 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Subway Customer Accidents per Million Customers ^{1,5} (chart 1)	2.22	2.48	-10.6%	2.59	2.62	-1.1%
Subway Customer Injuries per Million Customers ^{1,5} (chart 2)	2.20	2.50	-11.9%	2.57	2.65	-3.0%
Subway Collisions ^{2,4} (chart 3)	0	0	N/A	0	1	-100.0%
Subway Derailments ^{2,4} (chart 4)	0	0	N/A	2	2	0.0%
Subway Fires ² (charts 5-6)	86	72	+19.4%	1,044	986	+5.9%
Subway Employee On-Duty Lost-Time Accidents per 100 Employees (chart 12)	3.20	2.38	+34.7%	2.82	2.63	+7.2%

Bus Collisions Per Million Miles (chart 7)						
Regional	52.86	51.40	+2.8%	51.45	49.41	+4.1%
NYCT Bus	54.34	52.23	+4.1%	52.92	50.31	+5.2%
MTA Bus	48.12	48.75	-1.3%	46.78	46.53	+0.5%
Bus Collision Injuries per Million Miles (chart 8)						
Regional	6.06	7.26	-16.5%	6.34	6.36	-0.4%
NYCT Bus	6.42	6.76	-5.0%	6.73	6.56	+2.5%
MTA Bus	4.91	8.89	-44.8%	5.09	5.73	-11.1%
Bus Customer Accidents Per Million Customers (chart 9)						
Regional	1.22	1.12	+8.3%	1.12	1.07	+4.5%
NYCT Bus	1.23	1.16	+5.8%	1.17	1.13	+3.7%
MTA Bus	1.14	0.90	+26.1%	0.86	0.77	+12.1%
Bus Customer Accident Injuries Per Million Customers (chart 10)						
Regional	1.26	1.14	+11.0%	1.19	1.13	+5.1%
NYCT Bus	1.29	1.18	+8.9%	1.25	1.19	+4.9%
MTA Bus	1.14	0.90	+26.1%	0.89	0.83	+7.3%
Bus Employee Lost Time Accidents per 100 Employees (chart 11)						
NYCT Bus	5.38	5.46	-1.5%	5.55	5.48	+1.2%
MTA Bus	5.84	9.53	-38.7%	7.20	7.75	-7.2%
Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12)	3.54	3.11	+13.8%	3.41	3.29	+3.6%

Subways Crime Report						
Performance Indicator	Current Month: October 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachments 1-3)	225	217	+3.7%	1,994	1,851	+7.7%
Robberies ^{3,4}	43	36	+19.4%	422	351	+20.2%

SIR Crime Report						
Performance Indicator	Current Month: October 2015			12-Month Average		
	This Year	Last Year	% Change	This Year	Last Year	% Change
Major Felonies ^{3,4} (Attachment 4)	0	3	+100.0%	16	21	-23.8%
Robberies ^{3,4}	0	1	-100.0%	7	13	-46.2%

¹ Current month data are for August 2015.

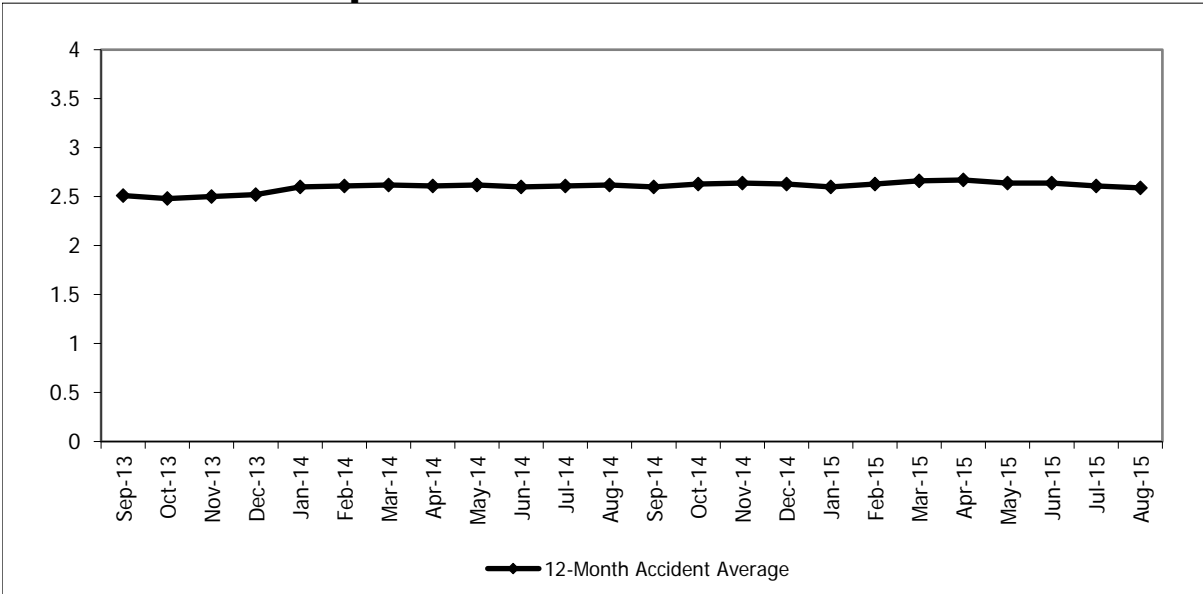
² 12-month figures shown are totals rather than averages.

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 October 2015.

Subway Customer Accidents/Injuries per Million Customers



Monthly Results

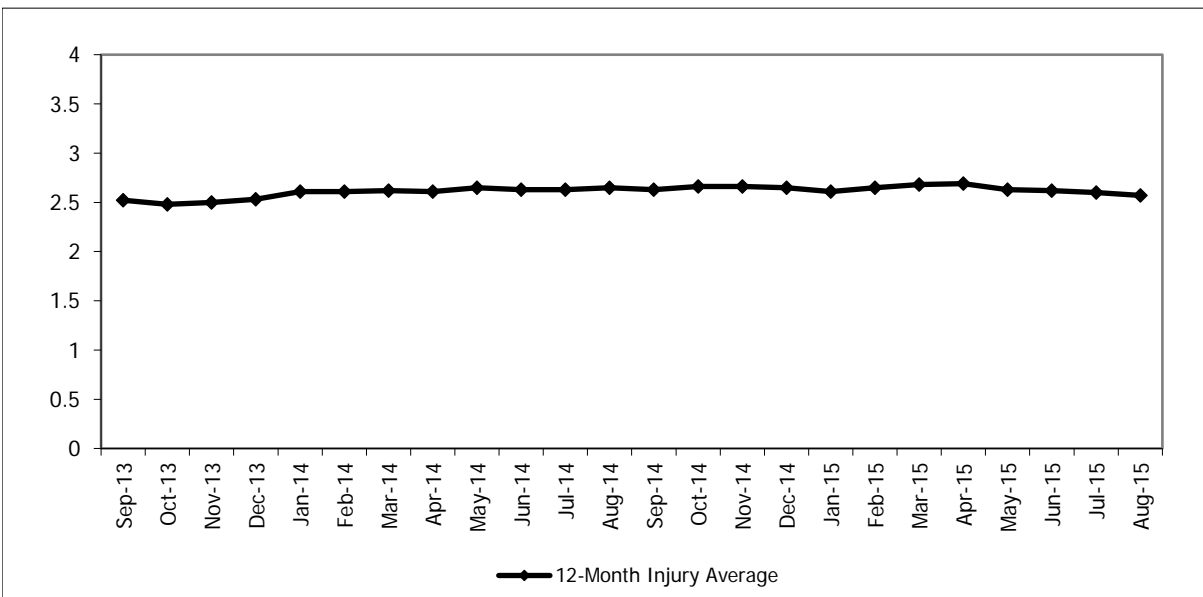
Aug 2015: 2.22
Aug 2014: 2.48

12-Month Average

Sep 14 – Aug 15: 2.59
Sep 13 – Aug 14: 2.62

Annual Results

2015 YTD: 2.60
2014 Actual: 2.63



Monthly Results

Aug 2015: 2.20
Aug 2014: 2.50

12-Month Average

Sep 14 – Aug 15: 2.57
Sep 13 – Aug 14: 2.65

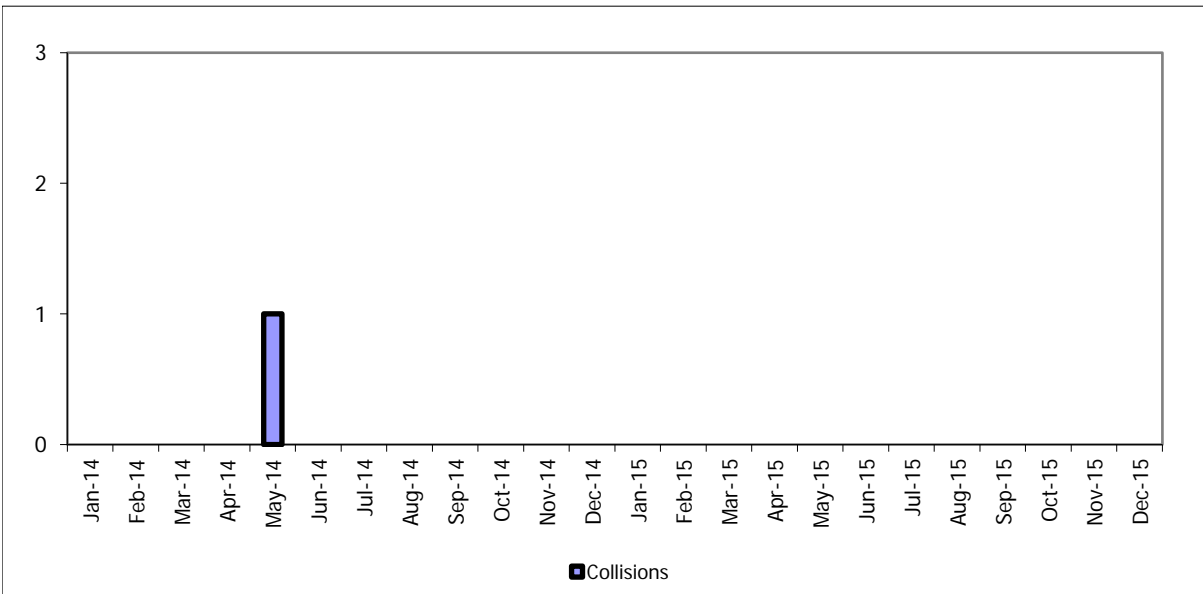
Annual Results

2015 YTD: 2.59
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

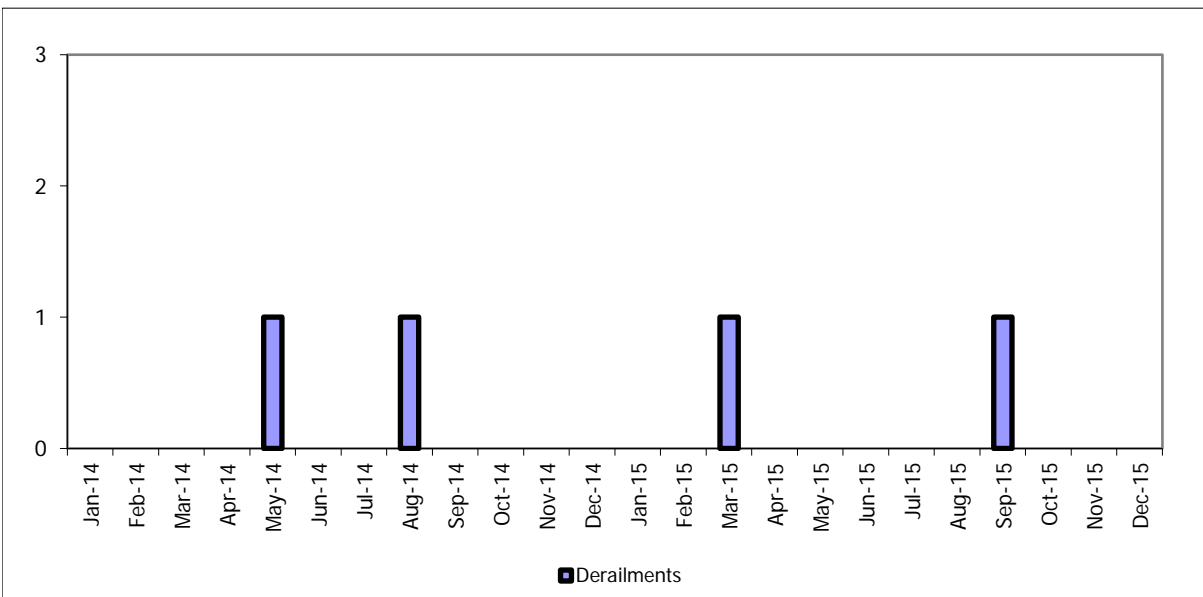
Oct 2015: 0
Oct 2014: 0

12-Month Average

Nov 14 – Oct 15: 0
Nov 13 – Oct 14: 1

Annual Results

2015 YTD: 0
2014 Actual: 1



Monthly Results

Oct 2015: 0
Oct 2014: 0

12-Month Average

Nov 14 – Oct 15: 2
Nov 13 – Oct 14: 2

Annual Results

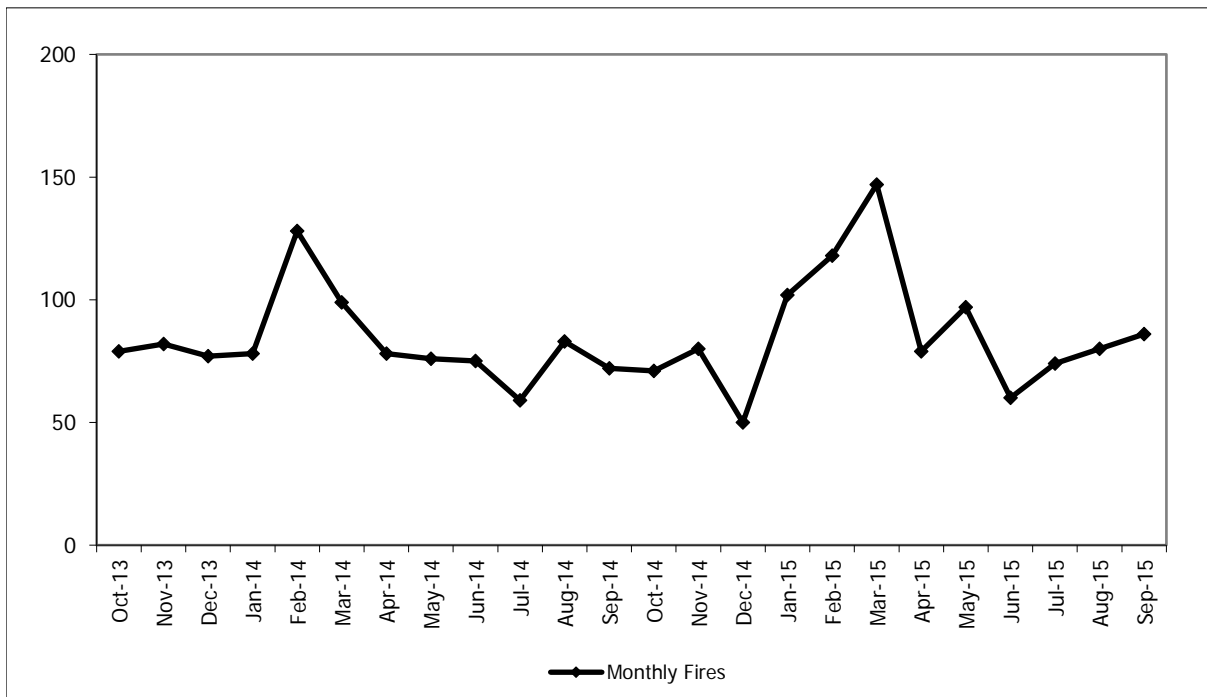
2015 YTD: 2
2014 Actual: 2

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

Sep 2015: 86
Sep 2014: 72

12-Month Average

Oct 14 – Sep 15: 1044
Oct 13 – Sep 14: 986

Annual Results

2015 YTD: 843
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:

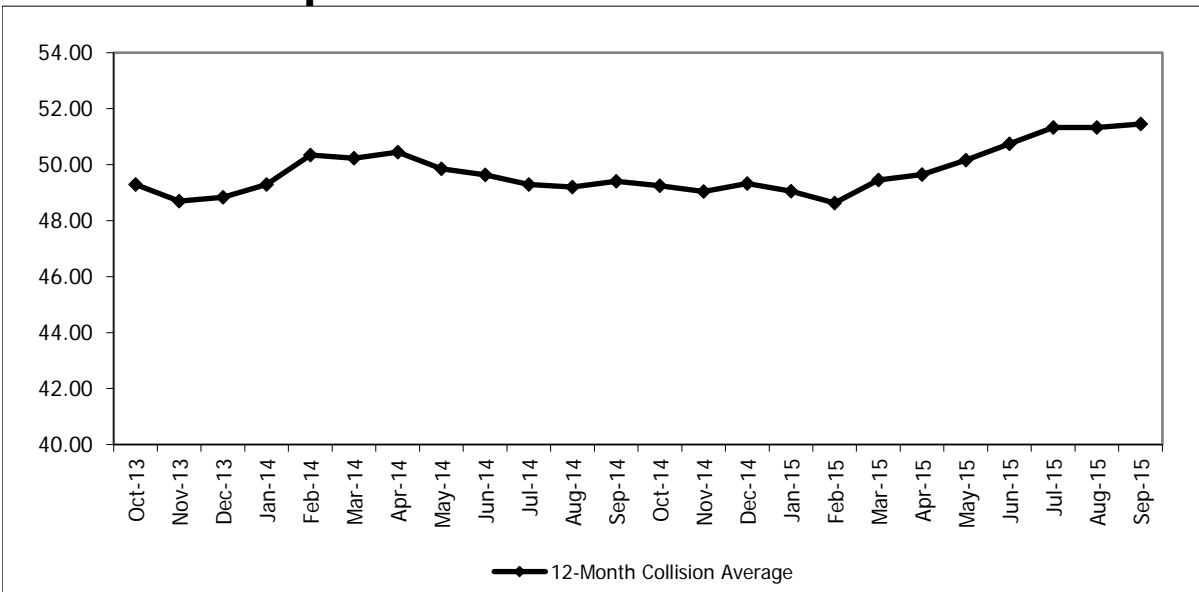
Low:	91.9%	Train:	12
Average:	8.1%	Right-of-way	65
Above Average:	0.0%	Station:	8
High:	0.0%	Other:	1
		Total:	86

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

Train:		Right-of-Way:		Station:	
Contact Shoe:	3	Debris:	38	Debris:	5
Battery:	2	Tie:	17	Wood Panels:	2
Debris:	2	Insulator:	3		
Blower Motor:	2	Cable:	2		
Low Voltage Wiring:	1	Equipment:	2		

Chart 6

Regional Bus Collisions/Injuries per Million Miles Traveled



Monthly Results

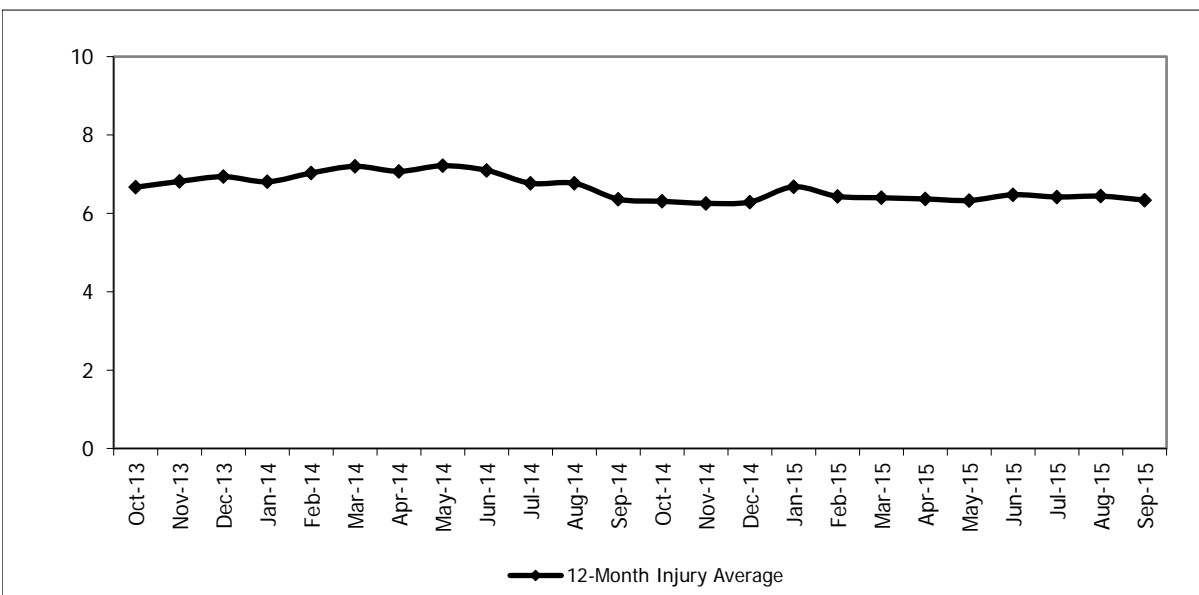
Sep 2015: 52.86
Sep 2014: 51.40

12-Month Average

Oct 14 – Sep 15: 51.45
Oct 13 – Sep 14: 49.41

Annual Results

2015 YTD: 51.97
2014 Actual: 49.33



Monthly Results

Sep 2015: 6.06
Sep 2014: 7.26

12-Month Average

Oct 14 – Sep 15: 6.34
Oct 13 – Sep 14: 6.36

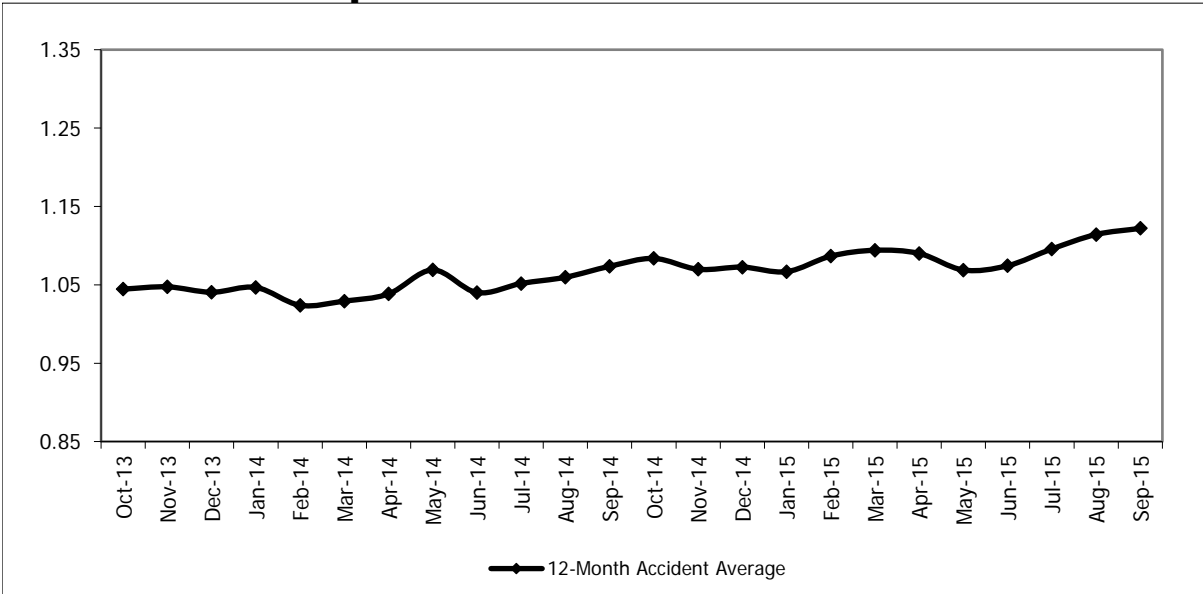
Annual Results

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

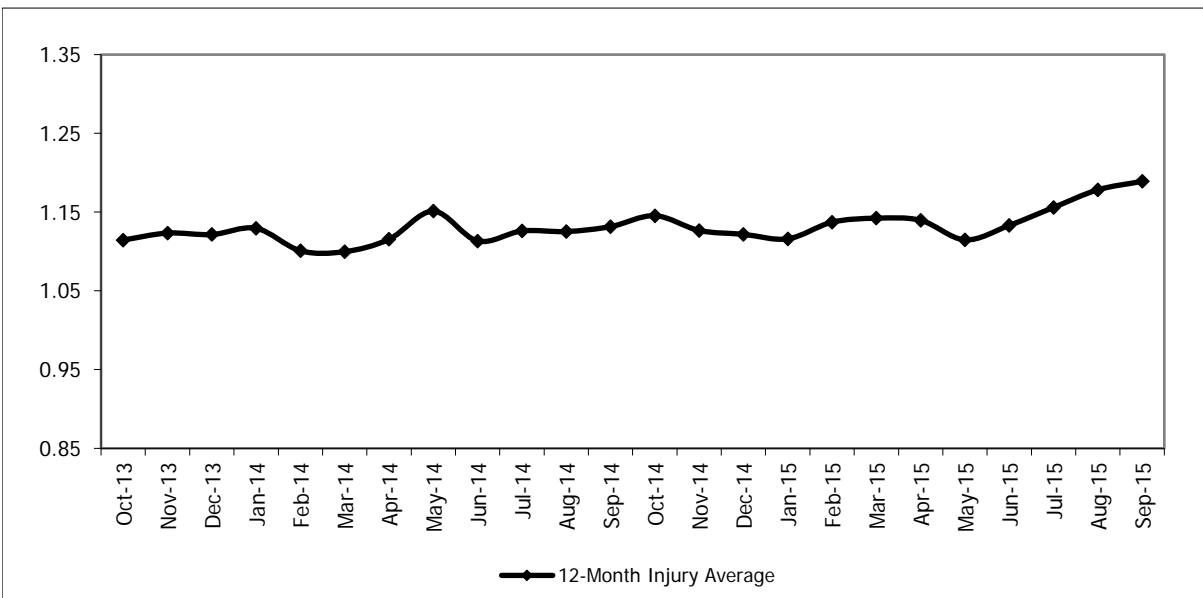
Sep 2015: 1.22
Sep 2014: 1.12

12-Month Average

Oct 14 – Sep 15: 1.12
Oct 13 – Sep 14: 1.07

Annual Results

2015 YTD: 1.14
2014 Actual: 1.07



Monthly Results

Sep 2015: 1.26
Sep 2014: 1.14

12-Month Average

Oct 14 – Sep 15: 1.19
Oct 13 – Sep 14: 1.13

Annual Results

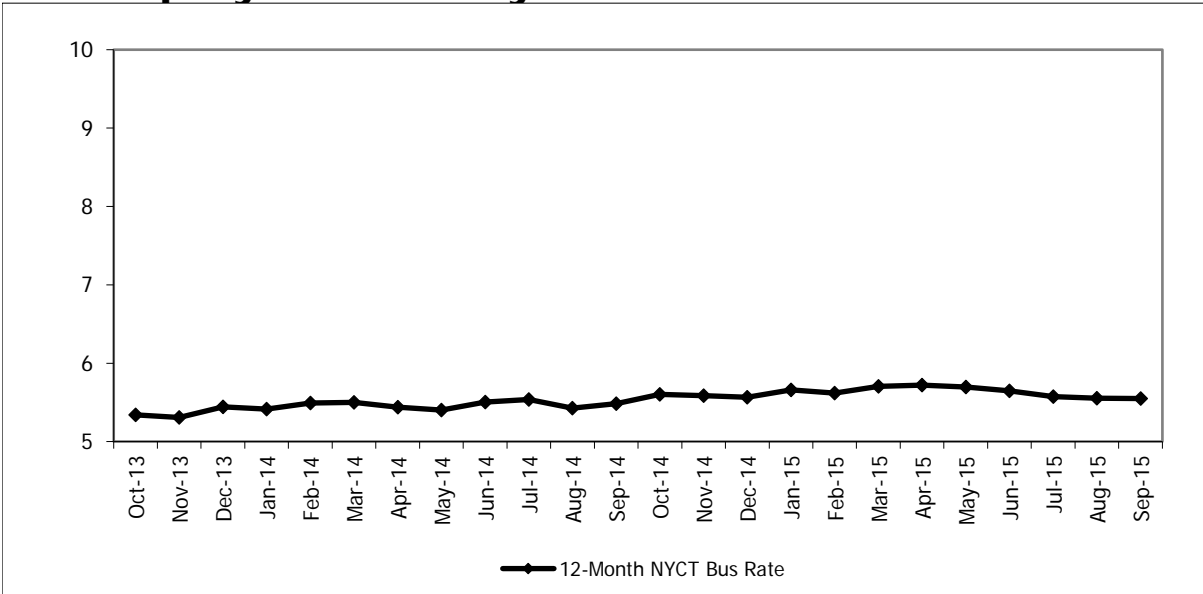
2015 YTD: 1.22
2014 Actual: 1.12

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

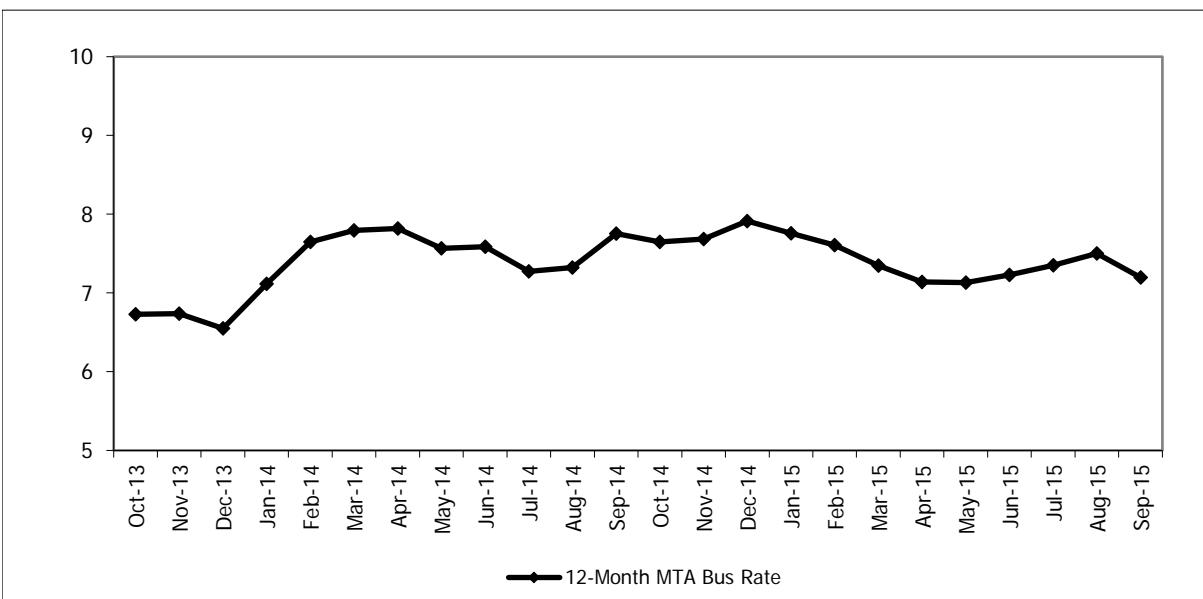
Sep 2015: 5.38
Sep 2014: 5.46

12-Month Average

Oct 14 – Sep 15: 5.55
Oct 13 – Sep 14: 5.48

Annual Results

2015 Goal: 5.49
2014 Actual: 5.57



Monthly Results

Sep 2015: 5.84
Sep 2014: 9.53

12-Month Average

Oct 14 – Sep 15: 7.20
Oct 13 – Sep 14: 7.75

Annual Results

2015 Goal: 7.36
2014 Actual: 7.91

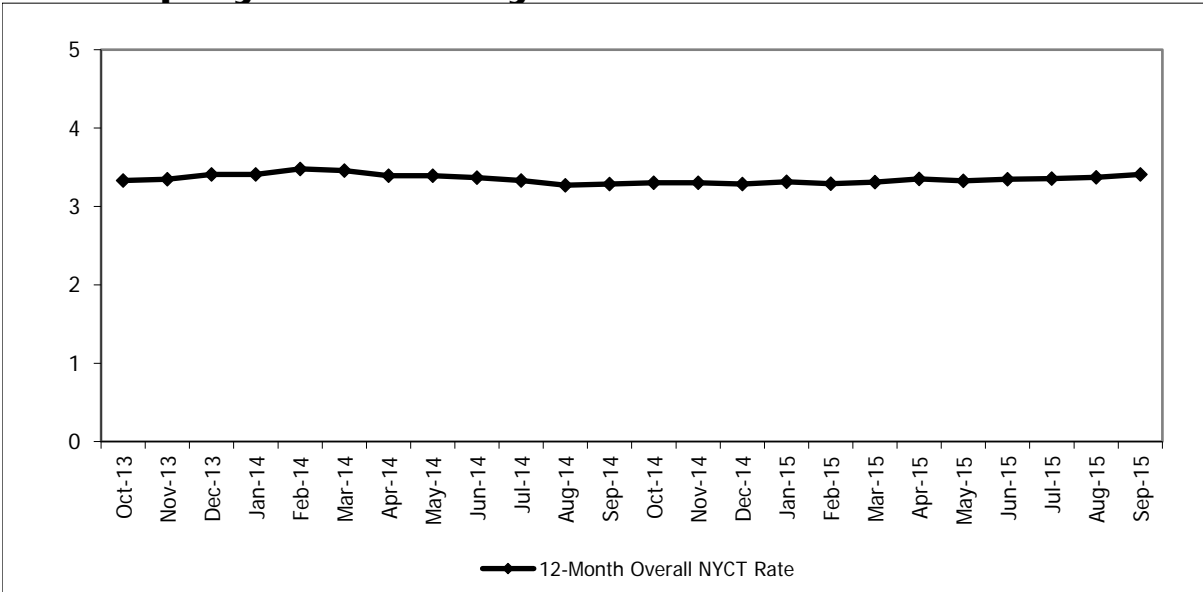
Definitions

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.)

Chart 11

NYCT Overall & Subways

Employee On-Duty Lost-Time Accident Rate



Monthly Results

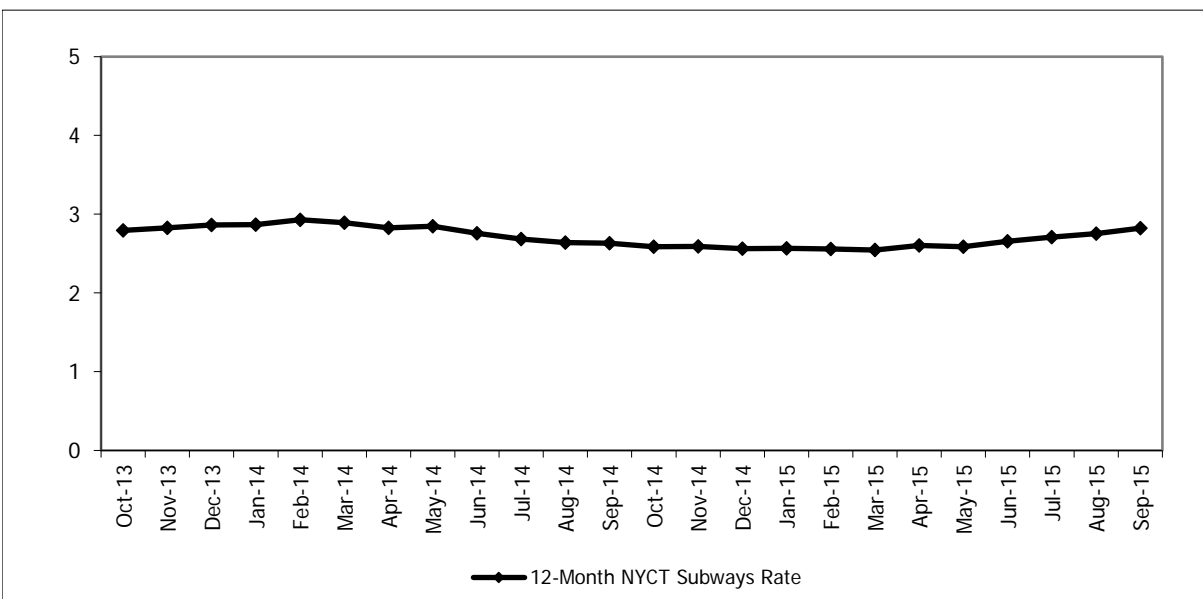
Sep 2015: 3.54
Sep 2014: 3.11

12-Month Average

Oct 14 – Sep 15: 3.41
Oct 13 – Sep 14: 3.29

Annual Results

2015 Goal: 3.20
2014 Actual: 3.29



Monthly Results

Sep 2015: 3.20
Sep 2014: 2.38

12-Month Average

Oct 14 – Sep 15: 2.82
Oct 13 – Sep 14: 2.63

Annual Results

2015 Goal: 2.47
2014 Actual: 2.56

Definitions

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

Chart 12



Police Department
City of New York

MTA Report

CRIME STATISTICS OCTOBER

	2015	2014	Diff	% Change
MURDER	0	0	0	0.0%
RAPE	0	0	0	0.0%
ROBBERY	43	36	7	19.4%
GL	159	157	2	1.3%
FELASSAULT	22	22	0	0.0%
BURGLARY	1	2	-1	-50.0%
<u>TOTAL MAJOR FELONIES</u>	<u>225</u>	<u>217</u>	<u>8</u>	<u>3.7%</u>

During October, the daily Robbery average increased from 1.2 to 1.4

During October, the daily Major Felony average increased from 7 to 7.3

CRIME STATISTICS JANUARY THRU OCTOBER

	2015	2014	Diff	% Change
MURDER	1	1	0	0.0%
RAPE	1	5	-4	-80.0%
ROBBERY	422	351	71	20.2%
GL	1349	1301	48	3.7%
FELASSAULT	204	176	28	15.9%
BURGLARY	17	17	0	0.0%
<u>TOTAL MAJOR FELONIES</u>	<u>1994</u>	<u>1851</u>	<u>143</u>	<u>7.7%</u>

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

Year to date the daily Major Felony average increased from 6.1 to 6.6

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



**Police Department
City of New York**

MTA Report

OCTOBER ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	4355	4316	39	0.9%
TOS Arrests	2557	2277	280	12.3%
Summons	6367	7487	-1120	-15.0%

JANUARY THRU OCTOBER ACTIVITY

	2015	2014	Diff	% Change
Total Arrests	40706	43929	-3223	-7.3%
TOS Arrests	22453	22980	-527	-2.3%
Summons	68031	82416	-1E+04	-17.5%

FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION



Police Department
City of New York

REPORT

	JANUARY-OCTOBER																		
	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015
<i>Murder</i>	4	1	5	1	2	1	3	3	4	2	4	2	1	1	1	0	1	1	1
<i>Rape</i>	1	13	1	5	1	0	3	2	3	3	1	2	1	1	3	8	5	5	1
<i>Robbery</i>	1898	1555	1376	1161	1002	1049	955	897	960	831	657	636	572	605	643	680	509	351	422
<i>Assault</i>	397	363	345	305	227	238	208	228	181	155	174	150	134	162	166	165	164	176	204
<i>Burglary</i>	26	14	8	10	38	13	7	5	1	5	2	5	1	2	8	23	30	17	17
<i>GL</i>	2964	2143	1996	2105	1885	1803	1455	1547	1514	1233	1065	1090	940	1001	1255	1405	1411	1301	1349
<i>TOTAL MAJOR FELONIES</i>	5290	4089	3731	3587	3155	3104	2631	2682	2663	2229	1903	1885	1649	1772	2076	2281	2120	1851	1994
<i>Major Fel Per Day</i>	17.40	13.45	12.27	11.80	10.38	10.21	8.65	8.82	8.76	7.33	6.26	6.20	5.42	5.83	6.83	7.50	6.97	6.09	6.56



METROPOLITAN TRANSPORTATION AUTHORITY

Police Department Staten Island Rapid Transit

October 2015 vs. 2014

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

Year to Date 2015 vs. 2014

	2015	2014	Diff	% Change
Murder	0	0	0	0%
Rape	0	0	0	0%
Robbery	7	13	-6	-46%
Felony Assault	2	1	1	100%
Burglary	0	0	0	0%
Grand Larceny	7	7	0	0%
Grand Larceny Auto	0	0	0	0%
Total Major Felonies	16	21	-5	-24%



FINANCIAL AND RIDERSHIP REPORT

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

Category (\$ in millions)	September Results		September Year-to-Date Results			
	Variance Fav/(Unfav)		Forecast	Prel Actual	Variance Fav/(Unfav)	
	\$	%			\$	%
Total Farebox Revenue	3.0	0.8	3,228.8	3,224.3	(4.5)	(0.1)
Nonreimb. Exp. before Dep./OPEB	14.1	2.5	5,629.1	5,576.0	53.1	0.9
Net Cash Deficit*	(27.3)	(19.8)	(1,927.5)	(1,874.7)	52.8	2.7

*Excludes Subsidies and Debt Service

September 2015 **farebox revenue** was \$376.8 million, \$3.0 million (0.8 percent) above forecast. Subway revenue was \$1.1 million (0.4 percent) below forecast, bus revenue was \$0.1 million (0.2 percent) below forecast, and paratransit revenue was \$0.1 million (3.6 percent) below forecast. Accrued fare media liability was \$4.3 million (more than 100 percent) above forecast. Year-to-date revenue of \$3,224.3 million was \$4.5 million (0.1 percent) below forecast. The September 2015 non-student **average fare** of \$1.879 increased 9.2¢ from September 2014; the subway fare increased 9.0¢, the local bus fare increased 8.8¢, and the express bus fare increased 15.8¢.

Total **ridership** in September 2015 of 201.7 million was 6.3 million trips (3.0 percent) below forecast. Average weekday ridership in September 2015 was 7.8 million, a decrease of 3.7 percent from September 2014. Average weekday ridership for the twelve months ending September 2015 was 7.7 million, an increase of 0.1 percent from the twelve months ending September 2014.

Nonreimbursable expenses before depreciation and OPEB in September were below forecast by \$14.1 million (2.5 percent). Labor expenses were less than forecast by \$8.3 million (2.0 percent), primarily from favorable reimbursable overhead credits and underruns in health & welfare/OPEB current expenses. Non-labor expenses were under forecast by \$5.7 million (4.0 percent), with favorable results reported in several accounts, partly offset by an overrun in materials & supplies expenses.

Year-to-date, nonreimbursable expenses were under forecast by \$53.1 million (0.9 percent). Labor expenses were less than forecast by \$27.4 million (0.6 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 \$25.8 million (2.0 percent), with favorable results reported in several accounts, principally in professional service contracts, energy costs, and claims.

The **net cash deficit** for September year-to-date was \$1,874.7 million, favorable to forecast by \$52.8 million (2.7 percent).

FINANCIAL RESULTS

Farebox Revenue

September 2015 Farebox Revenue - (\$ in millions)

	September				September Year-to-Date			
	Preliminary		Favorable/(Unfavorable)		Preliminary		Favorable/(Unfavorable)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	284.0	282.9	(1.1)	(0.4%)	2,459.0	2,452.8	(6.2)	(0.3%)
NYCT Bus	84.6	84.4	(0.1)	(0.2%)	723.1	720.6	(2.5)	(0.3%)
Paratransit	1.5	1.5	(0.1)	(3.6%)	13.1	12.9	(0.2)	(1.4%)
Subtotal	370.1	368.8	(1.3)	(0.4%)	3,195.2	3,186.4	(8.8)	(0.3%)
Fare Media Liability	3.7	8.0	4.3	114.8%	33.6	37.9	4.3	12.8%
Total - NYCT	373.8	376.8	3.0	0.8%	3,228.8	3,224.3	(4.5)	(0.1%)
MTA Bus Company	18.1	18.4	0.3	1.8%	155.9	157.1	1.3	0.8%
<i>Total - Regional Bus</i>	<i>102.7</i>	<i>102.8</i>	<i>0.2</i>	<i>0.2%</i>	<i>879.0</i>	<i>877.8</i>	<i>(1.2)</i>	<i>(0.1%)</i>

Note: Totals may not add due to rounding.

- September revenue includes a \$5.7 million positive retroactive adjustment made to July and August revenue, based on updated 3rd quarter 2015 average fares.

Average Fare

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

	NYC Transit				MTA Bus Company			
	2014	Prelim.	Change		2014	Prelim.	Change	
		2015	Amount	Percent		2015	Amount	Percent
Subway	1.874	1.964	0.090	4.8%				
Local Bus	1.489	1.577	0.088	5.9%	1.505	1.600	0.095	6.3%
Subway & Local Bus	1.772	1.864	0.092	5.2%	1.505	1.600	0.095	6.3%
Express Bus	4.963	5.120	0.158	3.2%	4.944	5.133	0.189	3.8%
Total	1.788	1.879	0.092	5.1%	1.763	1.840	0.077	4.4%

- 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 September average fare of \$1.21 was 17¢ lower than the average fare of \$1.38 in 1996.

Other Operating Revenue

In the month of September, other operating revenue surpassed forecast by \$3.8 million (11.3 percent), due mostly to higher paratransit Urban Tax, advertising and real estate revenues. Year-to-date, other operating revenue was higher by \$7.4 million (2.3 percent), mainly due to higher advertising, real estate, paratransit Urban Tax and MetroCard surcharge revenues.

Nonreimbursable Expenses

In the month of September, nonreimbursable expenses before depreciation and OPEB were below forecast by \$14.1 million (2.5 percent). Year-to-date, expenses underran by \$53.1 million (0.9 percent). The major causes of these variances are reviewed below:

Labor expenses in the month of September were below forecast by \$8.3 million (2.0 percent). Reimbursable overhead credits were favorable by \$4.1 million (26.5 percent), driven by higher reimbursable overtime requirements. Health & welfare/OPEB current expenses were under forecast by \$5.1 million (5.3 percent), due to favorable rates and the favorable timing of expenses. Payroll expenses were less by \$2.7 million (1.1 percent), caused primarily by vacancy savings and favorable miscellaneous accrual adjustments. Partly offsetting these positive results were higher overtime expenses of \$2.4 million (6.8 percent), due largely to subway service delays and overcrowding, bus traffic/ramp delays and vacancy/absentee coverage requirements for Bus Operators and Signal/Track Maintainers. Other fringe benefit expenses also exceeded forecast by \$1.2 million (4.6 percent), largely from the unfavorable timing of expenses. Year-to-date, labor expenses underran forecast by \$27.4 million (0.6 percent), including \$17.3 million (10.8 percent) of favorable reimbursable overhead credits, again resulting from increased reimbursable overtime requirements, health & welfare/OPEB current expense underruns of \$16.6 million (2.0 percent), due to favorable rates and the favorable timing of expenses, and lower payroll expenses of \$2.9 million (0.1 percent), mainly from vacancies. These results were partly offset by higher overtime expenses of \$8.4 million (2.5 percent), due mainly to subway service delays and overcrowding, bus traffic/ramp delays and vacancy/absentee coverage requirements for Bus Operators and Signal/Track Maintainers. Other fringe benefit expenses also exceeded forecast by \$2.0 million (0.9 percent), due principally to higher FICA and Workers' Compensation expenses.

Non-labor expenses were less than forecast in September by \$5.7 million (4.0 percent). Professional service contract expenses were under forecast by \$4.3 million (49.9 percent), due primarily to favorable results in several professional service, information technology and office-related accounts. Electric power expenses were less than forecast by \$3.4 million (13.4 percent), largely due to the favorable timing of expenses and lower consumption, partly offset by higher prices. Fuel expenses were under by \$2.4 million (24.0 percent), due primarily to lower prices and consumption. Claims expenses were below forecast by \$2.0 million (18.4 percent), caused by the favorable timing of expenses. Materials & supplies expenses were in excess of the forecast by \$5.0 million (19.6 percent), due mostly to the unfavorable timing of maintenance material requirements. Maintenance contract expenses were above forecast by \$1.6 million (8.2 percent), principally from the unfavorable timing of building-related and maintenance & repair expenses, partly offset by painting contact savings. Year-to-date, non-labor expenses were under forecast by \$25.8 million (2.0 percent), including the following:

- Professional service contract expenses were favorable by \$10.8 million (12.9 percent), due primarily to the favorable timing of bond services, Workers' Compensation Board and Information Technology-related expenses, partly offset by the unfavorable timing of office-related expenses.

- Claims expenses were under by \$6.0 million (6.1 percent), due to the favorable timing of expenses.
- Fuel expenses were lower than forecast by \$4.4 million (4.9 percent), due mainly to lower prices and consumption, partly offset by the unfavorable timing of expenses.
- Maintenance contract expenses were less than forecast by \$3.1 million (2.1 percent), principally from painting contract expense savings and the favorable timing of auto purchases, partly offset by the unfavorable timing of maintenance & repair expenses.
- Electric power expenses were under forecast by \$2.1 million (0.9 percent), due mainly to the favorable timing of expenses and lower consumption, partly offset by higher prices.
- Materials and supplies expenses were less than forecast by \$2.0 million (0.9 percent), due mostly to favorable inventory adjustments, partly offset by the unfavorable timing of maintenance material requirements.
- Other business expenses were higher by \$2.0 million (3.2 percent), caused by higher MVM debit/credit card charges and unfavorable results for miscellaneous expenses and credits.

Depreciation expenses were below forecast year-to-date by \$41.6 million (3.5 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 \$1,274.9 million of accrued expenses year-to-date, \$62.2 million (5.1 percent) higher than forecast, based on current actuarial information.

Net Cash Deficit

The net cash deficit for September year-to-date was \$1,874.7 million, favorable to forecast by \$52.8 million (2.7 percent).

Incumbents

There were 46,894 full-time paid incumbents at the end of September, a decrease of 72 from August and an increase of 153 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

September 2015 Ridership vs. Forecast - (millions)

	September				September Year-to-Date			
	Preliminary		More/(Less)		Preliminary		More/(Less)	
	Forecast	Actual	Amount	Percent	Forecast	Actual	Amount	Percent
Subway	150.3	146.5	(3.7)	(2.5%)	1,314.2	1,306.0	(8.1)	(0.6%)
NYCT Bus	56.9	54.4	(2.5)	(4.5%)	486.8	480.6	(6.2)	(1.3%)
Subtotal	207.2	200.9	(6.3)	(3.0%)	1,801.0	1,786.6	(14.3)	(0.8%)
Paratransit	0.7	0.7	(0.0)	(1.4%)	6.6	6.6	0.0	0.4%
Total - NYCT	207.9	201.7	(6.3)	(3.0%)	1,807.5	1,793.2	(14.3)	(0.8%)
MTA Bus Company	10.7	10.6	(0.1)	(1.1%)	92.5	92.7	0.2	0.2%
<i>Total - Regional Bus</i>	<i>67.6</i>	<i>65.0</i>	<i>(2.7)</i>	<i>(3.9%)</i>	<i>579.3</i>	<i>573.3</i>	<i>(6.0)</i>	<i>(1.0%)</i>

Notes: Totals may not add due to rounding.

- Student ridership was 16.6 percent below forecast on subways and 22.0 percent below forecast on NYCT bus.
- Excluding September 1 through September 8, when many customers were apparently still on vacation due to Labor Day falling on September 7 (the latest possible date) and the school year starting on September 9, non-student subway ridership was 0.8 percent below forecast.

September Average Weekday and Weekend Ridership vs. Prior Year

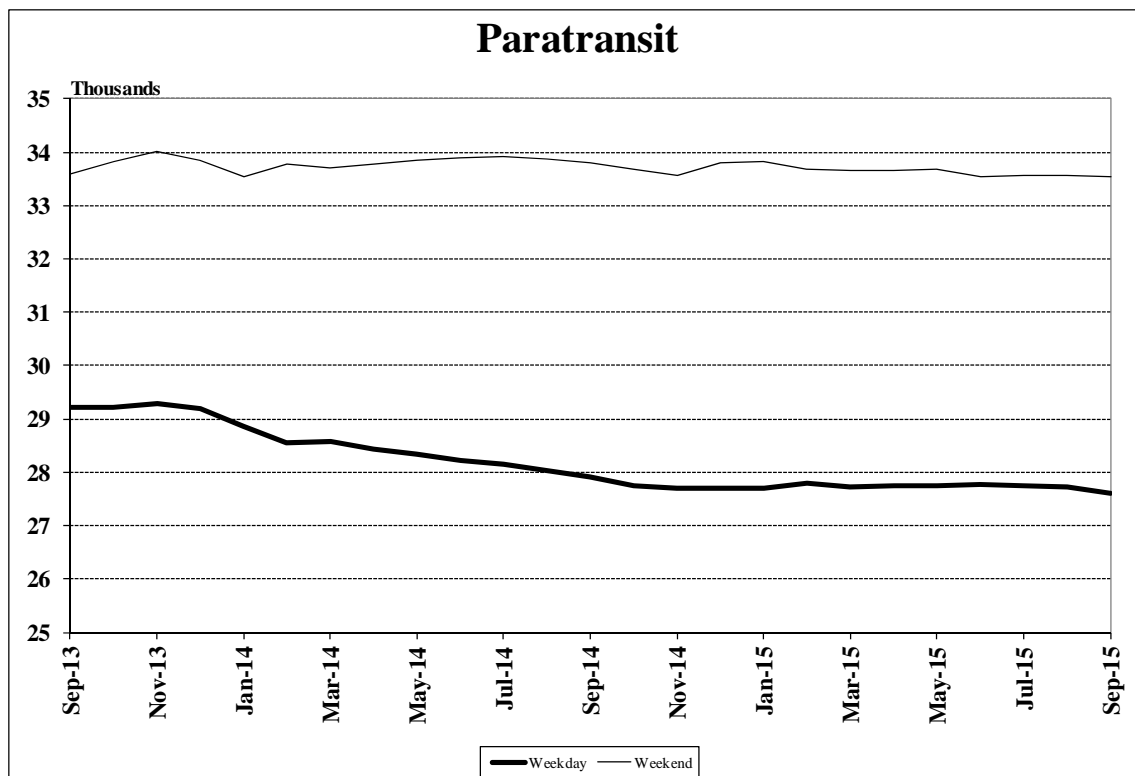
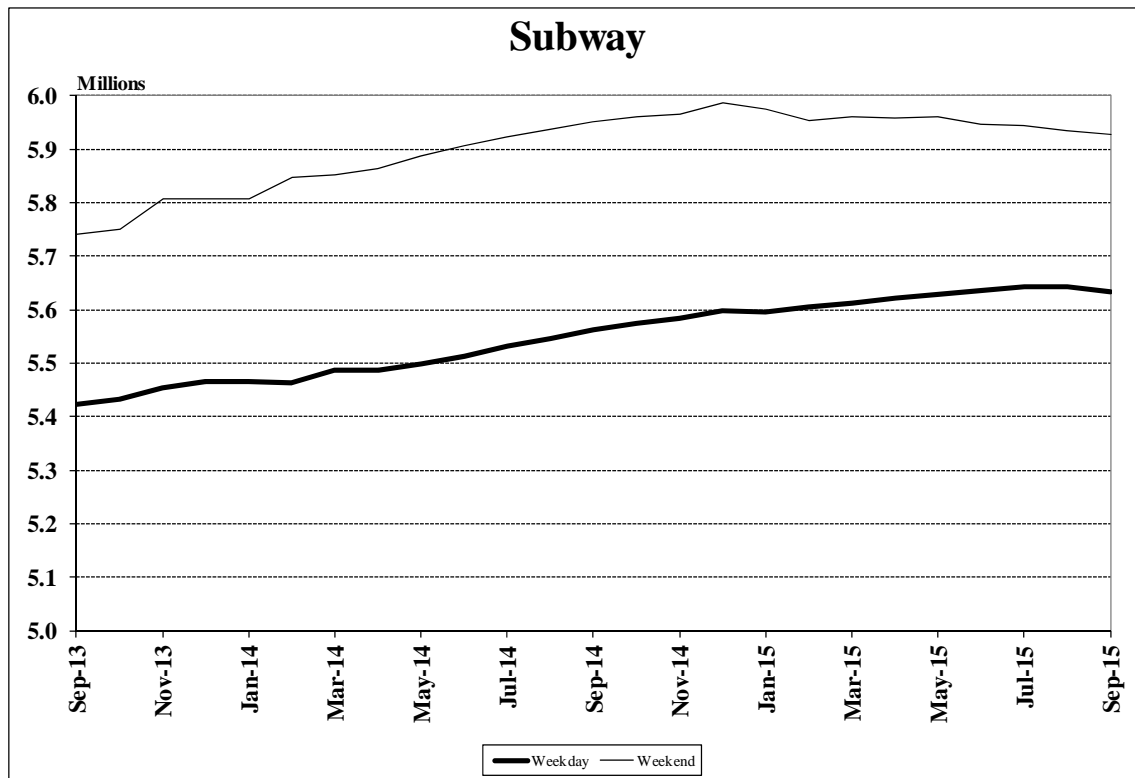
<u>Month</u>	Average Weekday (thousands)				Average Weekend (thousands)			
	Preliminary		Change		Preliminary		Change	
	2014	2015	Amount	Percent	2014	2015	Amount	Percent
Subway	5,813	5,692	-120	-2.1%	6,155	6,056	-99	-1.6%
NYCT Local Bus	2,225	2,052	-174	-7.8%	2,413	2,336	-77	-3.2%
NYCT Express Bus	44	40	-4	-8.1%	13	13	+0	+2.1%
Paratransit	29	27	-1	-4.6%	35	35	-0	-0.7%
TOTAL - NYCT	8,110	7,812	-299	-3.7%	8,616	8,439	-176	-2.0%
MTABC Local Bus	406	385	-22	-5.3%	417	409	-8	-1.9%
MTABC Express Bus	33	29	-4	-12.3%	13	13	+0	+1.1%
Total - MTA Bus	440	414	-26	-5.8%	430	422	-8	-1.8%
<i>Total - Regional Bus</i>	<i>2,709</i>	<i>2,506</i>	<i>-203</i>	<i>-7.5%</i>	<i>2,855</i>	<i>2,771</i>	<i>-85</i>	<i>-3.0%</i>
12-Month Rolling Average								
Subway	5,562	5,634	+72	+1.3%	5,952	5,928	-25	-0.4%
Local Bus	2,088	2,029	-58	-2.8%	2,318	2,256	-62	-2.7%
Express Bus	42	41	-2	-3.9%	12	12	-0	-1.7%
Paratransit	28	28	-0	-1.1%	34	34	-0	-0.8%
TOTAL - NYCT	7,720	7,732	+11	+0.1%	8,317	8,229	-88	-1.1%
MTABC Local Bus	373	375	+2	+0.5%	390	389	-0	-0.1%
MTABC Express Bus	32	31	-1	-3.9%	13	12	-0	-2.9%
Total - MTA Bus	405	406	+1	+0.2%	402	402	-1	-0.2%
<i>Total - Regional Bus</i>	<i>2,535</i>	<i>2,476</i>	<i>-59</i>	<i>-2.3%</i>	<i>2,733</i>	<i>2,670</i>	<i>-63</i>	<i>-2.3%</i>

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

- Three weekdays in September 2015 had more than six million subway riders.
- September 2015 ridership was negatively affected by the late Labor Day, the late start of the school year, and two additional school holidays (Yom Kippur which fell on a Wednesday in September 2015 and a Saturday in October 2014, and Eid al-Adha which was a school holiday for the first time in 2015).
- Including only school days, average weekday subway ridership increased 0.3 percent from September 2014 and bus ridership decreased 5.4 percent.

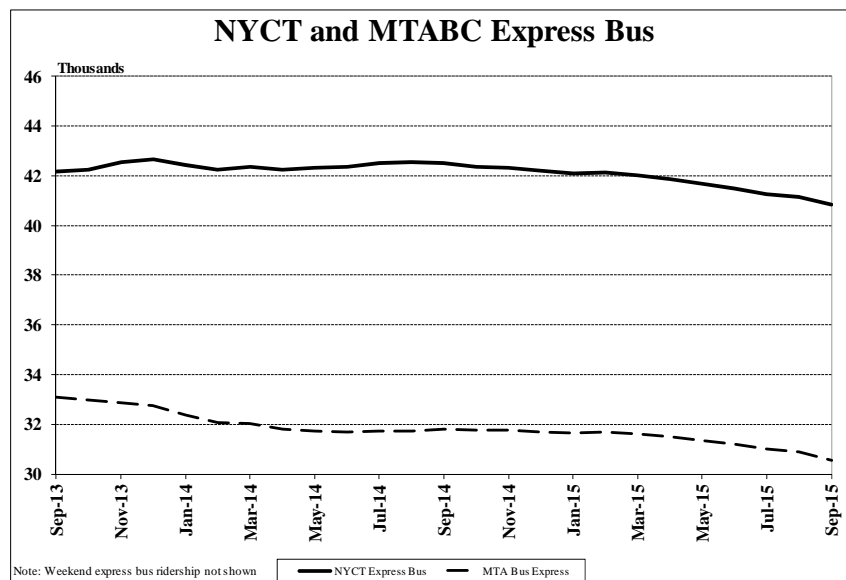
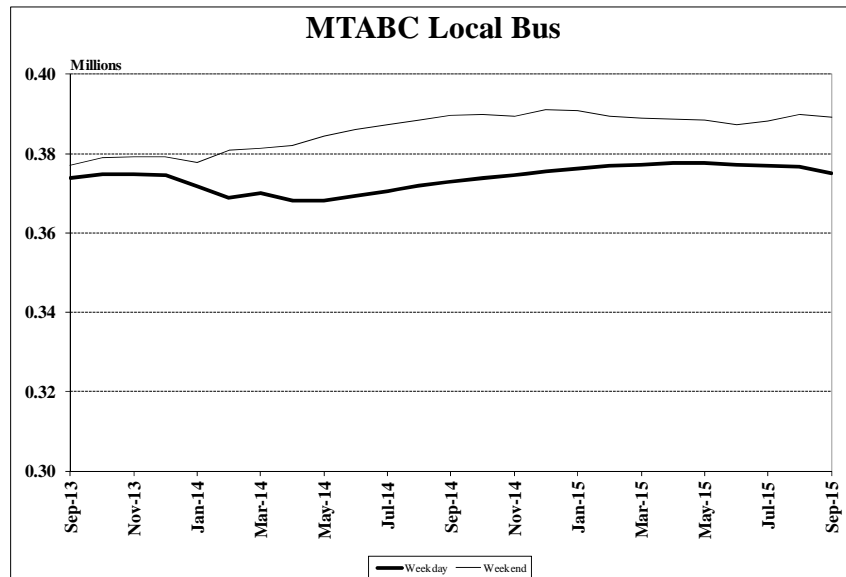
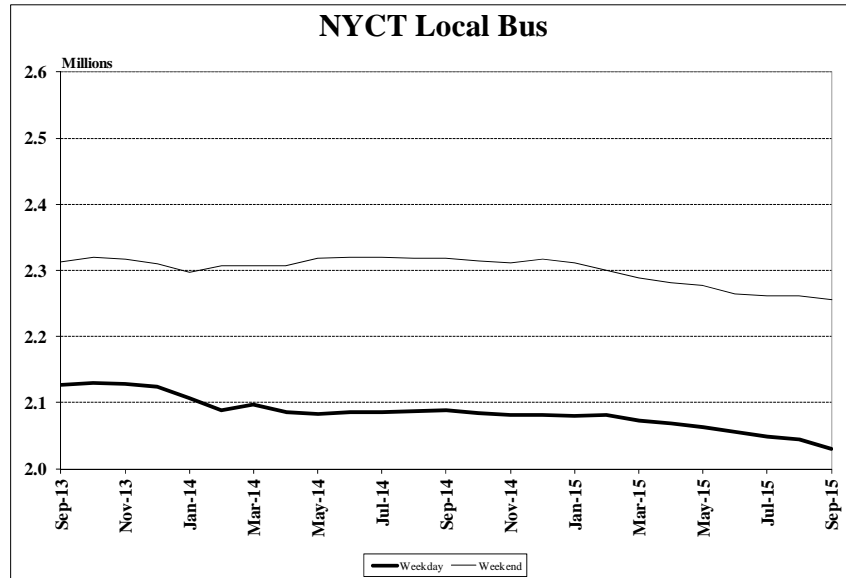
Average Weekday and Weekend Ridership

12-Month Rolling Averages



Average Weekday and Weekend Ridership

12-Month Rolling Averages



Ridership on New York Area Transit Services

From September 2014 to September 2015, weekday ridership decreased on all NYCT and MTA Bus services and the Staten Island Railway, with the largest decreases on MTA Bus express bus (down 12.3 percent) and NYCT express bus (down 8.1 percent). Ridership increased on PATH and the Staten Island Ferry (both up 4.2%), and both commuter rail services. The large weekend decrease on the Staten Island Railway was due to a construction project that closed a portion of the line over one weekend in September 2015.

Bridges and Tunnels traffic increased on both weekdays and weekends.

Ridership on Transit Services in the New York Area (thousands)				
Transit Service	Sep-14	Preliminary Sep-15	Percent Change	12-Month Rolling Average Percent Change
<u>Average Weekday</u>				
NYCT Subway	5,813	5,692	-2.1%	+1.3%
NYCT Local Bus	2,225	2,052	-7.8%	-2.8%
NYCT Express Bus	44	40	-8.1%	-3.9%
NYCT Paratransit	29	27	-4.6%	-1.1%
Staten Island Railway	17	17	-0.9%	+2.3%
MTA Local Bus	406	385	-5.3%	+0.5%
MTA Express Bus	33	29	-12.3%	-3.9%
Long Island Rail Road	306	313	+2.4%	+2.3%
Metro-North Railroad	287	291	+1.5%	+1.7%
Staten Island Ferry	71	74	+4.2%	+4.2%
PATH	258	269	+4.2%	+2.1%
<u>Average Weekend</u>				
NYCT Subway	6,155	6,056	-1.6%	-0.4%
NYCT Local Bus	2,413	2,336	-3.2%	-2.7%
NYCT Express Bus	13	13	+2.1%	-1.7%
NYCT Paratransit	35	35	-0.7%	-0.8%
Staten Island Railway	9	7	-16.4%	+0.2%
MTA Local Bus	417	409	-1.9%	-0.1%
MTA Express Bus	13	13	+1.1%	-2.9%
Long Island Rail Road	196	202	+3.5%	+1.7%
Metro-North Railroad	234	242	+3.6%	+2.2%
Staten Island Ferry	96	104	+8.5%	+1.5%
PATH	193	220	+14.1%	+1.2%

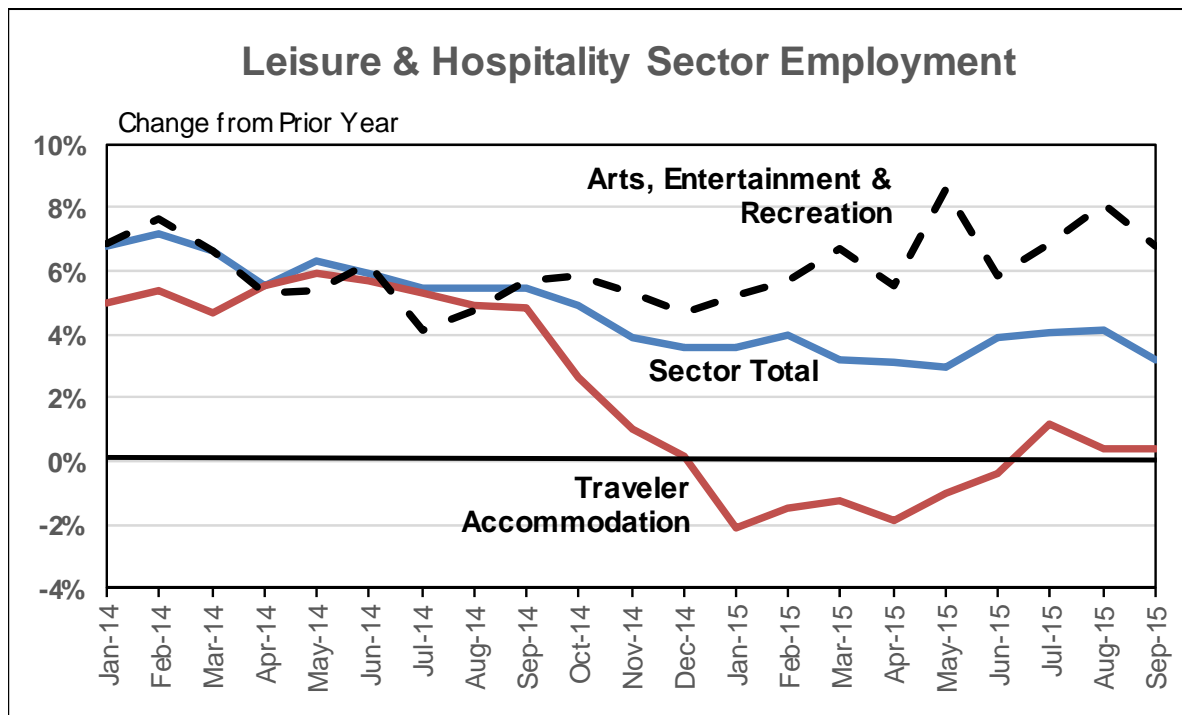
MTA Bridges and Tunnels (thousands)				
Average Weekday	832	851	+2.3%	+3.2%
Average Weekend	1,584	1,641	+3.6%	+3.7%

Note: Percentages are based on unrounded data.

Economy

From September 2014 to September 2015, New York City employment increased 1.7 percent (71,900 jobs). Private sector employment increased 2.0 percent (69,800 jobs) and government employment increased 0.4 percent (2,100 jobs). All of the private employment sub-sectors increased except manufacturing (down 2,600 jobs or 3.4 percent) and information (down 1,900 jobs or 1.0 percent). The sub-sector with the largest absolute increase was educational & health services (up 20,800 jobs or 2.5 percent). The sub-sector with the largest percentage increase was other services (up 4.1 percent or 7,400 jobs).

Although the leisure & hospitality sub-sector had the second largest percentage increase (up 3.2 percent or 13,200 jobs), growth in the sector has slowed since early 2014 when the sector was increasing by more than six percent. The chart below shows the trend since 2014 for the entire sector and two of its largest industries: Arts, Entertainment & Recreation and Traveler Accommodation (Food Service and Drinking Places, the largest industry within the sector, is not shown but tracks closely to the sector total). While growth in arts, entertainment and recreation remains strong, traveler accommodation employment has fallen from more than five percent growth in the first half of 2014 to near zero or negative change from prior year in 2015.



MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
 Month - Sep 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	\$283.957	\$282.855	(1.102)	(0.4)	\$0.000	\$0.000	-	-	\$283.957	\$282.855	(1.102)	(0.4)
Bus	\$84.585	\$84.439	(0.145)	(0.2)	\$0.000	\$0.000	-	-	\$84.585	\$84.439	(0.145)	(0.2)
Paratransit	\$1.541	\$1.486	(0.055)	(3.6)	\$0.000	\$0.000	-	-	\$1.541	\$1.486	(0.055)	(3.6)
Fare Liability	\$3.731	\$8.014	\$4.283	-	\$0.000	\$0.000	-	-	\$3.731	\$8.014	\$4.283	-
Farebox Revenue	\$373.814	\$376.794	\$2.980	0.8	\$0.000	\$0.000	-	-	\$373.814	\$376.794	\$2.980	0.8
Fare Reimbursement	\$6.477	\$6.477	\$0.000	0.0	\$0.000	\$0.000	-	-	\$6.477	\$6.477	\$0.000	0.0
Paratransit Reimbursement	\$14.263	\$16.151	\$1.888	13.2	\$0.000	\$0.000	-	-	\$14.263	\$16.151	\$1.888	13.2
Other Operating Revenue	\$12.511	\$14.389	\$1.878	15.0	\$0.000	\$0.000	-	-	\$12.511	\$14.389	\$1.878	15.0
Other Revenue	\$33.251	\$37.017	\$3.766	11.3	\$0.000	\$0.000	-	-	\$33.251	\$37.017	\$3.766	11.3
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$81.120	\$97.077	\$15.957	19.7	\$81.120	\$97.077	\$15.957	19.7
Total Revenue	\$407.065	\$413.811	\$6.746	1.7	\$81.120	\$97.077	\$15.957	19.7	\$488.184	\$510.887	\$22.703	4.7
Expenses												
Labor:												
Payroll	\$257.007	\$254.297	\$2.709	1.1	\$35.922	\$34.478	\$1.444	4.0	\$292.929	\$288.776	\$4.153	1.4
Overtime	\$35.815	\$38.248	(2.433)	(6.8)	\$3.666	\$11.010	(7.344)	-	\$39.481	\$49.258	(9.777)	(24.8)
Total Salaries & Wages	\$292.822	\$292.546	\$0.276	0.1	\$39.588	\$45.488	(5.900)	(14.9)	\$332.410	\$338.034	(5.624)	(1.7)
Health and Welfare	\$64.055	\$59.106	\$4.950	7.7	\$1.726	\$1.491	\$0.235	13.6	\$65.782	\$60.597	\$5.185	7.9
OPEB Current Payment	\$32.069	\$31.938	\$0.131	0.4	\$0.688	\$0.657	\$0.032	4.6	\$32.758	\$32.595	\$0.163	0.5
Pensions	\$18.431	\$18.328	\$0.102	0.6	\$0.546	\$0.547	(0.001)	(0.2)	\$18.976	\$18.875	\$0.101	0.5
Other Fringe Benefits	\$26.046	\$27.249	(1.204)	(4.6)	\$13.428	\$13.110	\$0.319	2.4	\$39.474	\$40.359	(0.885)	(2.2)
Total Fringe Benefits	\$140.601	\$136.622	\$3.979	2.8	\$16.388	\$15.804	\$0.584	3.6	\$156.989	\$152.426	\$4.564	2.9
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(15.455)	(19.543)	\$4.088	26.5	\$15.455	\$19.543	(4.088)	(26.5)	\$0.000	\$0.000	\$0.000	-
Labor	\$417.969	\$409.625	\$8.344	2.0	\$71.431	\$80.835	(9.404)	(13.2)	\$489.399	\$490.460	(1.060)	(0.2)
Non-Labor:												
Electric Power	\$25.109	\$21.757	\$3.352	13.4	\$0.020	\$0.052	(0.031)	-	\$25.130	\$21.809	\$3.321	13.2
Fuel	\$9.801	\$7.448	\$2.353	24.0	\$0.002	\$0.002	\$0.000	16.2	\$9.803	\$7.450	\$2.353	24.0
Insurance	\$6.137	\$5.214	\$0.923	15.0	\$0.000	\$0.000	-	-	\$6.137	\$5.214	\$0.923	15.0
Claims	\$10.934	\$8.919	\$2.015	18.4	\$0.000	\$0.000	-	-	\$10.934	\$8.919	\$2.015	18.4
Paratransit Service Contracts	\$31.753	\$32.290	(0.538)	(1.7)	\$0.000	\$0.000	-	-	\$31.753	\$32.290	(0.538)	(1.7)
Maintenance and Other Operating Contracts	\$19.144	\$20.705	(1.561)	(8.2)	\$2.629	\$5.560	(2.931)	-	\$21.773	\$26.265	(4.492)	(20.6)
Professional Service Contracts	\$8.704	\$4.361	\$4.343	49.9	\$0.751	\$3.447	(2.696)	-	\$9.454	\$7.808	\$1.647	17.4
Materials & Supplies	\$25.370	\$30.337	(4.966)	(19.6)	\$5.953	\$6.753	(0.800)	(13.4)	\$31.323	\$37.090	(5.766)	(18.4)
Other Business Expenses	\$6.283	\$6.486	(0.202)	(3.2)	\$0.335	\$0.429	(0.094)	(27.9)	\$6.619	\$6.914	(0.296)	(4.5)
Non-Labor	\$143.235	\$137.517	\$5.718	4.0	\$9.690	\$16.242	(6.552)	(67.6)	\$152.925	\$153.759	(0.834)	(0.5)
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$561.203	\$547.142	\$14.061	2.5	\$81.121	\$97.077	(15.956)	(19.7)	\$642.324	\$644.219	(1.894)	(0.3)
Depreciation	\$142.948	\$136.000	\$6.948	4.9	\$0.000	\$0.000	-	-	\$142.948	\$136.000	\$6.948	4.9
OPEB Liability	\$404.065	\$420.322	(16.257)	(4.0)	\$0.000	\$0.000	-	-	\$404.065	\$420.322	(16.257)	(4.0)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$1,108.216	\$1,103.465	\$4.751	0.4	\$81.121	\$97.077	(15.956)	(19.7)	\$1,189.337	\$1,200.541	(11.204)	(0.9)
OPERATING SURPLUS/DEFICIT	(701.151)	(689.654)	\$11.497	1.6	(0.001)	\$0.000	\$0.001	-	(701.153)	(689.654)	\$11.499	1.6

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
Accrual Statement of Operations By Category_MM
Year-To-Date - Sep 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	\$2,459.019	\$2,452.840	(6.179)	(0.3)	\$0.000	\$0.000	-	-	\$2,459.019	\$2,452.840	(6.179)	(0.3)
Bus	\$723.098	\$720.636	(2.463)	(0.3)	\$0.000	\$0.000	-	-	\$723.098	\$720.636	(2.463)	(0.3)
Paratransit	\$13.104	\$12.919	(0.185)	(1.4)	\$0.000	\$0.000	-	-	\$13.104	\$12.919	(0.185)	(1.4)
Fare Liability	\$33.579	\$37.862	\$4.283	12.8	\$0.000	\$0.000	-	-	\$33.579	\$37.862	\$4.283	12.8
Farebox Revenue	\$3,228.800	\$3,224.256	(4.544)	(0.1)	\$0.000	\$0.000	-	-	\$3,228.800	\$3,224.256	(4.544)	(0.1)
Fare Reimbursement	\$58.824	\$58.823	(0.001)	0.0	\$0.000	\$0.000	-	-	\$58.824	\$58.823	(0.001)	0.0
Paratransit Reimbursement	\$143.162	\$146.070	\$2.908	2.0	\$0.000	\$0.000	-	-	\$143.162	\$146.070	\$2.908	2.0
Other Operating Revenue	\$118.239	\$122.732	\$4.493	3.8	\$0.000	\$0.000	-	-	\$118.239	\$122.732	\$4.493	3.8
Other Revenue	\$320.224	\$327.625	\$7.401	2.3	\$0.000	\$0.000	-	-	\$320.224	\$327.625	\$7.401	2.3
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$809.816	\$876.997	\$67.181	8.3	\$809.816	\$876.997	\$67.181	8.3
Total Revenue	\$3,549.024	\$3,551.881	\$2.857	0.1	\$809.816	\$876.997	\$67.181	8.3	\$4,358.840	\$4,428.878	\$70.038	1.6
Expenses												
Labor :												
Payroll	\$2,289.034	\$2,286.146	\$2.889	0.1	\$327.246	\$322.745	\$4.501	1.4	\$2,616.280	\$2,608.891	\$7.390	0.3
Overtime	\$334.880	\$343.259	(8.380)	(2.5)	\$69.157	\$98.911	(29.754)	(43.0)	\$404.037	\$442.171	(38.134)	(9.4)
Total Salaries & Wages	\$2,623.914	\$2,629.405	(5.491)	(0.2)	\$396.404	\$421.657	(25.253)	(6.4)	\$3,020.318	\$3,051.062	(30.744)	(1.0)
Health and Welfare	\$562.301	\$527.023	\$35.278	6.3	\$15.215	\$14.637	\$0.578	3.8	\$577.517	\$541.660	\$35.856	6.2
OPEB Current Payment	\$281.212	\$299.916	(18.704)	(6.7)	\$5.999	\$5.546	\$0.452	7.5	\$287.211	\$305.462	(18.251)	(6.4)
Pensions	\$823.799	\$822.803	\$0.996	0.1	\$28.452	\$28.459	(0.007)	0.0	\$852.251	\$851.262	\$0.989	0.1
Other Fringe Benefits	\$231.427	\$233.444	(2.017)	(0.9)	\$124.063	\$123.500	\$0.562	0.5	\$355.490	\$356.944	(1.455)	(0.4)
Total Fringe Benefits	\$1,898.740	\$1,883.187	\$15.553	0.8	\$173.729	\$172.142	\$1.586	0.9	\$2,072.469	\$2,055.329	\$17.139	0.8
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(160.535)	(177.845)	\$17.310	10.8	\$160.535	\$177.845	(17.310)	(10.8)	\$0.000	\$0.000	\$0.000	-
Labor	\$4,362.119	\$4,334.747	\$27.372	0.6	\$730.667	\$771.644	(40.977)	(5.6)	\$5,092.786	\$5,106.391	(13.605)	(0.3)
Non-Labor :												
Electric Power	\$228.743	\$226.643	\$2.100	0.9	\$0.189	\$0.427	(0.238)	-	\$228.932	\$227.070	\$1.863	0.8
Fuel	\$90.255	\$85.877	\$4.378	4.9	\$0.017	\$0.014	\$0.003	16.2	\$90.273	\$85.892	\$4.381	4.9
Insurance	\$54.582	\$54.491	\$0.091	0.2	\$0.000	\$0.000	-	-	\$54.582	\$54.491	\$0.091	0.2
Claims	\$98.406	\$92.362	\$6.044	6.1	\$0.000	\$0.000	-	-	\$98.406	\$92.362	\$6.044	6.1
Paratransit Service Contracts	\$282.942	\$283.684	(0.742)	(0.3)	\$0.000	\$0.000	\$0.000	-	\$282.942	\$283.684	(0.742)	(0.3)
Maintenance and Other Operating Contracts	\$145.616	\$142.525	\$3.091	2.1	\$25.448	\$30.360	(4.912)	(19.3)	\$171.064	\$172.885	(1.821)	(1.1)
Professional Service Contracts	\$83.976	\$73.180	\$10.796	12.9	\$7.336	\$22.204	(14.869)	-	\$91.311	\$95.385	(4.073)	(4.5)
Materials & Supplies	\$220.677	\$218.671	\$2.006	0.9	\$51.046	\$57.395	(6.349)	(12.4)	\$271.723	\$276.065	(4.342)	(1.6)
Other Business Expenses	\$61.782	\$63.778	(1.996)	(3.2)	(4.899)	(5.048)	\$0.148	3.0	\$56.883	\$58.730	(1.847)	(3.2)
Non-Labor	\$1,266.979	\$1,241.210	\$25.768	2.0	\$79.137	\$105.353	(26.216)	(33.1)	\$1,346.116	\$1,346.563	(0.447)	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	\$5,629.098	\$5,575.957	\$53.140	0.9	\$809.804	\$876.997	(67.192)	(8.3)	\$6,438.902	\$6,452.954	(14.052)	(0.2)
Depreciation	\$1,204.838	\$1,163.261	\$41.577	3.5	\$0.000	\$0.000	-	-	\$1,204.838	\$1,163.261	\$41.577	3.5
OPEB Liability	\$1,212.712	\$1,274.918	(62.206)	(5.1)	\$0.000	\$0.000	-	-	\$1,212.712	\$1,274.918	(62.206)	(5.1)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses	\$8,046.647	\$8,014.137	\$32.511	0.4	\$809.804	\$876.997	(67.192)	(8.3)	\$8,856.452	\$8,891.133	(34.682)	(0.4)
OPERATING SURPLUS/DEFICIT	(4,497.623)	(4,462.255)	\$35.368	0.8	\$0.011	\$0.000	(0.011)	-	(4,497.612)	(4,462.255)	\$35.356	0.8

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
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
September 2015
(\$ in millions)

Generic Revenue or Expense Category	Nonreimb or Reimb	MONTH			YEAR TO DATE		
		Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
		\$	%		\$	%	
Farebox Revenue	NR	3.0	0.8	Due primarily to increased accrued fare media liability expiration revenues and higher favorable third quarter pass average fare adjustments, partly offset by lower subway and bus ridership	(4.5)	(0.1)	Due primarily to lower subway and bus ridership, partly offset by increased accrued fare media liability expiration revenues and higher favorable third quarter pass average fare adjustments
Other Operating Revenue	NR	3.8	11.3	Mostly higher paratransit Urban Tax, advertising and real estate revenues	7.4	2.3	Mostly due to higher advertising, real estate, paratransit Urban Tax and MetroCard surcharge revenues
Payroll	NR	2.7	1.1	Due primarily to vacancy savings and favorable miscellaneous accrual adjustments	2.9	0.1	Due primarily to vacancy savings
Overtime	NR	(2.4)	(6.8)	Mainly due to subway service delays and overcrowding, bus traffic/ramp delays and vacancy/absentee coverage requirements for bus operators and signal/track maintainers	(8.4)	(2.5)	Mainly due to subway service delays and overcrowding, bus traffic/ramp delays and vacancy/absentee coverage requirements for bus operators and signal/track maintainers
Health & Welfare (including OPEB current payment)	NR	5.1	5.3	Favorable rates and the favorable timing of expenses	16.6	2.0	Favorable rates and the favorable timing of expenses
Other Fringe Benefits	NR	(1.2)	(4.6)	Primarily the unfavorable timing of expenses	(2.0)	(0.9)	Primarily higher FICA and Workers' Compensation expenses, and unfavorable direct overhead credits, partly offset by the favorable timing of expenses
Reimbursable Overhead	NR	4.1	26.5	Favorable overhead credits, resulting from higher reimbursable overtime requirements	17.3	10.8	Favorable overhead credits, resulting from higher reimbursable overtime requirements
Electric Power	NR	3.4	13.4	Largely due to the favorable timing of expenses and lower consumption, partly offset by higher prices	2.1	0.9	Largely due to the favorable timing of expenses and lower consumption, partly offset by higher prices
Fuel	NR	2.4	24.0	Primarily lower prices and consumption	4.4	4.9	Primarily lower prices and consumption, partly offset by the unfavorable timing of expenses
Claims	NR	2.0	18.4	The favorable timing of expenses	6.0	6.1	The favorable timing of expenses

MTA NEW YORK CITY TRANSIT
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN MID-YEAR FORECAST AND ACTUAL ACCRUAL BASIS
September 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
		\$	%		\$	%	
Maintenance and Other Operating Contracts	NR	(1.6)	(8.2)	Primarily the unfavorable timing of building-related and maintenance & repair expenses, partly offset by painting contract savings	3.1	2.1	Primarily painting contract savings and the favorable timing of auto purchases, partly offset by the unfavorable timing of maintenance & repair expenses
Professional Service Contracts	NR	4.3	49.9	Due primarily to favorable results in several professional service, information technology and office-related accounts	10.8	12.9	Due primarily to the favorable timing of bond services, Workers' Compensation Board and Information-Technology related expenses, partly offset by the unfavorable timing of office-related expenses
Materials and Supplies	NR	(5.0)	(19.6)	Due mostly to the unfavorable timing of maintenance material requirements	2.0	0.9	Due mostly to favorable inventory adjustments, partly offset by the unfavorable timing of maintenance material requirements
Other Business Expenses	NR				(2.0)	(3.2)	Mainly higher MVM debit/credit card charges and unfavorable results for miscellaneous expenses and credits
Capital and Other Reimbursements	R	16.0	19.7	Reimbursement increase consistent with higher reimbursable expenses	67.2	8.3	Reimbursement increase consistent with higher reimbursable expenses
Payroll	R				4.5	1.4	Due primarily to underruns in non-capital results and capital engineering requirements
Overtime	R	(7.3)	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	(29.8)	(43.0)	Mainly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability and other Capital Program support
Maintenance and Other Operating Contracts	R	(2.9)	over (100.0)	Largely the unfavorable timing of construction service requirements	(4.9)	(19.3)	Largely the unfavorable timing of construction service requirements
Professional Service Contracts	R	(2.7)	over (100.0)	Mostly the unfavorable timing of several professional service account expenses	(14.9)	over (100.0)	Mostly related to new IT projects
Materials & Supplies	R	(0.8)	(13.4)	Mainly the unfavorable timing of non-vehicle maintenance material requirements	(6.3)	(12.4)	Mainly the unfavorable timing of non-vehicle maintenance material requirements

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Cash Receipts and Expenditures
Sep 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	\$369.796	\$390.541	\$20.745	5.6	\$3,241.710	\$3,265.921	\$24.211	0.7
Fare Reimbursement	\$0.000	\$0.000	\$0.000	-	\$56.392	\$101.426	\$45.034	79.9
Paratransit Reimbursement	\$44.738	\$5.332	(\$9.406)	(88.1)	\$119.747	\$81.107	(\$38.640)	(32.3)
Other Operating Revenue	\$3.166	\$3.474	\$0.308	9.7	\$28.995	\$30.837	\$1.842	6.4
Other Revenue	\$47.904	\$8.806	(\$39.098)	(81.6)	\$205.133	\$213.370	\$8.237	4.0
Capital and Other Reimbursements	\$97.472	\$108.685	\$11.213	11.5	\$857.319	\$924.836	\$67.517	7.9
Total Revenue	\$515.171	\$508.032	(7.139)	(1.4)	\$4,304.162	\$4,404.127	\$99.965	2.3
Expenditures								
Labor :								
Payroll	\$272.232	\$266.975	\$5.257	1.9	\$2,557.960	\$2,560.409	(2.449)	(0.1)
Overtime	\$37.009	\$49.258	(12.249)	(33.1)	\$398.903	\$442.083	(43.180)	(10.8)
Total Salaries & Wages	\$309.241	\$316.233	(6.992)	(2.3)	\$2,956.863	\$3,002.492	(45.629)	(1.5)
Health and Welfare	\$65.782	\$63.513	\$2.269	3.4	\$596.608	\$557.606	\$39.002	6.5
OPEB Current Payment	\$32.758	\$32.595	\$0.163	0.5	\$287.211	\$305.462	(18.251)	(6.4)
Pensions	\$75.757	\$75.650	\$0.107	0.1	\$706.748	\$705.740	\$1.008	0.1
Other Fringe Benefits	\$31.848	\$33.600	(1.752)	(5.5)	\$323.363	\$328.871	(5.508)	(1.7)
Total Fringe Benefits	\$206.145	\$205.358	\$0.787	0.4	\$1,913.930	\$1,897.679	\$16.251	0.8
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Labor	\$515.386	\$521.591	(6.205)	(1.2)	\$4,870.793	\$4,900.171	(29.378)	(0.6)
Non-Labor :								
Electric Power	\$24.280	\$22.759	\$1.521	6.3	\$231.669	\$231.508	\$0.161	0.1
Fuel	\$10.204	\$6.561	\$3.643	35.7	\$89.100	\$83.217	\$5.883	6.6
Insurance	\$4.279	\$3.920	\$0.359	8.4	\$60.506	\$55.143	\$5.363	8.9
Claims	\$7.334	\$9.400	(2.066)	(28.2)	\$98.489	\$100.565	(2.076)	(2.1)
Paratransit Service Contracts	\$31.598	\$33.957	(2.359)	(7.5)	\$281.408	\$282.106	(0.698)	(0.2)
Maintenance and Other Operating Contracts	\$21.773	\$25.991	(4.218)	(19.4)	\$171.108	\$165.482	\$5.626	3.3
Professional Service Contracts	\$9.454	\$13.930	(4.476)	(47.3)	\$86.618	\$101.346	(14.728)	(17.0)
Materials & Supplies	\$22.094	\$30.378	(8.284)	(37.5)	\$282.943	\$299.840	(16.897)	(6.0)
Other Business Expenses	\$6.572	\$4.614	\$1.958	29.8	\$59.021	\$59.423	(0.402)	(0.7)
Non-Labor	\$137.587	\$151.510	(13.923)	(10.1)	\$1,360.862	\$1,378.630	(17.768)	(1.3)
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	\$652.973	\$673.101	(20.128)	(3.1)	\$6,231.655	\$6,278.801	(47.146)	(0.8)
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	\$652.973	\$673.101	(20.128)	(3.1)	\$6,231.656	\$6,278.801	(47.145)	(0.8)
Net Surplus/(Deficit)	(137.802)	(165.069)	(27.267)	(19.8)	(1,927.494)	(1,874.674)	\$52.820	2.7

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
September 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	20.7	5.6	Mostly the favorable timing of receipts	24.2	0.7	Mostly the favorable timing of receipts
Other Operating Receipts	(39.1)	(81.6)	Due mainly to the unfavorable timing of NYC partial reimbursement of paratransit expenses	8.2	4.0	Due largely to the favorable timing of receipt of student fare reimbursements, partly offset by the unfavorable timing of NYC partial reimbursement of paratransit expenses
Capital and Other Reimbursements	11.2	11.5	Mostly due to the favorable timing of reimbursements and increased 2015 project expenses/billing	67.5	7.9	Mostly due to increased 2015 project expenses/billing, and the favorable timing of reimbursements
Salaries & Wages	(7.0)	(2.3)	Largely due to higher overtime expenditures	(45.6)	(1.5)	Largely due to higher overtime expenditures and vacation buyback payments
Health & Welfare (including OPEB current payment)	2.5	2.5	Mainly favorable rates	20.7	2.3	Primarily favorable rates and the favorable timing of expenses and payments
Other Fringe Benefits	(1.8)	(5.5)	Primarily the unfavorable timing of expenses and payments	(5.5)	(1.7)	Primarily higher FICA payments and the unfavorable timing of payments
Fuel	3.6	35.7	Largely expense underruns and the favorable timing of payments	5.9	6.6	Largely expense underruns and the favorable timing of payments
Insurance				5.4	8.9	Largely the favorable timing of interagency payments
Claims	(2.1)	(28.2)	The unfavorable timing of payments	(2.1)	(2.1)	The unfavorable timing of payments
Paratransit Service Contracts	(2.4)	(7.5)	Primarily the unfavorable timing of payments			
Maintenance Contracts	(4.2)	(19.4)	The unfavorable timing of expenses	5.6	3.3	The favorable timing of payments, partly offset by the unfavorable timing of expenses
Professional Service Contracts	(4.5)	(47.3)	Largely the unfavorable timing of payments	(14.7)	(17.0)	Largely the unfavorable timing of payments
Materials & Supplies	(8.3)	(37.5)	The unfavorable timing of expenses and payments	(16.9)	(6.0)	Largely the unfavorable timing of payments and expenses

MTA NEW YORK CITY TRANSIT
July Financial Plan - 2015 Mid_Year
Cash Conversion (Cash Flow Adjustments)
Sep 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	(4.018)	\$13.747	\$17.765	-	\$12.910	\$41.665	\$28.755	-
Fare Reimbursement	(6.477)	(6.477)	\$0.000	0.0	(2.432)	\$42.603	\$45.035	-
Paratransit Reimbursement	\$30.475	(10.819)	(41.294)	-	(23.415)	(64.963)	(41.548)	-
Other Operating Revenue	(9.345)	(10.915)	(1.570)	(16.8)	(89.244)	(91.895)	(2.651)	(3.0)
Other Revenue	\$14.653	(28.211)	(42.864)	-	(115.091)	(114.255)	\$0.836	0.7
Capital and Other Reimbursements	\$16.352	\$11.608	(4.744)	(29.0)	\$47.503	\$47.839	\$0.336	0.7
Total Revenue	\$26.987	(2.855)	(29.842)	-	(54.678)	(24.751)	\$29.927	54.7
Expenses								
Labor :								
Payroll	\$20.697	\$21.801	\$1.104	5.3	\$58.320	\$48.482	(9.838)	(16.9)
Overtime	\$2.472	\$0.000	(2.472)	-	\$5.134	\$0.088	(5.046)	(98.3)
Total Salaries & Wages	\$23.169	\$21.801	(1.368)	(5.9)	\$63.454	\$48.570	(14.885)	(23.5)
Health and Welfare	\$0.000	(2.916)	(2.916)	-	(19.091)	(15.946)	\$3.145	16.5
OPEB Current Payment	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Pensions	(56.781)	(56.775)	\$0.006	0.0	\$145.503	\$145.522	\$0.019	0.0
Other Fringe Benefits	\$7.625	\$6.759	(0.866)	(11.4)	\$32.127	\$28.073	(4.053)	(12.6)
Total Fringe Benefits	(49.156)	(52.932)	(3.777)	(7.7)	\$158.539	\$157.650	(0.889)	(0.6)
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	(25.987)	(31.131)	(5.145)	(19.8)	\$221.993	\$206.220	(15.773)	(7.1)
Non-Labor :								
Electric Power	\$0.850	(0.950)	(1.800)	-	(2.737)	(4.438)	(1.701)	(62.2)
Fuel	(0.400)	\$0.889	\$1.289	-	\$1.184	\$2.675	\$1.491	-
Insurance	\$1.858	\$1.294	(0.564)	(30.4)	(5.924)	(0.652)	\$5.272	89.0
Claims	\$3.600	(0.481)	(4.081)	-	(0.083)	(8.203)	(8.120)	-
Paratransit Service Contracts	\$0.155	(1.667)	(1.822)	-	\$1.534	\$1.578	\$0.044	2.9
Maintenance and Other Operating Contracts	\$0.000	\$0.274	\$0.274	-	(0.044)	\$7.403	\$7.447	-
Professional Service Contracts	\$0.000	(6.122)	(6.122)	-	\$4.693	(5.961)	(10.654)	-
Materials & Supplies	\$9.229	\$6.712	(2.517)	(27.3)	(11.220)	(23.775)	(12.555)	-
Other Business Expenses	\$0.047	\$2.300	\$2.253	-	(2.138)	(0.693)	\$1.445	67.6
Non-Labor	\$15.339	\$2.249	(13.090)	(85.3)	(14.735)	(32.067)	(17.332)	-
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	(10.648)	(28.882)	(18.235)	-	\$207.258	\$174.153	(33.105)	(16.0)
Depreciation	\$142.948	\$136.000	(6.948)	(4.9)	\$1,204.837	\$1,163.261	(41.576)	(3.5)
OPEB Liability	\$404.065	\$420.322	\$16.257	4.0	\$1,212.712	\$1,274.918	\$62.206	5.1
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$536.365	\$527.440	(8.925)	(1.7)	\$2,624.807	\$2,612.332	(12.475)	(0.5)
Total Cash Conversion Adjustments	\$563.352	\$524.585	(38.767)	(6.9)	\$2,570.129	\$2,587.581	\$17.452	0.7

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
September 2015

	<u>Mid-Year Forecast</u>	<u>Actual</u>	<u>Variance Fav./Unfav</u>	<u>Explanation</u>
Administration				
Office of the President	76	58	18	
Law	280	281	(1)	
Office of the EVP	46	41	5	
Human Resources	227	239	(12)	
Office of Management and Budget	42	40	2	
Capital Planning & Budget	35	30	5	
Corporate Communications	261	250	11	
Non-Departmental	(33)	-	(33)	
Labor Relations	97	91	6	
Materiel	287	270	17	
Controller	137	130	7	
Total Administration	1,455	1,430	25	
Operations				
Subways Service Delivery	7,719	7,711	8	
Subways Operations Support/Admin	386	389	(3)	
Subways Stations	2,650	2,650	0	
Sub-total Subways	10,755	10,750	5	
Buses	10,995	10,904	91	Mostly Bus Operator Vacancies
Paratransit	213	204	9	
Operations Planning	384	398	(14)	
Revenue Control	579	532	47	
Total Operations	22,926	22,788	138	
Maintenance				
Subways Operations Support/Admin	163	155	8	
Subways Engineering	362	347	15	
Subways Car Equipment	4,328	4,302	26	
Subways Infrastructure	1,528	1,524	4	
Subways Elevators & Escalators	442	416	26	
Subways Stations	3,673	3,625	48	
Subways Track	2,796	2,742	54	
Subways Power	603	616	(13)	
Subways Signals	1,505	1,477	28	
Subways Electronic Maintenance	1,578	1,474	104	Mostly PTE and Hourly Vacancies
Sub-total Subways	16,978	16,678	300	
Buses	3,649	3,635	14	
Revenue Control	0	0	0	
Supply Logistics	561	555	6	
System Safety	91	90	1	
Non-Departmental	(77)	0	(77)	
Total Maintenance	21,202	20,958	244	
Engineering/Capital				
Capital Program Management	1,319	1,360	(41)	
Total Engineering/Capital	1,319	1,360	(41)	
Public Safety				
Security	644	611	33	
Total Public Safety	644	611	33	
Total Positions	47,546	47,147	399	
Non-Reimbursable	42,596	42,579	17	
Reimbursable	4,950	4,568	382	
Total Full-Time	47,404	46,894	510	
Total Full-Time Equivalents	142	253	(111)	

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
September 2015

FUNCTION/OCCUPATION	Mid-Year Forecast	Actual	Variance Fav./(Unfav)	Explanation
Administration:				
Managers/Supervisors	558	466	92	
Professional, Technical, Clerical	866	941	(75)	
Operational Hourlies	31	23	8	
Total Administration	1,455	1,430	25	
Operations				
Managers/Supervisors	2,730	2,692	38	
Professional, Technical, Clerical	499	488	11	
Operational Hourlies	19,697	19,608	89	
Total Operations	22,926	22,788	138	
Maintenance				
Managers/Supervisors	3,821	3,780	41	
Professional, Technical, Clerical	1,057	1,009	48	
Operational Hourlies	16,324	16,169	155	
Total Maintenance	21,202	20,958	244	
Engineering/Capital				
Managers/Supervisors	339	348	(9)	
Professional, Technical, Clerical	978	1,010	(32)	
Operational Hourlies	2	2	0	
Total Engineering/Capital	1,319	1,360	(41)	
Public Safety				
Managers/Supervisors	262	246	16	
Professional, Technical, Clerical	39	34	5	
Operational Hourlies	343	331	12	
Total Public Safety	644	611	33	
Total Positions				
Managers/Supervisors	7,710	7,532	178	
Professional, Technical, Clerical	3,439	3,482	(43)	
Operational Hourlies	36,397	36,133	264	
Total Positions	47,546	47,147	399	

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

	September						September 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>	338,014	\$10.118	332,655	\$10.396	5,359	(\$0.278) (2.7%)	2,964,450	\$91.211	2,950,222	\$92.261	14,228	(\$1.050) (1.2%)
<u>Unscheduled Service</u>	254,387	\$8.351	320,916	\$10.181	(66,528)	(\$1.830) (21.9%)	2,467,255	\$76.657	2,746,396	\$84.430	(279,142)	(\$7.773) (10.1%)
<u>Programmatic/Routine Maintenance</u>	401,976	\$14.042	408,753	\$13.652	(6,777)	\$0.389 2.8%	3,256,195	\$106.337	3,278,702	\$103.198	(22,508)	\$3.139 3.0%
<u>Unscheduled Maintenance</u>	0	\$0.000	6,878	\$0.222	(6,878)	(\$0.222) 0.0%	0	\$0.000	6,878	\$0.222	(6,878)	(\$0.222) 0.0%
<u>Vacancy/Absentee Coverage</u>	22,834	\$1.239	96,158	\$3.171	(73,324)	(\$1.932) *	663,065	\$23.311	826,858	\$26.729	(163,793)	(\$3.418) (14.7%)
<u>Weather Emergencies</u>	425	\$0.014	1,644	\$0.054	(1,220)	(\$0.040) *	779,338	\$25.483	795,950	\$26.038	(16,612)	(\$0.556) (2.2%)
<u>Safety/Security/Law Enforcement</u>	9,266	\$0.303	14,195	\$0.394	(4,929)	(\$0.091) (29.9%)	78,448	\$2.465	84,524	\$2.477	(6,076)	(\$0.012) (0.5%)
<u>Other</u>	17,403	\$1.749	5,249	\$0.179	12,155	\$1.570 89.8%	164,743	\$9.416	239,300	\$7.904	(74,557)	\$1.512 16.1%
Subtotal	1,044,306	\$35.815	1,186,448	\$38.248	(142,142)	(\$2.433) (6.8%)	10,373,494	\$334.879	10,928,831	\$343.259	(555,338)	(\$8.380) (2.5%)
REIMBURSABLE OVERTIME	107,245	\$3.666	314,815	\$11.01	(207,570)	(\$7.344) *	2,106,033	\$69.158	2,952,902	\$98.911	(846,870)	(\$29.753) (0.4) (43.0%)
TOTAL OVERTIME	1,151,550	\$39.481	1,501,263	\$49.258	(349,712)	(\$9.777) (24.8%)	12,479,526	\$404.037	13,881,733	\$442.170	(1,402,208)	(\$38.133) (0.1) (9.4%)

Totals may not add due to rounding

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

* Exceeds 100%

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

	September			September Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	5,359	(\$0.3)		14,228	(\$1.0)	Unfavorable YTD results in scheduled service mainly due to additional work in DoB - supervisors (set-up and close-out of shift) and hourlies (fueling). underruns.
		11.4%			12.5%	
<u>Unscheduled Service</u>	(66,528)	(\$1.8)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.	(279,142)	(\$7.8)	Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.
		75.2%			92.8%	
<u>Programmatic/Routine Maintenance</u>	(6,777)	\$0.4		(22,508)	\$3.1	Due to less maintenance coverage required.
		(16.0%)			(37.5%)	
<u>Unscheduled Maintenance</u>	(6,878)	(\$0.2)		(6,878)	(\$0.2)	
		9.1%			2.6%	
<u>Vacancy/Absentee Coverage</u>	(73,324)	(\$1.9)	Mainly due to vacancy / absentee coverage for bus operators, signal and track maintainers.	(163,793)	(\$3.4)	Mainly due to vacancy / absentee coverage for bus operators and maintainers, signal and track maintainers.
		79.4%			40.8%	
<u>Weather Emergencies</u>	(1,220)	(\$0.0)		(16,612)	(\$0.6)	
		1.6%			6.6%	
<u>Safety/Security/Law Enforcement</u>	(4,929)	(\$0.1)		(6,076)	(\$0.0)	
		3.7%			.1%	
<u>Other</u>	12,155	\$1.6	Favorable due to timing of expenses.	(74,557)	\$1.5	Favorable due to timing of expenses.
		(64.5%)			(18.0%)	
Subtotal	(142,142)	(\$2.4)		(555,337)	(\$8.4)	
		24.9%			22.0%	
REIMBURSABLE OVERTIME	(207,570)	(\$7.3)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.	(846,870)	(\$29.8)	Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.
		75.1%			78.0%	
TOTAL OVERTIME	(349,712)	(\$9.8)		(1,402,207)	(\$38.1)	

Totals may not add due to rounding.

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

* Exceeds 100%

METROPOLITAN TRANSPORTATION AUTHORITY
2015 Overtime Reporting
Overtime Legend

<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 resulting from extraordinary events</u> , including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.
<i>Unscheduled Maintenance</i>	Resulting from an <u>extraordinary event</u> (not weather-related) requiring the use of unplanned maintenance to perform repairs on trains, buses, subway and bus stations, depots, tracks and administrative and other facilities, including derailments, tour length and weekend coverage.
<i>Vacancy/Absentee Coverage</i>	Provides coverage for an absent employee or a vacant position.
<i>Weather Emergencies</i>	Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.
<i>Safety/Security/Law Enforcement</i>	Coverage required to provide additional customer & employee protection and to secure MTA fleet facilities, transportation routes, and security training.
<i>Other</i>	Includes overtime coverage for clerical, administrative positions that are eligible for overtime, and miscellaneous overtime.
<i>Reimbursable Overtime</i>	Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.



FINANCIAL AND RIDERSHIP REPORT

September 2015

(All data are preliminary and subject to audit)

In the month of September, **operating revenues** were essentially equal to the Mid-Year Forecast (forecast), and, year-to-date, operating revenues were under forecast by \$0.2 million (2.9 percent), due primarily to the unfavorable timing of student fare reimbursements.

Total **ridership** in September 2015 was 382,577 riders, 4.5 percent (18,095 riders) below forecast. Year-to-date, ridership was 3,281,736 riders, below forecast by 0.7 percent (23,375 riders). September 2015 average weekday ridership was 16,645 riders, 0.9 percent (147 riders) below September 2014. Average weekday ridership for the twelve months ending September 2015 was 15,734 riders, 2.3 percent (354 riders) more than the previous twelve-month period, due to a higher ridership growth trend.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were lower than forecast in September by \$0.6 million (13.8 percent). Labor expenses were slightly higher than forecast by \$0.1 million (3.2 percent), comprised of relatively small timing variances. Non-labor expenses were below forecast by \$0.6 million (47.6 percent), due largely to the favorable timing of maintenance contract expenses of \$0.5 million (90.3 percent), mostly involving the timing of non-revenue vehicle purchases and other expenses. Year-to-date, expenses were less than forecast by \$2.3 million (6.3 percent), including an unfavorable labor expense variance of \$0.2 million (0.7 percent) and a non-labor expense underrun of \$2.5 million (24.3 percent). The non-labor underrun was due mainly to a favorable result in maintenance contracts of \$1.8 million (70.0 percent), representing the timing of non-revenue vehicle purchases and other expenses, and lower materials and supplies expenses of \$0.5 million (26.8 percent), caused largely by the timing of maintenance material requirements.

Depreciation expenses were less than \$0.1 million (0.4 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 \$1.7 million of accrued expenses year-to-date, slightly lower than the forecast.

The **operating cash deficit** (excluding subsidies) year-to-date was \$29.2 million, \$0.7 million (2.5 percent) favorable to forecast.

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
 Month - Sep 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	\$0.569	\$0.567	(0.003)	(0.5)	\$0.000	\$0.000	-	-	\$0.569	\$0.567	(0.003)	(0.5)
Other Revenue	\$0.195	\$0.195	\$0.000	(0.2)	\$0.000	\$0.000	-	-	\$0.195	\$0.195	\$0.000	(0.2)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$0.527	\$0.404	(0.123)	(23.3)	\$0.527	\$0.404	(0.123)	(23.3)
Total Revenue	\$0.764	\$0.761	(0.003)	(0.4)	\$0.527	\$0.404	(0.123)	(23.3)	\$1.291	\$1.165	(0.126)	(9.8)
Expenses												
Labor :												
Payroll	\$1.503	\$1.576	(0.073)	(4.8)	\$0.238	\$0.092	\$0.146	61.3	\$1.741	\$1.668	\$0.073	4.2
Overtime	\$0.209	\$0.106	\$0.103	49.1	\$0.060	\$0.105	(0.045)	(75.0)	\$0.269	\$0.211	\$0.058	21.4
Total Salaries & Wages	\$1.712	\$1.682	\$0.030	1.7	\$0.298	\$0.197	\$0.101	33.9	\$2.010	\$1.879	\$0.131	6.5
Health and Welfare	\$0.335	\$0.388	(0.053)	(15.7)	\$0.000	\$0.000	\$0.000	-	\$0.335	\$0.388	(0.053)	(15.7)
OPEB Current Payment	\$0.114	\$0.075	\$0.039	34.4	\$0.000	\$0.001	(0.001)	-	\$0.114	\$0.076	\$0.038	33.6
Pensions	\$0.500	\$0.500	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$0.500	\$0.500	\$0.000	0.0
Other Fringe Benefits	\$0.250	\$0.321	(0.071)	(28.6)	\$0.000	\$0.000	\$0.000	-	\$0.250	\$0.321	(0.071)	(28.6)
Total Fringe Benefits	\$1.199	\$1.284	(0.085)	(7.1)	\$0.000	\$0.001	(0.001)	-	\$1.199	\$1.285	(0.086)	(7.2)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(0.229)	(0.199)	(0.030)	(13.3)	\$0.229	\$0.198	\$0.031	13.5	\$0.000	(0.001)	\$0.001	-
Labor	\$2.682	\$2.767	(0.085)	(3.2)	\$0.527	\$0.396	\$0.131	24.9	\$3.209	\$3.163	\$0.046	1.4
Non-Labor :												
Electric Power	\$0.271	\$0.268	\$0.002	0.8	\$0.000	\$0.000	\$0.000	-	\$0.271	\$0.268	\$0.002	0.8
Fuel	\$0.015	\$0.006	\$0.008	56.8	\$0.000	\$0.000	-	-	\$0.015	\$0.006	\$0.008	56.8
Insurance	\$0.110	\$0.135	(0.025)	(22.5)	\$0.000	\$0.000	-	-	\$0.110	\$0.135	(0.025)	(22.5)
Claims	\$0.010	\$0.042	(0.031)	-	\$0.000	\$0.000	-	-	\$0.010	\$0.042	(0.031)	-
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	\$0.053	\$0.497	90.3	\$0.000	\$0.000	-	-	\$0.550	\$0.053	\$0.497	90.3
Professional Service Contracts	\$0.078	\$0.019	\$0.059	75.2	\$0.000	\$0.000	-	-	\$0.078	\$0.019	\$0.059	75.2
Materials & Supplies	\$0.310	\$0.167	\$0.143	46.2	\$0.000	\$0.008	(0.008)	-	\$0.310	\$0.175	\$0.135	43.6
Other Business Expenses	\$0.000	\$0.013	(0.013)	-	\$0.000	\$0.000	-	-	\$0.000	\$0.013	(0.013)	-
Non-Labor	\$1.344	\$0.704	\$0.640	47.6	\$0.000	\$0.008	(0.008)	-	\$1.344	\$0.712	\$0.632	47.0
Other Expense Adjustments:												
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenses before Depreciation and OPEB	\$4.026	\$3.471	\$0.554	13.8	\$0.527	\$0.404	\$0.123	23.3	\$4.553	\$3.875	\$0.677	14.9
Depreciation	\$0.726	\$0.642	\$0.084	11.6	\$0.000	\$0.000	-	-	\$0.726	\$0.642	\$0.084	11.6
OPEB Liability	\$0.563	\$0.475	\$0.088	15.6	\$0.000	\$0.000	-	-	\$0.563	\$0.475	\$0.088	15.6
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$5.315	\$4.588	\$0.727	13.7	\$0.527	\$0.404	\$0.123	23.3	\$5.842	\$4.992	\$0.850	14.5
OPERATING SURPLUS/DEFICIT	(4.550)	(3.827)	\$0.723	15.9	\$0.000	\$0.000	\$0.000	-	(4.550)	(3.827)	\$0.723	15.9

Note: Totals may not add due to rounding

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

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Accrual Statement of Operations By Category_MM
Year-To-Date - Sep 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	\$4.717	\$4.718	\$0.001	0.0	\$0.000	\$0.000	-	-	\$4.717	\$4.718	\$0.001	0.0
Other Revenue	\$1.903	\$1.712	(0.191)	(10.0)	\$0.000	\$0.000	\$0.000	-	\$1.903	\$1.712	(0.191)	(10.0)
Capital and Other Reimbursements	\$0.000	\$0.000	-	-	\$2.364	\$2.182	(0.182)	(7.7)	\$2.364	\$2.182	(0.182)	(7.7)
Total Revenue	\$6.620	\$6.431	(0.189)	(2.9)	\$2.364	\$2.182	(0.182)	(7.7)	\$8.984	\$8.613	(0.371)	(4.1)
Expenses												
Labor:												
Payroll	\$13.815	\$13.946	(0.131)	(0.9)	\$1.000	\$0.664	\$0.336	33.6	\$14.815	\$14.610	\$0.205	1.4
Overtime	\$2.399	\$2.104	\$0.295	12.3	\$0.217	\$0.367	(0.150)	(69.1)	\$2.616	\$2.471	\$0.145	5.6
Total Salaries & Wages	\$16.214	\$16.049	\$0.165	1.0	\$1.217	\$1.031	\$0.186	15.3	\$17.431	\$17.080	\$0.351	2.0
Health and Welfare	\$2.924	\$2.715	\$0.209	7.1	\$0.000	\$0.000	\$0.000	-	\$2.924	\$2.715	\$0.209	7.1
OPEB Current Payment	\$0.965	\$1.130	(0.165)	(17.1)	\$0.003	\$0.009	(0.006)	-	\$0.968	\$1.139	(0.171)	(17.7)
Pensions	\$4.500	\$4.500	\$0.000	0.0	\$0.000	\$0.000	\$0.000	-	\$4.500	\$4.500	\$0.000	0.0
Other Fringe Benefits	\$2.407	\$2.668	(0.261)	(10.8)	\$0.000	\$0.000	\$0.000	-	\$2.407	\$2.668	(0.261)	(10.8)
Total Fringe Benefits	\$10.796	\$11.013	(0.217)	(2.0)	\$0.003	\$0.009	(0.006)	-	\$10.799	\$11.022	(0.223)	(2.1)
Contribution to GASB Fund	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Reimbursable Overhead	(1.066)	(0.930)	(0.136)	(12.8)	\$1.066	\$0.930	\$0.136	12.7	\$0.000	\$0.001	(0.001)	-
Labor	\$25.944	\$26.133	(0.189)	(0.7)	\$2.286	\$1.970	\$0.316	13.8	\$28.230	\$28.103	\$0.127	0.5
Non-Labor:												
Electric Power	\$3.116	\$3.001	\$0.114	3.7	\$0.003	\$0.007	(0.004)	-	\$3.119	\$3.008	\$0.110	3.5
Fuel	\$0.195	\$0.207	(0.012)	(6.1)	\$0.000	\$0.000	-	-	\$0.195	\$0.207	(0.012)	(6.1)
Insurance	\$1.120	\$1.101	\$0.018	1.7	\$0.000	\$0.000	-	-	\$1.120	\$1.101	\$0.018	1.7
Claims	\$0.871	\$0.878	(0.007)	(0.8)	\$0.000	\$0.000	-	-	\$0.871	\$0.878	(0.007)	(0.8)
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$2.596	\$0.780	\$1.816	70.0	\$0.000	\$0.000	-	-	\$2.596	\$0.780	\$1.816	70.0
Professional Service Contracts	\$0.485	\$0.347	\$0.138	28.4	\$0.000	\$0.008	(0.008)	-	\$0.485	\$0.355	\$0.130	26.8
Materials & Supplies	\$1.721	\$1.259	\$0.462	26.8	\$0.075	\$0.197	(0.122)	-	\$1.796	\$1.456	\$0.340	18.9
Other Business Expenses	\$0.056	\$0.122	(0.066)	-	\$0.000	\$0.000	\$0.000	-	\$0.056	\$0.122	(0.066)	-
Non-Labor	\$10.159	\$7.695	\$2.464	24.3	\$0.078	\$0.212	(0.134)	-	\$10.237	\$7.907	\$2.330	22.8
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	\$36.103	\$33.828	\$2.276	6.3	\$2.364	\$2.182	\$0.182	7.7	\$38.467	\$36.010	\$2.457	6.4
Depreciation	\$6.123	\$6.146	(0.023)	(0.4)	\$0.000	\$0.000	-	-	\$6.123	\$6.146	(0.023)	(0.4)
OPEB Liability	\$1.738	\$1.720	\$0.018	1.0	\$0.000	\$0.000	-	-	\$1.738	\$1.720	\$0.018	1.0
Environmental Remediation	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	-	-	\$0.000	\$0.000	\$0.000	-
Total Expenses	\$43.964	\$41.694	\$2.270	5.2	\$2.364	\$2.182	\$0.182	7.7	\$46.328	\$43.876	\$2.452	5.3
OPERATING SURPLUS/DEFICIT	(37.344)	(35.263)	\$2.081	5.6	\$0.000	\$0.000	\$0.000	-	(37.344)	(35.263)	\$2.081	5.6

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.

Table 3

MTA STATEN ISLAND RAILWAY
JULY FINANCIAL PLAN - 2015 MID-YEAR FORECAST
EXPLANATION OF VARIANCES BETWEEN FORECAST AND ACTUAL ACCRUAL BASIS
September 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.				(0.191)	(10.0)	The unfavorable timing of student fare reimbursements
Payroll	Non Reimb.	(0.073)	(4.8)	The unfavorable timing of expenses, partly offset by vacancies	(0.131)	(0.9)	The unfavorable timing of expenses, partly offset by vacancies
Overtime	Non Reimb.	0.103	49.1	Largely the favorable timing of project support	0.295	12.3	Largely the favorable timing of project support
Health and Welfare (including OPEB current payment)	Non Reimb.	(0.014)	(3.1)	Primarily the unfavorable timing of expenses	0.044	1.1	Primarily the favorable timing of expenses
Other Fringe Benefits	Non Reimb.	(0.071)	(28.6)	Mainly higher interagency and Workers' Compensation expenses	(0.261)	(10.8)	Mostly higher interagency charges and Workers' Compensation requirements
Electric Power	Non Reimb.				0.114	3.7	Favorable timing of expenses, partly offset by higher prices
Fuel	Non Reimb.	0.008	56.8	The favorable timing of non-revenue vehicle expenses	(0.012)	(6.1)	The unfavorable timing of expenses
Insurance	Non Reimb.	(0.025)	(22.5)	The unfavorable timing of interagency payments	0.018	1.7	The favorable timing of interagency payments
Maintenance & Other Operating Contracts	Non Reimb.	0.497	90.3	Mostly the favorable timing of non-revenue vehicle purchases and other expenses	1.816	70.0	Mostly the favorable timing of non-revenue vehicle purchases and other expenses
Professional Service Contracts	Non Reimb.	0.059	75.2	Mostly the favorable timing of expenses	0.138	28.4	Mostly the favorable timing of expenses
Materials and Supplies	Non Reimb.	0.143	46.2	Mostly the favorable timing of project maintenance material requirements	0.462	26.8	Mostly the favorable timing of project maintenance material requirements and unforecasted reimbursable project requirements
Capital and Other Reimbursements	Reimb.	(0.123)	(23.3)	Timing of Contractor requirements	(0.182)	(7.7)	Timing of Contractor requirements
Payroll	Reimb.	0.146	61.3	Timing of Contractor requirements	0.336	33.6	Timing of Contractor requirements
Overtime	Reimb.	(0.045)	(75.0)	Timing of Contractor requirements	(0.150)	(69.1)	Timing of Contractor requirements
Materials & Supplies	Reimb.				(0.122)	over (100.0)	Unanticipated reimbursable project material requirements

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

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	Month				Year-To-Date			
	Forecast		Favorable (Unfavorable)		Forecast		Favorable (Unfavorable)	
	Mid_Year	Actual	Variance	Percent	Mid_Year	Actual	Variance	Percent
Receipts								
Farebox Revenue	\$0.569	\$0.553	(0.016)	(2.9)	\$4.655	\$4.654	(0.001)	0.0
Other Revenue	\$0.247	\$0.003	(0.244)	(98.8)	\$2.657	\$1.799	(0.858)	(32.3)
Capital and Other Reimbursements	\$0.570	\$0.028	(0.542)	(95.1)	\$2.159	\$1.105	(1.054)	(48.8)
Total Revenue	\$1.386	\$0.584	(0.802)	(57.9)	\$9.471	\$7.558	(1.913)	(20.2)
Expenditures								
Labor :								
Payroll	\$1.700	\$1.710	(0.010)	(0.6)	\$15.957	\$15.225	\$0.732	4.6
Overtime	\$0.303	\$0.191	\$0.112	37.0	\$2.717	\$2.189	\$0.528	19.4
Total Salaries & Wages	\$2.003	\$1.901	\$0.102	5.1	\$18.674	\$17.414	\$1.260	6.7
Health and Welfare	\$0.254	\$1.086	(0.832)	-	\$3.166	\$3.365	(0.199)	(6.3)
OPEB Current Payment	\$0.153	\$0.077	\$0.076	49.7	\$0.850	\$0.479	\$0.371	43.6
Pensions	\$0.500	\$0.500	\$0.000	0.0	\$4.500	\$4.500	\$0.000	0.0
Other Fringe Benefits	\$0.200	\$0.336	(0.136)	(68.0)	\$2.345	\$2.909	(0.564)	(24.1)
Total Fringe Benefits	\$1.107	\$1.999	(0.892)	(80.6)	\$10.861	\$11.253	(0.392)	(3.6)
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	\$3.900	(0.790)	(25.4)	\$29.535	\$28.667	\$0.868	2.9
Non-Labor :								
Electric Power	\$0.223	\$0.000	\$0.223	-	\$3.259	\$3.168	\$0.091	2.8
Fuel	\$0.056	\$0.001	\$0.055	98.2	\$0.282	\$0.096	\$0.186	66.0
Insurance	\$0.282	\$0.000	\$0.282	-	\$1.456	\$0.382	\$1.074	73.8
Claims	\$0.012	\$0.040	(0.028)	-	\$1.004	\$1.003	\$0.001	0.1
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.255	\$0.046	\$0.209	82.0	\$1.260	\$0.720	\$0.540	42.9
Professional Service Contracts	\$0.056	\$0.062	(0.006)	(10.2)	\$0.549	\$0.800	(0.251)	(45.7)
Materials & Supplies	\$0.229	\$0.384	(0.155)	(67.7)	\$1.961	\$1.751	\$0.210	10.7
Other Business Expenses	\$0.000	\$0.009	(0.009)	-	\$0.069	\$0.134	(0.065)	(94.2)
Non-Labor	\$1.113	\$0.542	\$0.571	51.3	\$9.839	\$8.054	\$1.785	18.1
Other Expense Adjustments:								
Other	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Other Expense Adjustments	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures before Depreciation and OPEB	\$4.223	\$4.442	(0.219)	(5.2)	\$39.374	\$36.721	\$2.653	6.7
Depreciation	\$0.001	\$0.000	\$0.001	-	\$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	\$0.000	\$0.000	-
Total Expenditures	\$4.224	\$4.442	(0.218)	(5.2)	\$39.375	\$36.721	\$2.654	6.7
Net Surplus/(Deficit)	(2.837)	(3.858)	(1.021)	(36.0)	(29.904)	(29.163)	\$0.741	2.5

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
September 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	(0.244)	(98.8%)	Mostly the unfavorable timing of student fare reimbursements	(0.858)	(32.3%)	Mostly the unfavorable timing of student fare reimbursements
Capital and Other Reimbursements	(0.542)	(95.1%)	The unfavorable timing of reimbursements	(1.054)	(48.8%)	The unfavorable timing of reimbursements
Payroll				0.732	4.6%	Mostly the favorable timing of payments
Overtime	0.112	37.0%	Mainly the favorable timing of expenses and payments	0.528	19.4%	Mostly the favorable timing of expenses and payments
Health and Welfare (including OPEB current payment)	(0.756)	over (100.0)	Mostly unfavorable timing of payments	0.172	4.3%	Mostly favorable timing of payments and expenses
Other Fringe Benefits				(0.564)	(24.1%)	Mostly higher interagency charges and Workers' Compensation requirements
Insurance	0.282	n/a	The favorable timing of interagency payments	1.074	73.8%	The favorable timing of interagency payments
Maintenance Contracts	0.209	82.0%	Largely the favorable timing of expenses, partly offset by the unfavorable timing of payments	0.540	42.9%	Largely the favorable timing of expenses, partly offset by the unfavorable timing of payments
Professional Service Contracts				(0.251)	(45.7%)	Largely the unfavorable timing of payments
Materials and Supplies	(0.155)	(67.7%)	Largely the unfavorable timing of payments	0.210	10.7%	Largely the favorable timing of expenses, partly offset by the unfavorable timing of payments

MTA STATEN ISLAND RAILWAY
July Financial Plan - 2015 Mid_Year
Cash Conversion (Cash Flow Adjustments)
 Sep 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	(0.014)	(0.014)	-	(0.062)	(0.064)	(0.002)	(3.7)
Other Revenue	\$0.052	(0.192)	(0.244)	-	\$0.754	\$0.087	(0.667)	(88.5)
Capital and Other Reimbursements	\$0.043	(0.376)	(0.419)	-	(0.205)	(1.077)	(0.872)	-
Total Revenue	\$0.095	(0.581)	(0.676)	-	\$0.487	(1.055)	(1.542)	-
Expenses								
Labor :								
Payroll	\$0.041	(0.042)	(0.083)	-	(1.142)	(0.615)	\$0.527	46.1
Overtime	(0.034)	\$0.020	\$0.054	-	(0.101)	\$0.282	\$0.383	-
Total Salaries & Wages	\$0.007	(0.022)	(0.029)	-	(1.243)	(0.334)	\$0.909	73.1
Health and Welfare	\$0.081	(0.698)	(0.779)	-	(0.242)	(0.650)	(0.408)	-
OPEB Current Payment	(0.039)	(0.001)	\$0.038	96.8	\$0.118	(0.001)	\$0.542	-
Pensions	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Other Fringe Benefits	\$0.050	\$0.717	\$0.667	-	\$0.062	\$0.490	\$0.428	-
Total Fringe Benefits	\$0.092	\$0.017	(0.075)	(81.0)	(0.062)	\$0.501	\$0.563	-
Contribution to GASB Fund	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Reimbursable Overhead	\$0.000	(0.732)	(0.732)	-	\$0.000	(0.731)	(0.731)	-
Labor	\$0.099	(0.737)	(0.836)	-	(1.305)	(0.564)	\$0.741	56.8
Non-Labor :								
Electric Power	\$0.048	\$0.268	\$0.220	-	(0.140)	(0.160)	(0.020)	(14.1)
Fuel	(0.041)	\$0.005	\$0.046	-	(0.087)	\$0.111	\$0.198	-
Insurance	(0.172)	\$0.135	\$0.307	-	(0.336)	\$0.719	\$1.055	-
Claims	(0.002)	\$0.002	\$0.004	-	(0.133)	(0.125)	\$0.008	5.7
Paratransit Service Contracts	\$0.000	\$0.000	\$0.000	-	\$0.000	\$0.000	\$0.000	-
Maintenance and Other Operating Contracts	\$0.295	\$0.007	(0.288)	(97.6)	\$1.336	\$0.060	(1.276)	(95.5)
Professional Service Contracts	\$0.022	(0.043)	(0.065)	-	(0.064)	(0.445)	(0.381)	-
Materials & Supplies	\$0.081	(0.209)	(0.290)	-	(0.165)	(0.295)	(0.130)	(78.7)
Other Business Expenses	\$0.000	\$0.004	\$0.004	-	(0.013)	(0.012)	\$0.001	7.3
Non-Labor	\$0.231	\$0.170	(0.061)	(26.4)	\$0.398	(0.147)	(0.545)	-
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	\$0.330	(0.567)	(0.897)	-	(0.907)	(0.711)	\$0.196	21.6
Depreciation	\$0.725	\$0.642	(0.083)	(11.5)	\$6.122	\$6.146	\$0.024	0.4
OPEB Liability	\$0.563	\$0.475	(0.088)	(15.6)	\$1.738	\$1.720	(0.018)	(1.0)
Environmental Remediation	\$0.000	\$0.000	-	-	\$0.000	\$0.000	-	-
Total Expenditures	\$1.618	\$0.550	(1.068)	(66.0)	\$6.953	\$7.155	\$0.202	2.9
Total Cash Conversion Adjustments	\$1.713	(0.031)	(1.744)	-	\$7.440	\$6.100	(1.340)	(18.0)

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
September 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	15	0
Power/Signals	26	19	7
Maintenance of Way	46	53	(7)
Infrastructure	25	27	(2)
Total Maintenance	155	155	0
Engineering/Capital			
Reimbursable Program Support	26	23	3
Total Engineering Capital	26	23	3
Total Positions	316	312	4
Non-Reimbursable	290	289	1
Reimbursable	26	23	3
Total Full-Time	316	312	4
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
September 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	3	0	
Operational Hourlies	144	139	5	
Total Maintenance	155	155	0	
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	15	4	
Operational Hourlies	263	260	3	
Total Positions	316	312	4	

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

Month of September				
<u>Forecast</u>	<u>Actual</u>	<u>Variance</u>		<u>Explanation</u>
		<u>Amount</u>	<u>Percent</u>	
0.401	0.383	(0.018)	(4.5%)	Shuttle buses replace trains between Old Town and St. George on one weekend
Year-to-Date				
3.305	3.282	(0.023)	(0.7%)	

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 September				Explanation
	2014	2015	Variance		
			Amount	Percent	
Average Weekday	0.017	0.017	(0.000)	(0.9%)	
Average Weekend	0.009	0.007	(0.001)	(16.4%)	Shuttle buses replace trains between Old Town and St. George on one weekend
	12-Month Rolling Average				
Average Weekday	0.015	0.016	0.000	2.3%	Higher ridership growth trend
Average Weekend	0.008	0.008	0.000	0.2%	

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

**FINANCIAL AND RIDERSHIP REPORT
September 2015**

(All data are preliminary and subject to audit)

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

Operating revenue was \$20.0 million in September, \$0.3 million (1.6 percent) above forecast, of which farebox revenue overran by \$0.3 million (1.8 percent), due to favorable pass average fare adjustments, partly offset by lower ridership. Year-to-date, other operating revenue of \$171.7 million was a net \$0.1 million (0.1 percent) above forecast, including an increase in farebox revenue of \$1.3 million (0.8 percent), due mostly to higher ridership, largely offset by other operating revenue underruns of \$1.2 million (7.3 percent), caused by lower insurance recoveries.

Total MTA Bus **ridership** in September 2015 was 10.6 million, 1.1 percent (0.1 million riders) below forecast. Year-to-date, ridership was 92.7 million, 0.2 percent (0.2 million riders) above forecast. September 2015 average weekday ridership was 413,569, a decrease of 5.8 percent (25,665 riders) from September 2014. Average weekday ridership for the twelve months ending September 2015 was 405,561, an increase of 0.2 percent (763 riders) from the twelve months ending September 2014.

Nonreimbursable expenses before depreciation and Other Post-Employment Benefits were \$54.0 million in September, \$1.0 million (1.9 percent) above forecast. Labor expenses exceeded forecast by \$2.6 million (6.6 percent), including a payroll overrun of \$1.3 million (6.1 percent), due to additional wage progression adjustments for represented groups, partly offset by vacancies. Overtime expenses were higher by \$0.9 million (21.8 percent), largely due to additional requirements for overage fleet maintenance and vacancy/absentee coverage. Health & welfare/OPEB current expenses were also in excess of forecast by \$0.7 million (10.4 percent), due to higher claims. Non-labor expenses were under forecast by \$1.5 million (10.7 percent), including favorable results in: maintenance contracts of \$1.2 million (36.9 percent-timing); professional service contract expenses of \$1.0 million (38.5 percent-timing) and fuel expenses (\$0.6 million (25.8 percent-lower rates), partly offset by an overrun in materials & supplies of \$1.4 million (47.4 percent), due to prior period adjustments. Year-to-date, expenses of \$469.2 million underran forecast by \$3.0 million (0.6 percent). Labor expenses were above forecast by \$5.8 million (1.6 percent), including unfavorable results in health & welfare/OPEB current expenses of \$3.5 million (6.2 percent), resulting from the recording of prior period expenses and higher claims. Overtime expenses were higher by \$3.2 million (7.8 percent), due mostly to maintenance requirements in support of an overage fleet and vacancy/absentee coverage requirements. Payroll expenses were over by \$2.9 million (1.5 percent), due to additional wage progression adjustments for represented groups and vacation buyback payments. Other fringe benefits underran by \$3.3 million (9.6 percent), due largely to favorable Workers' Compensation accrual adjustments. Non-labor expenses were lower by \$8.8 million (7.4 percent), due in large part to the favorable timing of expenses affecting several accounts.

Year-to-date, depreciation expenses exceeded forecast by \$4.1 million (12.5 percent) and Other Post-Employment Benefit expenses of \$75.2 million were slightly above forecast.

The **operating cash deficit** (excluding subsidies) was \$299.4 million year-to-date, \$2.5 million (0.8 percent) unfavorable to forecast.

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September 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	\$ 18.066	\$ 18.388	\$ 0.322	1.8	\$ -	\$ -	\$ -	-	\$ 18.066	\$ 18.388	\$ 0.322	1.8
Other Operating Income	1.579	1.564	(0.015)	(0.9)	-	-	-	-	1.579	1.564	(0.015)	(0.9)
Capital and Other Reimbursements	-	-	-	-	0.547	0.529	(0.018)	(3.3)	0.547	0.529	(0.018)	(3.3)
Total Revenue	\$ 19.645	\$ 19.952	\$ 0.307	1.6	\$ 0.547	\$ 0.529	\$ (0.018)	(3.3)	\$ 20.192	\$ 20.481	\$ 0.289	1.4
Labor:												
Payroll	\$ 20.654	\$ 21.904	\$ (1.250)	(6.1)	\$ 0.221	\$ 0.309	\$ (0.088)	(39.8)	\$ 20.875	\$ 22.213	\$ (1.338)	(6.4)
Overtime	3.959	4.822	(0.863)	(21.8)	-	-	-	-	3.959	4.822	(0.863)	(21.8)
Health and Welfare	4.462	4.874	(0.412)	(9.2)	0.097	0.097	-	0.0	4.559	4.971	(0.412)	(9.0)
OPEB Current Payment	1.793	2.034	(0.241)	(13.4)	-	-	-	-	1.793	2.034	(0.241)	(13.4)
Pensions	3.784	3.802	(0.018)	(0.5)	0.043	0.047	(0.004)	(9.3)	3.827	3.849	(0.022)	(0.6)
Other Fringe Benefits	4.087	3.853	0.234	5.7	0.042	0.047	(0.005)	(11.9)	4.129	3.900	0.229	5.5
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	-	0.018	(0.018)	-	-	0.018	(0.018)	-
Total Labor Expenses	\$ 38.739	\$ 41.289	\$ (2.550)	(6.6)	\$ 0.403	\$ 0.518	\$ (0.115)	(28.5)	\$ 39.142	\$ 41.807	\$ (2.665)	(6.8)
Non-Labor:												
Electric Power	\$ 0.161	\$ 0.120	\$ 0.041	25.5	\$ -	\$ -	\$ -	-	\$ 0.161	\$ 0.120	\$ 0.041	25.5
Fuel	2.175	1.614	0.561	25.8	-	-	-	-	2.175	1.614	0.561	25.8
Insurance	0.552	0.284	0.268	48.5	-	-	-	-	0.552	0.284	0.268	48.5
Claims	2.479	2.500	(0.021)	(0.9)	-	-	-	-	2.479	2.500	(0.021)	(0.9)
Maintenance and Other Operating Contracts	3.332	2.101	1.231	36.9	0.032	-	0.032	100.0	3.364	2.101	1.263	37.5
Professional Service Contracts	2.590	1.592	0.998	38.5	-	-	-	-	2.590	1.592	0.998	38.5
Materials & Supplies	2.869	4.228	(1.359)	(47.4)	0.112	0.011	0.101	90.2	2.981	4.239	(1.258)	(42.2)
Other Business Expense	0.137	0.320	(0.183)	*	-	-	-	-	0.137	0.320	(0.183)	*
Total Non-Labor Expenses	\$ 14.293	\$ 12.759	\$ 1.534	10.7	\$ 0.144	\$ 0.011	\$ 0.133	92.4	\$ 14.437	\$ 12.770	\$ 1.667	11.5
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 53.032	\$ 54.048	\$ (1.016)	(1.9)	\$ 0.547	\$ 0.529	\$ 0.018	3.3	\$ 53.579	\$ 54.577	\$ (0.998)	(1.9)
Depreciation	3.108	4.457	(1.349)	(43.4)	-	-	-	-	3.108	4.457	(1.349)	(43.4)
OPEB Obligation	8.272	8.350	(0.078)	(0.9)	-	-	-	-	8.272	8.350	(0.078)	(0.9)
Environmental Remediation	-	-	-	-	-	-	-	-	-	-	-	-
Total Expenses	\$ 64.413	\$ 66.855	\$ (2.442)	(3.8)	\$ 0.547	\$ 0.529	\$ 0.018	3.3	\$ 64.960	\$ 67.384	\$ (2.424)	(3.7)
Net Surplus/(Deficit)	\$ (44.768)	\$ (46.903)	\$ (2.135)	(4.8)	\$ -	\$ -	\$ (0.000)	-	\$ (44.768)	\$ (46.903)	\$ (2.135)	(4.8)

NOTE: Totals may not add due to rounding

MTA BUS COMPANY
JULY FINANCIAL PLAN - 2015 MID - YEAR FORECAST
ACCRUAL STATEMENT of OPERATIONS by CATEGORY
September 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	\$ 155.872	\$ 157.133	\$ 1.261	0.8	\$ -	\$ -	\$ -	-	\$ 155.872	\$ 157.133	\$ 1.261	0.8
Other Operating Income	15.774	14.616	(1.158)	(7.3)	-	-	-	-	15.774	14.616	(1.158)	(7.3)
Capital and Other Reimbursements	-	-	-	-	4.256	3.682	(0.574)	(13.5)	4.256	3.682	(0.574)	(13.5)
Total Revenue	\$ 171.646	\$ 171.749	\$ 0.103	0.1	\$ 4.256	\$ 3.682	\$ (0.574)	(13.5)	\$ 175.902	\$ 175.431	\$ (0.471)	(0.3)
Expenses												
Labor:												
Payroll	\$ 188.069	\$ 190.932	\$ (2.863)	(1.5)	2.044	2.077	\$ (0.033)	(1.6)	\$ 190.112	\$ 193.009	\$ (2.897)	(1.5)
Overtime	40.698	43.882	(3.184)	(7.8)	-	-	-	-	40.698	43.882	(3.184)	(7.8)
Health and Welfare	40.304	44.179	(3.875)	(9.6)	0.746	0.647	0.098	13.2	41.050	44.826	(3.777)	(9.2)
OPEB Current Payment	15.470	15.050	0.420	2.7	-	-	-	-	15.470	15.050	0.420	2.7
Pensions	34.650	34.274	0.376	1.1	0.340	0.301	0.038	11.2	34.990	34.575	0.414	1.2
Other Fringe Benefits	34.718	31.378	3.340	9.6	0.336	0.300	0.036	10.7	35.054	31.678	3.376	9.6
GASB Account	-	-	-	-	-	-	-	-	-	-	-	-
Reimbursable Overhead	-	-	-	-	0.169	0.274	(0.105)	(62.1)	0.169	0.274	(0.105)	(62.1)
Total Labor Expenses	\$ 353.909	\$ 359.695	\$ (5.786)	(1.6)	\$ 3.634	\$ 3.600	\$ 0.034	0.9	\$ 357.542	\$ 363.295	\$ (5.752)	(1.6)
Non-Labor:												
Electric Power	\$ 1.316	\$ 1.147	\$ 0.169	12.8	\$ -	\$ -	\$ -	-	\$ 1.316	\$ 1.147	\$ 0.169	12.8
Fuel	18.893	17.573	1.320	7.0	-	-	-	-	18.893	17.573	1.320	7.0
Insurance	3.674	2.590	1.084	29.5	-	-	-	-	3.674	2.590	1.084	29.5
Claims	21.257	21.268	(0.011)	(0.1)	-	-	-	-	21.257	21.268	(0.011)	(0.1)
Maintenance and Other Operating Contracts	21.552	16.590	4.962	23.0	0.129	-	0.129	100.0	21.681	16.590	5.091	23.5
Professional Service Contracts	18.900	15.353	3.547	18.8	-	-	-	-	18.900	15.353	3.547	18.8
Materials & Supplies	30.638	32.190	(1.552)	(5.1)	0.494	0.082	0.412	83.4	31.132	32.272	(1.140)	(3.7)
Other Business Expense	2.007	2.772	(0.765)	(38.1)	-	-	-	-	2.007	2.772	(0.765)	(38.1)
Total Non-Labor Expenses	\$ 118.235	\$ 109.483	\$ 8.752	7.4	\$ 0.623	\$ 0.082	\$ 0.541	86.8	\$ 118.858	\$ 109.565	\$ 9.293	7.8
Other Expense Adjustments:												
Other	-	-	-	-	-	-	-	-	-	-	-	-
Total Other Expense Adjustments	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-	\$ -	\$ -	\$ -	-
Total Expenses before Non-Cash Liability Adjs.	\$ 472.144	\$ 469.178	\$ 2.966	0.6	\$ 4.256	\$ 3.682	\$ 0.575	13.5	\$ 476.400	\$ 472.860	\$ 3.540	0.7
Depreciation	32.816	36.906	(4.090)	(12.5)	-	-	-	-	32.816	36.906	(4.090)	(12.5)
OPEB Obligation	75.088	75.152	(0.064)	(0.1)	-	-	-	-	75.088	75.152	(0.064)	(0.1)
Environmental Remediation	0.004	0.017	(0.013)	*	-	-	-	-	0.004	0.017	(0.013)	*
Total Expenses	\$ 580.053	\$ 581.253	\$ (1.201)	(0.2)	\$ 4.256	\$ 3.682	\$ 0.575	13.5	\$ 584.309	\$ 584.935	\$ (0.626)	(0.1)
Net Surplus/(Deficit)	\$ (408.406)	\$ (409.504)	\$ (1.098)	(0.3)	\$ (0.000)	\$ 0.000	\$ 0.000	100.0	\$ (408.407)	\$ (409.504)	\$ (1.097)	(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	September 2015				Year-To-Date			
		Favorable (Unfavorable) Variance		Reason for Variance		Favorable (Unfavorable) Variance		Reason for Variance	
		\$	%			\$	%		
Farebox Revenue	NR	\$ 0.322	1.8	Higher average fare		\$ 1.261	0.8	Higher average fare and ridership	
Other Operating Income	NR	\$ (0.015)	(0.9)	(a)		\$ (1.158)	(7.3)	Lower insurance recoveries	
Capital and Other Reimbursements	R	\$ (0.018)	(3.3)	(a)		\$ (0.574)	(13.5)	Timing of reimbursement receipts, and vacancies.	
Total Revenue Variance		\$ 0.289	1.4			\$ (0.471)	(0.3)		
Payroll	NR	\$ (1.250)	(6.1)	Mainly due to wage progression not budgeted for represented groups , partially offset by vacancies.		\$ (2.863)	(1.5)	Mainly due to wage progression not budgeted for represented groups and vacation buyback, partially offset by vacancies.	
Overtime	NR	\$ (0.863)	(21.8)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements		\$ (3.184)	(7.8)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	
Health and Welfare (including OPEB)	NR	\$ (0.653)	(10.4)	Higher claims		\$ (3.455)	(6.2)	Payment of prior period expenses and higher claims	
Pension	NR	\$ (0.018)	(0.5)	(a)		\$ 0.376	1.1	(a)	
Other Fringe Benefits	NR	\$ 0.234	5.7	Favorable variance due to accrual adjustment per updated actuarial analysis of workers' compensation cost as well as associated vacancies		\$ 3.340	9.6	Favorable variance due to accrual adjustment per updated actuarial analysis of workers' compensation cost as well as associated vacancies	
Electric Power	NR	\$ 0.041	25.5	Timing of expenses		\$ 0.169	12.8	Timing of expenses	
Fuel	NR	\$ 0.561	25.8	Lower rates		\$ 1.320	7.0	Lower rates	
Insurance	NR	\$ 0.268	48.5	Timing of scheduled insurance premium expenses		\$ 1.084	29.5	Timing of scheduled insurance premium expenses	
Claims	NR	\$ (0.021)	(0.9)	(a)		\$ (0.011)	(0.1)	(a)	
Maintenance and Other Operating Contracts	NR	\$ 1.231	36.9	Delay in maintenance contracts		\$ 4.962	23.0	Delay in maintenance contracts	
Professional Service Contracts	NR	\$ 0.998	38.5	Delay in billing cycle		\$ 3.547	18.8	Delay in billing cycle	
Materials & Supplies	NR	\$ (1.359)	(47.4)	Prior period expenses		\$ (1.552)	(5.1)	Prior period expenses	
Other Business Expense	NR	\$ (0.183)	*	Greater than budgeted Automatic Fare Collection fees.		\$ (0.765)	(38.1)	Greater than budgeted Automatic Fare Collection fees.	
Depreciation	NR	\$ (1.349)	(43.4)	Non cash expense		\$ (4.090)	(12.5)	Non cash expense	
Other Post Employment Benefits	NR	\$ (0.078)	(0.9)	(a)		\$ (0.064)	(0.1)	(a)	
Environmental Remediation		\$ -	-			\$ (0.013)	*		
Payroll	R	\$ (0.088)	(39.8)	Timing of charges		\$ (0.033)	(1.6)	Timing of charges	
Health and Welfare	R	\$ -	-			\$ 0.098	13.2		
Pension	R	\$ (0.004)	(9.3)			\$ 0.038	11.2		
Other Fringe Benefits	R	\$ (0.005)	(11.9)			\$ 0.036	10.7		
Reimbursable Overhead	R	\$ (0.018)	*	(a)		\$ (0.105)	*	(a)	
Maintenance and Other Operating Contracts	R	\$ 0.032	*	Timing of charges		\$ 0.129	*	Timing of charges	
Materials & Supplies	R	\$ 0.101	*	Timing of charges		\$ 0.412	*	Timing of charges	
Total Expense Variance		\$ (2.424)	(3.7)			\$ (0.626)	(0.1)		
Net Variance		\$ (2.135)	(4.8)			\$ (1.097)	(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)

	September 2015					Year-To-Date				
			Favorable (Unfavorable)					Favorable (Unfavorable)		
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ 18.066	\$ 20.581	\$ 2.515	13.9		\$ 154.582	\$ 157.088	\$ 2.506	1.6	
Other Operating Revenue	1.865	0.659	(1.206)	(64.7)		15.965	16.144	0.179	1.1	
Capital and Other Reimbursements	1.430	0.026	(1.404)	(98.2)		7.500	4.077	(3.423)	(45.6)	
Total Receipts	\$ 21.361	\$ 21.266	\$ (0.095)	(0.4)		\$ 178.047	\$ 177.309	\$ (0.738)	(0.4)	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 20.342	\$ 27.243	\$ (6.901)	(33.9)		\$ 184.289	\$ 188.665	\$ (4.376)	(2.4)	
Overtime	3.959	4.822	(0.863)	(21.8)		40.699	43.927	(3.228)	(7.9)	
Health and Welfare	4.324	3.127	1.197	27.7		41.477	43.034	(1.557)	(3.8)	
OPEB Current Payment	1.800	2.034	(0.234)	(13.0)		15.505	15.052	0.453	2.9	
Pensions	3.858	3.802	0.056	1.5		34.837	34.602	0.235	0.7	
Other Fringe Benefits	4.429	3.553	0.876	19.8		36.512	35.486	1.026	2.8	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	-	-	-		-	-	-	-	
Total Labor Expenditures	\$ 38.712	\$ 44.581	\$ (5.869)	(15.2)		\$ 353.318	\$ 360.766	\$ (7.448)	(2.1)	
<i>Non-Labor:</i>										
Electric Power	\$ 0.162	\$ 0.120	\$ 0.042	25.9		\$ 1.314	\$ 1.147	\$ 0.167	12.7	
Fuel	2.395	1.686	0.709	29.6		18.291	19.433	(1.142)	(6.2)	
Insurance	1.075	0.104	0.971	90.3		5.019	0.850	4.169	83.1	
Claims	1.490	1.677	(0.187)	(12.6)		20.293	21.961	(1.668)	(8.2)	
Maintenance and Other Operating Contracts	3.549	2.303	1.246	35.1		20.223	17.270	2.953	14.6	
Professional Service Contracts	2.953	1.483	1.470	49.8		21.885	15.654	6.231	28.5	
Materials & Supplies	2.668	4.108	(1.440)	(54.0)		32.150	37.479	(5.329)	(16.6)	
Other Business Expenses	0.315	0.207	0.108	34.3		2.473	2.185	0.288	11.6	
Total Non-Labor Expenditures	\$ 14.607	\$ 11.688	\$ 2.919	20.0		\$ 121.648	\$ 115.979	\$ 5.669	4.7	
Other Expenditure Adjustments :										
Other			-	-		-	-	-	-	
Total Other Expenditure Adjustments	\$ -	\$ -	\$ -	-		\$ -	\$ -	\$ -	-	
Total Expenditures	\$ 53.319	\$ 56.269	\$ (2.950)	(5.5)		\$ 474.966	\$ 476.745	\$ (1.779)	(0.4)	
Operating Cash Surplus/(Deficit)	\$ (31.958)	\$ (35.003)	\$ (3.045)	(9.5)		\$ (296.919)	\$ (299.436)	\$ (2.517)	(0.8)	

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	September 2015			Year-To-Date		
	Favorable (Unfavorable) Variance		Reason for Variance	Favorable (Unfavorable) Variance		Reason for Variance
	\$	%		\$	%	
Farebox Revenue	\$ 2.515	13.9	Timing of receipts	\$ 2.506	1.6	Timing of receipts
Other Operating Revenue	(1.206)	(64.7)	Timing of receipt due to annual senior citizen fare reimbursement	0.179	1.1	Timing of receipt due to annual senior citizen fare reimbursement
Capital and Other Reimbursements	(1.404)	(98.2)	(a)	(3.423)	(45.6)	(a)
Total Receipts	\$ (0.095)	(0.4)		\$ (0.738)	(0.4)	
Payroll	\$ (6.901)	(33.9)	Prefunding of October 1 payroll.	\$ (4.376)	(2.4)	Prefunding of October 1 Payroll offset by vacancies and pending RWA payments
Overtime	(0.863)	(21.8)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements	(3.228)	(7.9)	Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements
Health and Welfare (including OPEB)	0.963	15.7	Higher claims	(1.104)	(1.9)	Payment of prior period expenses and higher claims
Pension	0.056	1.5	(a)	0.235	0.7	(a)
Other Fringe Benefits	0.876	19.8	Favorable variance due to higher actuarial recommended accruals of workers' compensation expenses and associated vacancies	1.026	2.8	Favorable variance due to higher actuarial recommended accruals of workers' compensation expenses and associated vacancies
GASB	-	-		-	-	
Electric Power	0.042	25.9	(a)	0.167	12.7	Timing of payments
Fuel	0.709	29.6	Timing of payments	(1.142)	(6.2)	Prior period payments
Insurance	0.971	90.3	Timing of payments	4.169	83.1	Timing of payments
Claims	(0.187)	(12.6)	Higher settlements than budget	(1.668)	(8.2)	Higher settlements than budget
Maintenance and Other Operating Contracts	1.246	35.1	Delay in maintenance contracts	2.953	14.6	Delay in maintenance contracts
Professional Service Contracts	1.470	49.8	Timing of payments	6.231	28.5	Timing of payments
Materials & Supplies	(1.440)	(54.0)	Prior period expenses	(5.329)	(16.6)	Prior period expenses
Other Business Expenditure	0.108	34.3	(a)	0.288	11.6	Timing of payments
Total Expenditures	\$ (2.950)	(5.5)		\$ (1.779)	(0.4)	
Net Cash Variance	\$ (3.045)	(9.5)		\$ (2.517)	(0.8)	

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

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

(\$ in millions)

	September 2015					Year-To-Date				
	<div><div>Favorable (Unfavorable)</div></div>					<div><div>Favorable (Unfavorable)</div></div>				
	Mid Year Forecast	Actual	Variance	Percent		Mid Year Forecast	Actual	Variance	Percent	
Receipts										
Farebox Revenue	\$ -	\$ 2.193	\$ 2.193	-		\$ (1.290)	\$ (0.045)	\$ 1.245	96.5	
Other Operating Revenue	0.286	(0.905)	(1.191)	*		0.191	1.528	1.337	*	
Capital and Other Reimbursements	0.883	(0.503)	(1.386)	*		3.244	0.395	(2.849)	(87.8)	
Total Receipts	\$ 1.169	\$ 0.785	\$ (0.384)	(32.8)		\$ 2.145	\$ 1.878	\$ (0.267)	(12.4)	
Expenditures										
<i>Labor:</i>										
Payroll	\$ 0.534	\$ (5.030)	\$ (5.564)	*		\$ 5.824	\$ 4.344	\$ (1.480)	(25.4)	
Overtime	-	-	-	-		(0.001)	(0.045)	(0.044)	*	
Health and Welfare	0.235	1.844	1.609	*		(0.427)	1.792	2.220	*	
OPEB Current Payment	(0.007)	-	0.007	100.0		(0.035)	(0.002)	0.033	94.3	
Pensions	(0.031)	0.047	0.078	*		0.153	(0.027)	(0.179)	*	
Other Fringe Benefits	(0.300)	0.347	0.647	*		(1.458)	(3.808)	(2.350)	*	
GASB Account	-	-	-	-		-	-	-	-	
Reimbursable Overhead	-	0.018	0.018	-		0.169	0.274	0.105	62.1	
Total Labor Expenditures	\$ 0.430	\$ (2.774)	\$ (3.204)	*		\$ 4.224	\$ 2.529	\$ (1.695)	(40.1)	
<i>Non-Labor:</i>										
Traction and Propulsion Power	\$ (0.001)	\$ -	\$ 0.001	100.0		\$ 0.002	\$ -	\$ (0.002)	(100.0)	
Fuel for Buses and Trains	(0.220)	(0.072)	0.148	67.3		0.602	(1.860)	(2.462)	*	
Insurance	(0.523)	0.180	0.703	*		(1.345)	1.740	3.085	*	
Claims	0.989	0.823	(0.166)	(16.8)		0.964	(0.693)	(1.657)	*	
Maintenance and Other Operating Contracts	(0.185)	(0.202)	(0.017)	(9.2)		1.458	(0.680)	(2.138)	*	
Professional Service Contracts	(0.363)	0.109	0.472	*		(2.985)	(0.301)	2.684	89.9	
Materials & Supplies	0.313	0.131	(0.182)	(58.1)		(1.018)	(5.207)	(4.189)	*	
Other Business Expenditures	(0.178)	0.113	0.291	*		(0.466)	0.587	1.053	*	
Total Non-Labor Expenditures	\$ (0.170)	\$ 1.082	\$ 1.252	*		\$ (2.790)	\$ (6.414)	\$ (3.624)	*	
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.										
	\$ 1.429	\$ (0.907)	\$ (2.336)	*		\$ 3.579	\$ (2.007)	\$ (5.586)	*	
Depreciation Adjustment	3.108	4.457	1.349	43.4		32.816	36.906	4.090	12.5	
Other Post Employment Benefits	8.272	8.350	0.078	0.9		75.088	75.152	0.064	0.1	
Environmental Remediation	-	-	-	-		0.004	0.017	0.013		
Total Expenses/Expenditures	\$ 12.810	\$ 11.900	\$ (0.910)	(7.1)		\$ 111.487	\$ 110.068	\$ (1.420)	(1.3)	
Total Cash Conversion Adjustments	\$ 12.810	\$ 11.900	\$ (0.910)	(7.1)		\$ 111.487	\$ 110.068	\$ (1.420)	(1.3)	

NOTE: Totals may not add due to rounding

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

	<u>September 2015</u>			<u>Year-to-date as of September 2015</u>		
	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance	Mid Year Forecast	Actual	Favorable/ (Unfavorable) Variance
<u>Farebox Revenue</u>						
Fixed Route	\$ 18.066	\$ 18.388	\$ 0.322	\$ 155.872	\$ 157.133	\$ 1.261
Total Farebox Revenue	\$ 18.066	\$ 18.388	\$ 0.322	\$ 155.872	\$ 157.133	\$ 1.261
Other Revenue	\$ 1.579	\$ 1.564	\$ (0.015)	\$ 15.774	\$ 14.616	\$ (1.158)
Capital & Other	0.547	0.529	(0.018)	4.256	3.682	(0.574)
Total Revenue	\$ 20.192	\$ 20.481	\$ 0.289	\$ 175.902	\$ 175.431	\$ (0.471)
<u>Ridership</u>						
Fixed Route	10.691	10.571	(0.120)	92.454	92.674	0.220
Total Ridership	10.691	10.571	(0.120)	92.454	92.674	0.220

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
SEPTEMBER 2015

FUNCTION/DEPARTMENT	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Office of the EVP	6	3	3	
Human Resources	16	8	8	
Office of Management and Budget	17	12	5	
Technology & Information Services	-	-	-	
Material	18	17	1	
Controller	15	19	(4)	
Office of the President	2	6	(4)	
System Safety Administration	5	1	4	
Law	21	24	(3)	
Corporate Communications	-	-	-	
Labor Relations	4	4	-	
Strategic Office	15	12	3	
Non-Departmental	27	-	27	
Total Administration	146	106	40	Vacancies to be filled
Operations				
Buses	2,220	2,225	(5)	
Office of the Executive VP	4	2	2	
Safety & Training	29	44	(15)	Students in Training
Road Operations	119	118	1	
Transportation Support	22	22	-	
Operations Planning	31	30	1	
Revenue Control	27	27	-	
Total Operations	2,452	2,468	(16)	
Maintenance				
Buses	756	753	3	
Maintenance Support/CMF	176	171	5	
Facilities	73	64	9	
Supply Logistics	93	91	2	
Total Maintenance	1,098	1,079	19	Vacancies to be filled
Capital Program Management	37	23	14	
Total Engineering/Capital	37	23	14	Vacancies to be filled
Security	18	16	2	
Total Public Safety	18	16	2	
Total Positions	3,751	3,692	59	
Non-Reimbursable	3,713	3,659	54	
Reimbursable	38	33	5	
Total Full-Time	3,736	3,678	58	
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
SEPTEMBER 2015

FUNCTION/OCCUPATIONAL GROUP	Mid - Year Forecast	Actual	Favorable (Unfavorable) Variance	Explanation of Variances
Administration				
Managers/Supervisors	57	45	12	
Professional, Technical, Clerical	64	61	3	
Operational Hourlies	25	-	25	
Total Administration	146	106	40	Vacancies to be filled
Operations				
Managers/Supervisors	301	299	2	
Professional, Technical, Clerical	50	52	(2)	
Operational Hourlies	2,101	2,117	(16)	
Total Operations	2,452	2,468	(16)	
Maintenance				
Managers/Supervisors	220	217	3	
Professional, Technical, Clerical	18	19	(1)	
Operational Hourlies	860	843	17	
Total Maintenance	1,098	1,079	19	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	4	-	
Operational Hourlies	-	-	-	
Total Public Safety	18	16	2	
Total Baseline Positions				
Managers/Supervisors	613	587	26	
Professional, Technical, Clerical	152	145	7	
Operational Hourlies	2,986	2,960	26	
Total Baseline Positions	3,751	3,692	59	

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

	September						September Year-to-Date					
	Mid-Year Budget		Actuals		Var. - Fav./(Unfav)		Mid-Year Budget		Actuals		Var. - Fav./(Unfav)	
	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$	Hours	\$
NON-REIMBURSABLE OVERTIME												
<u>Scheduled Service</u>	53,015	\$2.2	49,816	\$2.2	3,199 6.0%	(\$0.1) -3.1%	464,560	\$19.4	449,600	\$19.5	14,960 3.2%	(\$0.1) -0.6%
<u>Unscheduled Service</u>	11,697	\$0.5	11,993	\$0.5	(295) -2.5%	(0.0) -2.1%	91,014	\$4.0	82,681	\$3.5	8,334 9.2%	0.4 10.5%
<u>Programmatic/Routine Maintenance</u>	11,341	\$0.5	22,806	\$1.1	(11,465) -101.1%	(0.6) -107.3%	173,591	\$7.8	219,716	\$9.9	(46,125) -26.6%	(2.1) -26.8%
<u>Unscheduled Maintenance</u>	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%	0	\$0.0	0	\$0.0	0 0.0%	- 0.0%
<u>Vacancy/Absentee Coverage</u>	13,481	\$0.6	20,211	\$0.9	(6,730) -49.9%	(0.4) -62.5%	147,632	\$6.6	186,443	\$8.5	(38,810) -26.3%	(1.9) -29.0%
<u>Weather Emergencies</u>	4,339	\$0.2	84	\$0.0	4,255 *	0.2 *	59,006	\$2.6	41,778	\$2.0	17,228 *	0.6 *
<u>Safety/Security/Law Enforcement</u>	245	\$0.0	197	\$0.0	48 19.6%	0.0 33.5%	1,891	\$0.1	1,694	\$0.1	197 10.4%	0.0 19.3%
<u>Other</u>	63	\$0.0	890	\$0.0	(827) *	(0.0) *	3,610	\$0.3	6,480	\$0.4	(2,870) *	(0.1) *
Subtotal	94,179	\$4.0	105,996	\$4.8	(11,817) -12.5%	(\$0.9) -21.8%	941,305	\$40.7	988,391	\$43.9	(47,087) -5.0%	(\$3.2) -7.8%
REIMBURSABLE OVERTIME	0	\$0.0	0	\$0.0	0	-	0	\$0.0	0	\$0.0	0	-
TOTAL OVERTIME	94,179	\$4.0	105,996	\$4.8	(11,817) -12.5%	(\$0.9) -21.8%	941,305	\$40.7	988,391	\$43.9	(47,087) -5.0%	(\$3.2) -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 Bus Company
July Financial Plan - Mid - Year Forecast Budget
Non-Reimbursable/Reimbursable Overtime
(\$ in millions)

	September			September Year-to-Date		
	Var. - Fav./(Unfav)		Explanations	Var. - Fav./(Unfav)		Explanations
	Hours	\$		Hours	\$	
NON-REIMBURSABLE OVERTIME						
<u>Scheduled Service</u>	3,199	(\$0.1)		14,960	(\$0.1)	
	6.0%	-3.1%		3.2%	-0.6%	
<u>Unscheduled Service</u>	(295)	(\$0.0)		8,334	\$0.4	
	-2.5%	-2.1%		9.2%	10.5%	
<u>Programmatic/Routine Maintenance</u>	(11,465)	(\$0.6)		(46,125)	(\$2.1)	
	-101.1%	-107.3%	Aging bus fleet impact on bus maintenance.	-26.6%	-26.8%	Aging bus fleet impact on bus maintenance.
<u>Unscheduled Maintenance</u>	-	\$0.0		-	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
<u>Vacancy/Absentee Coverage</u>	(6,730)	(\$0.4)	Vacancies and Absence Coverage	(38,810)	(\$1.9)	Vacancies and Absence Coverage
	-49.9%	-62.5%		-26.3%	-29.0%	
<u>Weather Emergencies</u>	4,255	\$0.2		17,228	\$0.6	-
	*	*		*	*	
<u>Safety/Security/Law Enforcement</u>	48	\$0.0		197	\$0.0	
	19.6%	33.5%		10.4%	19.3%	
<u>Other</u>	(827)	(\$0.0)		(2,870)	(\$0.1)	
	*	*		*	*	
Subtotal	(11,817)	(\$0.9)		(47,087)	(\$3.2)	
	-12.5%	-21.8%		-5.0%	-7.8%	
REIMBURSABLE OVERTIME	0	\$0.0		0	\$0.0	
	0.0%	0.0%		0.0%	0.0%	
TOTAL OVERTIME	(11,817)	(\$0.9)		(47,087)	(\$3.2)	

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 September 30, 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	\$90.2	451
Design Completions	\$140.3	\$82.5	59
Construction Awards	\$1,722.7	\$1,285.1	75
Substantial Completions	\$1,448.6	\$954.7	66
Closeouts	\$6,739.9	\$2,225.9	33

During September, NYCT awarded projects totaling \$30.3 million including:

- a project to develop and qualify additional interoperable Communication Based Train Control (CBTC) equipment suppliers; and
- repair of South Ferry Station Rooms damaged by Superstorm Sandy.

During the same period, NYCT substantially completed projects totaling \$125.7 million including:

- mainline track replacement on the Brighton Line and continuous welded rail replacement system wide; and
- duct rehabilitation and negative cables replacement on the Flushing Line.

Also during September, NYCT started six design projects for \$6.5 million, completed one design for \$1.2 million, and closed out sixteen projects for \$92.0 million

Capital Program Status
November 2015
(September 2015)

During September, NYCT awarded projects totaling \$30.3 million, including \$18.8 million for a project geared to increase competition for the procurement of interoperable Communications Based Train Control (CBTC) equipment. This contract will utilize the specifications and test facilities developed under the Culver Test Track project to qualify an additional CBTC equipment supplier. This work will support the implementation of Communication Based Train Control throughout the transit system, which will improve both subway safety and service reliability.

Also during September, NYCT awarded a total of \$6.3 million across two Small Business Federal Mentoring Program (SBMP) contracts for additional Sandy restoration work at South Ferry Station to repair employee facilities. Together with South Ferry Station Complex work, these contracts will restore employee facilities at both South Ferry and the adjacent Whitehall Street Stations, with the inclusion of mitigation elements to prevent future damage. Repair and mitigation of employee facilities improves operations, which, in turn, improves customer safety and service reliability.

During September, NYCT substantially completed projects totaling \$125.7 million, including \$42.1 million in track program work for the replacement of mainline track and continuous welded rail. Mainline corridor track work consisted of replacement of approximately 256 panels across four segments of track along the Brighton Line in Brooklyn. The continuous welded rail work included replacement of plates, spikes and jointed rail with new welded rail along more than 13,000 track feet throughout the system. Track repairs serve to improve customer safety and service reliability.

NYCT also completed \$51.8 million for duct rehabilitation and replacement of negative cables on the Flushing Line. This project involved replacement of power distribution components in preparation for implementation of Communication Based Train Control on this subway line. This work will contribute to bring the power system on the Flushing Line into a state of good repair and, with the launch of Communications Based Train Control, will improve service reliability and customer safety.

Also during September, NYCT started six design projects for \$6.5 million, completed one design for \$1.2 million, and closed out sixteen projects for \$92.0 million.

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

Projects Closed During September 2015
(\$ in millions)

Project	Base Budget	Current Budget	Original Date	Months Delay
GPS Vehicle Locator For Revenue Fleet	\$0.37	\$0.37	12/2010	57
ADA: Forest Hills - 71 Av / Queens Blvd	\$23.16	\$24.73	9/2014	12
Passenger Station LAN: 3 Stations Greenpoint Tube	\$2.84	\$2.84	10/2014	11
Passenger Station LAN: 2 Stations Montague Tube	\$1.92	\$2.39	12/2014	9
Help Point: 3 Stations (Greenpoint Tube)	\$0.51	\$0.51	12/2014	9
Street Stairs: Franklin Av / Eastern Parkway (S1/S3) [SBMP]	\$1.19	\$1.19	12/2014	9
Street Stairs: Franklin Av / Eastern Parkway (S2/S4) [SBMP]	\$1.19	\$1.19	12/2014	9
Station Ventilators: Clinton - Wash Avenues [SBMP]	\$1.10	\$1.15	2/2015	7
Help Point: 8 Stations (In-House PSLAN Locations)	\$1.02	\$1.02	5/2015	4
Substation Roof and Enclosure: Secor / Dyre; Astor Pl / WPR	\$5.24	\$5.18	8/2015	1
Yard Switches - 2014	\$2.11	\$2.08	8/2015	1
Station Component: 3 Locs / Bway	\$9.64	\$10.88	9/2015	0
Station Component: 2 Locs / Bway	\$6.97	\$6.37	9/2015	0
Station Ventilators: Elmhurst Av (S of Bwy) / QBL [SBMP]	\$1.53	\$1.57	9/2015	0
Mainline Track Replacement 2014 / Pelham	\$20.81	\$23.80	9/2015	0
Asbestos Abatement I/Q	\$4.53	\$8.30	11/2015	(2)

The closeout of the GPS Vehicle Locator for Revenue Fleet project was delayed 57 months due to pending issues pertaining to the maintenance contract. The closeout of ADA: Forest Hills – 71 Av was delayed 12 months due to litigation in connection with an accident claim. The closeout of Passenger Station Local Area Network (11 months) and Help Point for 3 Stations both in Greenpoint Tube (9 months), as well as for the closeout for Passenger Station Local Area Network at 2 Stations in Montague Tube (9 months), were delayed due to a delay in the submission and approval of as-built drawings. The closeout of two SBMP contracts for Street Stairs at Franklin Ave/Eastern Parkway was delayed by nine months due to final acceptance process, capital payment process, and litigation credit delivery.

Status of Fan Plants and Fans
(as of September 30, 2015)

<u>Fan Plants</u>	<u>September '14</u>	<u>September '15</u>	<u>More/(Less)</u>
All	189	189	0
Operable	174	171	(3)
Inoperable	15	18	3
Reduced Capacity	0	0	0

<u>Fan Units</u>	<u>September '14</u>	<u>September '15</u>	<u>More/(Less)</u>
All	400	400	0
Operable	363	356	(7)
Inoperable	37	44	7
Reduced Capacity	0	0	0

Inoperable Fan Plants and Fans
(as of September 30, 2015)

<u>Jurisdiction</u>	<u>Fan Plants</u>	<u>Fan Units</u>
Capital Program Management	10	29
MOW / Hydraulics	6	7
Warranty Work, Test Section Repair, MTA-CC or Cable Sct.	2	8
Total	18	44

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

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

September

Design Starts	\$0.0	0	\$6.5	6	N/A	N/A
Design Completions	4.5	5	1.2	1	27.4	20.0
Construction Awards	0.0	0	30.3	5	N/A	N/A
Substantial Completions	78.8	13	125.7	11	159.4	84.6
Closeouts	433.2	28	92.0	16	21.2	57.1

2015 Year-To-Date

Design Starts	\$20.0	20	\$90.2	73	450.9	365.0
Design Completions	140.3	77	82.5	51	58.8	66.2
Construction Awards	1,722.7	131	1,285.1	114	74.6	87.0
Substantial Completions	1,448.6	162	954.7	108	65.9	66.7
Closeouts	6,739.9	186	2,225.9	96	33.0	51.6

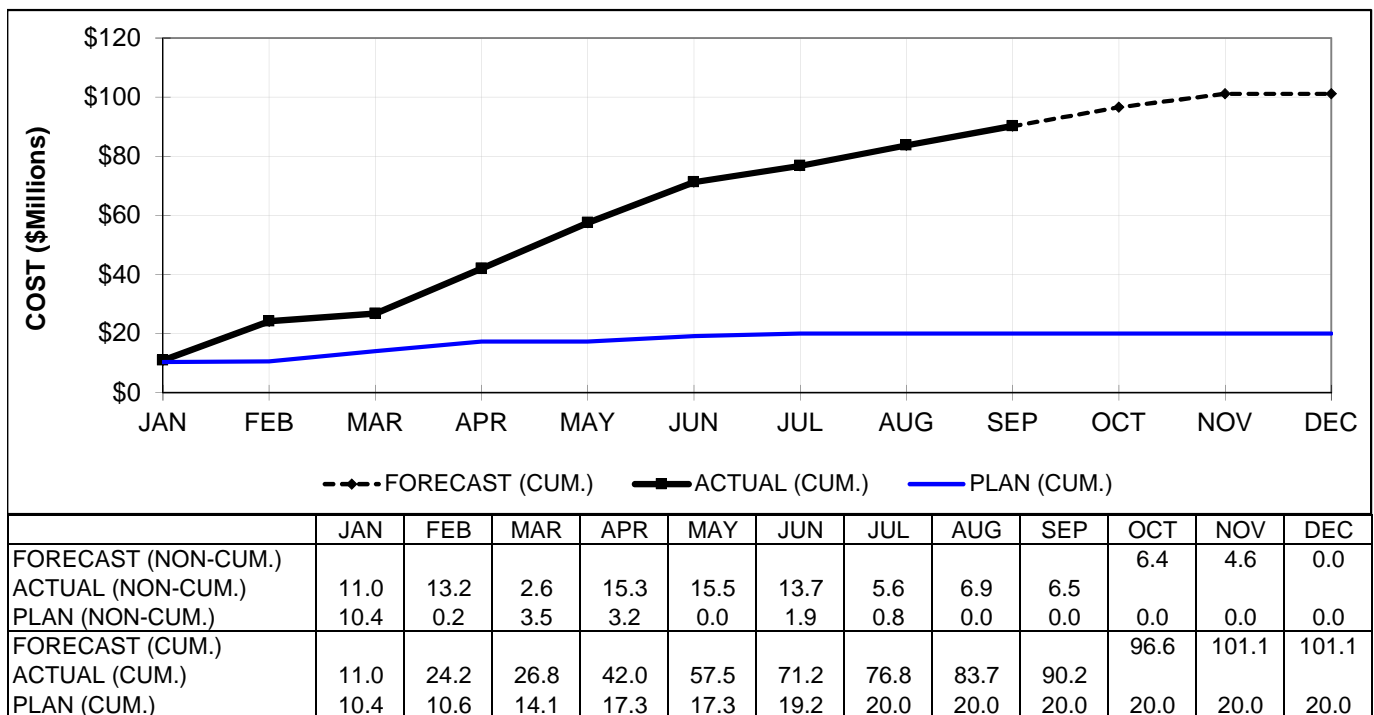
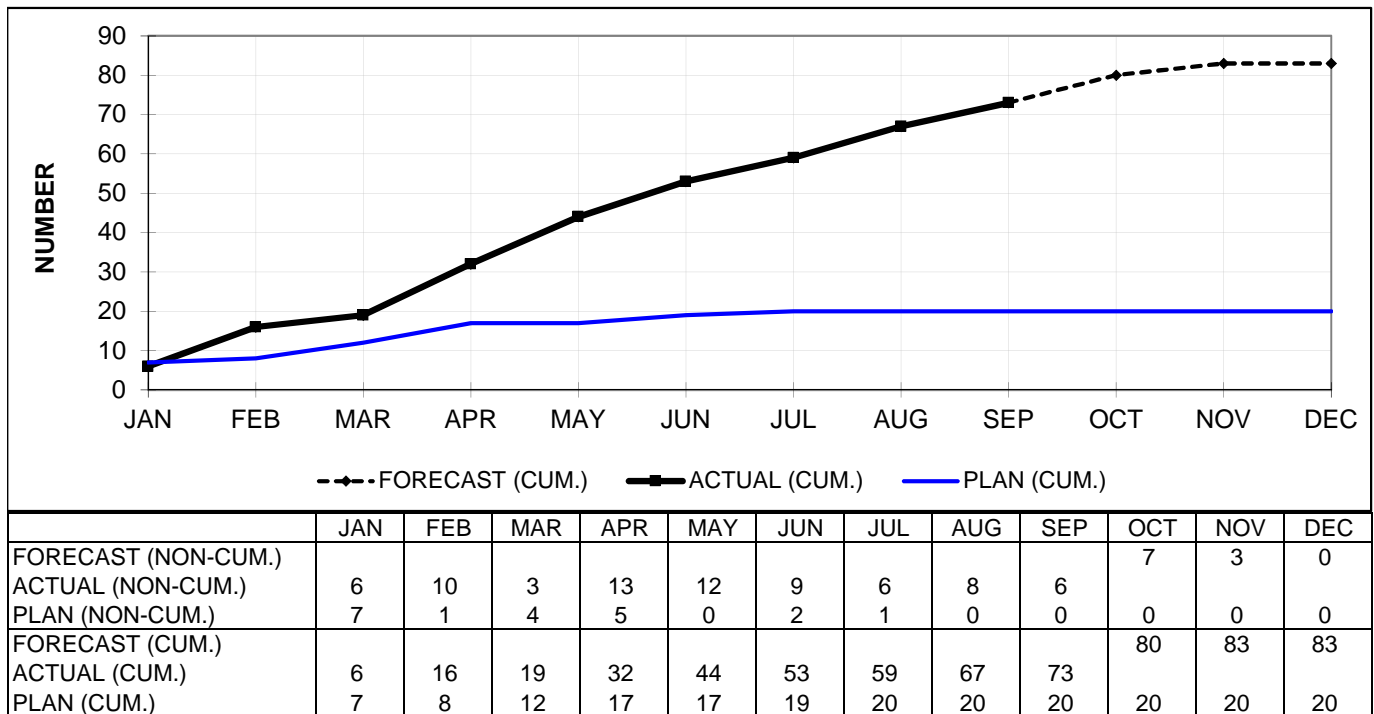
2015 Projected To-Year-End

	Initial Plan		Current Forecast		%(\$)	%(#)
Design Starts	\$20.0	20	\$101.1	83	505.4	415.0
Design Completions	188.2	96	177.5	97	94.3	101.0
Construction Awards	2,367.6	152	2,237.3	146	94.5	96.1
Substantial Completions	1,824.2	201	1,704.5	176	93.4	87.6
Closeouts	8,149.3	236	7,185.1	207	88.2	87.7

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

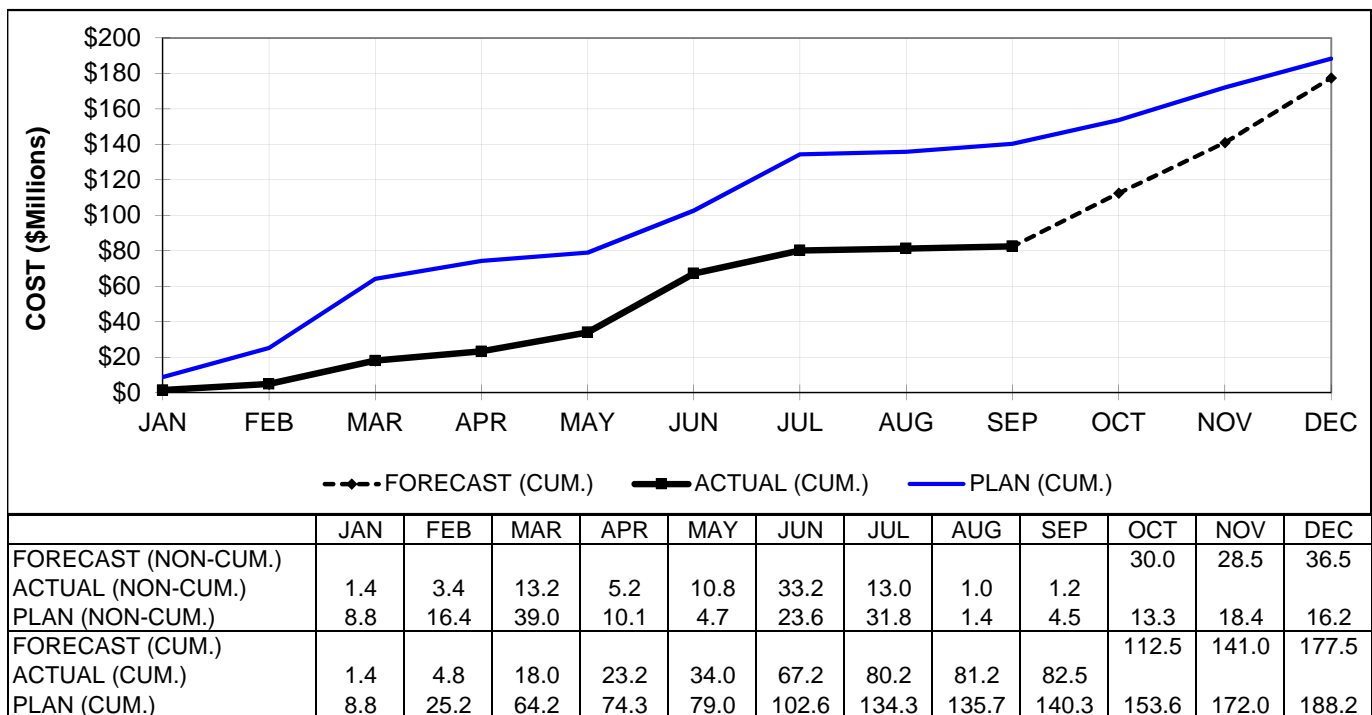
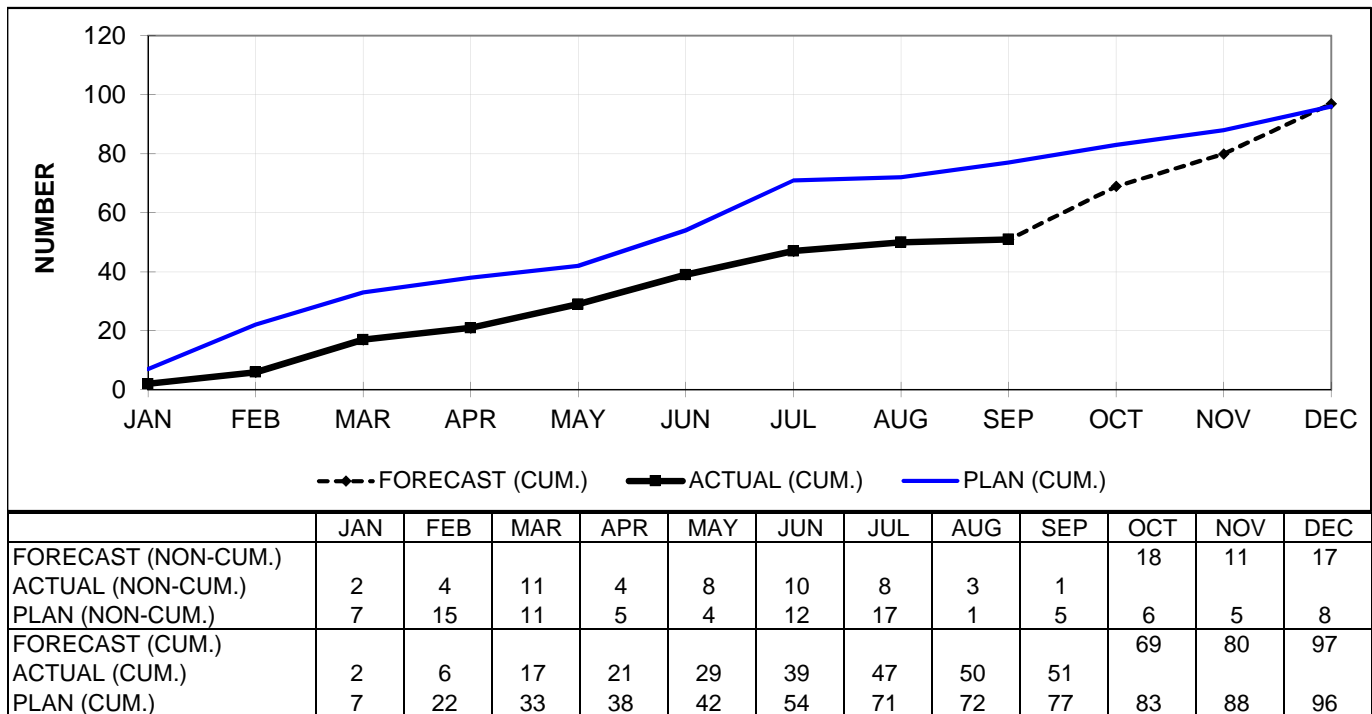
2015 Design Starts Charts

As of September 2015



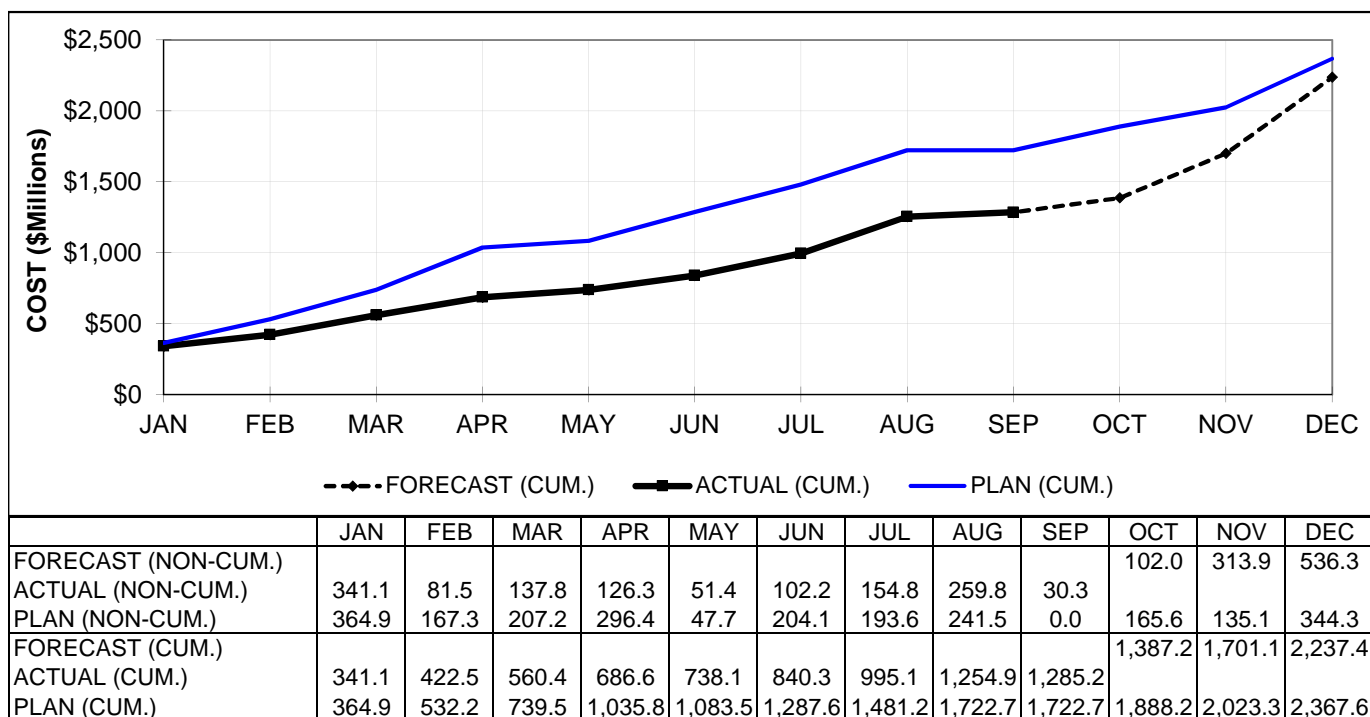
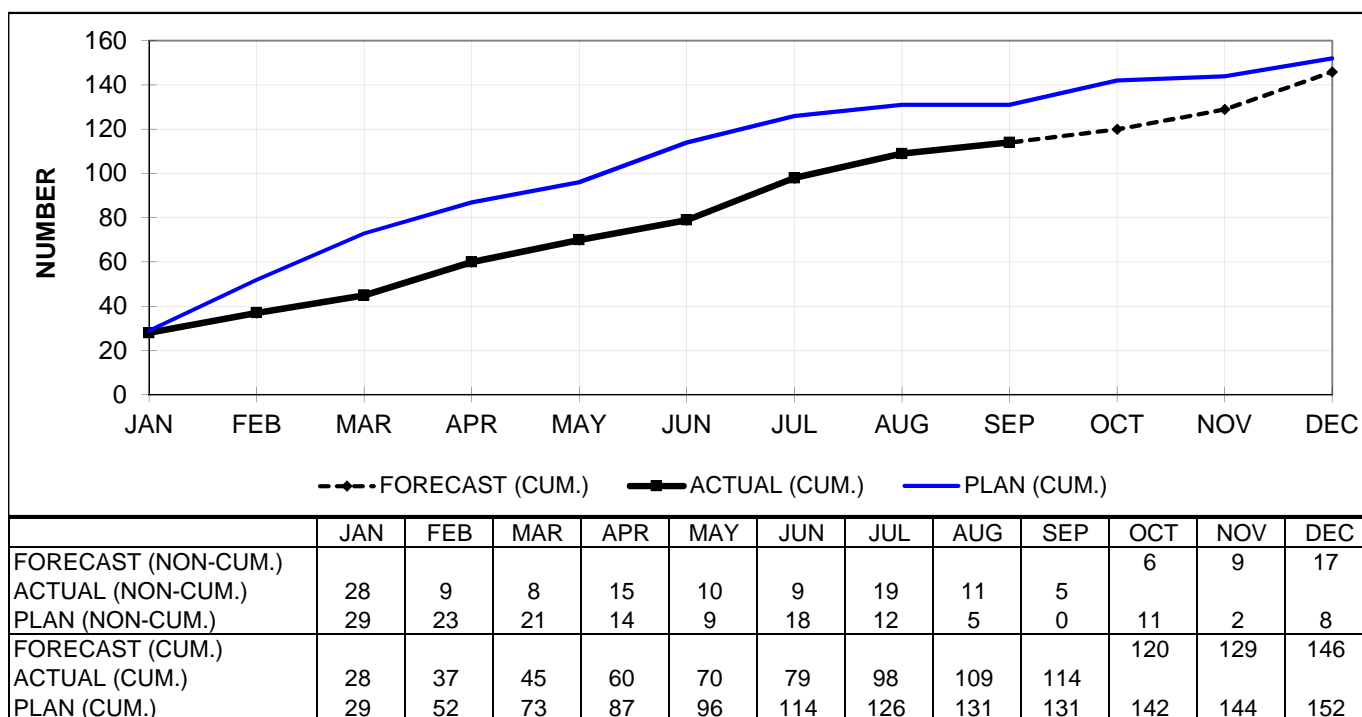
2015 Design Completions Charts

As of September 2015



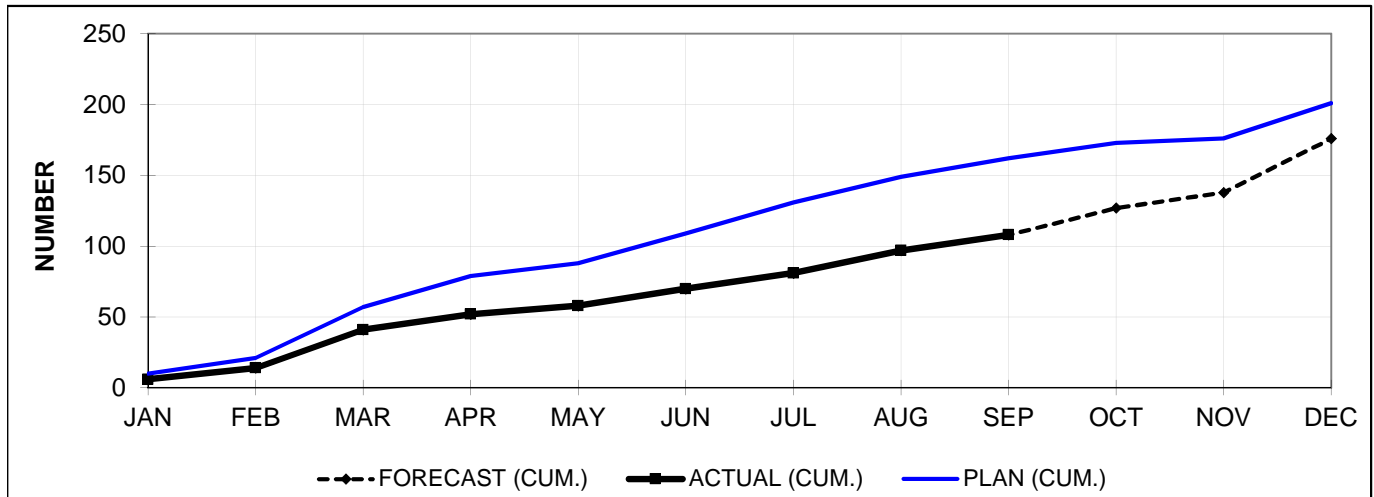
2015 Awards Charts

As of September 2015

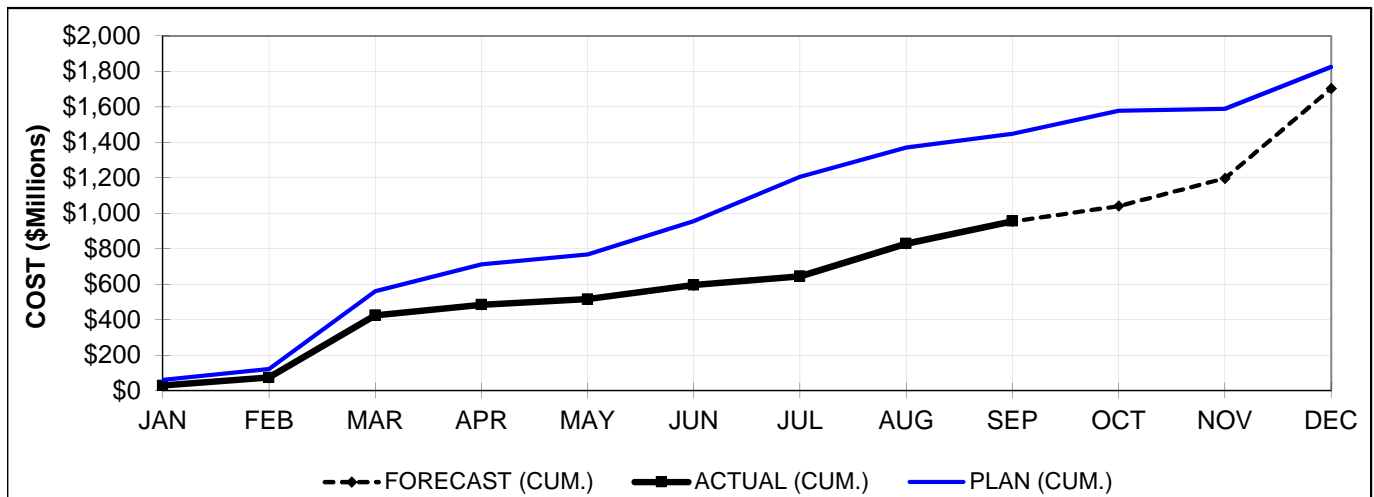


2015 Substantial Completions Charts

As of September 2015



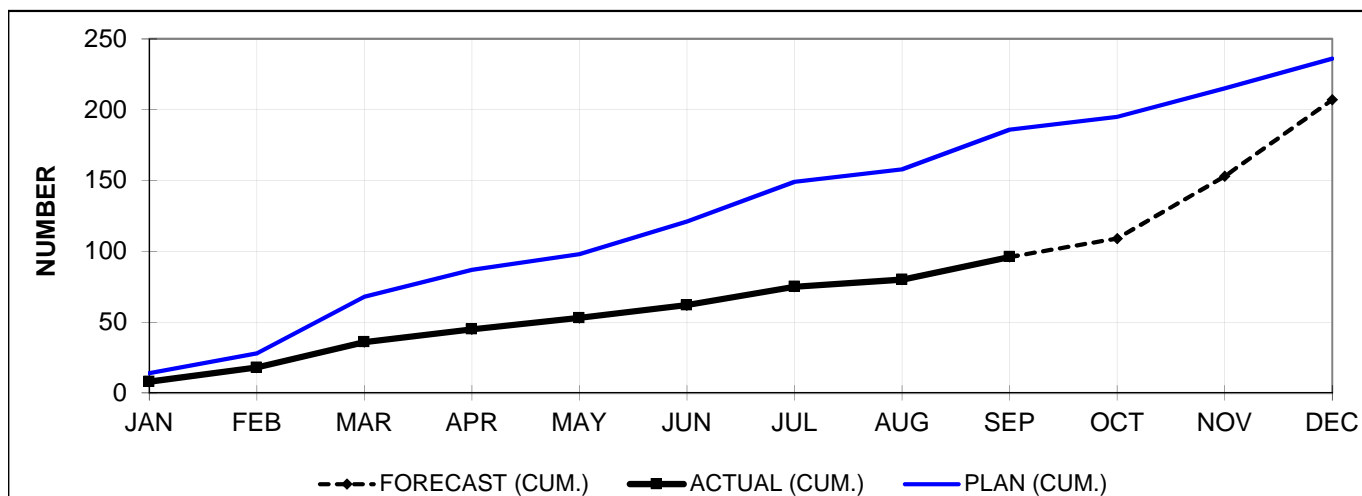
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	6	8	27	11	6	12	11	16	11	19	11	38
ACTUAL (NON-CUM.)	6	8	27	11	6	12	11	16	11	11	3	25
PLAN (NON-CUM.)	10	11	36	22	9	21	22	18	13	11	3	25
FORECAST (CUM.)	6	14	41	52	58	70	81	97	108	127	138	176
ACTUAL (CUM.)	6	14	41	52	58	70	81	97	108	108	111	136
PLAN (CUM.)	10	21	57	79	88	109	131	149	162	173	176	201



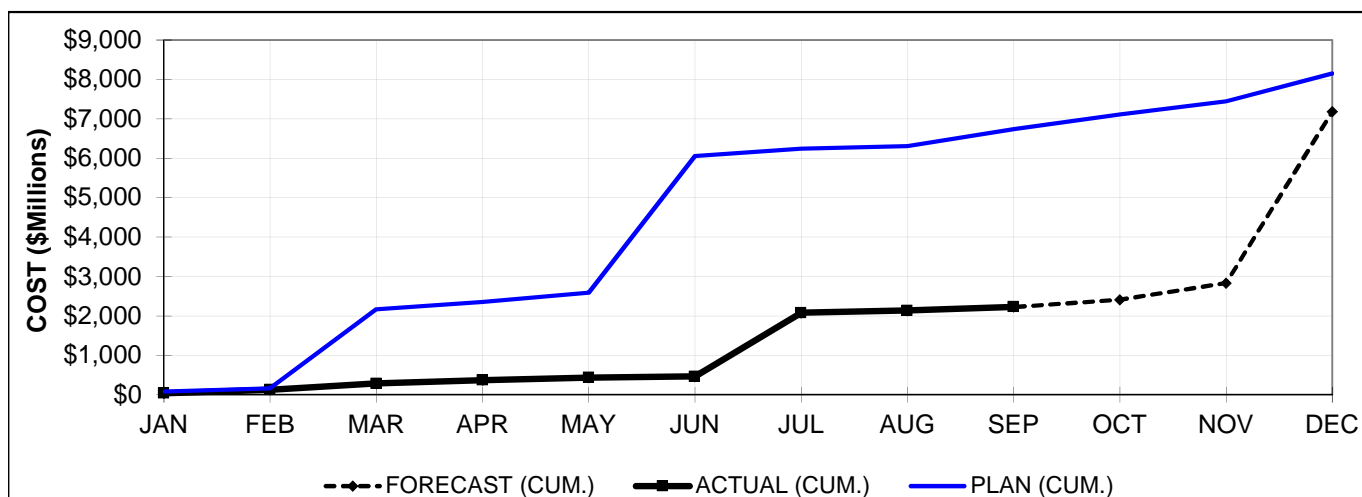
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)	28.3	45.7	350.5	59.7	31.4	79.9	49.5	184.1	125.7	87.1	155.9	506.9
ACTUAL (NON-CUM.)	28.3	45.7	350.5	59.7	31.4	79.9	49.5	184.1	125.7	128.5	12.3	234.9
PLAN (NON-CUM.)	60.6	61.4	437.8	151.6	56.5	186.9	250.1	164.7	78.9	128.5	12.3	234.9
FORECAST (CUM.)	28.3	74.0	424.5	484.1	515.6	595.4	644.9	829.0	954.7	1,041.8	1,197.7	1,704.5
ACTUAL (CUM.)	28.3	74.0	424.5	484.1	515.6	595.4	644.9	829.0	954.7	1,041.8	1,197.7	1,704.5
PLAN (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 September 2015



	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)										13	44	54
ACTUAL (NON-CUM.)	8	10	18	9	8	9	13	5	16	9	20	21
PLAN (NON-CUM.)	14	14	40	19	11	23	28	9	28	9	20	21
FORECAST (CUM.)										109	153	207
ACTUAL (CUM.)	8	18	36	45	53	62	75	80	96	195	215	236
PLAN (CUM.)	14	28	68	87	98	121	149	158	186	195	215	236

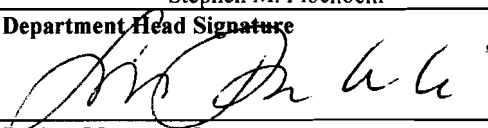


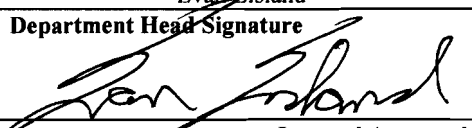
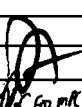
	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC
FORECAST (NON-CUM.)										185.8	422.5	4351.0
ACTUAL (NON-CUM.)	35.4	90.8	156.8	83.8	65.2	30.8	1613.2	58.0	92.0	369.3	334.8	705.3
PLAN (NON-CUM.)	79.5	80.5	2010.4	183.5	239.6	3461.8	186.8	64.6	433.2	2,411.7	2,834.1	7,185.1
FORECAST (CUM.)										2,411.7	2,834.1	7,185.1
ACTUAL (CUM.)	35.4	126.2	283.0	366.7	431.9	462.7	2,075.9	2,133.9	2,225.9	7,109.2	7,444.0	8,149.3
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 7 actions for a proposed expenditure of \$198.7M.

Subject Request for Authorization to Award Various Procurements					
Department Materiel Division – NYCT					
Department Head Name Stephen M. Plochochi					
Department Head Signature 					
Project Manager Name Rose Davis					
Board Action					
Order	To	Date	Approval	Info	Other
1	Committee	11/16/15			
2	Board	11/18/15			
Internal Approvals (cont.)					
Order	Approval	Order	Approval	Order	Approval

November 5, 2015			
Department Law and Procurement – MTACC			
Department Head Name Evan Eisland			
Department Head Signature 			
Internal Approvals			
	Approval		Approval
	President NYCT		President MTACC
	Executive VP		President MTA Bus 
X	Capital Prog. Management	X	Subways
	Law	X	Diversity/Civil Rights

PURPOSE:

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

DISCUSSION:

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

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

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

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

	<u># of Actions</u>	<u>\$ Amount</u>
Schedule C: Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)	2	\$ 184.9 M

Schedules Requiring Majority Vote:

Schedule G: Miscellaneous Service Contracts	2	\$ 5.8 M
Schedule H: Modifications to Personal/Miscellaneous Service Contracts	1	\$ 2.7 M
	<u>SUBTOTAL</u>	<u>\$ 193.4 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 Bus Company proposes to award Ratifications in the following categories: NONE****NYC Transit proposes to award Ratifications in the following categories: NONE****MTA Capital Construction proposes to award Ratifications in the following categories:**Schedules Requiring Majority Vote:

Schedule K: Ratification of Completed Procurement Actions	2	\$ 5.3 M
	<u>SUBTOTAL</u>	<u>\$ 5.3 M</u>
	<u>TOTAL</u>	<u>\$ 198.7 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.

NOVEMBER 2015

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

- | | | |
|---|------------------------------------|---|
| <p>1-2. New Flyer of America, Inc. and
Nova Bus LFS, a Division of Prevost Car (US), Inc.
Eighty-five month contract
Contract# B-40660</p> | <p>\$184,924,325 (Est.)</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Purchase and delivery of 231 low floor 60-foot articulated diesel buses with an option to purchase up to 300 additional buses.</p> | | |

Procurements Requiring Majority Vote:

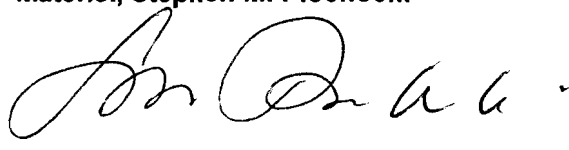
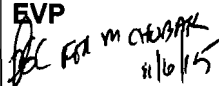
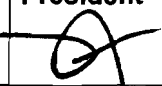
G. Miscellaneous Service Contracts
(Staff Summaries required for all items greater than: \$100K Sole Source; \$250K Other Non-Competitive; \$1M RFP; No Staff Summary required if sealed bid procurement.)

- | | | |
|--|----------------------------------|---|
| <p>3. Tully Environmental, Inc.</p> | <p>\$4,297,508 (Est.)</p> | <p><u>Staff Summary Attached</u></p> |
| <p>4. AB Oil Service Ltd</p> | <p>\$1,521,681 (Est.)</p> | <p>↓</p> |
| <p>Six Bids/Low Bidder - Five-year contract
IFB# 80935</p> | | |
| <p>Multi-agency contract for cleaning, removal and disposal of non-hazardous oily waste.</p> | | |

H. Modifications to Personal Service Contracts and Miscellaneous Service Contracts Awarded as Contracts for Services
(Approvals/Staff Summaries required for substantial change orders and change orders that cause the original contract to equal or exceed the monetary or durational threshold required for Board approval.)

- | | | |
|---|----------------------------------|---|
| <p>5. CGI Technologies and Solutions, Inc.</p> | <p>\$2,717,054 (Est.)</p> | <p><u>Staff Summary Attached</u></p> |
| <p>Contract# 00F7849.6</p> | | |
| <p>Modification to the contract for the operation of the Transit Adjudication Bureau, in order to extend the contract term for six months, with an option to extend for an additional three months.</p> | | |

Staff Summary

Item Number 1-2			
Division & Division Head Name: VP Materiel, Stephen M. Plochochi			
			
Internal Approvals			
Order	Approval	Date	Approval
1	Materiel	6	EVP  11/16/15
2	Law	7	President 
X			
3	Budget	8	
X			
4	DDCR	9	
X			
5	Buses	10	
X			

SUMMARY INFORMATION	
Vendor Name New Flyer of America, Inc. and Nova Bus LFS, a Division of Prevost Car (US), Inc.	Contract No. B-40660
Description Furnish and Deliver 231 Low Floor 60-foot Articulated Diesel Buses with an Option to Purchase up to 300 additional Buses	
Total Amount \$184,924,325 (Est.) \$109,937,596 (New Flyer of America Inc.) \$74,986,729 (Nova Bus LFS)	
Contract Term (including Options, if any) 85 months from Notice of Award (25 months for delivery of the last bus and 60 months for warranty support)	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Renewal? <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input checked="" type="checkbox"/> RFP <input type="checkbox"/> Bid <input type="checkbox"/> Other:	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	

PURPOSE:

To request that the Board approve the purchase, pursuant to subdivision 9(g) of Section 1209 of the Public Authorities Law, of 231 Low Floor 60-foot Articulated Diesel Buses and related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation and training for 139 buses from New Flyer of America, Inc. (New Flyer) in the amount of \$109,937,596 and 92 buses from Nova Bus LFS (Nova Bus) a Division of Prevost Car (US), Inc. in the amount of \$74,986,729 for NYC Transit for a combined total award amount of \$184,924,325.

DISCUSSION:

On February 26, 2014, the Board adopted a resolution authorizing the use of a competitive Request for Proposal (RFP) in lieu of competitive bidding to award a contract for the purchase of 256 Low Floor 60-foot Articulated Diesel Buses with an option to purchase up to 275 additional buses. On January 21, 2015, the Board approved an Amendment to NYC Transit's 2010-2014 Capital Program adding 72 standard buses and deferring 25 articulated buses in order to meet an immediate operating need for the purchase of the 72 standard buses. As a result, the scope of this project was changed to 231 Low Floor 60-foot Articulated Diesel Buses with an option for up to an additional 300 buses.

The solicitation, which allowed the award to be split, was advertised in March 2015. Additionally, eight bus manufacturers were directly contacted. Pursuant to the statutory framework, the selection criteria, listed in descending order, were as follows: Overall Project Cost, New York State Content, Overall Quality of Proposer and Product and Other Relevant Matters. Selection Committee members were drawn from NYC Transit - Department of Buses (DOB), Procurement, Capital Planning & Budget and Operations Planning.

Two low floor 60-foot articulated bus manufacturers; New Flyer and Nova Bus, attended the pre-proposal conference held on March 25, 2015. Initial proposals were received on May 8, 2015 from both New Flyer and Nova Bus.

After the Selection Committee reviewed the initial proposals, both New Flyer and Nova Bus were invited for oral presentations. Oral presentations and negotiations were conducted on a series of dates spanning from May through July 2015. Negotiations centered on the current performance of the 90 bus test fleets from each bus manufacturer operating in NYC Transit, pricing, alternate proposals, as well as exceptions/deviations/clarifications to the technical specifications and the terms and conditions.

BAFOs were received from both New Flyer and Nova Bus on September 25, 2015. The Selection Committee reviewed the two BAFOs in accordance with the evaluation criteria and unanimously recommended a split award of 139 buses for New Flyer and 92 buses for Nova Bus because New Flyer's lower price and higher technical evaluation outweighed Nova Bus' slightly greater New York State Content.

The award to New Flyer will consist of \$108,864,778 (\$783,200 per bus) for the 139 buses, \$381,502 for qualification testing, diagnostic tools and manuals, \$241,620 for an estimated quantity of training, and \$449,696 for capital spares for a total award amount of \$109,937,596, which is \$2,659,545 or 2.36% below New Flyer's initial proposal of \$112,597,141.

The award to Nova Bus will consist of \$73,226,867 (\$795,944 per bus) for the 92 buses, \$1,049,062 for qualification testing, diagnostic tools and manuals, \$318,474 for an estimated quantity of training, and \$392,326 for capital spares for a total award amount of \$74,986,729, which is \$903,123 or 1.19% below Nova Bus' initial proposal of \$75,889,852.

The combined total award amount of \$184,924,325 results in a total savings of \$3,562,668 or 1.89% below the initial pricing received from both bus manufacturers. The final average unit price per bus of \$788,276 is \$11,270 or 1.41% below DOB's estimate of \$799,546. Procurement, DOB and the Cost/Price Analysis Unit have determined the final prices to be fair and reasonable.

This split award is anticipated to result in delivery and acceptance of buses in a more expeditious timeframe, which shortens the delivery schedule by up to seven weeks versus an award to a single manufacturer. This enables NYC Transit to retire over-aged buses sooner while effectively saving on maintenance costs. Additionally, a split award will continue to foster price and technological competition and allow DOB to mitigate potential performance and supply risks between two manufacturers instead of relying on only one bus manufacturer for such a large order.

New Flyer and Nova Bus each offered to build four pilot buses in order to expedite delivery of the production buses. Pilot buses are scheduled to be delivered by New Flyer in July 2016 and Nova Bus in January 2017. Pilot buses from each manufacturer will be used for configuration audit and qualification testing. The combined delivery of the production buses manufactured is scheduled to begin in January 2017 and be completed in March 2018, for an overall period of 111 weeks from Notice of Award. The above delivery schedules are based on the assumption that Notice of Award will be issued on or before February 29, 2016. Note, these contracts are subject to review and approval of the Office of the NY State Comptroller and award will not be made prior to this approval.

The total New York State Content for this contract will be \$43,785,265, which represents 23.68% of the total award; New Flyer has committed to meeting a New York State Content of 23.44% and Nova Bus has committed to meeting a New York State Content of 24.02%.

Pricing for option buses, if exercised, will be based on obtaining pricing from both contractors in the form of a "run-off" and will be brought to the Board for approval of award(s). In the event another bus manufacturer is deemed qualified before the "run-off", no option will be exercised and a new RFP will be conducted.

MBE/WBE:

The MTA Department of Diversity and Civil Rights (DDCR) has established a 15% MWBE goal based on the sub-contractible elements which represent approximately 18% of the total contract value. The utilization plans submitted by New Flyer and Nova Bus of 15.79% MWBE and 15.42% MWBE respectively, were reviewed and approved by DDCR. New Flyer and Nova Bus have both significantly increased their respective MWBE goal attainment. Both are currently meeting the MWBE goals established for recently awarded bus contracts and have demonstrated an ongoing commitment to expand their MWBE supplier base.

IMPACT ON FUNDING:

The contract will be funded with 100% MTA funds. Funds for this procurement have been approved in the MTA 2010-2014 Capital Program. A WAR certificate will be secured prior to award. Funding for option buses is included in the proposed 2015 – 2019 Capital Plan.

ALTERNATIVES:

There are no alternatives as not awarding this contract will seriously undermine NYC Transit's fleet plan and its ability to retire older buses in a competitive environment.

RECOMMENDATION:

It is recommended that the Board approve the purchase, pursuant to subdivision 9 (g) of Section 1209 of the Public Authorities Law, of Low Floor 60-foot Articulated Diesel Buses and related items such as spare parts, special tools and equipment, diagnostic testing, technical documentation and training for 139 buses from New Flyer in the amount of \$109,937,596 and 92 buses from Nova Bus in the amount of \$74,986,729 for NYC Transit for a combined total award amount of \$184,924,325.

Schedule G: Miscellaneous Service Contracts

Item Number: 3-4

Vendor Name (& Location) Tully Environmental, Inc. (Flushing, NY) AB Oil Service, Ltd (Bohemia, NY)	Contract Number IFB 80935	Renewal? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No
Description Cleaning, removal and disposal of non-hazardous waste	Total Amount: Tully (DOB/MTABC, Class A): \$4,297,508 AB Oil (DOS, Class B): \$1,521,681 \$5,819,189 (Est.)	
Contract Term (including Options, if any) Five Years	Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a	Requesting Dept/Div & Dept/Div Head Name: Department of Buses/ MTA Bus Company, Darryl C. Irick Department of Subways, Joseph Leader	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		
Solicitation Type <input type="checkbox"/> RFP <input checked="" type="checkbox"/> Bid <input type="checkbox"/> Other:		

Discussion:

Under these contracts, the contractors are required to provide all labor and equipment for the removal and disposal of non-hazardous oily wastes from and cleaning of oil/water separator collection units for NYC Transit's Department of Buses (DOB), MTA Bus Company (MTABC) and NYC Transit's Department of Subways (DOS).

DOB and MTABC generate oily wastes primarily from cleaning the bus body, undercarriage, and engine compartment as part of normal maintenance. DOS generates oily wastes primarily from cleaning the car body and undercarriage, as well as liquid and solid wastes generated from cleaning the cured/hardened varnish-like accumulations on subway car traction motor components. These contracts are necessary to ensure compliance with regulations concerning the disposal of non-hazardous wastes.

This solicitation was structured as a multi-class award because of nuances associated with the requirements. DOB and MTABC requirements were grouped together under a common work scope and specification comprising Class A while DOS requirements comprise Class B under a different work scope.

Procurement conducted an extensive outreach to the marketplace resulting in six bids for each class. Tully Environmental, Inc. (Tully) was the low bidder for Class A and AB Oil Service, Ltd. (AB Oil) was the low bidder for Class B. Tully's price was 10% lower than the second low bidder for Class A and AB Oil's price was 4.1% lower than the second low bidder for Class B.

An overall price comparison of the comparable items for DOB/MTABC between the existing Contract 08G9919A and this new solicitation resulted in an average annual weighted increase of 2.6%. An overall price comparison of the comparable items for DOS between the existing Contract 08G9919B and this new solicitation resulted in an average annual weighted decrease of 1%.

Based on adequate price competition, Procurement considers Tully's and AB Oil's pricing to be fair and reasonable.

Item Number: 5

Vendor Name (& Location) CGI Technologies and Solutions, Inc. (New York, NY)	
Description Operation of the Transit Adjudication Bureau	
Contract Term (including Options, if any) November 1, 2001 – December 31, 2015	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input checked="" type="checkbox"/> Operating <input type="checkbox"/> Capital <input type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept./Div. & Dept./Div. Head Name: Law Department, James Henly	

Contract Number	AWO/Mod. #
00F7849	6
Original Amount: \$ 18,201,762 Option Amount: \$ 15,944,300 Total Amount: \$ 34,146,062	
Prior Modifications:	\$ 12,023,620
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 46,169,682
This Request:	\$ 2,717,054 (Est.)
% of This Request to Current Amount:	5.9%
% of Modifications (including This Request) to Total Amount:	43.2%

Discussion:

This modification will extend the contract term for six months from January 1, 2016 through June 30, 2016 during which period the Transit Adjudication Bureau (TAB) will transition to a new computer system developed by MTA IT and a new competitively solicited staffing contract will be awarded. The modification also includes an option to extend for an additional three months (July 1, 2016 through September 30, 2016). Award of the option will be subject to the approval of the Assistant Chief Procurement Officer.

This contract is for operation of TAB, which was established in 1985 to provide a forum for the processing and adjudication of Notices of Violations issued for violations of the Transit Rules governing the use of the Transit System. CGI Technologies and Solutions, Inc. (CGI) provides staff who conduct significant components of the operation of TAB under the supervision of NYC Transit's Executive Director of TAB and also presently provides the computer system used to track fines, payments, outstanding balances, hearing outcomes and enforcement and collection efforts.

The CGI-provided computer system has reached the end of its useful life and is in need of replacement. A decision was made to develop a replacement computer system in-house in order to enhance competition for subsequent contracts. The new system, known as the Transit Adjudication Bureau Information System (TABIS), has been under development for several years by MTA IT. It is currently in user acceptance testing with full implementation planned during the second quarter of 2016. TABIS will be maintained by MTA IT.

In addition, a competitive Request for Proposals (RFP) for staffing of TAB is currently under way and is expected to be awarded in February 2016. This six month extension of the CGI contract is necessary to complete the testing and rollout of TABIS and to allow sufficient time for the transition of TAB operations to the awardee of the new contract.

The September 2001 Board approved the original award of this competitively solicited contract to American Management Systems (AMS) for five years with a five year option that was later exercised. The contract was further extended from November 1, 2011 to December 31, 2015 to allow for the development of the new computer system. The contractor provides staff who perform payment processing, administrative processes such as support for hearings and appeals, telephone collections, judgment enforcement and data entry. Currently, the contractor also hosts and operates the computer system. AMS was acquired by CGI in 2004.

The final price for this six month extension is \$1,799,636. The price for the three month option is \$917,418. The overhead rate remains the same as the original rate negotiated in 2001. The price for the six month extension is 2.9% above the existing rate structure.

NOVEMBER 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. **E. E. Cruz/ Tully Construction Company, JV, LLC** **\$3,750,000** **Staff Summary Attached**
Contract# C-26010.171
Modification to the contract for station finishes for the Second Avenue Subway, 96th Street Station, in order to address the acceleration of surface restoration contract work between 90th and 105th Streets.

2. **Skanska/Traylor, JV** **\$1,500,000** **Staff Summary Attached**
Contract# C-26008.56
Modification to the contract for station cavern mining and heavy civil/structural work for the Second Avenue Subway, 86th Street Station, in order to address changes to the excavation plan, at the south end of the 86th Street Station, due to a differing site condition.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 1

Vendor Name (& Location) E.E. Cruz/Tully Construction Co., JV, LLC (New York, NY)		Contract Number C-26010	AWO/Mod. # 171
Description Second Avenue Subway Route 132A – 96 th Street Station Finishes		Original Amount:	\$ 324,600,000
Contract Term (including Options, if any) June 22, 2012 – March 29, 2016		Prior Modifications:	\$ 27,600,388
Option(s) included in Total Amount? <input type="checkbox"/> Yes <input type="checkbox"/> No <input checked="" type="checkbox"/> n/a		Prior Budgetary Increases:	\$ 0
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive		Current Amount:	\$ 352,200,388
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification		This Request:	\$ 3,750,000
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:		% of This Request to Current Amount:	1.1%
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu		% of Modifications (including This Request) to Original Amount:	9.7%

Discussion:

This retroactive modification is for the acceleration of work between 90th and 105th Streets in order to complete the surface restoration of Second Avenue as early as possible.

This contract is for 96th Street Station Finishes for the Second Avenue Subway Project, and requires rehabilitation and retrofit of the existing 99th – 105th Street Tunnel; construction of invert slab and benches in the newly constructed 87th – 92nd Street Tunnels and in the northern section of the 97th – 99th Street Tunnel; installation of mechanical systems including HVAC, electrical medium voltage and 120V systems; plumbing; supply and installation of elevators and escalators in the station and entrances; construction of the station platform, mezzanine levels, ancillaries and entrances; construction of interior walls and rooms; installation of architectural finishes; removal of temporary road decking installed in previous contracts; restoration of the surface of Second Avenue and adjacent streets; and maintenance of the station until contract completion.

The contract requires the restoration of Second Avenue roadway and sidewalks from the 90th Street intersection to the south side of the 105th Street intersection, and approximately 25 feet up every side street including final placement of utilities, concrete roadway base and asphalt, steel curbing, full width sidewalks, light poles and masts with associated conduit, traffic signals and permanent lane markings. As a result of prior delays, surface restoration is anticipated to be completed in the fall of 2016. Impacts from winter weather conditions and possible unforeseeable third party delays, however, could postpone completion of this work beyond the Revenue Service Date in December 2016. To ensure completion of this work and the return of the roadways and sidewalks to the public as soon as possible, this modification will establish a new intermediate milestone with a completion date of August 31, 2016 for all contract surface restoration work and include an incentive of \$40,000/workday for completion earlier than August 31, 2016 and a disincentive of \$60,000/workday for completion later than August 31, 2016. Both the incentive and disincentive are capped at 60 workdays.

Work to be accelerated includes final placement of utilities including gas, electric, telephone/communication, water and sewer; street, pedestrian and traffic light construction; roadway, sidewalk and curb construction; and traffic marking installation. This modification addresses the additional cost differential for performing this work on extended day shifts, second shifts, and/or weekends. Future approval of the Board will be sought for a subsequent modification to extend the limits of the surface restoration work.

In order to achieve the August 31, 2016 completion date, it was necessary to start this acceleration immediately. Approval to proceed with the work on a retroactive basis was obtained from the MTACC President on August 21, 2015. Additionally, the VP Materiel previously authorized partial payment to the contractor for work performed up to \$700,000.

The contractor's proposal was \$4,235,891. MTACC's revised estimate was \$3,608,101. Negotiations resulted in a lump sum price of \$3,750,000, which was found to be fair and reasonable. Savings of \$485,891 were achieved.

Schedule K: Ratification of Completed Procurement Actions



Item Number: 2

Vendor Name (& Location) Skanska/Traylor, JV (New York, NY)	
Second Avenue Subway - 86th Street Station Cavern Mining, and Heavy Civil Structural - Manhattan "B" Division	
Contract Term (including Options, if any) August 4, 2011 – December 16, 2014	
Option(s) included in Total Amount? <input checked="" type="checkbox"/> Yes <input type="checkbox"/> No <input type="checkbox"/> n/a	
Procurement Type <input checked="" type="checkbox"/> Competitive <input type="checkbox"/> Non-competitive	
Solicitation Type <input type="checkbox"/> RFP <input type="checkbox"/> Bid <input checked="" type="checkbox"/> Other: Modification	
Funding Source <input type="checkbox"/> Operating <input checked="" type="checkbox"/> Capital <input checked="" type="checkbox"/> Federal <input type="checkbox"/> Other:	
Requesting Dept/Div & Dept/Div Head Name: MTA Capital Construction, Dr. Michael Horodniceanu	

Contract Number C-26008	AWO/Mod. #: 56
Original Amount:	\$ 294,360,000
Option Amount:	\$ 7,500,000
Total Amount:	\$ 301,860,000
Prior Modifications:	\$ 19,181,413
Prior Budgetary Increases:	\$ 0
Current Amount:	\$ 321,041,413
This Request:	\$ 1,500,000
% of This Request to Current Amount:	0.5%
% of Modifications (including This Request) to Total Amount:	6.9%

Discussion:

This retroactive modification is for changes to the excavation plan, at the south end of the 86th Street Station, due to a differing site condition.


The contract includes the mining of the 86th Street Station cavern including mine shafts, adits for the entrances, an elevator shaft, electrical shafts, ancillaries, cross passages and underpinning for existing structures.

Based on the characteristics of the rock as depicted in the contract documents, the contract required that certain clearances be maintained between the Central Instrument Room (CIR) excavation and the east tunnel due to the proximity of the CIR to the unlined tunnel and the south open-cut excavation. As part of the Contractor's excavation plan, they were required to maintain a 10-foot rock pillar between the unlined tunnel and the CIR excavation. However, after the first round of blasting for the CIR excavation, a joint inspection of the rock pillar revealed cracks, which necessitated changes to the excavation methodology.

Work associated with this modification includes installation and monitoring of three deformation monitoring points; installation of an additional three inches of shotcrete canopy for 50 feet in the east tunnel; changes in blasting sequence including increasing the number of rounds from four larger rounds to 10 smaller rounds; the cost differential for excavating approximately 14 feet of rock in the landing area by mechanical means instead of by blasting; and the cost differential for installing a sand wall instead of shotcrete on the east side of the south open-cut wall.

In order to evaluate the stability of the rock pillar and determine the revised excavation sequencing, it was necessary to initiate this work retroactively. Approval from the MTACC President was subsequently obtained. Substantial Completion for this contract was declared on December 16, 2014.

The contractor's proposal was \$1,680,146. MTACC's estimate is \$1,457,613. Negotiations resulted in a lump sum price of \$1,500,000, which was found to be fair and reasonable. Savings of \$180,146 were achieved.

Subject ASHREA Level II Energy Audits
Department Office of Management & Budget
Department Head Name Aaron Stern
Department Head Signature 
Project Manager Name Albert Chen

Date October 14, 2015
Vendor Name NA
Contract Number NA
Contract Manager Name NA
Table of Contents Ref #

Board Action					
Order	To	Date	Approval	Info	Other
1	NYCT Committee		X		
2	Board		X		

Internal Approvals			
Order	Approval	Order	Approval
5	President		
4	Executive V.P.		
3	SVP Subways		
2	Chief Officer, MOW Engineering		
1	Director OMB		

Purpose

To obtain Board approval to perform energy audits in New York City Transit (NYCT) Department of Subways (DOS) maintenance facilities, utilizing the services of the New York Power Authority (NYPA), consistent with the MTA/NYPA Energy Services Program Agreement approved by the Board in December 2005.

Discussion

NYCT DOS maintenance barns/shops will receive in-depth Level II Energy Audits as defined by the American Society of Heating, Refrigeration and Air-Conditioning Engineers (ASHRAE). Energy audits identify and prioritize the replacement of inefficient energy-related equipment based on return on investment. Energy audits include such items as lighting, compressors, motors, pumps, boilers, windows and building envelope. The energy audits will be used to develop and execute energy-efficiency projects. Projects will be financed and managed by NYPA and paid back through a surcharge to the agency's electrical bill that is equal to, or less than, the value of the project's energy savings. Utilizing this method, energy-efficiency projects will be developed and executed without negatively impacting operating or capital budgets. To date, over one hundred and twenty-five such energy-efficiency projects have been completed under the MTA/NYPA Energy Services Program Agreement.

This staff summary seeks Board authorization for 17 energy audits. The services for these energy audits have been competitively procured by NYPA, at a cost of \$384,258.37. Subsequent to MTA Board approval, NYCT intends to execute a Customer Installation Commitment (CIC) with NYPA, which sets forth the terms of the audits, including the scope of services, schedule, cost (including fees and interest) and payment.

Under the terms of the Board approval for the 2005 Energy Services Program Agreement, projects conducted pursuant to that Agreement that result in net energy savings are not required to be presented to the Board. However, projects for which there are no net savings, or for which net savings cannot be quantified up-front, are presented to the Board for approval. Although it is anticipated that the energy audits will lead to energy-efficiency projects and actions, the studies in and of themselves cannot be said to produce energy savings and thus are presented for Board approval. (It should be noted that, to date, 10 energy audits have been executed in MTA facilities and all have identified significant energy savings potential.)

III. Impact on Funding

The total not-to-exceed cost of \$384,258.37 for the work. Funding is included in the 2016 operating budget, chargeable to Professional Services GLA 712542, ChgRC 2403 Chief Officer Engineering.

IV. Alternative

A scope of work and contract for energy audits could be developed and procured directly by NYCT. However, NYCT lacks direct energy audit experience. NYPA has the necessary experience and expertise to implement and manage this work at a cost structure similar to, or less than, the NYCT. NYPA has already satisfactorily performed 10 ASHRAE Level II Energy Audits (related to the Governor's Executive Order 88 and previously approved by the MTA Board) and has the necessary services in place to perform the work quickly and efficiently.

V. Recommendation

It is recommended that the Board approve NYPA to perform ASHRAE Level II Energy Audits in NYCT DOS maintenance barns/shops, and authorize NYCT to enter into a Customer Installation Commitment with NYPA for these audits.

Approved: _____

James Ferrara
Interim President

Report



SERVICE CHANGES:

NYCT/MTA BUS COMMITTEE

NOTIFICATION

QM1/QM5 WEEKDAY MIDDAY SERVICE

REVISION in FRESH MEADOWS, QUEENS

SERVICE ISSUE:

The QM1 and QM5 together with the QM6 provide express bus service between eastern Queens, along the Union Turnpike corridor, and Midtown, Manhattan.

During weekday middays, ridership on the QM1 is low, with each trip transporting less than 10 passengers in each direction. The QM5 serves all of the same bus stops as the QM1 in Queens and Midtown, Manhattan, with the exception of two bus stops at the eastern end of the QM1 route in Fresh Meadows. During weekday late evenings and nights, and all day on Saturdays and Sundays, when the QM1 is currently not running, the QM5 diverts north on 188th Street to serve these two QM1 bus stops in Fresh Meadows.

RECOMMENDED SOLUTION:

To provide more cost-effective express bus service, replace the lightly-used midday QM1 service with QM5 service utilizing the current QM5 service pattern that is operating during the weekday evening and nights, and all day Saturdays and Sundays. QM1 passengers traveling to or from Fresh Meadows would receive the same or better service levels, QM5 passengers traveling between the areas east of 188th Street and 73rd Avenue and Midtown Manhattan would have an increase in travel time of approximately 4 to 5 minutes, and passengers west of 188th Street in Queens would be accommodated on the QM5 or QM6.

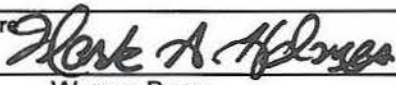
ESTIMATED IMPACT:

The net result of the recommended revision would be a decrease in operating cost of \$300,000 annually.

PLANNED IMPLEMENTATION:



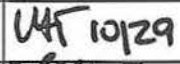

Winter 2016

Staff Summary

Subject	QM1/QM5 Weekday Midday Service Revision in Fresh Meadows, Queens
Department	Operations Planning
Department Head Name	Mark A. Holmes
Department Head Signature	
Project Manager Name	Warren Berry

Date	October 23, 2015
Vendor Name	N/A
Contract Number	N/A
Contract Manager Name	N/A
Table of Contents Ref #	N/A

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

Internal Approvals			
Order	Approval	Order	Approval
4	President		
3	Executive Vice President		
2	VP, Government and Community Relations		
1	VP, Transportation, Safety & Training		

Narrative

PURPOSE:

The purpose of this staff summary is to gain presidential approval for, and to inform the NYCT/MTA Bus Committee of, a recommendation to revise service on the QM1 and QM5 express bus routes in Fresh Meadows, Queens. These routes were formerly operated by Queens Surface Corporation and transitioned into MTA Bus service on February 27, 2005.

DISCUSSION:

The QM1 and QM5 together with the QM6 provide express bus service between eastern Queens on the Union Turnpike corridor, and Midtown, Manhattan. In Manhattan, all three routes serve the 6th Avenue corridor full time, and provide peak period service along 3rd Avenue. In Queens, all three routes serve the Union Turnpike corridor and serve common bus stops along Union Turnpike between Main Street and 188th Street. At 188th Street the QM6 continues east along Union Turnpike to the Queens county line at Lake Success, while the QM1 and QM5 travel north along 188th Street; the QM1 ends service in Fresh Meadows at 188th Street and 64th Avenue; and the QM5 then travels east along 73rd Avenue and other streets toward Glen Oaks.

The QM5 and QM6 provide full time service (approximately 6 AM to midnight) on weekdays, Saturdays and Sundays, while the QM1 is a shorter route that provides complementary service to the portions of the Union Turnpike corridor where there is a higher concentration of ridership. The QM1 operates only on weekdays (peak periods and middays). The QM1 transports an average of approximately 560 passengers per weekday. The QM5 transports an average of 1,890 passengers per

Staff Summary

weekday, 340 passengers per Saturday, and 250 passengers per Sunday. The QM6 transports an average of 1,020 passengers per weekday, 230 passengers per Saturday, and 190 passengers per Sunday.

The QM1 serves all of the same bus stops as the QM5, with the exception of two bus stops at the eastern end of the QM1 route in Fresh Meadows (188th Street & 186th Lane/69th Avenue and 188th Street & 64th Avenue). During weekday evenings and nights, and all day on Saturdays and Sundays, the QM5 currently diverts north on 188th Street approximately 0.45 miles (0.9 miles total) to serve these two QM1 bus stops in Fresh Meadows between 73rd Avenue and 64th Avenue (see attached Map 1).

The core portion of the Union Turnpike corridor between 188th Street and Main Street is served by three express bus routes to and from Midtown on weekdays. During weekday middays between approximately 10 AM and 3:30 PM service to this core corridor is currently provided by a combined 3 to 4 buses per hour westbound (1-QM1, 1- or 2-QM5s, and 1-QM6), and a combined 4 buses per hour eastbound (1-QM1, 2-QM5s, and 1-QM6).

Ridership is very low on the QM1 trips during the weekday midday, with each trip transporting less than 10 passengers per trip in each direction. Ridership levels on the QM5 and QM6 are similarly low carrying an average of approximately 9 passengers per trip.

There is an opportunity to provide more cost-effective service by replacing weekday midday QM1 service between approximately 10 AM and 3:30 PM, with the QM5. The QM5 would be diverted approximately 0.45 miles north (0.9 miles total) to serve to the two QM1 Fresh Meadows bus stops (see Map 2). This would be the same diversion that the QM5 currently makes during weekday evenings and nights, and all day Saturdays and Sundays; and is therefore a familiar service pattern to QM5 passengers. This diversion adds approximately 4 to 5 minutes of travel time to the weekday midday QM5. A total of approximately 110 passengers per weekday (both directions combined) ride the QM5 east of 188th Street during weekday middays, and they would have an increase in travel time of approximately 4 to 5 minutes. Passengers utilizing the two QM1 bus stops in Fresh Meadows would experience the same service or more frequent service because the QM5 operates at the same or better frequency when compared with the current QM1 during weekday middays (the QM1 operates every 60 minutes, while the QM5 operates every 30 to 60 minutes).

There would be a decrease of one bus per hour during weekday middays along the core Union Turnpike corridor; however, the QM5 and QM6 have sufficient capacity to accommodate these passengers, as these weekday midday QM1 trips are currently transporting less than 10 passengers per bus between Queens and Midtown, Manhattan.

There would be no changes to weekday peak period peak direction QM1 service, which would continue to serve the 6th Avenue and 3rd Avenue corridors in Midtown at levels consistent with passenger loading guidelines.

RECOMMENDATION:

To provide more cost-effective express bus service, replace the lightly-used midday QM1 service with QM5 service utilizing the current service pattern operating during the weekday evening and nights, and Saturdays and Sundays. QM1 passengers traveling to or from Fresh Meadows would receive the same

Staff Summary

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or improved service levels, QM5 passengers traveling between the areas east of 188th Street and 73rd Avenue and Midtown Manhattan would have an increase in travel time of approximately 4 to 5 minutes, and passengers west of 188th Street in Queens would be accommodated on the QM5 or QM6.

ALTERNATIVES:

The only alternative would be to leave the current QM1/QM5 service unchanged. This would forgo the opportunity to provide a more cost-effective service.

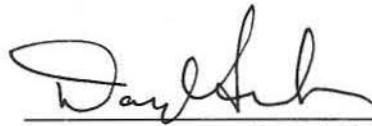
IMPACT ON FUNDING:

The net result of the recommended revision would be a decrease in operating cost of \$300,000 annually.

IMPLEMENTATION:

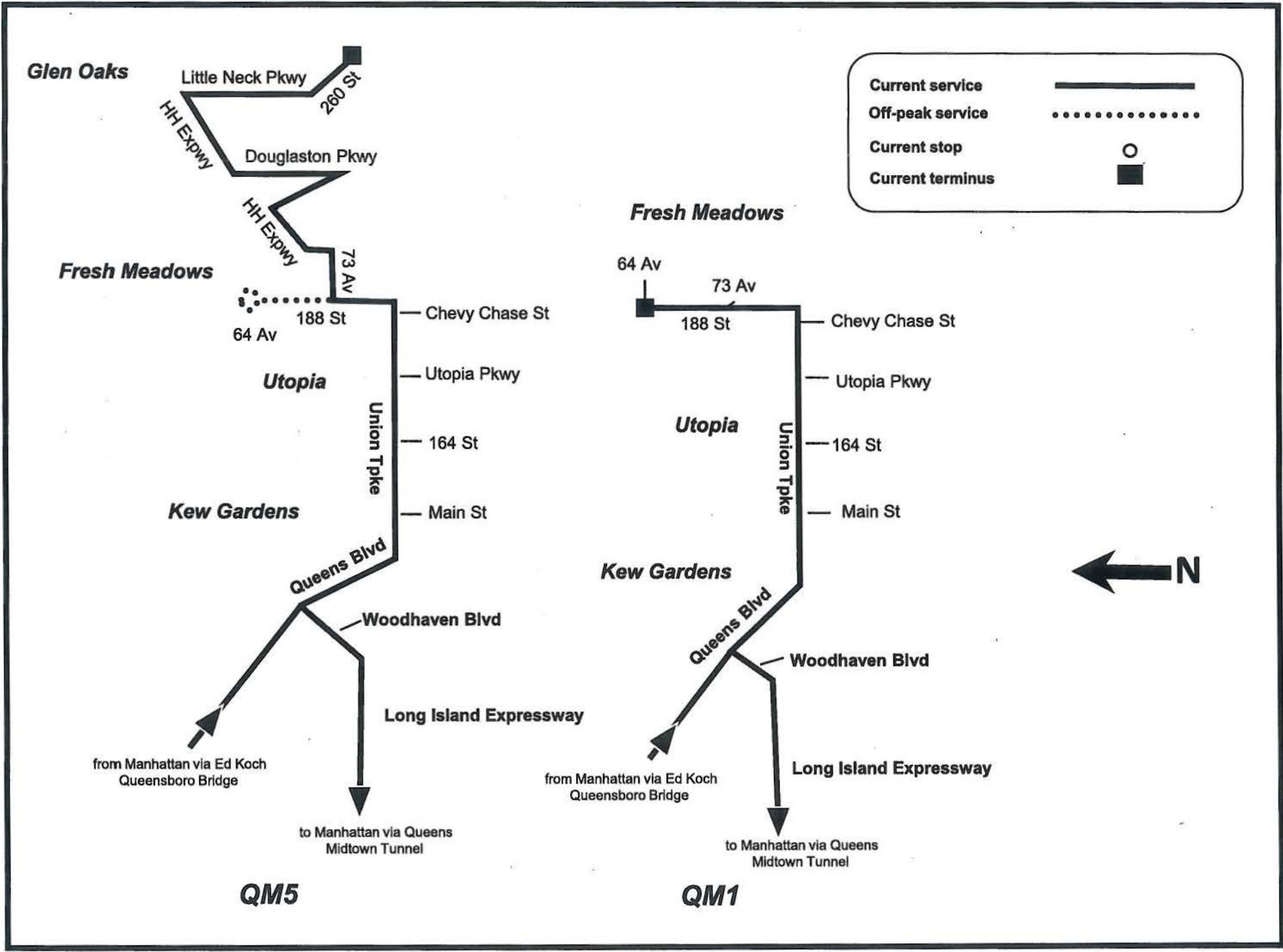
Winter 2016

Approved:



Darryl C. Irick
President

Map 2 -QM5 Fresh Meadows Extension with QM1 Peak Service



Report



SPECIAL REPORTS AND PRESENTATIONS: MetroCard Report

MetroCard Market Share

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

<u>Fare Media</u>	<u>September 2014</u>	<u>September 2015*</u>	<u>Difference</u>
Cash	2.7%	2.2%	(0.5%)
Single-Ride Ticket	0.8%	0.8%	(0.0%)
Bonus Pay-Per-Ride	42.9%	40.0%	(2.9%)
Non-Bonus Pay-Per-Ride	3.3%	5.4%	2.1%
7-Day Farecard	21.3%	22.5%	1.2%
30-Day Farecard	<u>28.9%</u>	<u>29.1%</u>	0.2%
Total	100.0%	100.0%	

* Preliminary

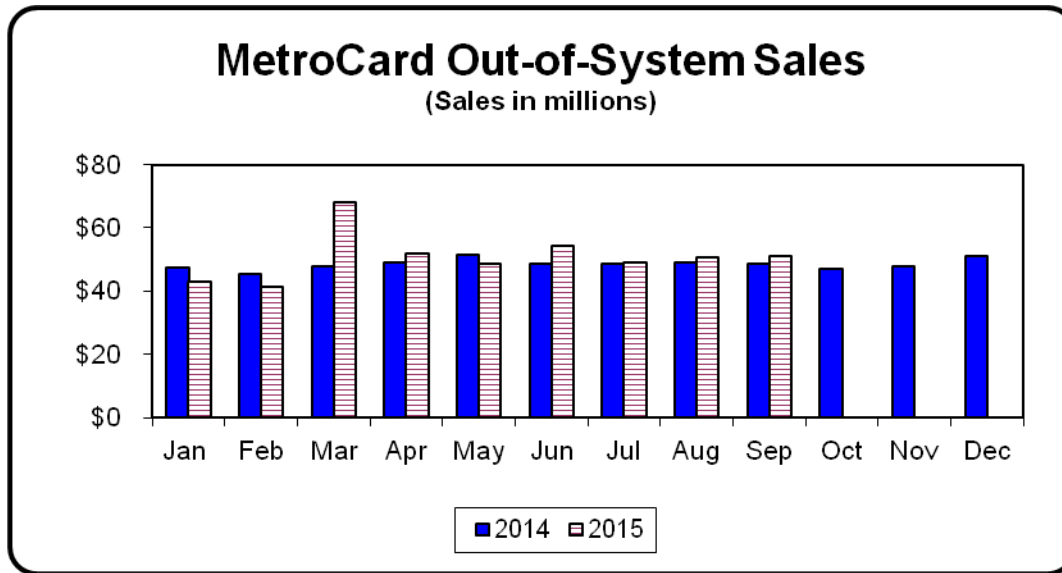
Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in September 2015 was 4,546, a 1.50 percent increase from the same period last year. The average value of a credit issued was \$71.56.

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 September 2015, a 5.6 percent increase compared to September of 2014. Year to date sales totaled \$460.7 million, a 5.6 percent increase compared to the same period last year.



Retail Sales

There were 4,371 active out-of-system sales and distribution locations for MetroCards, generating \$24.7 million in sales revenue during September 2015.

Employer-based Sales of Pre-tax Transportation Benefits

Sales of 137,175 MetroCards valued at approximately \$12.3 million were made in September 2015 to private, employer-based providers of pre-tax transportation benefits through agreements with MetroCard Extended Sales. The average value of MetroCards sold was \$89.36. In addition, the number of employees enrolled in the annual pre-tax MetroCard programs was 87,692 for September 2015, generating an additional \$10.2 million in sales. Year-to-date sales of all pre-tax MetroCard products totaled \$218.3 million, a 10 percent increase when compared to last year.

Mobile Sales Program

In September 2015, the Mobile Sales unit completed 198 site visits, of which 140 were advertised locations. Fifty-four (54) of these visits were co-sponsored by an elected official or community organization. A total of \$102,000 in revenue was generated. In September 2015, the Mobile Sales unit assisted and enabled 2,085 new applicants to become Reduced-Fare customers. Mobile Sales also continued outreach efforts in Westchester County and at local events including Coney Island Labor Day support (Brooklyn).

Reduced-Fare Program

During September 2015 enrollment in the Reduced-Fare Program increased by 7,103 new customers, while 4,183 customers left the program. The total number of customers in the program is 983,001. Seniors account for 805,872 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 177,129 customers. Of those, a total of 37,973 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 \$7.9 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In September 2015, the EasyPay Reduced Fare program enrollment totaled 151,770 accounts. During the month, active EasyPay customers accounted for approximately 2.1 million subway and bus rides with \$2.1 million charged to their accounts. Each active account averaged 27 trips per month, with an average monthly bill of \$15.

EasyPay Xpress Pay-Per-Ride Program

In September 2015, the EasyPay Xpress PPR program enrollment totaled 79,321 accounts. During this month, active Xpress PPR customers accounted for approximately 1.4 million subway, express bus and local bus rides with \$3.4 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of \$55.

EasyPay Xpress Unlimited Program

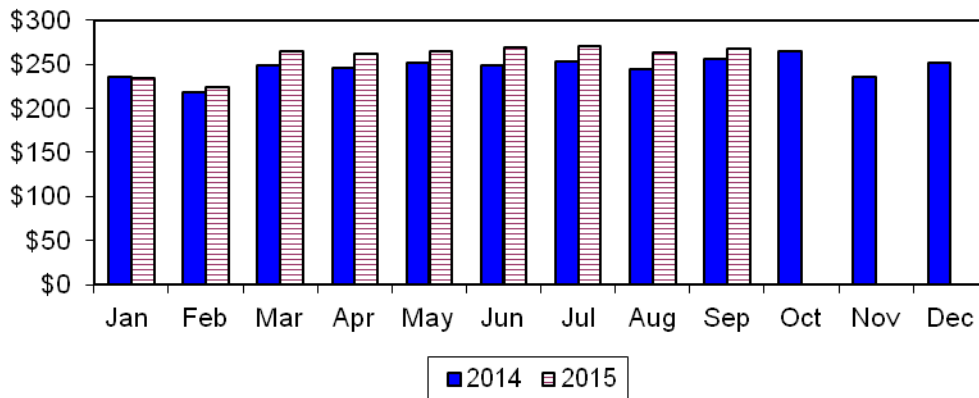
In September 2015, the EasyPay Xpress Unlimited program enrollment totaled 16,240 accounts. During this month, active Xpress Unlimited customers accounted for approximately 715,000 subway and local bus rides with \$1.5 million charged to their accounts. Each active account averaged 49 trips per month with a fixed monthly bill of \$116.50.

In-System Automated Sales

Vending machine sales (MetroCard Vending Machines & MetroCard Express Machines) during September 2015 totaled \$268.7 million, on a base of 15.5 million customer transactions. This represents a 1.3 percent decrease in vending machine transactions compared to the same period last year. During September 2015, MEMs accounted for 2,126,933 transactions resulting in \$54,880,065 in sales. Debit/credit card purchases accounted for 76.9 percent of total vending machine revenue, while cash purchases accounted for 23.1 percent. Debit/credit card transactions account for 52.6 percent of total vending machine transactions, while cash transactions account for 47.4 percent. The average credit sale was \$28.66, more than three times the average cash sale of \$8.44. The average debit sale was \$20.74.

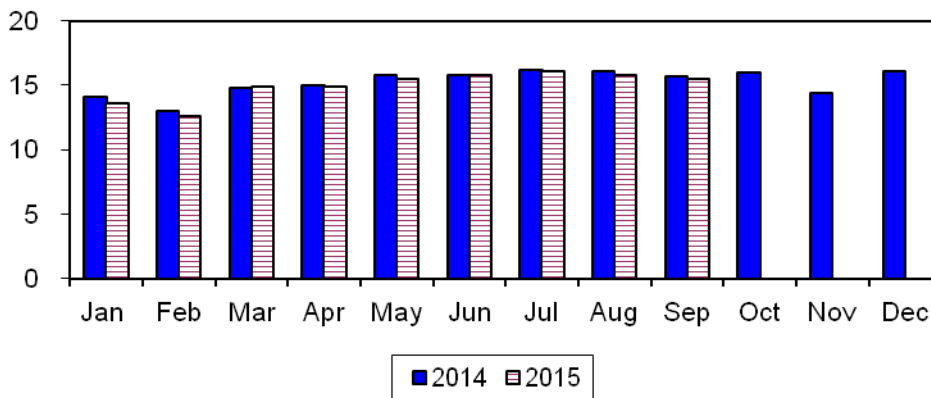
Vending Machine Sales

(Sales in millions)



Vending Machine Transactions

(Transactions in millions)



2015 Customer Satisfaction Survey Subway

SUBWAY SURVEY CONTEXT

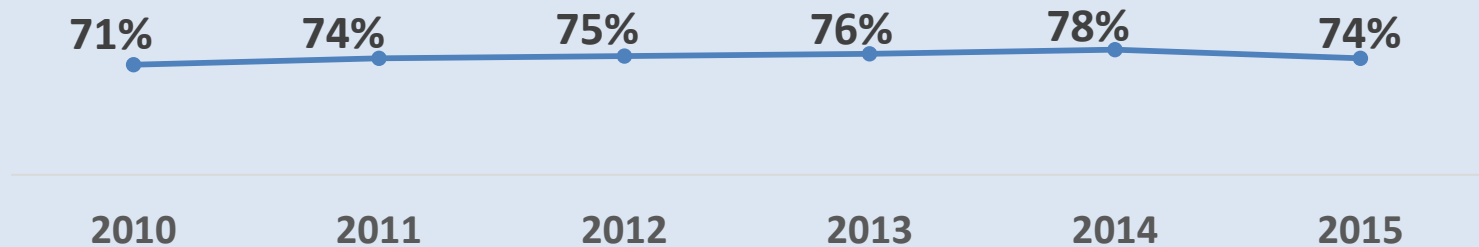
(From July 2014 to June 2015)

Customer satisfaction was affected by new challenges and improvements in the 12 months prior to the survey:

- **The City's economy continued to rebound from the Great Recession, creating new jobs and increased travel demand**
- **Subway ridership increased by 2.6% in 2014-15, outstripping population growth**
 - New York City's population grew by 3% between 2010 and 2014 (U.S. Census)
 - Subway weekday ridership grew almost three times faster, by 8.5% from 2010 to 2014
 - Service is strained by crowding conditions amidst growing ridership and capacity constraints on some lines
- **Fares increased 4% in March, three months before survey and shortly before significant media attention to subway overcrowding on some lines in Spring of 2015**
- **Major felonies in the subway increased by 2.3% (January-June 2014 vs. 2015)**
- **Subway Mean Distance between Failures (MDBF) improved by 5.8%**
- **More underground stations wired for cell phone and Wi-Fi service**
- **Installation of more Help Point intercoms and On-the-Go kiosks**
- **Fix&Fortify work continued to repair damage from Superstorm Sandy and prevent similar damage in the future**

OVERALL SUBWAY CUSTOMER SATISFACTION

- **Overall subway service ratings decreased from 78% satisfied in 2014 to 74% in 2015 – not a statistically significant change**
 - The only statistically significant change over the past five years was the growth in satisfaction from 2010 to 2014



- However, satisfaction with numerous subway service attributes decreased significantly vs. 2014 or an earlier year**
- By 76% to 71%, those who ride predominately during non-rush hours are more satisfied than those who ride mostly in the peak
- Communications advances continue to improve customers' ability to optimize their use of the subway: 90% of users of the Subway Time app are satisfied with it, 84% are satisfied with On the Go kiosks, and the rating of the usefulness of announcements during planned service changes improved from 72% to 73%

*MTA started using all-agency 1-to-10 labeled customer satisfaction rating scale in 2010

**See tables starting on page 28

CORE SERVICE ATTRIBUTES

- **2015 survey recorded statistically-significant decreases in customer satisfaction with five core subway service attributes**
- **It is noteworthy that despite these rating decreases, more than 75% of customers continue to be satisfied with subway speed, subway car maintenance, and service reliability**
 - Customer satisfaction with these service attributes is higher than satisfaction with overall subway service

	2012	2013	2014	2015
	%	%	%	%
How fast subway gets you where you want to go	86	84	83	<u>79</u>
Maintaining subway cars so they do not break down and cause delays	83	82	82	<u>78</u>
Subway reliability	84	81	82	<u>77</u>
Service frequency	79	78	76	<u>74</u>
Predictability of travel time	81	79	79	<u>73</u>

Bold-faced numbers are significantly greater than underlined numbers in same row

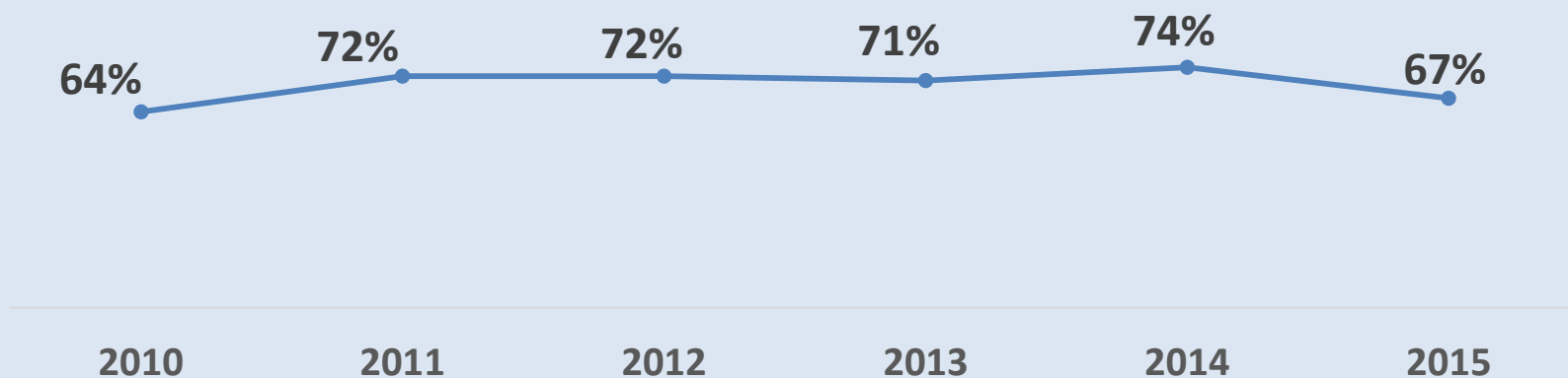
VALUE FOR THE MONEY USING THE SUBWAY

- **Satisfaction with Value for the Money Using the Subway decreased to 65% satisfied, following the 4% fare increase**
 - This is close to the same level recorded after previous fare increases
 - Sharpest year-to-year subway rating decrease since new rating scale started in 2010
 - Value rating is higher among off-peak riders (67%) than among rush hour riders (61%)
- **Transit's value rating (same for both subway and buses) is the highest of any MTA service**



STATION CLEANLINESS

- **Customer satisfaction with subway station cleanliness decreased significantly in 2015**
 - This appears to reflect the impact of increased ridership
 - Satisfaction remains above the 2010 level



SUBWAY KEY DRIVER ANALYSIS

Subway Service*

- Comfort and convenience of using the subway (.228)
- Frequency of service (.220)
- Overall value for the money using the subway (.198)
- Service reliability (.123)
- Cleanliness of subway cars (.114)
- Trip length in minutes (-.014 – longer trip = less satisfaction)

Subway Stations**

- Maintenance and repair of stations (.337)
- Overall station environment (.214)
- Station cleanliness (.118)
- Personal security in station (.072)
- Crowding on platform during rush hours (.058)

The coefficients shown represent the predicted impact on the overall subway customer satisfaction rating from a one point increase in satisfaction with the service attribute.

*Regressed against Overall Satisfaction with Subway Service

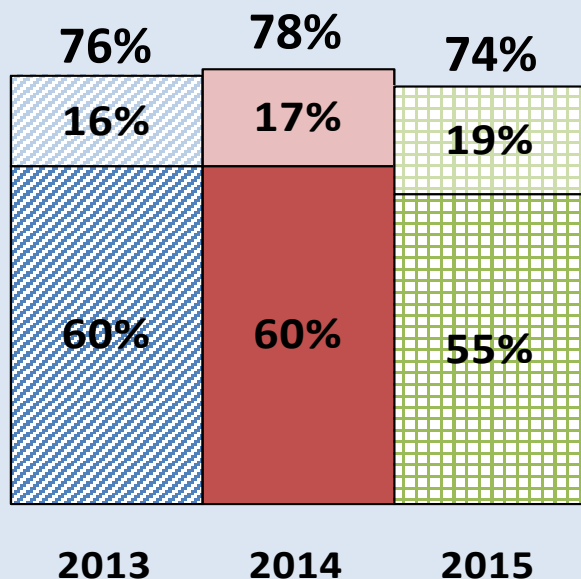
**Regressed against Overall Satisfaction with Home or Work/School Station

- **Highest-rated subway service attributes in 2015 survey**
 - Subway Time app (90% satisfied, among users of it)
 - Safety from mechanical accidents (85%)
 - Convenience of subway stops for you (84%)
 - On-the-Go kiosks (84%, among users)
 - Personal security in stations before 8 p.m. (83%)
 - Courtesy and helpfulness of station agents (83%)
 - Escalators in subway (81%, among users)
 - Overall comfort and convenience of using subway (80%)

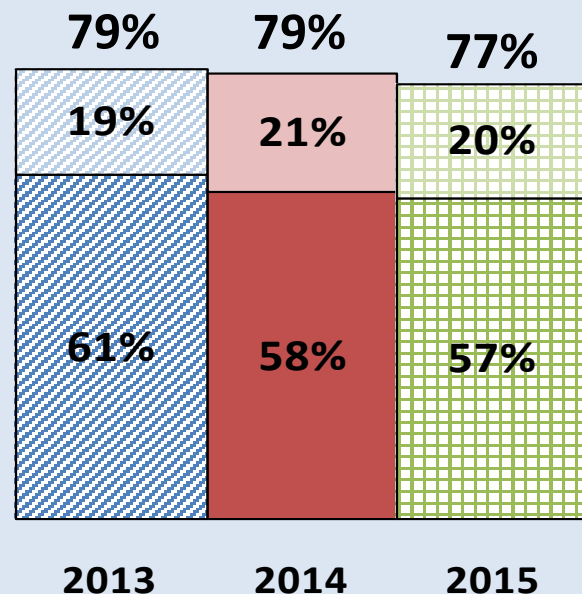
- **Lowest-rated subway attributes in 2015 survey**
 - Information in station about unscheduled delays (67% satisfied)
 - Keeping station litter free (67%)
 - Overall cleanliness of subway cars (67%)
 - Overall cleanliness of stations (67%)
 - Having no litter on subway cars (66%)
 - Keeping subway trains from getting too crowded on weekends (66%)
 - Condition of subway station walls and ceilings (65%)
 - Keeping subway platforms from getting too crowded during rush hours (64%)
 - Clarity of announcements on subway trains (63%)
 - Keeping station free from dirt and grime (63%)
 - Keeping subway trains from getting too crowded during rush hours (48%)

Overall Customer Satisfaction

Overall Subway Service



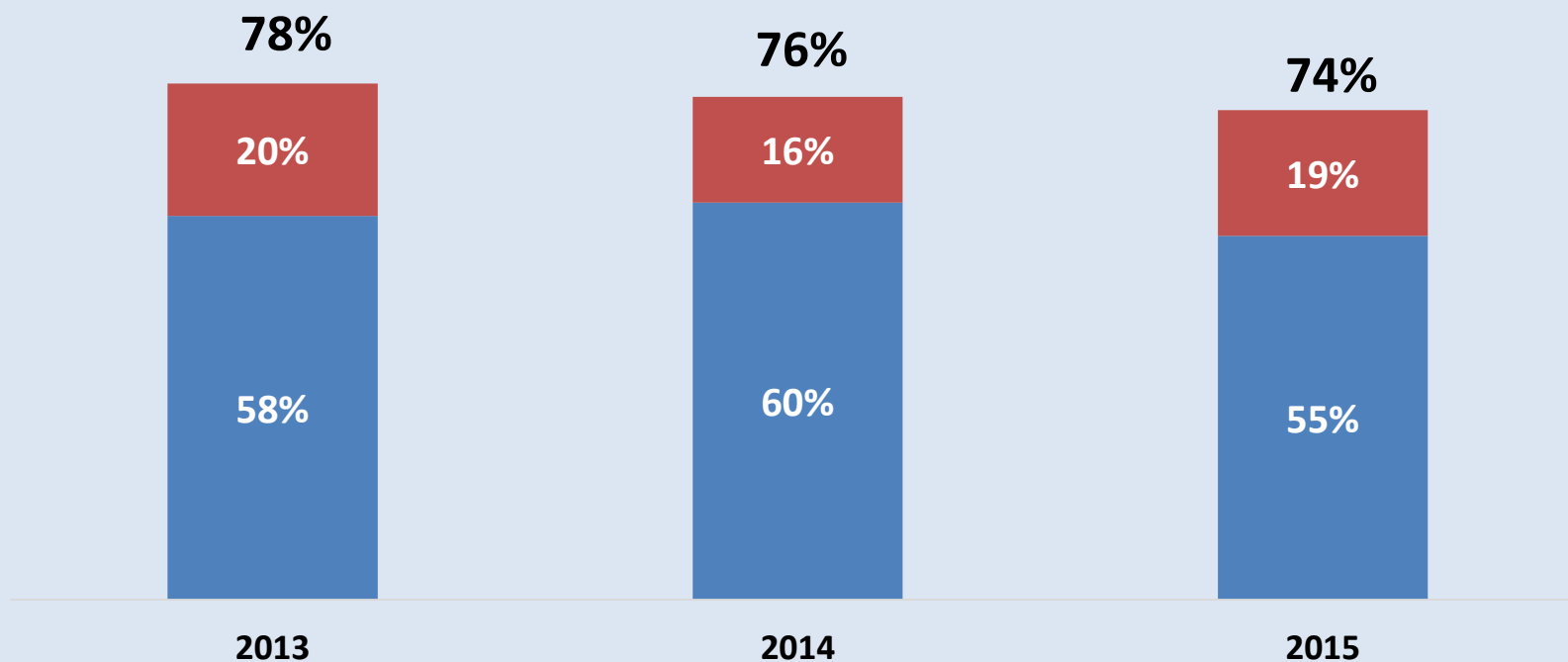
Subway Line Respondent Used Most



Top Area = Very Satisfied Bottom Area = Satisfied

Very satisfied + satisfied may not equal total due to rounding.

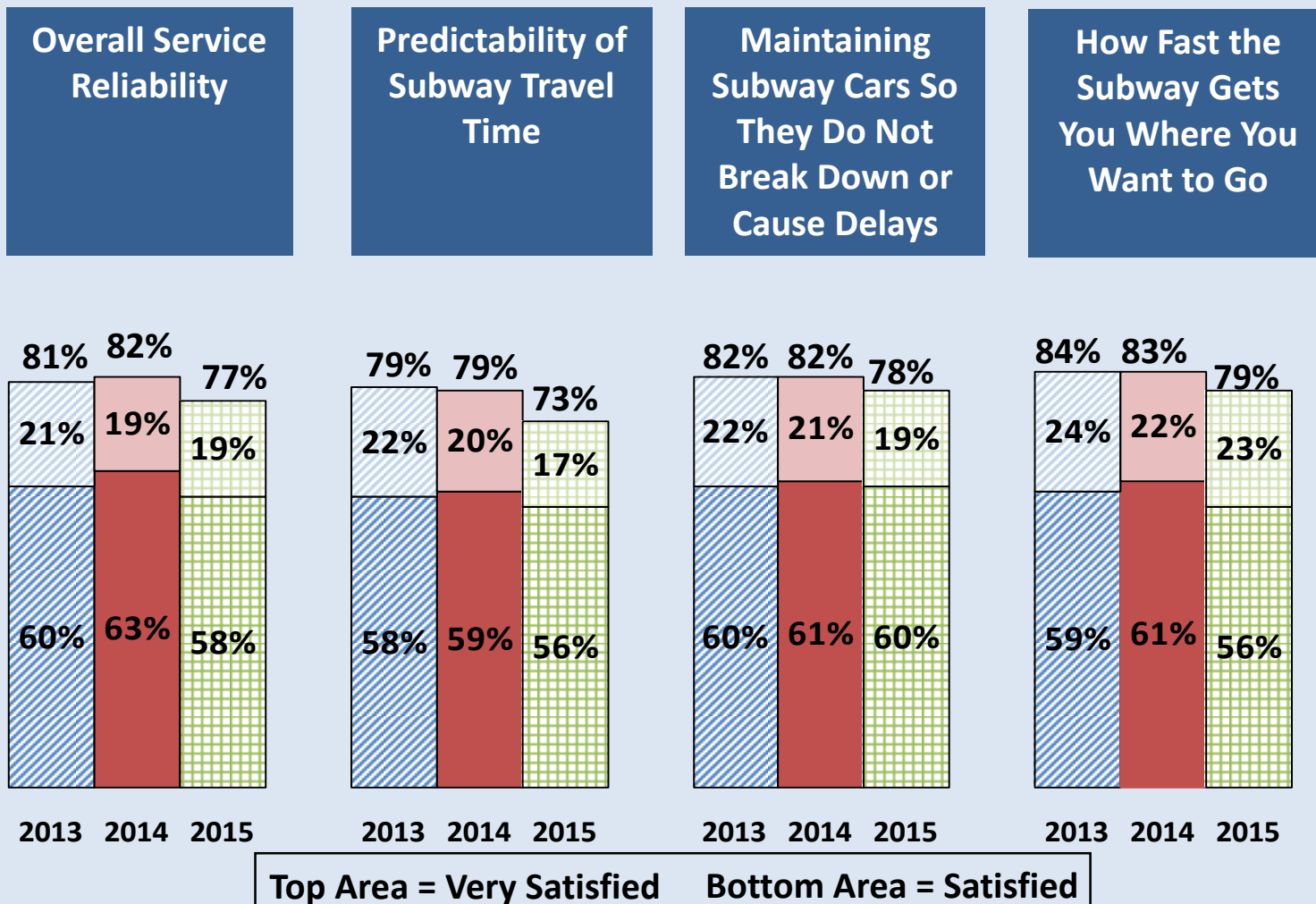
Subway Service Frequency



Top Area = Very Satisfied Bottom Area = Satisfied

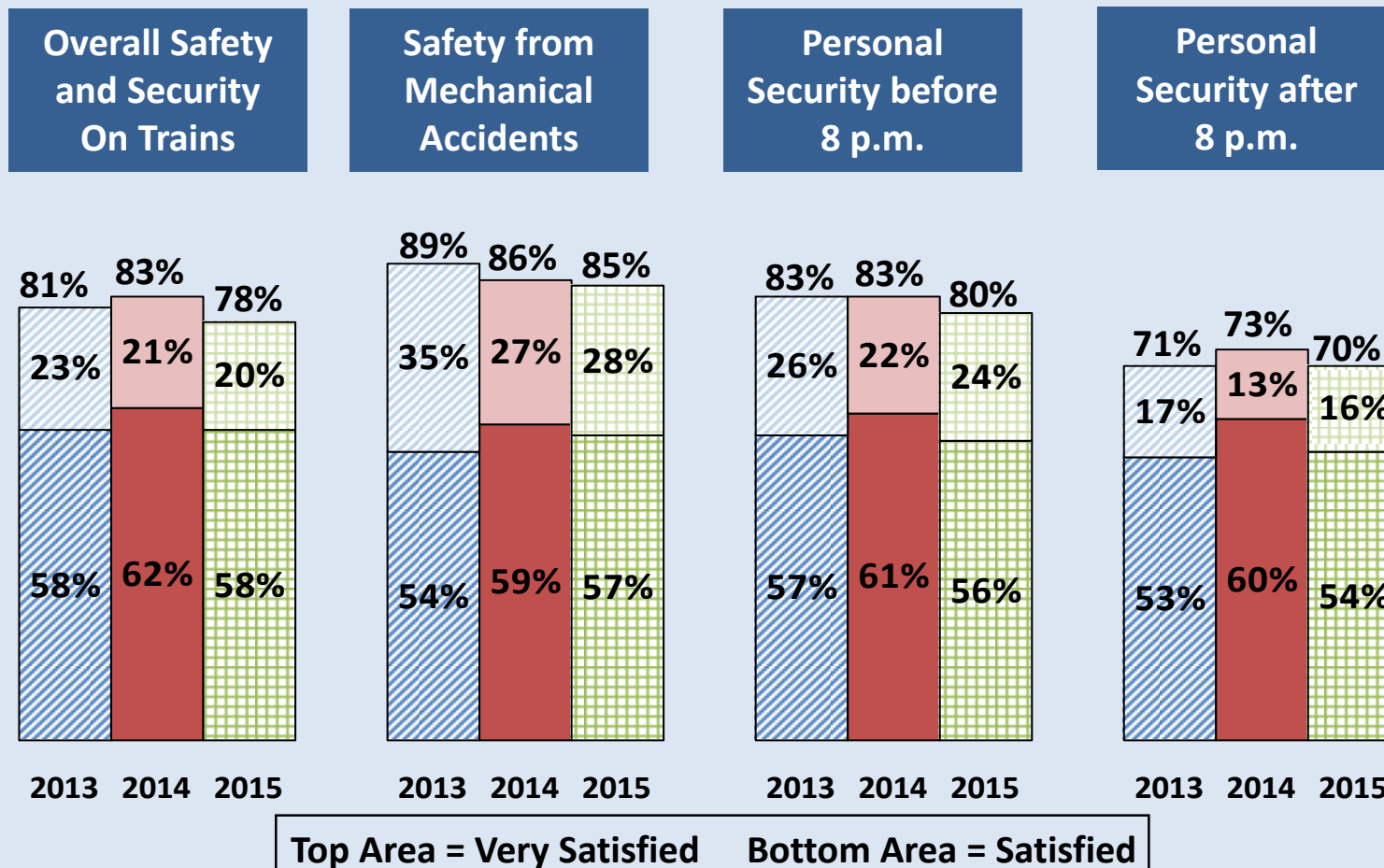
Very satisfied + satisfied may not equal total due to rounding.

Subway Reliability



Very satisfied + satisfied may not equal total due to rounding.

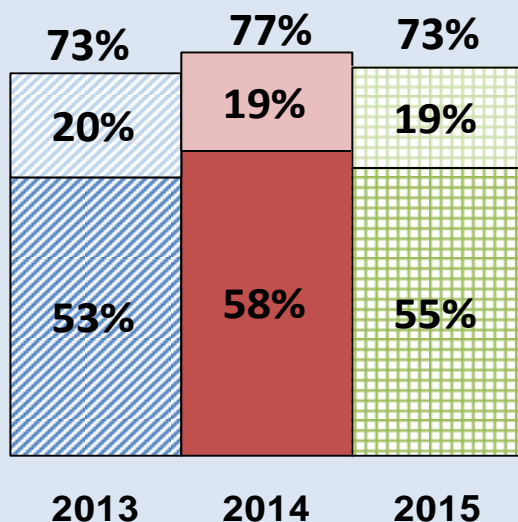
Subway Safety and Security



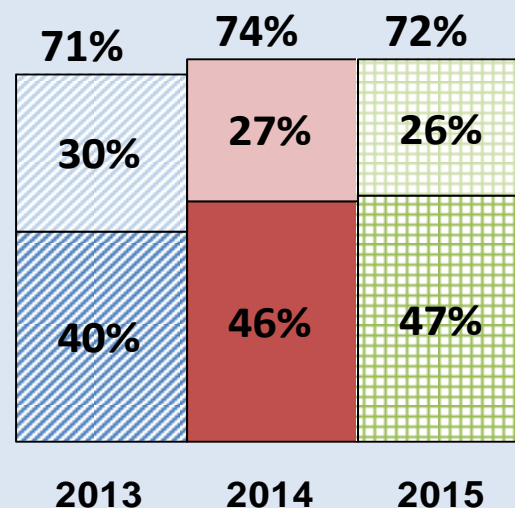
Very satisfied + satisfied may not equal total due to rounding.

Information and Communications

Overall Information and Communications about Subway Service



Knowing How Long You Have to Wait for the Next Train to Arrive

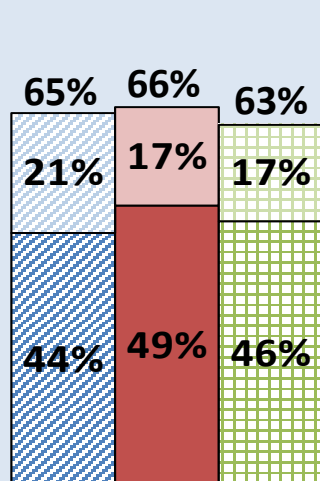


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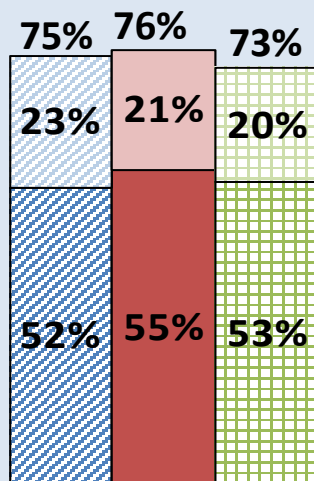
Announcements on Subway Trains

Clarity of Announcements On Subway Trains



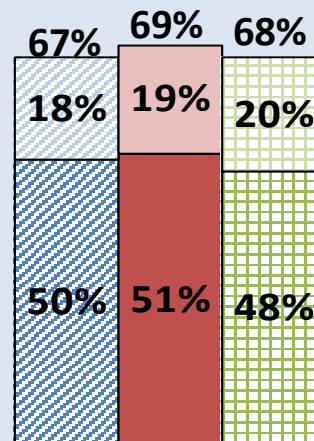
2013 2014 2015

Usefulness of Announcements: During Normal Service



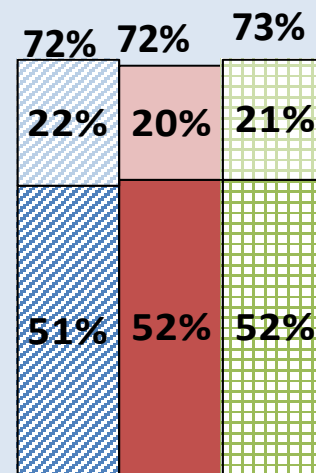
2013 2014 2015

Usefulness of Announcements: Unplanned Delays



2013 2014 2015

Usefulness of Announcements: Planned Service Changes



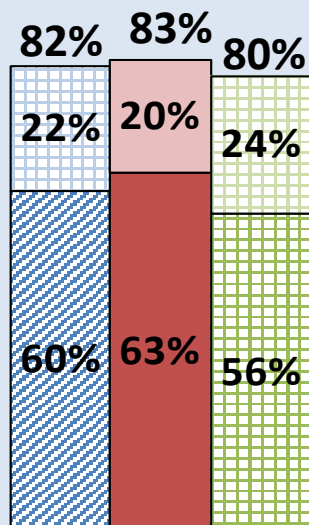
2013 2014 2015

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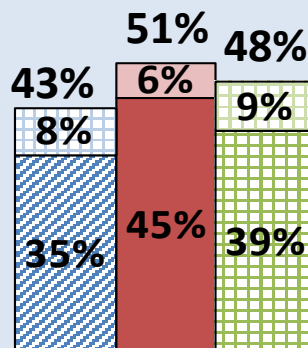
Comfort and Convenience Using the Subway

Overall Comfort and Convenience of Using the Subway



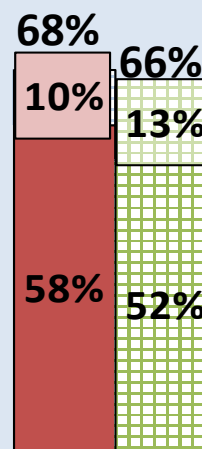
2013 2014 2015

Keeping Trains from Getting Too Crowded during Rush Hours



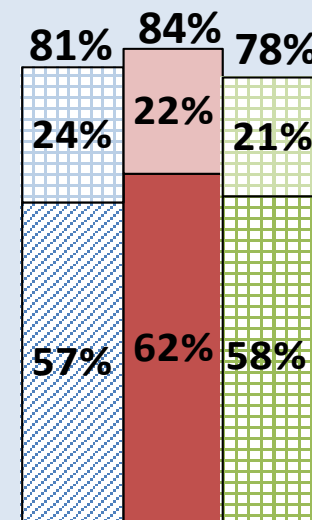
2013 2014 2015

Keeping Trains from Getting Too Crowded during Weekend Days



2014 2015

Comfort of Temperature on Subway Cars

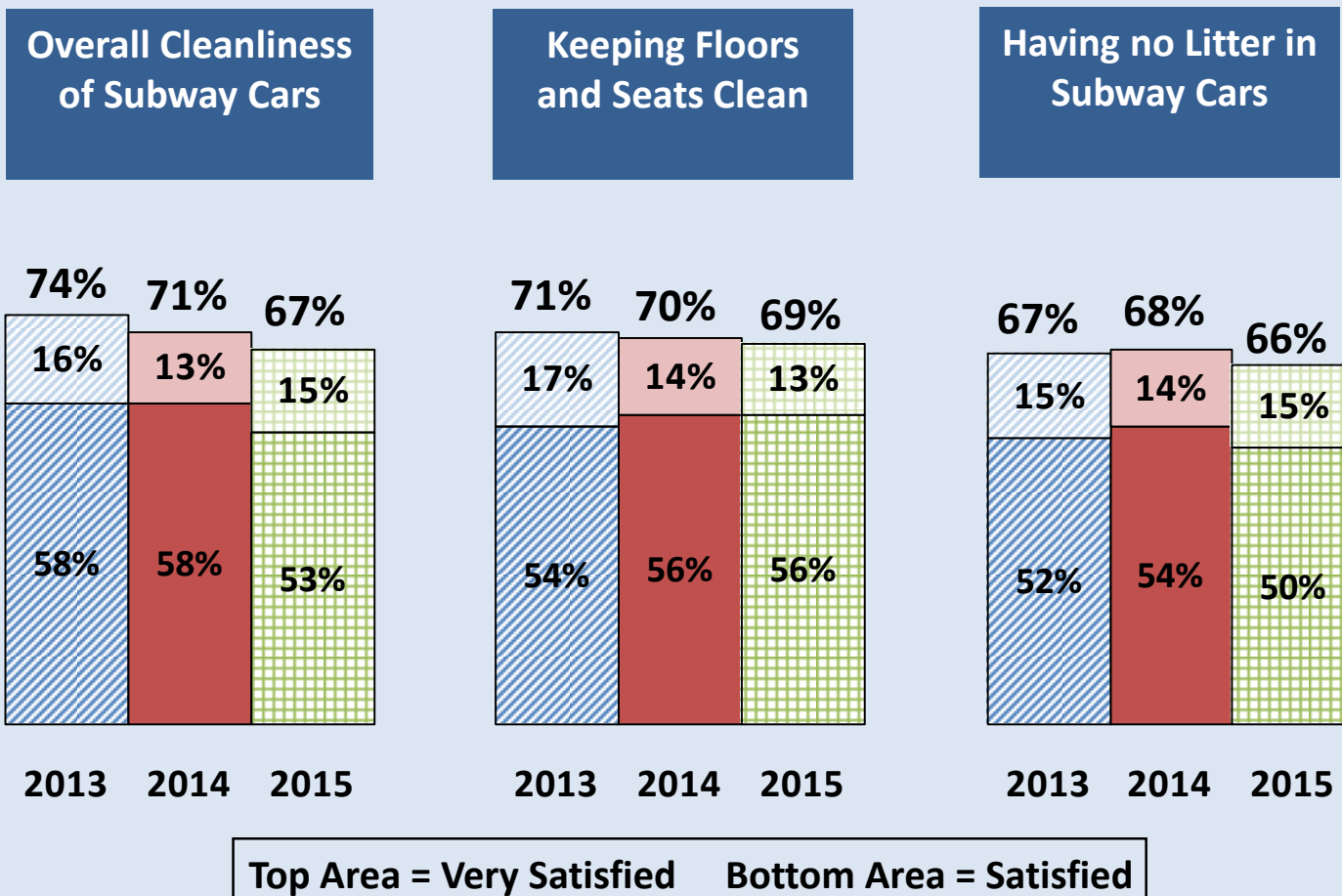


2013 2014 2015

Top Area = Very Satisfied Bottom Area = Satisfied

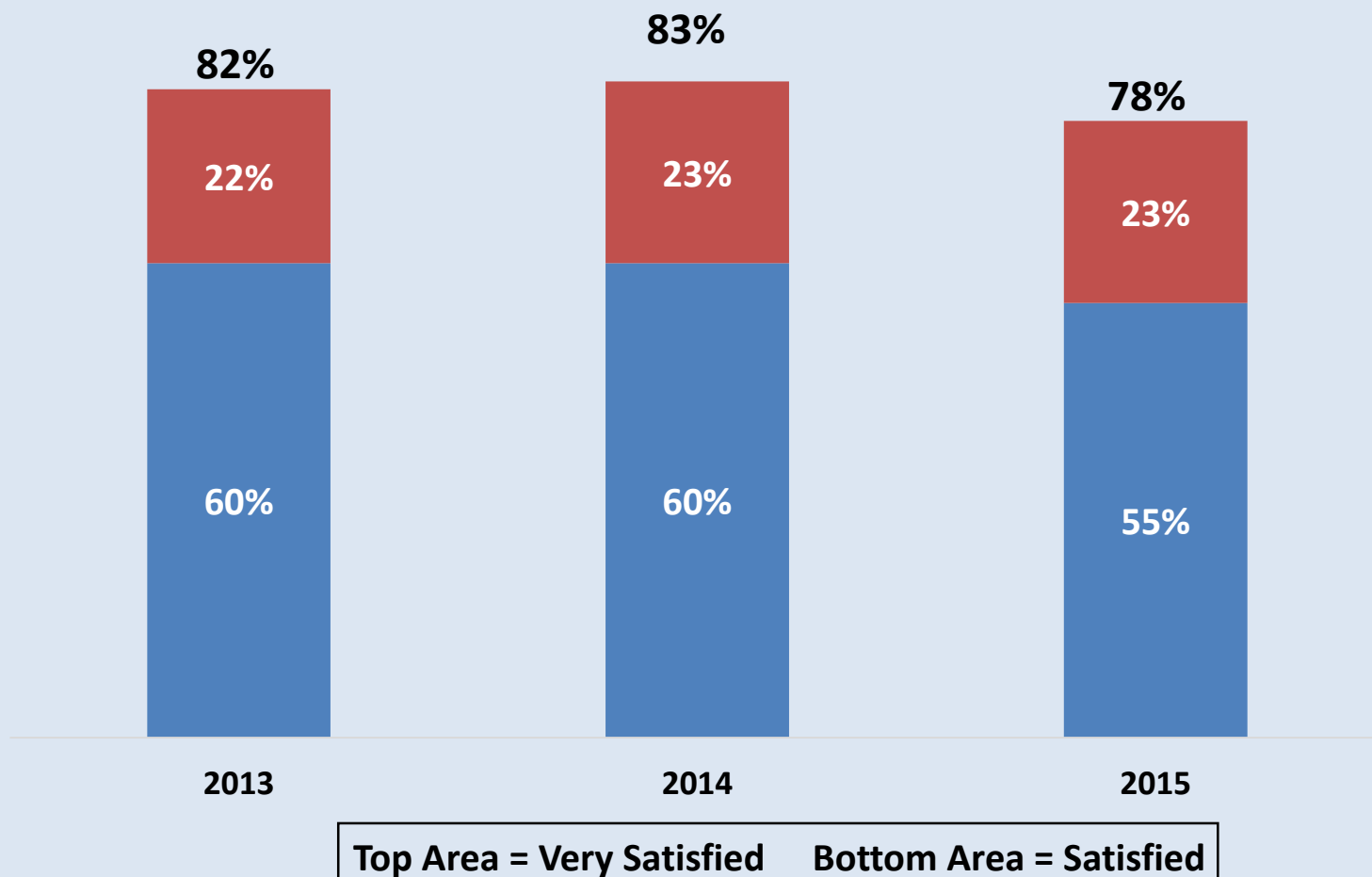
Very satisfied + satisfied may not equal total due to rounding.

Cleanliness of Subway Cars



Very satisfied + satisfied may not equal total due to rounding.

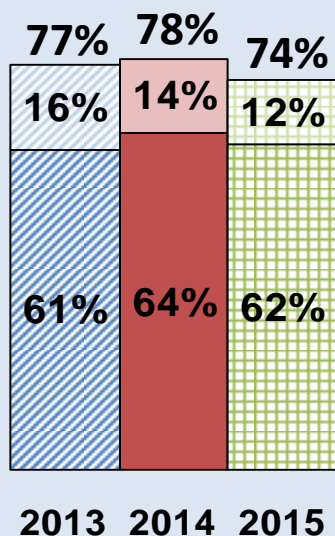
Courtesy and Helpfulness of Subway Conductors



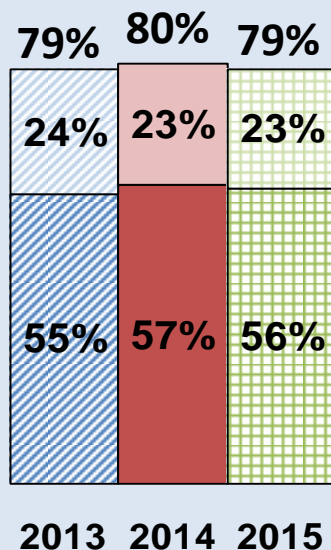
Very satisfied + satisfied may not equal total due to rounding.

Subway Stations

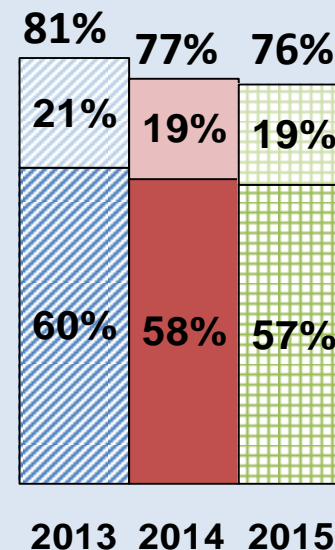
Overall Station Environment



Station Respondent Uses Most Often Near Home



Station Respondent Uses Most Often Near Work

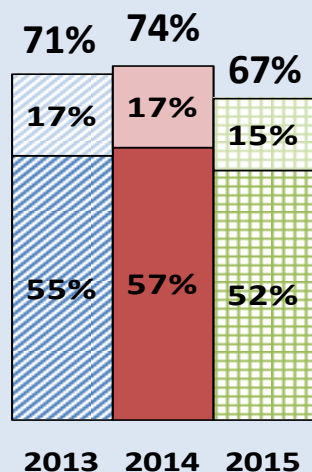


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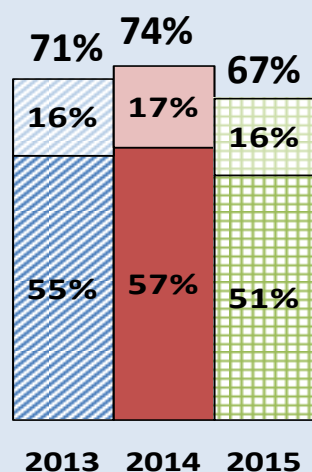
Very satisfied + satisfied may not equal total due to rounding.

Overall Station Cleanliness

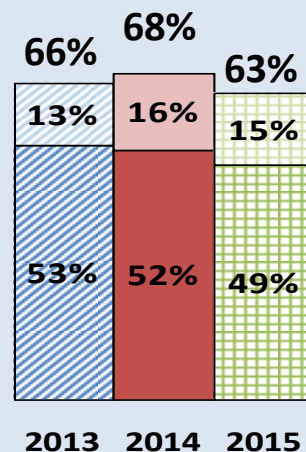
Overall Cleanliness of Stations



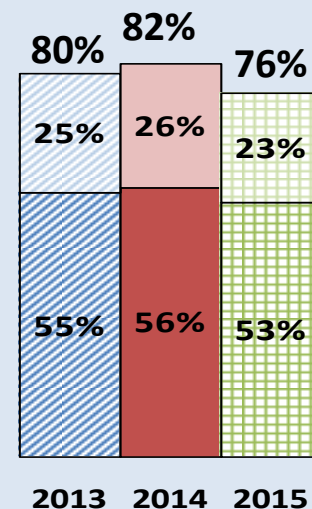
Keeping Stations Litter Free



Keeping Station Clean from Dirt and Grime



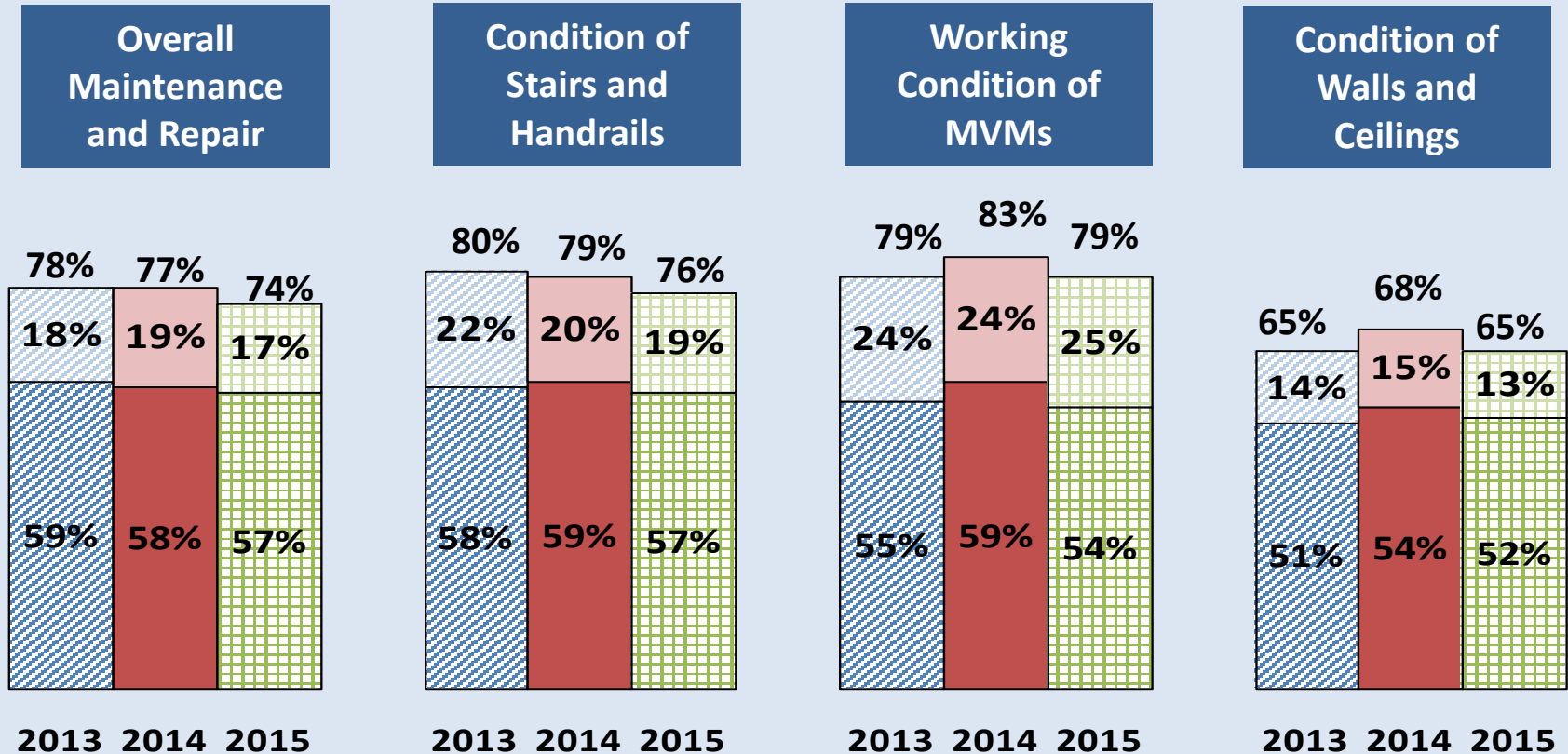
Keeping Graffiti off Walls, Signs, Etc.



Top Area = Very Satisfied Bottom Area = Satisfied

Very satisfied + satisfied may not equal total due to rounding.

Maintenance and Repair of Stations

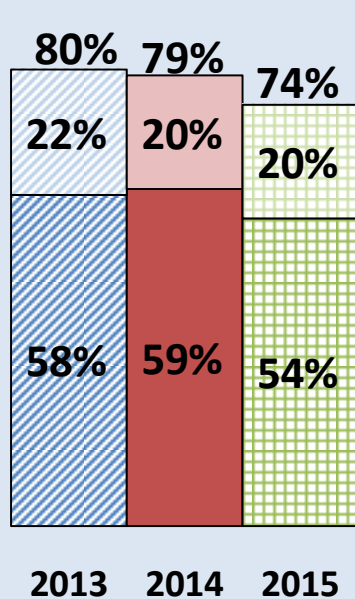


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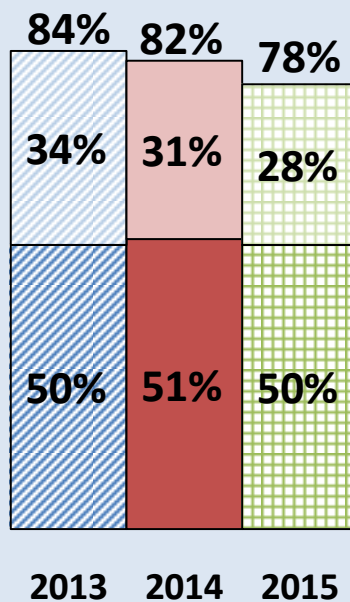
Very satisfied + satisfied may not equal total due to rounding.

Availability of Information in Stations

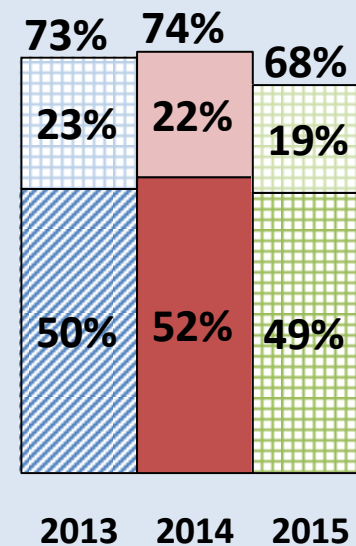
Overall Availability of Information in Stations



Announcements about Standing Away from Platform Edge



Clarity of Announcements on Station Platforms

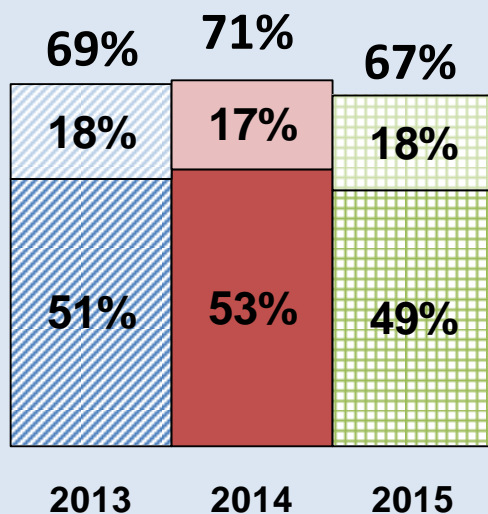


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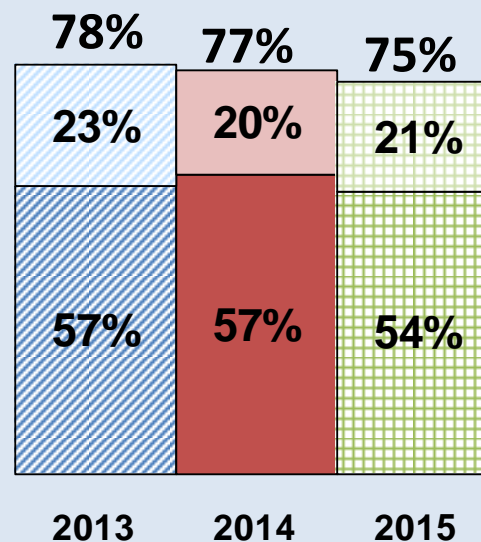
Very satisfied + satisfied may not equal total due to rounding.

Information about Service Delays and Diversions

Information in Station about Unscheduled Delays



Information in Station about Planned Service Changes

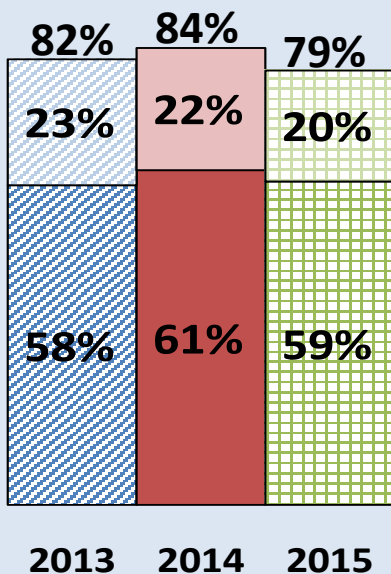


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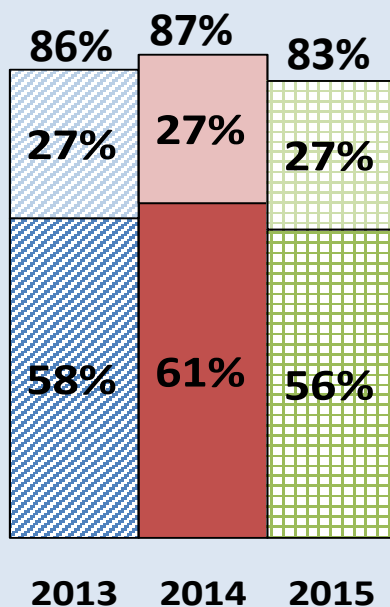
Very satisfied + satisfied may not equal total due to rounding.

Personal Security in Stations

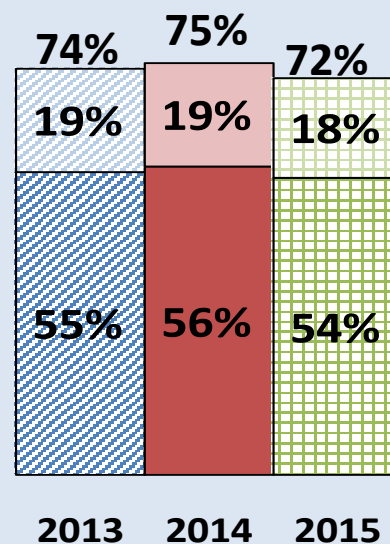
Overall Personal Security in Station



Your Sense of Personal Security Before 8 p.m.



Your Sense of Personal Security After 8 p.m.

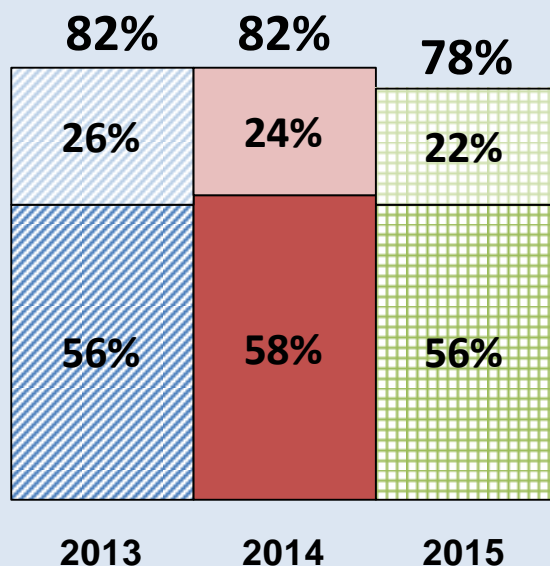


Top Area = Very Satisfied Bottom Area = Satisfied

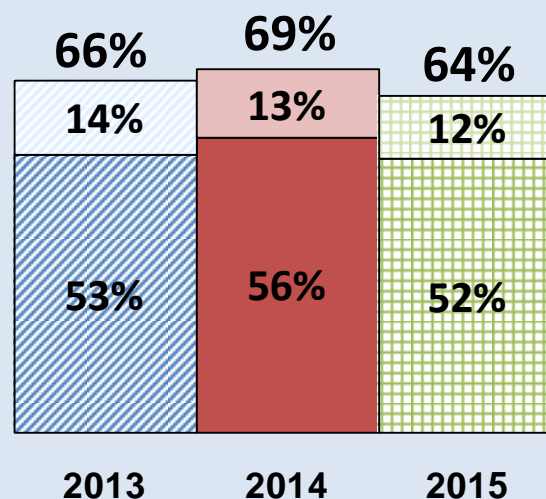
Very satisfied + satisfied may not equal total due to rounding.

Safety in Stations

Your Personal Safety Standing on Platforms



Keeping Platforms from Getting Too Crowded During Rush Hours



Top Area = Very Satisfied Bottom Area = Satisfied

Very satisfied + satisfied may not equal total due to rounding.

New York City Transit

SURVEY METHODOLOGY

- The MTA conducted its annual customer satisfaction survey for New York City Transit (NYCT) subway and local bus operations from June 9-30, 2015
- The Citywide telephone survey interviewed 1,695 New York City residents using random samples of landline and cell phone numbers. The interviews were conducted in English, Spanish, and Chinese.
 - In-depth interviews were conducted with 1,204 customers who had taken at least one ride in the past 30 days on a subway and/or local bus. The average length for the full survey was 24.8 minutes. The margin of error is ± 3.8 percentage points.
 - 1,035 interviews were completed with subway customers. In the past 30 days, 370 customers rode only the subway and not the local bus.
 - Persons that had not used a subway or local bus in the past 30 days were not asked to rate subway and local bus operations. These 491 non-users (the difference between 1695 and 1204 respondents) were asked demographic questions only for the purpose of weighting total survey results to the latest census data for New York City residents 18 years of age and older.
 - The survey was conducted by Abt SRBI, an MTA-retained full service market research firm

CUSTOMER SATISFACTION RATING FOR SUBWAY SERVICE					
	TOTAL SATISFIED				
	2011	2012	2013	2014	2015
	%	%	%	%	%
OVERALL SUBWAY SERVICE	<u>74</u>	75	76	78	<u>74</u>
OVERALL SUBWAY SERVICE ON LINE RESPONDENT USES MOST OFTEN	<u>78</u>	78	79	79	<u>77</u>
SERVICE FREQUENCY	79	79	78	<u>76</u>	<u>74</u>
OVERALL RELIABILITY OF SERVICE	82	84	81	82	<u>77</u>
The predictability of subway travel time	77	81	79	79	<u>73</u>
Maintaining subway cars so they do not break down and cause delays	<u>80</u>	83	82	82	<u>78</u>
How fast the subway gets you where you want to go	<u>81</u>	86	84	83	<u>79</u>
OVERALL SAFETY AND SECURITY	83	82	<u>81</u>	83	<u>78</u>
Safety from mechanical accidents	89	89	89	<u>86</u>	<u>85</u>
Overall personal security in the subway BEFORE 8 p.m.	86	86	<u>83</u>	<u>83</u>	<u>80</u>
Overall personal security in the subway AFTER 8 p.m.	<u>72</u>	<u>67</u>	<u>71</u>	73	<u>70</u>
OVERALL INFORMATION AND COMMUNICATIONS ABOUT SUBWAY SERVICE	<u>73</u>	79	<u>73</u>	<u>77</u>	<u>73</u>
Knowing how long you have to wait for the next train to arrive	<u>68</u>	<u>72</u>	<u>71</u>	74	72
MTA Subway Time app	NA	NA	NA	NA	<u>90</u>
Clarity of announcements on subway trains	<u>64</u>	<u>67</u>	<u>65</u>	<u>66</u>	<u>63</u>
Usefulness of announcements on trains during normal service	<u>74</u>	<u>76</u>	<u>75</u>	<u>76</u>	<u>73</u>
Usefulness of announcements on trains during unplanned delays	<u>67</u>	<u>67</u>	<u>67</u>	<u>69</u>	<u>68</u>
Usefulness of announcements on trains during planned service changes	<u>69</u>	75	<u>72</u>	<u>72</u>	73
OVERALL COMFORT AND CONVENIENCE OF USING THE SUBWAY	84	<u>83</u>	<u>82</u>	<u>83</u>	<u>80</u>
Convenience of subway stops for you	NA	NA	NA	90	<u>84</u>
Keeping subway trains from getting too crowded during rush hours	<u>46</u>	<u>45</u>	<u>43</u>	51	48
Keeping subway trains from getting too crowded during weekend days	NA	NA	NA	<u>68</u>	<u>66</u>
Comfort of temperature on subway cars	84	82	<u>81</u>	84	<u>78</u>
OVERALL CLEANLINESS OF SUBWAY CARS	75	75	74	<u>71</u>	<u>67</u>
Keeping floors and seats clean	<u>68</u>	<u>71</u>	<u>71</u>	<u>70</u>	<u>69</u>
Having no litter in subway cars	<u>67</u>	<u>69</u>	<u>67</u>	<u>68</u>	<u>66</u>
OVERALL COURTESY AND HELPFULNESS OF SUBWAY CONDUCTORS	<u>80</u>	83	82	83	<u>78</u>
OVERALL VALUE FOR THE MONEY USING THE SUBWAY	<u>67</u>	70	<u>67</u>	74	<u>65</u>
Note: Boldfaced numbers indicate a statistically greater level than underlined numbers in the same row at the 90% level of confidence.					

CUSTOMER SATISFACTION RATING OF SUBWAY STATIONS					
Order of Sets Randomized. Overall Station Environment Always Asked Last.	TOTAL SATISFIED				
	2011	2012	2013	2014	2015
	%	%	%	%	%
STATION USE MOST OFTEN NEAR HOME	79	81	79	80	79
STATION RESPONDENT USES MOST OFTEN NEAR WORK OR SCHOOL	80	82	81	77	<u>76</u>
OVERALL STATION ENVIRONMENT	78	77	77	78	<u>74</u>
Escalators in subway	<u>75</u>	82	83	80	81
Elevators in subway	73	76	73	79	73
Courtesy and helpfulness of station agents	81	85	82	82	83
OVERALL STATION CLEANLINESS	72	72	71	74	<u>67</u>
Keeping station litter free	73	75	71	74	<u>67</u>
Keeping station clean from dirt and grime	67	67	66	68	<u>63</u>
Keeping graffiti off walls, signs, etc.	<u>78</u>	82	80	82	<u>76</u>
OVERALL MAINTENANCE AND REPAIR OF STATION	<u>75</u>	80	78	77	<u>74</u>
Condition of stairs and handrails	<u>77</u>	82	80	79	<u>76</u>
Working condition of MetroCard vending machines	81	82	<u>79</u>	83	<u>79</u>
Working condition of MetroCard swipe readers at turnstiles	80	83	<u>79</u>	82	79
Condition of walls and ceilings	64	67	65	68	65
OVERALL AVAILABILITY OF INFORMATION IN STATION	77	80	80	79	<u>74</u>
Clarity of announcements on station platforms	<u>67</u>	71	73	74	<u>68</u>
Information in station about unscheduled delays	<u>64</u>	67	69	71	67
Announcements about standing away from the edge of the platform	NA	NA	84	82	<u>78</u>
Information in station about planned service changes	76	78	78	77	75
On the Go kiosks	NA	NA	NA	NA	84
OVERALL PERSONAL SECURITY IN STATION	82	82	82	84	<u>79</u>
Your personal safety standing on subway platforms	NA	NA	82	82	<u>78</u>
Your sense of personal security in the station BEFORE 8 p.m.	88	85	86	87	<u>83</u>
Your sense of personal security in the station AFTER 8 p.m.	72	<u>69</u>	74	75	72
KEEPING STATION PLATFORMS FROM GETTING TOO CROWDED IN RUSH HOURS	70	71	<u>66</u>	69	<u>64</u>
Note: Boldfaced numbers indicate a statistically greater level than underlined number in same row at the 90% level of confidence.					

2015 Customer Satisfaction Survey Local Bus



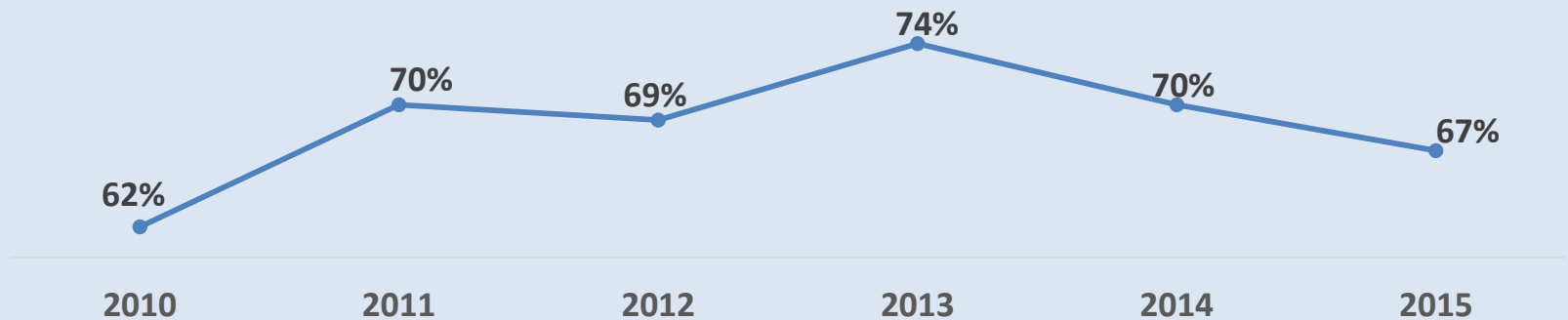
LOCAL BUS SURVEY CONTEXT

(From July 2014 to June 2015)

- **Local bus ridership decreased over the past year for average weekday (-1.4%) and average weekend (-2.5%) for a net decrease of 1.6%**
- **Fares increased by 4% in March 2015**
- **Bus Mean Distance between Failures (MDBF) improved by 2.8% and system pullout performance increased by 0.1% over the past year (12-month averages through June 2015)**
 - *Despite the delivery of new buses, the average age of buses continues to increase*
 - *Approximately 27% of the bus fleet has reached its 12-year expected life*
 - *Over-age buses (>15 years) are continuing to put substantial strain on NYC Transit's operations until more new buses are delivered in 2016.*
- **Service enhancements and service restorations**
 - B13, B15, B57, B83, B26/Q58, Q8, Q17, Q27, Q88, Q103, Q113, Q114, M01, M02, M12, M35, M102, Bx24, S48, S53/S93, X1, X17, X21, S93
 - M86 SBS starts operation and new M12 added
- **Bus operator safety shields installed in more buses**

OVERALL CUSTOMER SATISFACTION

- **Customer satisfaction with local bus service decreased for the second consecutive year from 70% satisfied in 2014 to 67% in 2015.** The year-to-year decrease is not statistically significant, as it falls within the survey's margin of error, but the difference in satisfaction between 2013 and 2015 is significant.



SERVICE ATTRIBUTE RATINGS

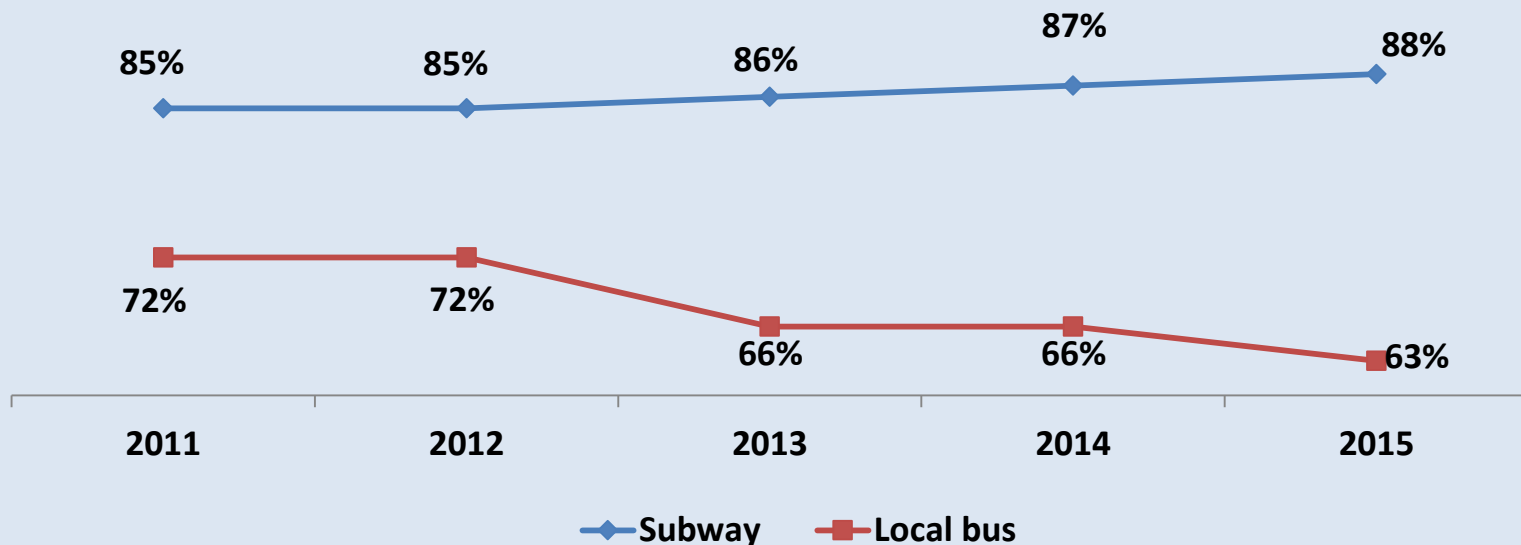
- **22 of 26 local bus service attribute ratings decreased in 2015, including 15 statistically significant decreases** (11 vs. 2014 and 4 vs. a previous year). Sharp decreases in satisfaction with the predictability of travel time and bus delays reflect increased automobile traffic related to the recovering economy, the aging of the bus fleet, and possibly other factors.
- **Satisfaction with the cleanliness of buses decreased, consistent with an MTA-wide pattern of greater customer demand for cleanliness**
- **In a fare increase year, these factors combined to decrease the perceived value of using the local bus:**
 - Overall value for the money of using the local bus (-8 points, from 73% to 65% satisfied)
 - Keeping floors and seats clean (-8 points, from 79% to 71% satisfied)
 - Ease of paying the fare (-7 points, from 84% to 77% satisfied)
 - Predictability of bus travel time (-7 points, from 70% to 63% satisfied)
 - Keeping buses free of litter (-6 points, from 79% to 73% satisfied)
 - Maintaining buses so they do not break down and cause delays (-6 points, from 86% to 80% satisfied)

LOCAL BUS RIDERSHIP TRENDLINE

- **Citywide Survey is recording a downward trend in the proportion of New Yorkers reporting use of the local bus. The survey is showing an increase in subway use.**
 - Two trends are related; past research indicates that slow bus speeds are contributing to migration of rides from bus to subway

SURVEY TRENDS IN USE OF SUBWAY AND BUS, 2011-2015

(Used in Past 30 Days)



HIGHEST-RATED LOCAL BUS SERVICE ATTRIBUTES

- Safety from accidents while riding the bus (85% satisfied)
- Convenience of bus routes for you (84%)
- MTA Bus Time (84%)
- Comfort of temperature on the bus (82%)
- Ease of getting on and off the bus (82%)
- Personal security on the bus (81%)
- Ease of making travel connections (80%)
- Maintaining buses so they do not break down and cause delays (80%)

LOWEST-RATED LOCAL BUS SERVICE ATTRIBUTES

- Availability of seats on the bus (66%)
- Overall value for the money using the local bus (65%)
- Overall availability of service (64%)
- Predictability of bus travel time (63%)
- Overall information and communication about local bus service (62%)
- Service frequency (61%)
- Having information about when next bus will arrive (58%)
- Knowing how far away the next bus is (56% satisfied)
- How long you have to wait for a bus to arrive (56%)

LOCAL BUS KEY DRIVER ANALYSIS

- Most significant drivers of local bus customer satisfaction are:

<u>Service Availability</u> <ul style="list-style-type: none"> • Service frequency • Wait time 	.262*
<u>Service Reliability</u> <ul style="list-style-type: none"> • Bus maintenance to avoid breakdowns and delays • Predictability of travel time • How fast the local bus gets you where you're going 	.214
Overall value for the money using the local bus	.177
<u>Comfort and convenience of using the bus</u> <ul style="list-style-type: none"> • Ease of paying the fare • Convenience of bus routes for you • Ease of making travel connections • Seat availability • Temperature 	.135
Courtesy and helpfulness of bus operators	.059
<p>*A one-point increase in satisfaction with Service Availability is predicted to increase overall customer satisfaction by .262 points.</p>	

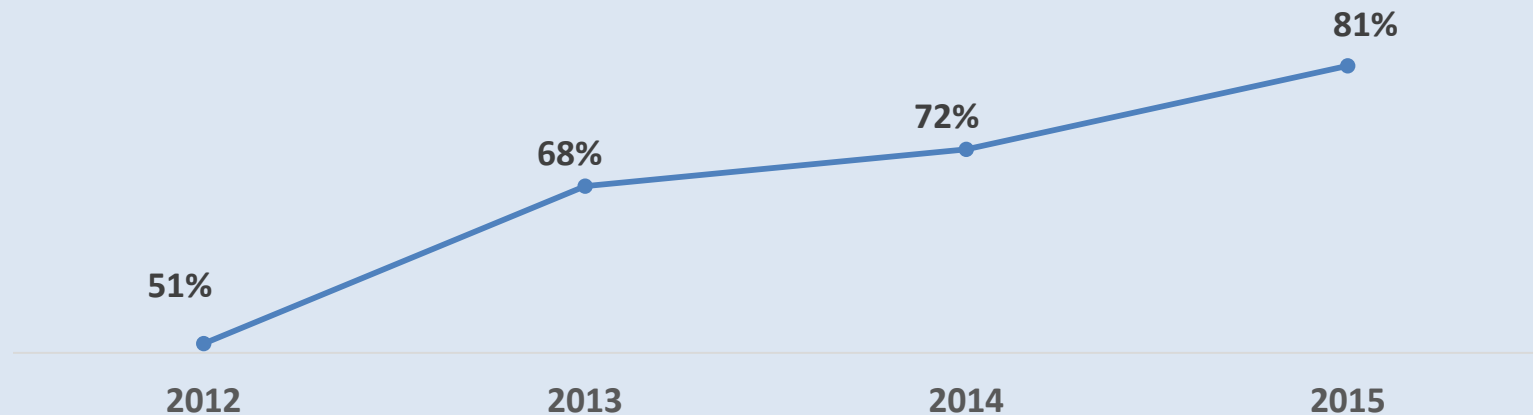
CUSTOMERS' MOST-DESIRED IMPROVEMENTS

- **Customers' were asked for their most desired bus improvement:**
 - A 53% majority want more frequent and reliability service:
 - More frequent service (32%, increasing to 40% among frequent riders)
 - More reliable service (21%)
 - Less crowding (5%)
 - Less bus bunching (4%)
 - More/better information and communications (4%)
 - Other improvements 23% - each item <3%
 - No suggestion (11%)
- **The similarity between the key driver analysis and customers' stated improvement desires is statistically compelling**
- **Achieving customers' most-desired improvements is a major challenge in the context of a rebounding economy and growing population, which increase traffic congestion and, in turn, reduce bus speeds, which drives down local bus ridership**

INCREASED CUSTOMER USE OF SMARTPHONES

- **2015 Citywide Survey recorded a spike in the number of customers who use smartphones (now 81%, including 80% of bus riders)**

NEW YORK CITY TRANSIT CUSTOMERS' USE OF SMARTPHONES



- **This growth creates opportunities to improve MTA customer communications, including the potential for increased use of MTA Bus Time**

IMPORTANCE OF INCREASING CUSTOMER USE OF MTA BUS TIME

Despite users' high satisfaction with MTA Bus Time, continued low ratings for next bus arrival information and wait time reflect MTA Bus Time's fledgling market penetration: Only 31% say they have ever used it, but research indicates that a fair share of these customers use non-MTA apps.

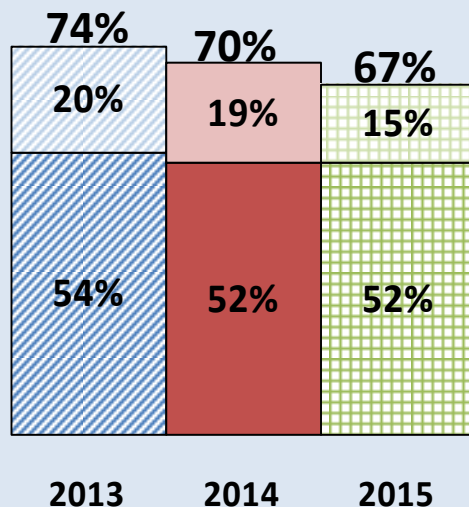
Transit recently implemented significant improvements to MTA Bus Time that customers really want:

- MTA Bus Time is now an app
- It estimates how many minutes away buses are

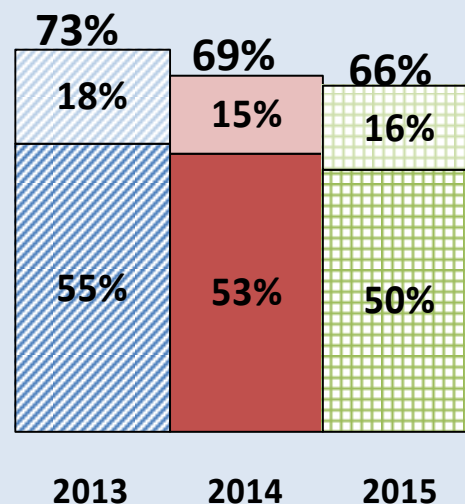
Given these improvements and the fact that 80% of bus customers now have smartphones, market penetration can and should go higher. Research indicates that use of MTA Bus Time can increase customer satisfaction and local bus ridership. MTA Bus Time has a beneficial impact on how customers feel by reducing their effective wait time and helping them relax knowing the bus is coming. Technological advances also improve the MTA's reputation.

Overall Customer Satisfaction

Overall Local Bus Service



Local Bus Route Use Most

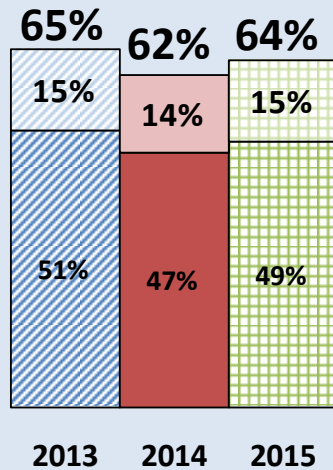


Top Area = Very Satisfied Bottom Area = Satisfied

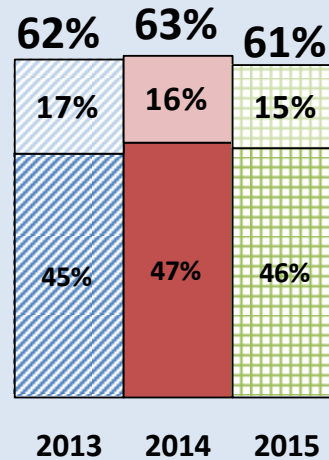
Very satisfied + satisfied may not equal total due to rounding.

Availability of Local Bus Service

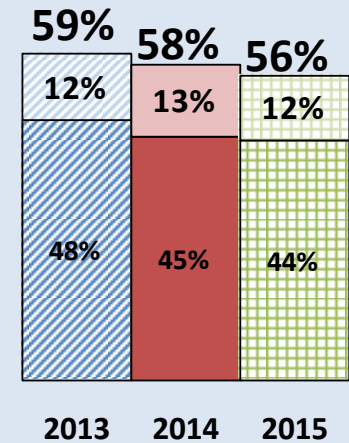
Overall Availability of Service



Frequency of Service



How Long You Have to Wait for Bus to Arrive

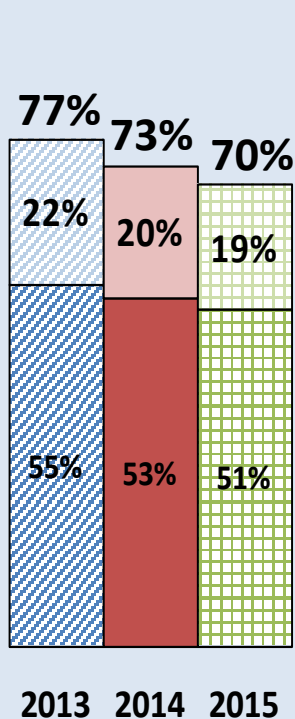


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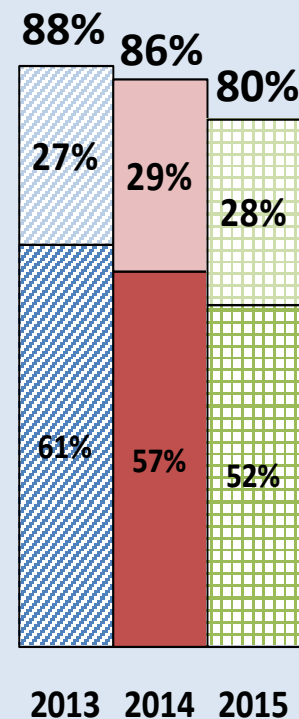
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Reliability of Local Bus Service

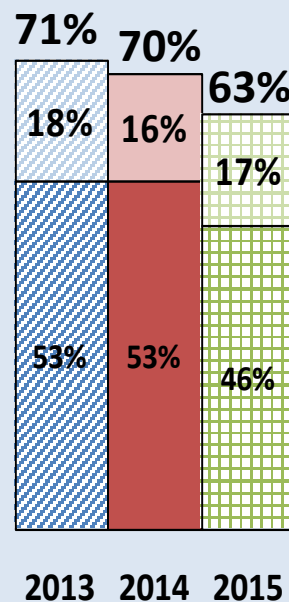
Overall Reliability of Service



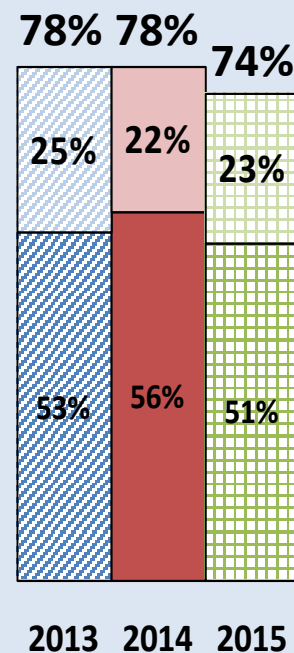
Maintaining Buses so they Do not Break Down and Cause Delays



Predictability of Travel Time

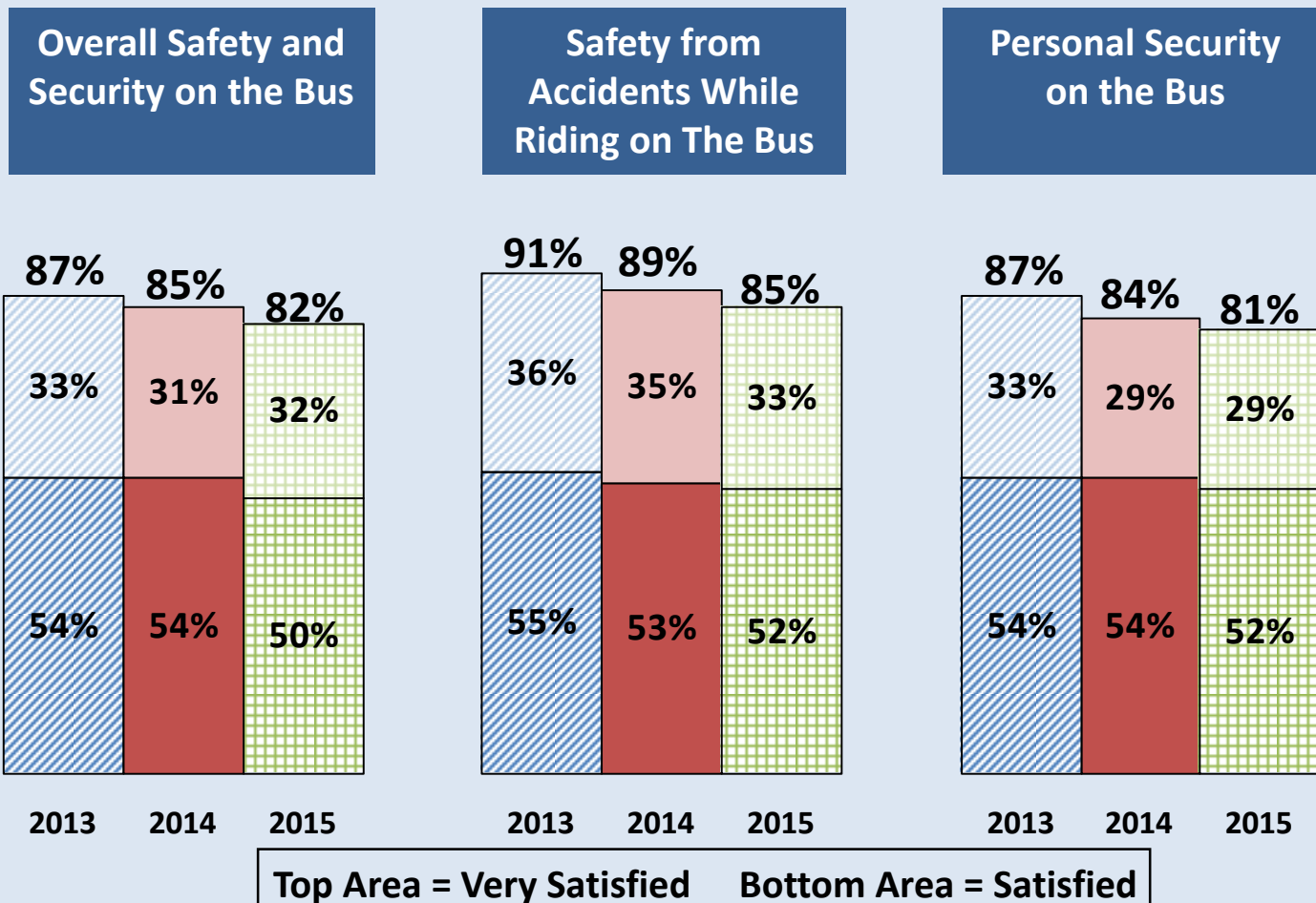


How Fast the Local Bus Gets You Where You Want to Go



Very satisfied + satisfied may not equal total due to rounding.

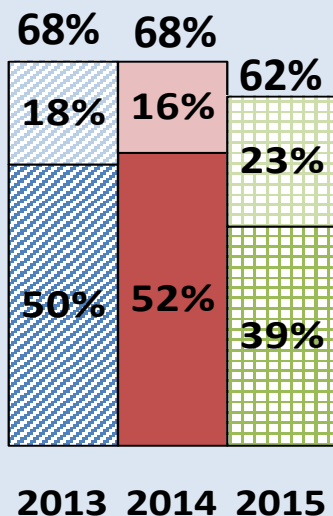
Safety and Security on Local Bus



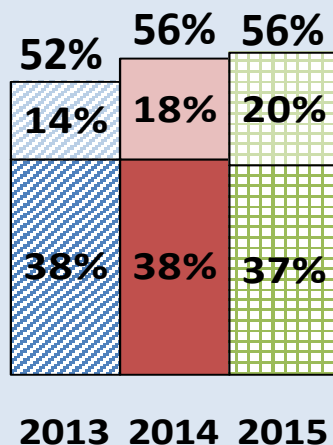
Very satisfied + satisfied may not equal total due to rounding.

Information and Communications About Service

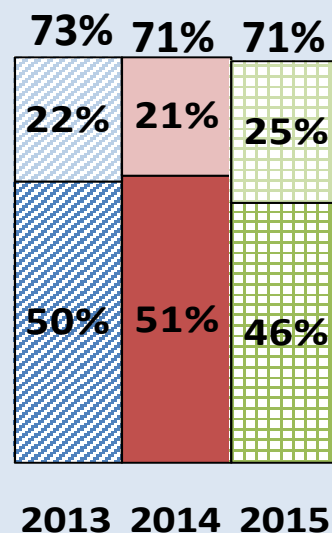
Overall Information and Communications about Local Bus Service



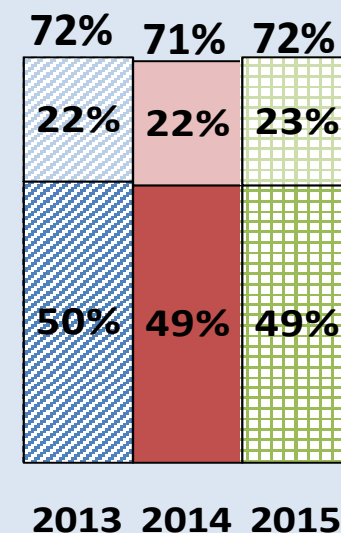
Knowing How Far Away the Next Bus Is



Clarity of Announcements on the Bus



Usefulness of Announcements On the Bus

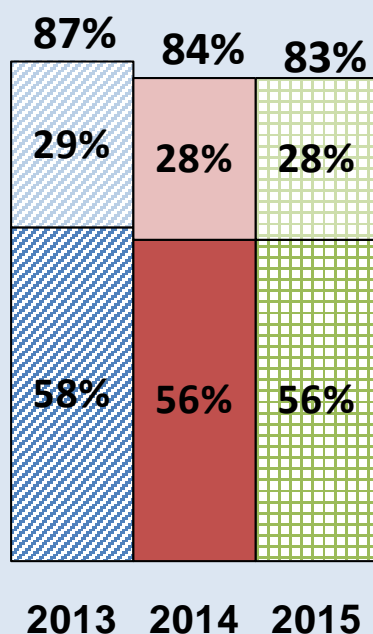


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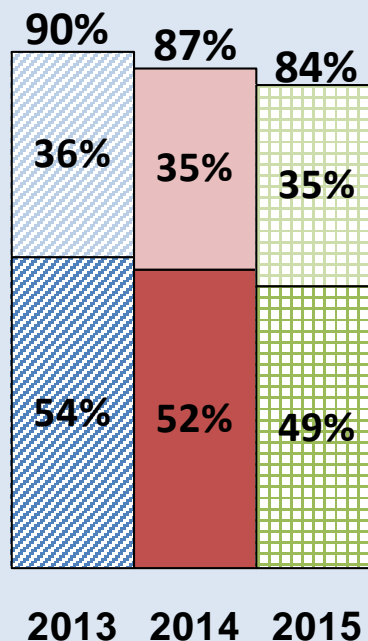
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Comfort and Convenience Using the Local Bus

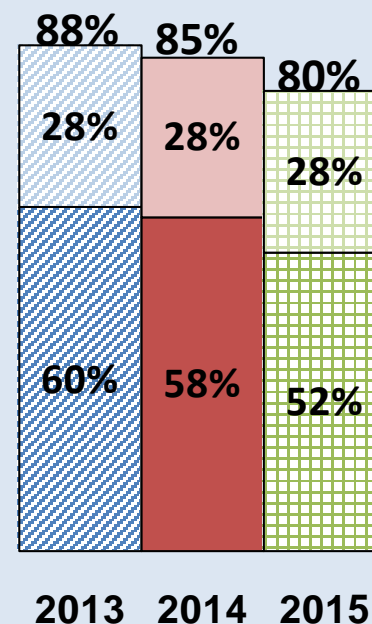
Overall Comfort and Convenience of Using the Bus



Convenience of Bus Routes for You



Ease of Making Travel Connections

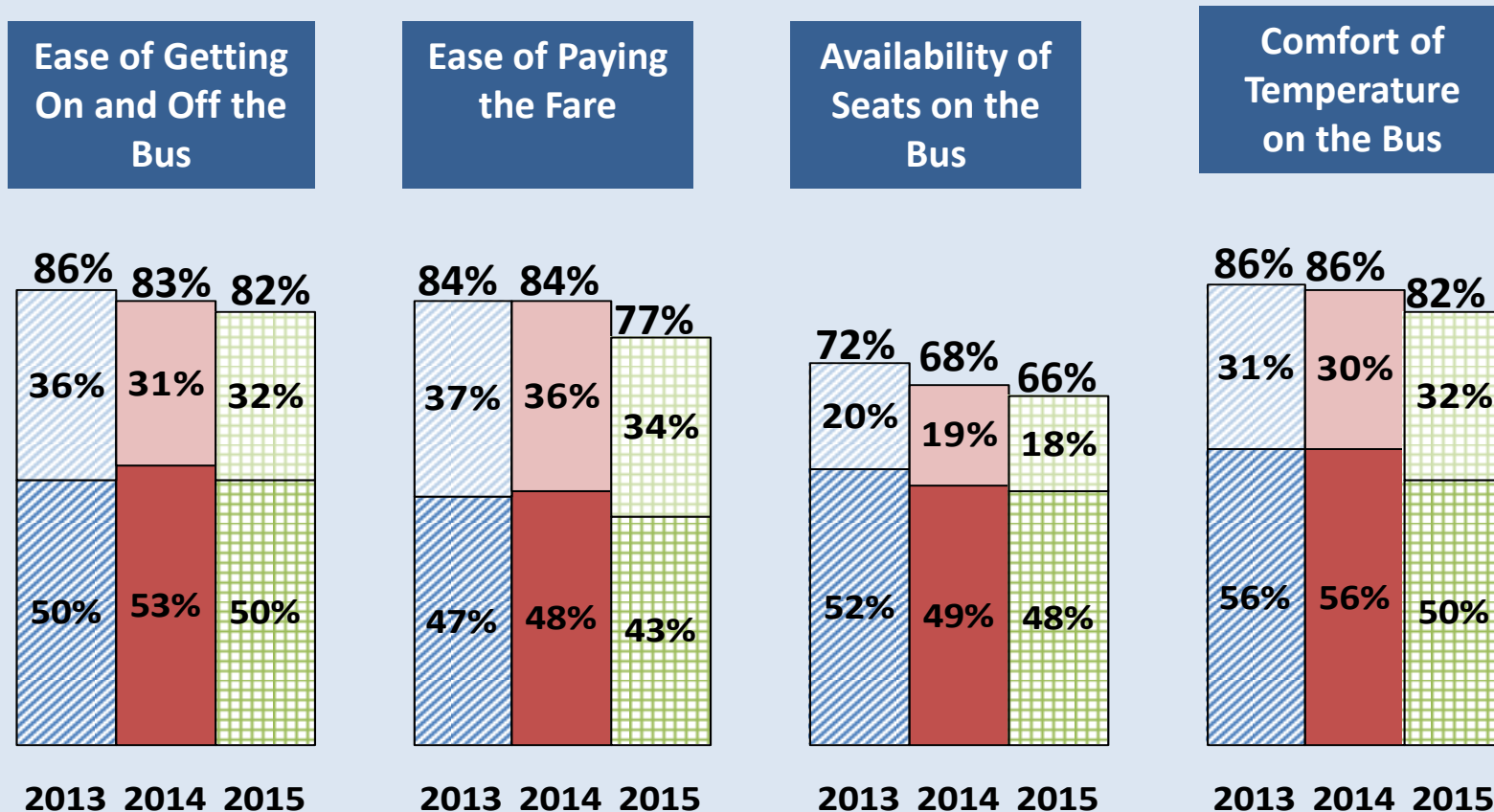


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Comfort and Convenience

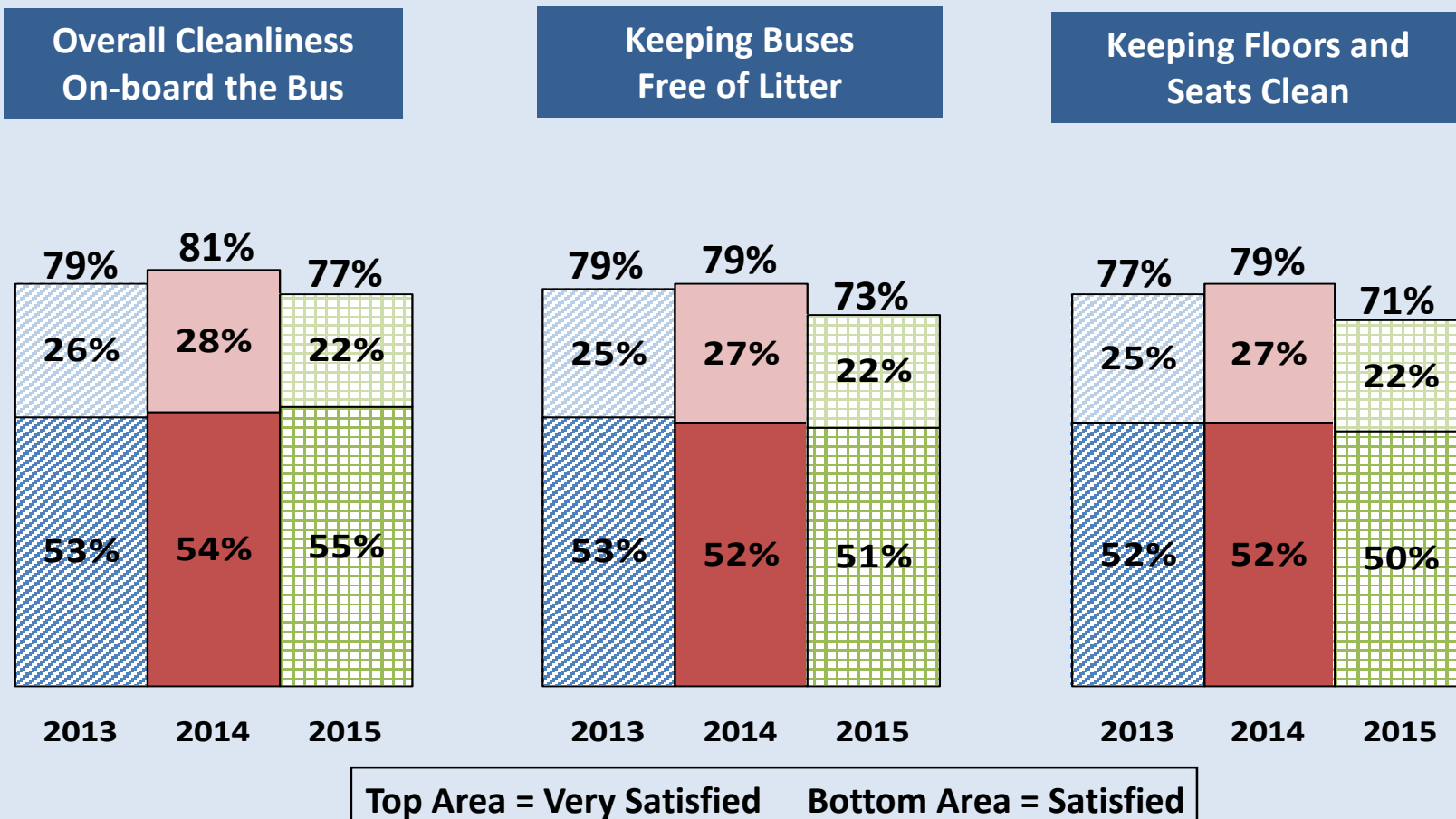
Using the Local Bus (continued)



Top Area = Very Satisfied Bottom Area = Satisfied

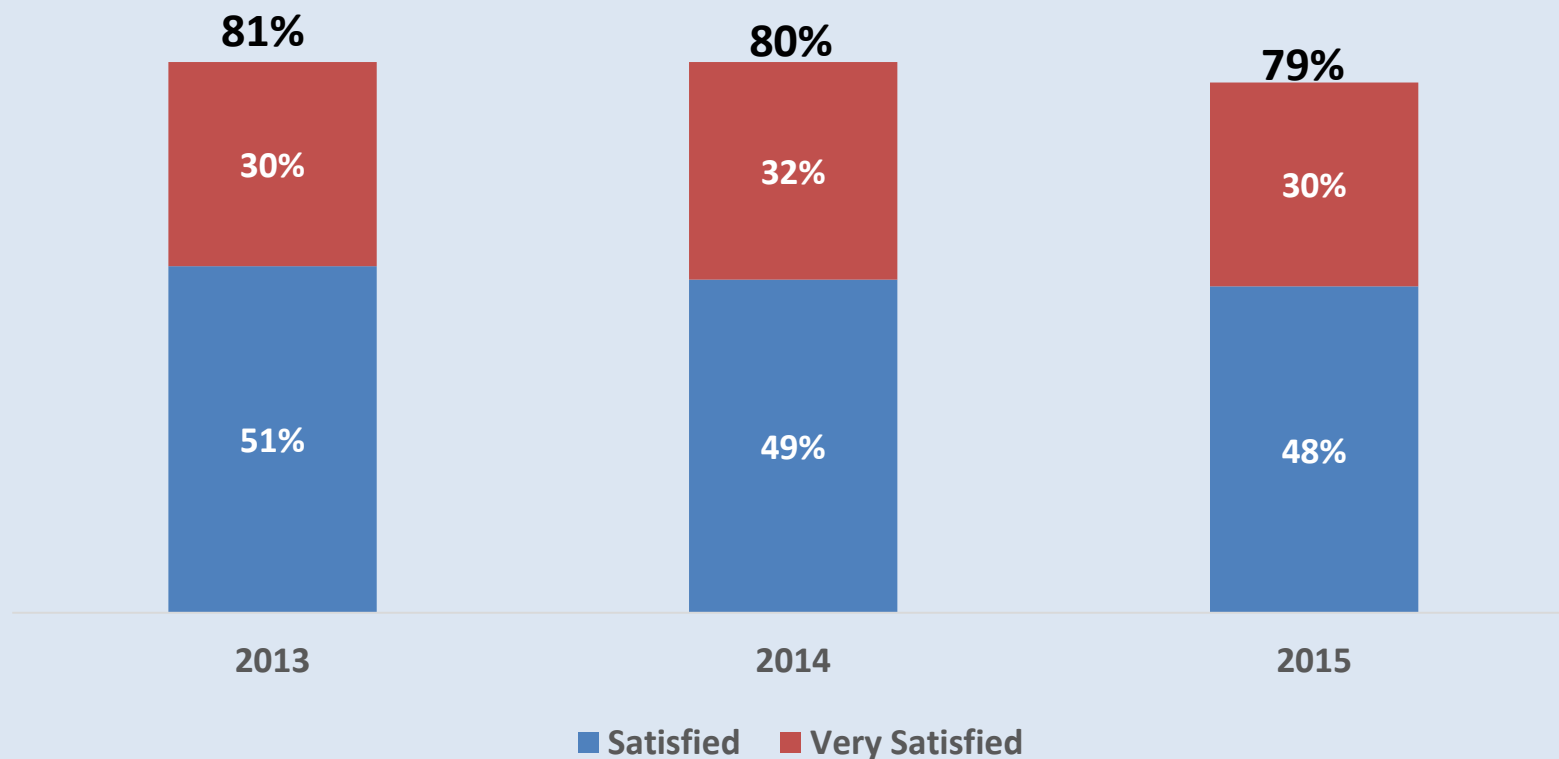
Very satisfied + satisfied may not equal total due to rounding.

Cleanliness of Local Buses



Very satisfied + satisfied may not equal total due to rounding.

Bus Operator Courtesy and Helpfulness



Top Area = Very Satisfied Bottom Area = Satisfied

Very satisfied + satisfied may not equal total due to rounding.

SURVEY METHODOLOGY

- The MTA conducted its annual customer satisfaction survey for New York City Transit (NYCT) subway and local bus operations from June 8-30, 2015
- The Citywide telephone survey interviewed 1,695 New York City residents using random samples of landline and cell phone numbers. The interviews were conducted in English, Spanish, and Chinese.
 - In-depth interviews were conducted with 1,204 customers who had taken at least one ride in the past 30 days on a subway and/or local bus. The average length for the full survey was 24.8 minutes. The margin of error is ± 3.8 percentage points.
 - 834 interviews were completed with local bus customers, including 169 respondents who ride only the local bus and not the subway
 - Persons that had not used a subway or local bus in the past 30 days were not asked to rate subway and local bus operations. These 491 non-users (the difference between 1695 and 1204 respondents) were asked demographic questions only for the purpose of weighting total survey results to the latest census data for New York City residents 18 years of age and older.
 - The survey was conducted by Abt SRBI, an MTA-retained full service firm

CUSTOMER SATISFACTION RATINGS OF LOCAL BUS SERVICE						
	TOTAL SATISFIED					
	2010	2011	2012	2013	2014	2015
	%	%	%	%	%	%
OVERALL LOCAL BUS SERVICE	62	70	<u>69</u>	74	70	<u>67</u>
OVERALL LOCAL BUS SERVICE ON ROUTE RESPONDENT USES MOST	63	71	70	73	69	<u>66</u>
OVERALL AVAILABILITY OF SERVICE	<u>62</u>	68	64	65	<u>62</u>	64
Frequency of service	59	65	63	62	63	61
How long you have to wait for a bus to arrive	51	58	56	59	58	56
OVERALL RELIABILITY OF SERVICE	<u>68</u>	77	75	77	73	<u>70</u>
Maintaining buses so they do not break down and cause delays	NA	87	85	88	86	<u>80</u>
The predictability of bus travel time	<u>65</u>	73	69	71	70	<u>63</u>
How fast the local bus gets you where you want to go	<u>68</u>	81	<u>75</u>	78	78	<u>74</u>
OVERALL SAFETY AND SECURITY ON THE BUS	81	86	84	87	85	<u>82</u>
Safety from accidents while riding the bus	86	90	88	91	89	<u>85</u>
Personal security on the bus	80	83	<u>82</u>	87	84	<u>81</u>
OVERALL INFORMATION & COMMUNICATIONS ABOUT LOCAL BUS SERVICE	68	70	66	68	68	<u>62</u>
Knowing how far away the next bus is	NA	54	<u>48</u>	52	56	56
Having information about when the next bus will arrive	NA	NA	NA	NA	NA	58
Clarity of announcements on the bus	67	74	70	73	71	71
Usefulness of announcements on the bus	68	70	70	72	71	72
MTA Bus Time	NA	NA	NA	NA	NA	84
OVERALL COMFORT AND CONVENIENCE OF USING THE BUS	83	86	84	87	84	83
Ease of getting on and off the bus	81	84	86	86	83	<u>82</u>
Ease of paying the fare	81	85	85	84	84	<u>77</u>
Convenience of bus routes for you	86	87	87	90	87	<u>84</u>
Ease of making travel connections	82	86	84	88	85	<u>80</u>
Availability of seats on the bus	63	69	70	72	68	<u>66</u>
Comfort of temperature on the bus	81	87	85	86	86	<u>82</u>
OVERALL COURTESY AND HELPFULNESS OF BUS OPERATORS	78	83	83	81	80	<u>79</u>
OVERALL CLEANLINESS ON-BOARD THE BUS	78	78	79	79	81	<u>77</u>
Keeping buses free of litter	NA	77	78	79	79	<u>73</u>
Keeping floors and seats clean	NA	76	78	77	79	<u>71</u>
OVERALL VALUE FOR THE MONEY OF THE LOCAL BUS	62	69	72	71	73	<u>65</u>

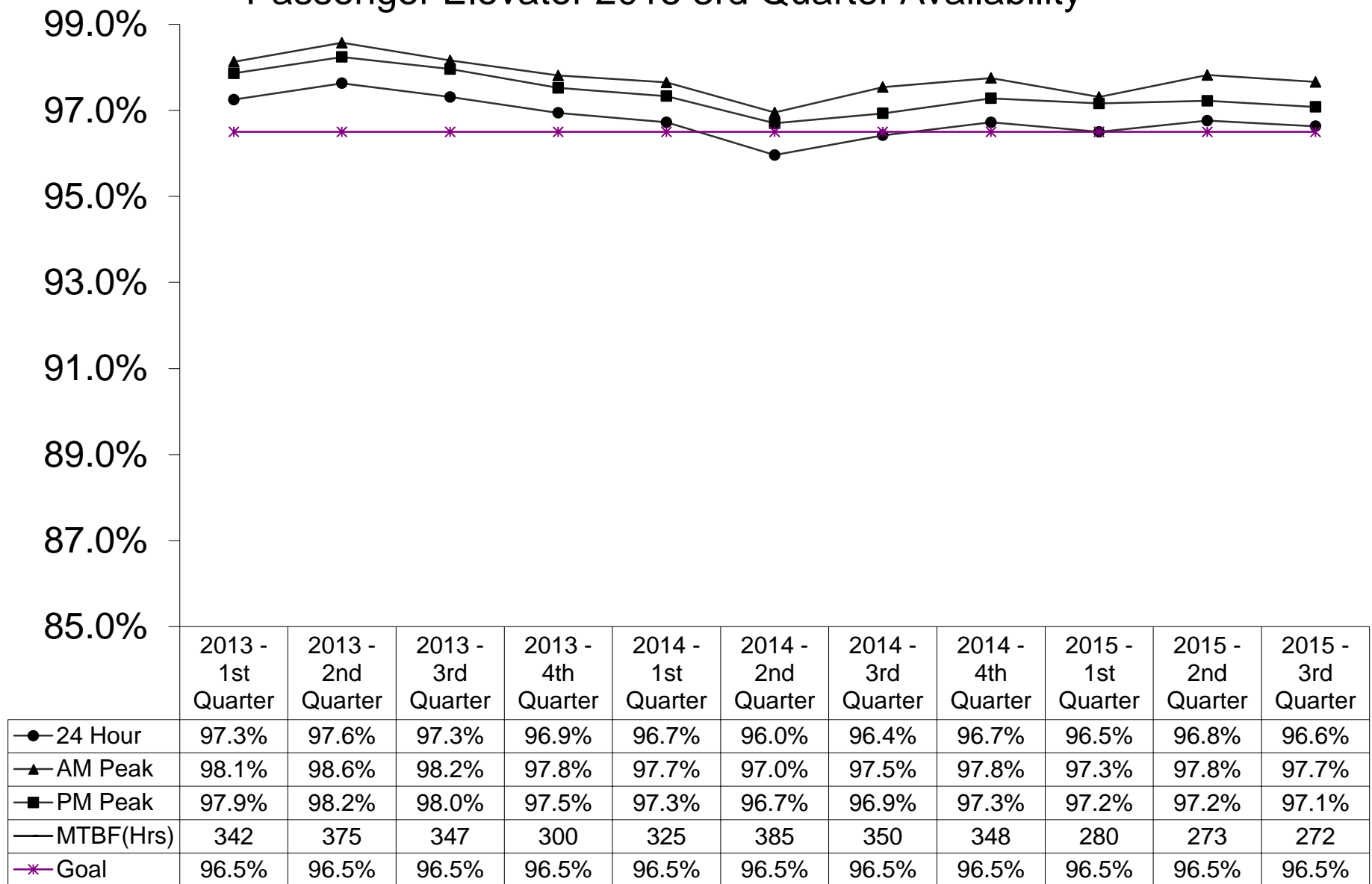
Boldfaced numbers are significantly greater than the underlined number(s) in the same row at the 90% level of confidence.

ELEVATOR AND ESCALATOR QUARTERLY REPORT

MTA / New York City Transit

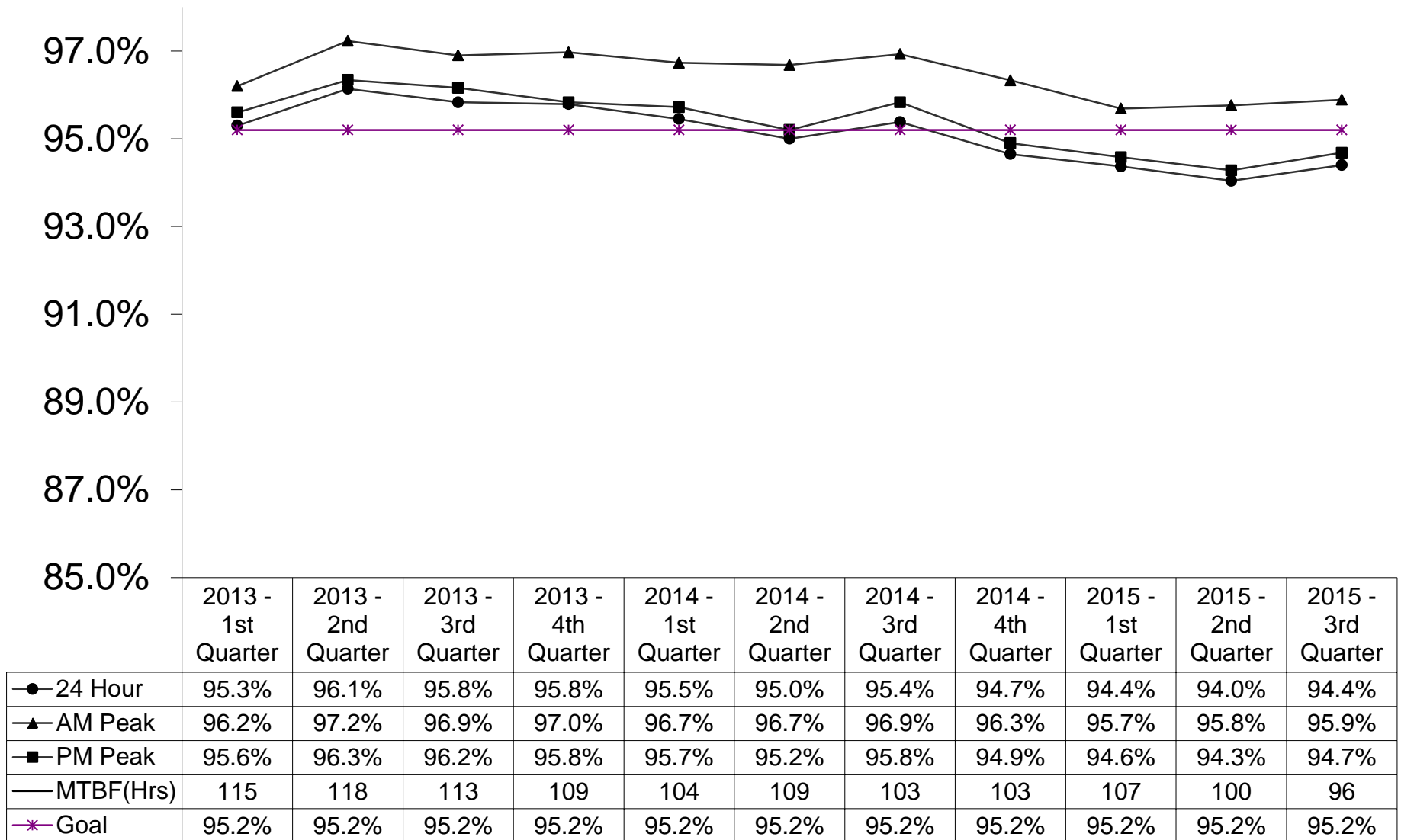
Third Quarter - 2015

Passenger Elevator 2015 3rd Quarter Availability



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

Escalator 2015 3rd Quarter Availability



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

Elevator and Escalator Quarterly Performance Summary Third Quarter - 2015

Elevator Performance

Borough	No. Units	Avg Age	2015 3rd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	30	7.7	97.7%	98.6%	97.8%	314	216	98	16
Brooklyn	54	9.7	97.5%	98.7%	98.2%	708	444	264	21
Manhattan	110	11.7	95.5%	96.6%	96.0%	1895	1317	578	90
Queens	32	11.7	97.9%	98.6%	98.1%	369	245	124	14
System	226	10.2	96.6%	97.7%	97.1%	3286	2222	1064	141

Escalator Performance

Borough	No. Units	Avg Age	2015 3rd Quarter Availability			Outages			Entrapments
			24 Hr	AM Peak	PM Peak	Total	Non Scheduled	Scheduled	
Bronx	12	16.4	92.1%	94.3%	91.0%	374	304	70	0
Brooklyn	33	14.2	92.8%	94.8%	92.5%	1392	1002	390	0
Manhattan	107	12.5	94.5%	95.8%	94.9%	4292	2542	1750	0
Queens	34	14.4	96.6%	97.7%	97.3%	867	627	240	0
System	186	14.4	94.4%	95.9%	94.7%	6925	4475	2450	0

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

AM Peak: 6 AM - 10 AM

PM Peak: 3 PM - 7 PM

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2015

Borough:			Bronx								
		Age		2015 3rd Quarter Availability			2014 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)		Station	24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	
1	EL127	10	Simpson St 2 5	91.57%	92.36%	90.82%	98.83%	16	9	7	0
2	EL138	7	Pelham Pkwy 2 5	93.22%	93.80%	93.57%	98.56%	8	6	2	0
3	EL129	18	3rd Ave-149 St 2 5	95.34%	98.87%	93.28%	97.84%	21	16	5	2
4	EL136	7	Pelham Pkwy 2 5	95.39%	97.83%	94.56%	97.74%	16	11	5	5
5	EL186	9	Fordham Rd 4	96.03%	98.57%	95.10%	98.95%	23	19	4	3
6	EL183	8	Gun Hill Rd 2 5	96.06%	98.41%	96.13%	99.51%	14	10	4	2
7	EL135	13	161 St-Yankee Stadium B D	96.50%	97.70%	97.02%	98.03%	20	16	4	0
8	EL128	10	Simpson St 2 5	96.57%	98.68%	97.76%	94.19%	15	7	8	0
9	EL131	13	161 St-Yankee Stadium 4 B D	97.24%	98.81%	96.97%	93.64%	16	10	6	0
10	EL160	3	180th Street 2 5	97.28%	97.83%	97.08%	99.00%	5	4	1	0
11	EL132	13	161 St-Yankee Stadium 4	97.36%	98.91%	98.03%	96.88%	13	9	4	0
12	EL184	8	231st St 1	97.44%	97.08%	98.18%	97.83%	10	5	5	0
13	EL187	9	Fordham Rd 4	97.94%	98.28%	98.91%	99.02%	7	5	2	0
14	EL195	0	Hunts Point Av 6	97.95%	96.80%	99.08%	0.00%	14	9	5	2
15	EL185	8	231st St 1	98.20%	98.91%	98.23%	98.99%	9	6	3	0
16	EL188	9	Fordham Rd 4	98.22%	99.81%	97.70%	98.75%	7	6	1	0
17	EL192	8	233rd St 2 5	98.42%	99.90%	98.27%	98.69%	9	6	3	0
18	EL137	7	Pelham Pkwy 2 5	98.49%	97.94%	98.91%	98.53%	7	3	4	0
19	EL196	0	Hunts Point Av 6	98.53%	99.91%	98.48%	0.00%	16	15	1	0
20	EL193	8	233rd St 2 5	98.65%	100.00%	98.91%	99.21%	5	3	2	0
21	EL182	8	Gun Hill Rd 2 5	98.79%	98.95%	98.58%	98.32%	5	5	0	0
22	EL133	13	161 St-Yankee Stadium 4	98.95%	98.90%	99.86%	97.21%	9	5	4	0
23	EL130	18	3rd Ave-149 St 2 5	99.00%	100.00%	98.91%	97.33%	8	3	5	1
24	EL189	0	Kingsbridge Rd B D	99.06%	100.00%	99.21%	0.00%	5	2	3	0
25	EL159	3	180th Street 2 5	99.15%	100.00%	98.57%	98.99%	5	4	1	0
26	EL190	0	Kingsbridge Rd B D	99.28%	100.00%	100.00%	0.00%	7	4	3	0
27	EL191	0	Kingsbridge Rd B D	99.40%	100.00%	99.57%	0.00%	4	1	3	0
28	EL194	8	233rd St 2 5	99.41%	100.00%	99.74%	97.04%	3	3	0	1
29	EL134	13	161 St-Yankee Stadium B D	99.68%	100.00%	100.00%	98.59%	3	2	1	0
30	EL197	0	Hunts Point Av 6	99.81%	100.00%	99.87%	0.00%	14	12	2	0
	30	7.7	Elevator Subtotal:	97.7%	98.6%	97.8%	98.1%	314	216	98	16
1	ES106	10	West Farms Sq-E Tremont Av 2 5	81.39%	83.26%	80.00%	95.88%	63	57	6	0
2	ES120	26	Pelham Bay Park 6	82.30%	85.36%	79.06%	94.83%	26	23	3	0
3	ES114	16	161 St-Yankee Stadium 4	83.61%	84.09%	85.46%	97.90%	38	35	3	0
4	ES108	23	Intervale Av 2 5	89.39%	96.13%	84.97%	96.09%	50	44	6	0
5	ES104	9	Gun Hill Rd 2 5	93.65%	95.83%	92.26%	96.82%	35	31	4	0
6	ES112	14	Norwood-205 St D	93.85%	96.73%	93.52%	97.78%	28	13	15	0
7	ES105	9	Gun Hill Rd 2 5	95.33%	98.91%	95.36%	96.60%	25	22	3	0
8	ES113	13	161 St-Yankee Stadium 4	95.78%	97.52%	90.90%	97.16%	25	21	4	0
9	ES122	19	Pelham Pkwy 2 5	96.41%	96.88%	98.12%	94.48%	21	17	4	0
10	ES121	26	Pelham Bay Park 6	96.86%	98.94%	95.22%	99.30%	15	8	7	0
11	ES123	18	Pelham Pkwy 2 5	97.90%	98.97%	97.72%	98.76%	16	13	3	0
12	ES111	14	Parkchester 6	98.35%	98.68%	99.89%	98.70%	32	20	12	0
	12	16.4	Escalator Subtotal:	92.1%	94.3%	91.0%	97.0%	374	304	70	0
	*Note the number of entrapments are included in the non scheduled outages count.										

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Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2015 3rd Quarter Availability			2014 3rd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	EL120	30	190 St A	65.35%	68.15%	69.31%	87.58%	47	41	6	12
2	EL104	11	191 St 1	75.93%	77.49%	75.68%	66.26%	14	9	5	1
3	EL115	14	190 St A	76.27%	78.28%	74.43%	98.15%	35	33	2	1
4	EL117	12	181 St A	81.42%	82.85%	78.49%	98.32%	68	65	3	0
5	EL119	30	181 St A	83.95%	84.72%	82.95%	95.93%	25	22	3	3
6	EL109	15	181 St 1	86.62%	89.38%	88.24%	98.53%	36	31	5	0
7	EL402	25	Lexington Av-63 St F	87.88%	90.93%	87.18%	98.87%	40	29	11	4
8	EL201	14	51 St 6	88.05%	84.49%	88.56%	93.80%	36	29	7	9
9	EL103	11	191 St 1	89.07%	90.68%	89.53%	97.05%	32	22	10	3
10	EL118	10	181 St A	89.44%	89.57%	90.74%	98.00%	11	8	3	1
11	EL210	21	34 St-Herald Sq B D F M	92.01%	93.46%	92.91%	98.65%	15	8	7	1
12	EL245	10	Lexington Av-53 St E M	92.01%	94.52%	90.45%	99.26%	30	21	9	5
13	EL140	8	168 St A C	92.16%	93.89%	91.97%	99.73%	21	18	3	0
14	EL139	8	168 St 1 A C	92.20%	92.48%	93.64%	98.63%	25	24	1	0
15	EL149	15	Inwood-207 St A	92.27%	94.63%	91.12%	98.61%	35	26	9	1
16	EL143	9	125 St A B C D	92.29%	93.98%	92.61%	99.53%	26	21	5	0
17	EL125	12	125 St 4 5 6	92.50%	93.35%	93.35%	96.86%	13	7	6	3
18	EL277	5	59th St-Columbus Circle A B C D 1	92.90%	95.04%	93.93%	97.78%	36	33	3	2
19	EL601	0	34 St-Hudson Yards 7	93.06%	93.25%	94.44%	0.00%	9	7	2	0
20	EL224	12	8 Av L	93.28%	94.56%	94.65%	98.85%	20	15	5	8
21	EL214	11	34 St-Penn Station 1	93.38%	95.13%	93.74%	99.47%	11	6	5	1
22	EL148	15	Inwood-207 St A	93.55%	95.85%	93.33%	98.15%	36	26	10	0
23	EL111	18	168 St 1	93.81%	95.97%	95.35%	92.16%	40	32	8	1
24	EL180	7	135 St 2 3	94.22%	95.40%	92.79%	98.72%	22	16	6	2
25	EL278	5	59th St-Columbus Circle A B C D 1	94.56%	94.43%	94.91%	96.44%	9	6	3	0
26	EL403	25	Roosevelt Island F	94.62%	95.00%	93.94%	98.44%	22	14	8	0
27	EL316	22	Brooklyn Bridge 4 5 6	94.82%	97.70%	93.64%	99.01%	18	13	5	0
28	EL126	25	125 St 4 5 6	95.13%	96.74%	95.77%	97.57%	17	12	5	0
29	EL114	18	168 St 1	95.16%	94.67%	95.90%	91.28%	51	45	6	1
30	EL123	25	175 St A	95.17%	95.25%	97.20%	96.77%	16	11	5	1
31	EL107	15	181 St 1	95.25%	98.21%	95.29%	97.36%	23	18	5	0
32	EL112	18	168 St 1	95.28%	97.26%	97.51%	98.08%	38	31	7	0
33	EL110	15	181 St 1	95.52%	93.84%	98.42%	98.98%	19	14	5	1
34	EL232	9	Times Sq-42 St 1 2 3 7	95.65%	98.21%	95.21%	89.25%	17	9	8	0
35	EL234	6	47-50 Sts-Rockefeller Center B D F M	95.75%	97.48%	97.46%	97.71%	25	20	5	0
36	EL230	12	Times Sq-42 St N Q R	95.95%	98.74%	95.34%	96.25%	20	13	7	0
37	EL113	17	168 St 1	96.08%	95.25%	96.93%	97.76%	32	25	7	1
38	EL721	1	Fulton St A C J Z 2 3 4 5	96.16%	98.07%	95.65%	96.90%	10	6	4	1
39	EL105	12	191 St 1	96.20%	96.65%	97.40%	98.68%	9	4	5	2
40	EL106	12	191 St 1	96.20%	99.32%	97.13%	92.70%	15	8	7	1
41	EL279	5	59th St-Columbus Circle A B C D 1	96.24%	97.45%	96.29%	97.97%	19	15	4	1
42	EL142	9	125 St A B C D	96.32%	98.36%	97.79%	93.80%	26	18	8	0
43	EL244	13	Grand Central-42 St 7	96.44%	97.77%	99.54%	96.78%	55	7	48	0
44	EL215	15	34 St-Penn Station 2 3	96.63%	98.65%	96.54%	98.64%	9	5	4	1

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Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2015 3rd Quarter Availability			2014 3rd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
45	EL225	13	34 St-Penn Station C E	96.65%	98.67%	97.18%	98.94%	13	8	5	1
46	EL220	15	14 St-Union Sq N Q R	96.72%	97.35%	98.15%	99.06%	20	13	7	1
47	EL181	7	135 St 2 3	96.73%	99.57%	96.47%	97.66%	19	14	5	1
48	EL331	3	Bleecker St D F B M 6	96.77%	96.87%	97.34%	96.30%	10	7	3	0
49	EL108	15	181 St 1	96.87%	98.32%	97.14%	90.35%	14	10	4	1
50	EL145	4	96th St 231	96.89%	96.79%	96.49%	96.72%	14	9	5	1
51	EL710	8	Bowling Green 4 5	96.89%	99.32%	95.06%	95.40%	28	22	6	2
52	EL235	6	47-50 Sts-Rockefeller Center B D F M	96.99%	96.15%	98.85%	98.71%	14	10	4	0
53	EL603	0	34 St-Hudson Yards 7	97.06%	100.00%	94.07%	0.00%	7	4	3	1
54	EL222	13	14 St A C E	97.16%	98.55%	98.90%	99.16%	18	14	4	0
55	EL335	10	West 4 St A B C D E F M	97.19%	98.95%	98.37%	97.32%	13	6	7	0
56	EL116	10	190 St A	97.23%	99.23%	96.64%	97.67%	17	16	1	0
57	EL719	1	Fulton St A C J Z 2 3 4 5	97.28%	98.11%	96.59%	98.75%	19	14	5	0
58	EL221	13	14 St/8 Av A C E L	97.41%	98.18%	98.23%	99.35%	13	9	4	0
59	EL280	5	59th St-Columbus Circle A B C D 1	97.45%	99.21%	98.04%	96.43%	14	13	1	1
60	EL205	25	Grand Central-42 St 4 5 6	97.59%	98.05%	98.46%	98.38%	8	2	6	1
61	EL124	25	175 St A	97.61%	100.00%	96.20%	98.97%	19	15	4	2
62	EL226	13	34 St-Penn Station C E	97.68%	97.84%	99.37%	98.61%	17	11	6	0
63	EL204	25	Grand Central-42 St 4 5 6 7 S	97.75%	99.08%	98.04%	97.88%	14	10	4	0
64	EL281	6	57 St-7 Av N Q R	97.78%	98.89%	98.77%	97.37%	16	9	7	0
65	EL334	10	West 4 St A B C D E F M	97.81%	98.96%	98.34%	98.90%	10	5	5	0
66	EL732	8	Fulton St 2 3	97.82%	97.75%	97.23%	96.80%	13	11	2	3
67	EL202	14	51 St 6	97.87%	97.67%	98.21%	91.76%	14	9	5	1
68	EL146	4	96th St 231	97.89%	98.85%	97.64%	98.91%	15	10	5	0
69	EL330	3	Bleecker St D F B M 6	97.90%	97.83%	98.40%	98.57%	10	8	2	1
70	EL404	25	Roosevelt Island F	97.94%	98.69%	97.83%	92.56%	10	6	4	1
71	EL223	13	14 St A C E	97.99%	99.54%	98.46%	97.17%	11	6	5	0
72	EL216	11	34 St-Penn Station 1	98.04%	98.91%	99.08%	98.87%	7	4	3	0
73	EL333	10	West 4 St A B C D E F M	98.08%	98.71%	99.01%	64.32%	14	8	6	0
74	EL716	0	Fulton St A C J Z 2 3 4 5	98.10%	97.08%	98.89%	0.00%	18	13	5	0
75	EL239	11	72 St 1 2 3	98.16%	99.65%	98.91%	98.90%	8	3	5	1
76	EL238	15	66 St-Lincoln Center 1	98.32%	98.73%	100.00%	96.84%	12	9	3	0
77	EL336	6	Chambers St 1 2 3	98.36%	99.80%	96.89%	98.43%	18	12	6	0
78	EL228	13	34 St-Penn Station C E	98.41%	99.21%	98.43%	99.13%	9	7	2	0
79	EL141	8	168 St A C	98.41%	99.87%	98.34%	99.15%	16	11	5	0
80	EL338	6	Chambers St 1 2 3	98.43%	98.79%	100.00%	97.49%	10	4	6	0
81	EL219	15	14 St-Union Sq N Q R	98.46%	99.10%	100.00%	93.62%	13	7	6	0
82	EL315	22	Brooklyn Bridge 4 5 6	98.49%	98.78%	98.61%	97.78%	16	12	4	0
83	EL212	21	34 St-Herald Sq N Q R	98.54%	99.55%	98.56%	99.26%	12	5	7	1
84	EL218	15	14 St-Union Sq L	98.56%	100.00%	99.14%	98.24%	11	5	6	1
85	EL229	12	Times Sq-42 St N Q R	98.59%	99.39%	98.91%	98.51%	5	2	3	0
86	EL337	6	Chambers St 1 2 3	98.63%	99.16%	100.00%	97.88%	9	3	6	0
87	EL314	22	Brooklyn Bridge 4 5 6	98.63%	99.20%	99.69%	98.63%	9	5	4	0
88	EL711	8	Bowling Green 4 5	98.63%	99.70%	100.00%	96.83%	9	5	4	0
89	EL723	1	Fulton St 2 3	98.64%	99.70%	100.00%	97.00%	8	3	5	0
90	EL206	25	Grand Central-42 St 4 5 6	98.65%	99.42%	99.68%	93.00%	20	13	7	0
91	EL329	3	Bleecker St D F B M 6	98.66%	98.91%	98.85%	99.13%	5	3	2	0

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	Borough:		Manhattan									
		Age	Station	2015 3rd Quarter Availability			2014 3rd Qtr. Availability	Outages			Entrap ments	
	Unit ID	(Yrs)		24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled		
				Peak	Peak							
92	EL240	11	72 St 1 2 3	98.67%	99.86%	99.04%	99.20%	13	9	4	0	
93	EL233	9	Times Sq-42 St 1 2 3	98.67%	100.00%	99.01%	98.87%	7	2	5	0	
94	EL211	21	34 St-Herald Sq N Q R	98.70%	99.05%	100.00%	99.18%	11	6	5	0	
95	EL401	0	Lexington Av-63 St F	98.71%	99.71%	98.70%	100.00%	7	3	4	0	
96	EL720	1	Fulton St A C J Z 2 3 4 5	98.77%	99.92%	98.71%	91.62%	10	6	4	0	
97	EL237	15	66 St-Lincoln Center 1	98.79%	98.89%	100.00%	99.28%	6	4	2	1	
98	EL217	15	14 St-Union Sq L N Q R	98.79%	99.52%	99.64%	98.86%	11	5	6	0	
99	EL324	14	Canal St 6	98.80%	98.62%	100.00%	94.77%	9	4	5	0	
100	EL325	14	Canal St 6	98.89%	100.00%	100.00%	98.36%	5	1	4	0	
101	EL600	0	34 St-Hudson Yards 7	98.92%	100.00%	99.26%	0.00%	4	2	2	0	
102	EL328	3	Bleecker St D F B M 6	98.92%	100.00%	99.82%	99.08%	6	3	3	0	
103	EL209	21	34 St-Herald Sq B D F M	98.93%	99.95%	100.00%	98.82%	9	3	6	0	
104	EL178	1	Dyckman St 1	98.99%	100.00%	98.99%	98.94%	6	3	3	0	
105	EL144	9	125 St A B C D	99.06%	99.33%	99.45%	98.84%	4	1	3	0	
106	EL227	13	34 St-Penn Station A	99.11%	99.42%	99.71%	99.29%	7	3	4	0	
107	EL236	6	47-50 Sts-Rockefeller Center B D F M	99.27%	98.37%	100.00%	97.25%	4	1	3	0	
108	EL722	1	Fulton St J Z	99.35%	99.65%	100.00%	98.09%	7	2	5	0	
109	EL332	3	Bleecker St D F B M 6	99.41%	100.00%	100.00%	95.81%	5	2	3	0	
110	EL602	0	34 St-Hudson Yards 7	99.44%	98.64%	100.00%	0.00%	12	9	3	0	
	110	11.7	Elevator Subtotal:	95.5%	96.6%	96.0%	97.1%	1895	1317	578	90	

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Borough: Manhattan											
	Unit ID	Age (Yrs)	Station	2015 3rd Quarter Availability			2014 3rd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		24 Hr	Total	Non Scheduled	
					Peak	Peak					
1	ES101	13	125 St ①	33.73%	35.42%	32.17%	95.08%	61	58	3	0
2	ES119	18	181 St A	64.42%	64.62%	65.81%	98.35%	25	19	6	0
3	ES117	19	181 St A	76.66%	77.13%	76.27%	96.26%	38	29	9	0
4	ES218	9	Times Sq-42 St ⑦	86.39%	88.63%	87.68%	96.19%	100	88	12	0
5	ES217	9	Times Sq-42 St ⑦	87.40%	91.22%	88.44%	97.70%	52	41	11	0
6	ES102	13	125 St ①	87.94%	92.93%	85.58%	95.82%	67	62	5	0
7	ES232	8	34 St-Herald Sq B D F M	88.63%	86.19%	85.47%	95.95%	121	112	9	0
8	ES411	7	Roosevelt Island F	89.98%	88.20%	89.93%	92.90%	75	69	6	0
9	ES216	9	Times Sq-42 St ⑦	90.98%	91.37%	91.39%	96.80%	67	55	12	0
10	ES221	8	34 St-Herald Sq B D F M N Q R	91.06%	93.84%	93.39%	97.08%	65	61	4	0
11	ES368	1	Fulton St A C J Z 2 3 4 5	91.14%	92.18%	91.92%	95.95%	15	8	7	0
12	ES328	16	Delancey St F	91.19%	93.16%	88.95%	87.88%	63	57	6	0
13	ES246	18	Lexington Av-53 St E M	91.33%	94.54%	93.25%	95.71%	133	21	112	0
14	ES325	16	West 4 St A B C D E F M	91.43%	92.20%	89.41%	92.11%	40	34	6	0
15	ES209	13	Grand Central-42 St ⑦	91.90%	94.49%	93.97%	97.07%	109	89	20	0
16	ES245	18	Lexington Av-53 St E M	92.17%	92.96%	93.97%	98.71%	42	16	26	0
17	ES249	12	Lexington Av-59 St N Q R	92.20%	95.79%	92.49%	97.35%	59	52	7	0
18	ES405	26	Lexington Av-63 St F	93.10%	92.10%	91.87%	96.41%	42	37	5	0
19	ES236	7	34 St-Herald Sq B D F M	93.25%	93.44%	95.03%	95.97%	39	34	5	0
20	ES215	18	Lexington Av-59 St N Q R	93.65%	94.64%	95.10%	97.17%	40	33	7	0
21	ES370	6	South Ferry ①	93.68%	92.94%	93.59%	94.98%	33	28	5	0
22	ES208	15	Grand Central-42 St ⑦	93.70%	98.21%	93.70%	93.75%	165	49	116	0
23	ES301	16	Park Pl ② ③	93.74%	92.43%	93.69%	96.56%	21	13	8	0
24	ES351	15	Whitehall St R	93.93%	95.05%	91.26%	88.47%	28	23	5	0
25	ES336	12	Bowling Green ④ ⑤	93.93%	98.22%	93.88%	76.74%	43	36	7	0
26	ES230	8	34 St-Herald Sq B D F M	93.96%	94.21%	95.67%	95.51%	45	38	7	0
27	ES118	18	181 St A	94.41%	91.87%	95.29%	97.72%	21	15	6	0
28	ES255	26	Grand Central-42 St ④ ⑤ ⑥ ⑦ S	94.48%	95.68%	95.93%	90.19%	118	18	100	0
29	ES213	16	59 St ④ ⑤ ⑥	94.63%	96.28%	95.68%	98.03%	50	30	20	0
30	ES369	6	South Ferry ①	94.71%	93.95%	94.90%	71.96%	29	23	6	0
31	ES326	16	West 4 St A B C D E F M	94.71%	96.85%	93.19%	97.63%	36	31	5	0
32	ES239	16	5 Av-53 St E M	94.72%	94.90%	95.64%	98.41%	25	17	8	0
33	ES403	26	Lexington Av-63 St F	94.76%	96.53%	91.88%	97.62%	41	37	4	0
34	ES415	6	Roosevelt Island F	94.83%	96.87%	97.10%	98.78%	36	14	22	0
35	ES207	15	Grand Central-42 St ⑦	94.92%	97.90%	97.24%	93.50%	155	42	113	0
36	ES210	13	Grand Central-42 St ⑦	95.04%	96.73%	97.02%	97.47%	81	67	14	0
37	ES402	26	Lexington Av-63 St F	95.06%	96.29%	94.67%	97.26%	15	8	7	0
38	ES244	19	Lexington Av-53 St E M	95.13%	96.19%	95.65%	96.67%	146	37	109	0
39	ES311	14	Whitehall St R	95.14%	98.61%	94.52%	90.39%	41	35	6	0
40	ES233	7	34 St-Herald Sq B D F M	95.18%	97.10%	96.10%	97.28%	48	45	3	0
41	ES364	0	Fulton St ④ ⑤	95.36%	96.56%	95.38%	0.00%	35	29	6	0
42	ES269	11	Lexington Av-53 St E M	95.39%	96.16%	94.64%	92.91%	80	54	26	0
43	ES302	16	Park Pl ② ③	95.54%	96.20%	98.10%	95.04%	19	9	10	0
44	ES337	12	Bowling Green ④ ⑤	95.56%	98.74%	97.71%	97.40%	32	23	9	0
45	ES401	26	Lexington Av-63 St F	95.77%	97.09%	96.88%	96.17%	36	28	8	0
46	ES327	16	Delancey St F	95.81%	99.33%	93.75%	98.11%	48	43	5	0

Elevator and Escalator											
Quarterly Performance By Borough											
Third Quarter - 2015											
	Borough:		Manhattan								
	Unit ID	Age (Yrs)	Station	2015 3rd Quarter Availability			2014 3rd Qtr. Availability	Outages			Entrap ments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
47	ES342	10	Bowling Green 4 5	95.81%	99.64%	94.70%	96.86%	39	31	8	0
48	ES252	26	51 St 6	95.97%	98.51%	96.01%	98.65%	18	7	11	0
49	ES300	3	Bleecker St D F B M 6	96.04%	97.41%	97.19%	95.51%	25	17	8	0
50	ES414	7	Roosevelt Island F	96.09%	99.49%	93.18%	95.74%	34	26	8	0
51	ES229	8	34 St-Herald Sq B D F M	96.27%	97.74%	96.81%	97.66%	35	27	8	0
52	ES115	14	145 St B D	96.29%	97.72%	96.37%	97.39%	20	16	4	0
53	ES116	13	145 St B D	96.38%	98.42%	97.28%	98.34%	20	14	6	0
54	ES231	8	34 St-Herald Sq B D F M	96.39%	97.52%	95.51%	96.04%	34	31	3	0
55	ES409	26	Lexington Av-63 St F	96.45%	97.74%	96.06%	96.60%	16	10	6	0
56	ES334	1	Bowery J Z	96.47%	98.91%	97.27%	96.51%	21	6	15	0
57	ES240	16	5 Av-53 St E M	96.50%	99.78%	96.23%	97.75%	136	27	109	0
58	ES242	17	5 Av-53 St E M	96.52%	97.88%	96.76%	99.72%	128	18	110	0
59	ES256	26	Grand Central-42 St 4 5 6 7 S	96.57%	98.54%	98.14%	95.91%	28	16	12	0
60	ES413	19	Roosevelt Island F	96.59%	97.28%	97.33%	96.99%	19	11	8	0
61	ES329	1	East Broadway F	96.62%	97.13%	99.00%	94.39%	24	14	10	0
62	ES404	26	Lexington Av-63 St F	96.76%	95.32%	95.84%	85.33%	43	40	3	0
63	ES367	1	Fulton St A C J Z 2 3 4 5	96.78%	99.49%	96.77%	96.65%	32	17	15	0
64	ES204	16	Grand Central-42 St 7	96.84%	99.27%	97.20%	96.31%	127	23	104	0
65	ES339	11	Bowling Green 4 5	97.08%	99.77%	98.60%	97.12%	19	10	9	0
66	ES235	7	34 St-Herald Sq B D F M	97.17%	98.83%	98.22%	96.13%	30	20	10	0
67	ES312	2	Whitehall St R	97.39%	99.73%	96.96%	98.58%	17	11	6	0
68	ES222	8	34 St-Herald Sq B D F M N O R	97.41%	96.87%	98.97%	97.11%	25	20	5	0
69	ES205	14	Grand Central-42 St 7	97.50%	99.03%	97.96%	99.01%	30	23	7	0
70	ES338	11	Bowling Green 4 5	97.51%	99.59%	97.55%	91.55%	18	11	7	0
71	ES214	17	59 St 4 5 6	97.57%	100.00%	99.34%	95.91%	31	10	21	0
72	ES625	0	34 St-Hudson Yards 7	97.64%	98.72%	100.00%	0.00%	8	5	3	0
73	ES203	16	Grand Central-42 St 7	97.67%	99.04%	99.53%	98.19%	22	12	10	0
74	ES340	10	Bowling Green 4 5	97.74%	100.00%	96.61%	96.57%	17	11	6	0
75	ES238	16	7 Av B D E	97.75%	98.94%	99.20%	98.06%	44	20	24	0
76	ES224	8	34 St-Herald Sq B D F M N O R	97.80%	98.42%	96.99%	96.83%	24	21	3	0
77	ES408	26	Lexington Av-63 St F	97.81%	96.86%	99.19%	80.76%	24	19	5	0
78	ES412	6	Roosevelt Island F	97.82%	98.96%	100.00%	97.70%	27	8	19	0
79	ES248	12	Lexington Av-59 St N O R	97.83%	99.41%	98.45%	98.53%	21	15	6	0
80	ES341	11	Bowling Green 4 5	97.84%	100.00%	97.49%	94.55%	18	14	4	0
81	ES212	16	59 St 4 5 6	97.87%	98.38%	98.96%	98.42%	24	10	14	0
82	ES211	17	59 St 4 5 6	98.00%	100.00%	99.67%	96.89%	19	5	14	0
83	ES241	17	5 Av-53 St E M	98.02%	98.51%	99.06%	96.50%	16	6	10	0
84	ES243	19	Lexington Av-53 St E M	98.02%	99.73%	99.50%	96.66%	25	11	14	0
85	ES206	14	Grand Central-42 St 7	98.04%	99.45%	99.93%	97.96%	114	10	104	0
86	ES234	7	34 St-Herald Sq B D F M	98.08%	99.20%	99.63%	97.63%	23	18	5	0
87	ES343	12	Bowling Green 4 5	98.12%	100.00%	99.40%	97.66%	12	8	4	0
88	ES417	7	Roosevelt Island F	98.15%	97.58%	99.61%	96.58%	19	14	5	0
89	ES419	7	Roosevelt Island F	98.18%	98.64%	100.00%	94.99%	13	7	6	0
90	ES622	0	34 St-Hudson Yards 7	98.23%	96.72%	93.61%	0.00%	8	6	2	0
91	ES345	19	Bowling Green 4 5	98.23%	100.00%	99.35%	98.81%	21	11	10	0
92	ES103	19	125 St 1	98.25%	99.99%	98.89%	94.60%	12	7	5	0
93	ES407	26	Lexington Av-63 St F	98.31%	98.89%	99.91%	98.46%	15	9	6	0
94	ES623	0	34 St-Hudson Yards 7	98.33%	97.71%	100.00%	0.00%	7	6	1	0
95	ES624	0	34 St-Hudson Yards 7	98.35%	98.58%	99.72%	0.00%	5	2	3	0
96	ES410	26	Lexington Av-63 St F	98.35%	99.93%	98.93%	98.66%	19	13	6	0
97	ES416	19	Roosevelt Island F	98.58%	100.00%	100.00%	92.85%	11	4	7	0
98	ES420	7	Roosevelt Island F	98.61%	98.90%	100.00%	99.23%	11	6	5	0
99	ES237	16	7 Av B D E	98.62%	99.24%	100.00%	98.52%	12	8	4	0

Elevator and Escalator

Quarterly Performance By Borough

Third Quarter - 2015

Borough:		Manhattan									
		Age		2015 3rd Quarter Availability			2014 3rd Qtr. Availability	Outages			Entrap ments
	Unit ID	(Yrs)	Station	24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
100	ES406	26	Lexington Av-63 St F	98.66%	100.00%	98.80%	98.47%	11	4	7	0
101	ES418	7	Roosevelt Island F	98.73%	100.00%	99.52%	98.34%	8	3	5	0
102	ES223	8	34 St-Herald Sq B D F M N Q R	98.93%	99.51%	97.95%	98.87%	14	13	1	0
103	ES621	0	34 St-Hudson Yards 7	99.26%	98.57%	99.31%	0.00%	5	3	2	0
104	ES628	0	34 St-Hudson Yards 7	99.33%	98.33%	100.00%	0.00%	4	3	1	0
105	ES629	0	34 St-Hudson Yards 7	99.41%	98.44%	99.19%	0.00%	4	3	1	0
106	ES626	0	34 St-Hudson Yards 7	99.52%	98.40%	100.00%	0.00%	3	2	1	0
107	ES627	0	34 St-Hudson Yards 7	99.57%	98.40%	100.00%	0.00%	3	2	1	0
	107	12.5	Escalator Subtotal:	94.5%	95.8%	94.9%	95.6%	4292	2542	1750	0
	*Note the number of entrapments are included in the non scheduled outage count.										

Elevator and Escalator											
Quarterly Performance By Borough											
Third Quarter - 2015											
Borough:	Brooklyn										
	Unit ID	Age (Yrs)	Station	2015 3rd Quarter Availability			2014 3rd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM	24 Hr	Total	Non Scheduled	Scheduled	
					Peak	Peak					
1	EL307	11	Atlantic Av B Q	85.21%	86.30%	86.38%	98.70%	12	8	4	1
2	EL310	15	Clark St 2 3	91.54%	93.22%	93.42%	98.47%	23	18	5	1
3	EL323	10	Crown Hts-Utica Av 3 4	94.46%	98.12%	95.53%	96.47%	28	21	7	2
4	EL303	11	Pacific St-Atlantic Av D N R	94.49%	96.25%	94.92%	97.52%	23	19	4	1
5	EL340	15	Franklin Av C S	95.13%	94.98%	97.38%	97.60%	19	12	7	0
6	EL344	1	Utica Ave A C	95.47%	97.41%	94.00%	84.04%	31	26	5	1
7	EL309	14	Court St R	96.25%	97.82%	95.61%	97.32%	23	13	10	1
8	EL321	17	Church Av 2 5	96.37%	99.31%	98.64%	97.60%	27	21	6	0
9	EL341	9	Euclid Av A C	96.55%	98.88%	95.50%	98.01%	12	8	4	1
10	EL311	15	Clark St 2 3	96.73%	98.10%	99.12%	0.03%	20	15	5	0
11	EL319	18	Brooklyn College-Flatbush Av 2 5	96.97%	99.97%	98.73%	85.77%	18	12	6	2
12	EL304	11	Atlantic Av 2 3	97.05%	98.63%	98.08%	98.83%	16	11	5	1
13	EL302	11	Pacific St-Atlantic Av D N R	97.12%	98.91%	96.35%	97.37%	9	5	4	0
14	EL396	7	Myrtle-Wyckoff Avs L M	97.55%	97.46%	97.83%	96.28%	6	6	0	0
15	EL322	10	Crown Hts-Utica Av 3 4	97.55%	98.79%	98.92%	98.12%	15	9	6	1
16	EL373	7	Church Av F G	97.60%	99.90%	96.34%	98.52%	13	8	5	0
17	EL370	10	DeKalb Av B Q R	97.62%	98.30%	99.68%	96.95%	15	6	9	0
18	EL306	11	Atlantic Av 2 3	97.64%	99.73%	98.93%	96.88%	15	6	9	0
19	EL397	7	Myrtle-Wyckoff Avs L	97.65%	98.59%	98.66%	99.07%	11	10	1	1
20	EL392	10	Marcy Av J M Z	97.67%	98.91%	97.91%	98.67%	6	3	3	1
21	EL318	20	Borough Hall 2 3 4 5	97.88%	98.88%	98.23%	98.01%	13	9	4	0
22	EL702	9	Coney Island-Stillwell Av D F N Q	97.90%	98.93%	99.07%	93.65%	13	8	5	1
23	EL372	10	DeKalb Av B Q R	97.92%	99.91%	98.11%	97.83%	16	7	9	0
24	EL393	12	Flushing Av J M	97.94%	98.70%	97.96%	94.24%	11	8	3	0
25	EL301	11	Pacific St-Atlantic Av D N R	97.96%	98.95%	96.32%	97.21%	15	13	2	3
26	EL706	5	Jay St A C F R	97.96%	99.27%	98.70%	98.87%	20	16	4	0
27	EL308	14	Court St R	97.96%	99.85%	99.65%	92.44%	15	6	9	0
28	EL701	9	Coney Island-Stillwell Av D F N Q	98.04%	99.86%	96.95%	96.72%	11	5	6	0
29	EL376	3	Bay Parkway D	98.08%	97.44%	99.19%	98.50%	11	9	2	0
30	EL320	17	Church Av 2 5	98.08%	98.21%	100.00%	99.56%	10	5	5	0
31	EL339	15	Franklin Av C S	98.28%	99.45%	98.14%	38.38%	13	8	5	0
32	EL312	15	Clark St 2 3	98.30%	98.83%	99.76%	96.16%	11	7	4	0
33	EL391	10	Marcy Av J M Z	98.31%	99.28%	98.49%	99.08%	9	5	4	0
34	EL346	1	Utica Ave A C	98.34%	100.00%	98.05%	99.51%	11	5	6	0
35	EL709	4	Jay St A C F R	98.38%	99.42%	98.60%	98.56%	11	5	6	0
36	EL342	9	Euclid Av A C	98.40%	99.67%	99.93%	85.03%	11	6	5	0
37	EL760	3	Kings Highway B Q	98.40%	100.00%	97.80%	98.88%	10	4	6	0
38	EL383	12	Prospect Park B Q S	98.44%	99.84%	99.44%	99.04%	10	4	6	0
39	EL305	11	Atlantic Av 4 5	98.53%	98.91%	99.58%	99.27%	11	6	5	1
40	EL343	9	Euclid Av A C	98.61%	100.00%	100.00%	95.59%	8	1	7	0
41	EL382	12	Prospect Park B Q S	98.62%	99.25%	100.00%	99.18%	8	2	6	0
42	EL708	5	Jay St A C F R	98.63%	100.00%	99.20%	97.71%	10	5	5	1
43	EL707	5	Jay St A C F R	98.69%	99.82%	99.63%	97.61%	33	27	6	1
44	EL317	20	Borough Hall 2 3 4 5	98.73%	97.23%	98.69%	92.33%	14	10	4	0
45	EL395	12	Flushing Av J M	98.83%	99.53%	100.00%	97.60%	7	4	3	0
46	EL398	7	Myrtle-Wyckoff Avs M	98.95%	99.43%	99.59%	97.43%	6	3	3	0
47	EL375	7	Church Av F G	98.99%	98.66%	100.00%	98.70%	7	4	3	0

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2015

Borough:		Brooklyn									
	Unit ID	Age (Yrs)	Station	2015 3rd Quarter Availability			2014 3rd Qtr. Availability	Outages			Entrap ments
				24 Hr	AM	PM		24 Hr	Total	Non	
					Peak	Peak				Scheduled	
48	EL761	3	Kings Highway B Q	99.04%	100.00%	99.80%	98.95%	7	2	5	0
49	EL371	10	DeKalb Av B Q R	99.06%	99.71%	100.00%	97.72%	7	3	4	0
50	EL345	1	Utica Ave A C	99.12%	99.76%	99.95%	99.36%	7	3	4	0
51	EL378	3	Bay Parkway D	99.15%	100.00%	100.00%	99.25%	6	1	5	0
52	EL377	3	Bay Parkway D	99.28%	100.00%	100.00%	99.42%	5	1	4	0
53	EL394	12	Flushing Av J M	99.37%	100.00%	100.00%	99.16%	4	2	2	0
54	EL374	7	Church Av F G	99.55%	99.95%	100.00%	97.84%	5	3	2	0
	54	9.7	Elevator Subtotal:	97.5%	98.7%	98.2%	94.1%	708	444	264	21

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2015

Borough: Brooklyn											
	Unit ID	Age (Yrs)	Station	2015 3rd Quarter Availability			2014 3rd Qtr. Availability	Outages			Entrapments
				24 Hr	AM	PM		Total	Non	Scheduled	
					Peak	Peak			Scheduled		
1	ES335	11	West 8 St-NY Aquarium F O	63.4%	66.9%	55.2%	82.6%	66	59	7	0
2	ES346	12	Brighton Beach B O	77.1%	80.7%	71.3%	88.1%	119	91	28	0
3	ES310	13	Atlantic Av B O	85.1%	86.5%	85.9%	97.8%	41	31	10	0
4	ES307	15	Lawrence St R	87.4%	94.6%	82.8%	87.7%	134	114	20	0
5	ES333	12	Myrtle-Wyckoff Avs L M	89.2%	93.9%	85.5%	59.3%	83	65	18	0
6	ES304	13	President St 2 5	91.1%	95.0%	88.5%	93.7%	37	30	7	0
7	ES332	12	Myrtle-Wyckoff Avs L M	91.9%	94.4%	95.0%	92.5%	58	46	12	0
8	ES347	18	Broadway Junction A C J L Z	92.0%	94.0%	91.1%	96.8%	42	35	7	0
9	ES357	4	Jay St A C F R	92.4%	96.4%	94.8%	85.3%	61	29	32	0
10	ES352	15	Franklin Av S	93.1%	95.5%	94.8%	96.0%	66	50	16	0
11	ES305	11	Court St R	93.9%	97.3%	92.6%	96.9%	38	28	10	0
12	ES348	16	Smith 9th St F G	94.4%	94.5%	94.5%	94.7%	39	31	8	0
13	ES322	17	High St A C	94.6%	98.5%	96.4%	96.3%	32	18	14	0
14	ES313	15	Smith 9th St F G	94.9%	100.0%	91.1%	95.9%	29	23	6	0
15	ES330	18	Broadway Junction A C J L Z	95.3%	98.5%	96.5%	95.3%	51	39	12	0
16	ES356	4	Jay St A C F R	95.5%	97.0%	97.4%	94.4%	67	25	42	0
17	ES331	19	Broadway Junction A C J L Z	95.6%	99.0%	94.6%	97.0%	40	32	8	0
18	ES315	15	Smith 9th St F G	95.8%	99.8%	88.8%	96.0%	37	29	8	0
19	ES323	16	High St A C	95.9%	99.0%	95.7%	96.9%	30	24	6	0
20	ES316	15	Smith 9th St F G	95.9%	98.5%	96.6%	94.6%	34	25	9	0
21	ES349	16	Smith 9th St F G	96.0%	97.3%	93.0%	72.3%	29	22	7	0
22	ES324	15	High St A C	96.0%	99.5%	95.0%	87.6%	29	21	8	0
23	ES320	17	Jay St A C F	96.0%	99.2%	91.3%	93.5%	37	27	10	0
24	ES306	11	Court St R	96.5%	98.4%	96.9%	97.8%	27	19	8	0
25	ES314	15	Smith 9th St F G	96.7%	98.3%	97.7%	97.3%	21	14	7	0
26	ES317	15	Jay St A C F	96.7%	100.0%	97.6%	99.0%	31	22	9	0
27	ES350	18	High St A C	97.1%	98.8%	98.6%	71.6%	17	5	12	0
28	ES303	11	Borough Hall 2 3 4 5	97.3%	99.5%	96.1%	96.3%	24	19	5	0
29	ES309	15	DeKalb Av B Q R	97.4%	96.7%	98.3%	93.9%	16	9	7	0
30	ES321	17	High St A C	97.7%	99.5%	100.0%	98.7%	18	5	13	0
31	ES308	15	DeKalb Av B Q R	98.0%	99.3%	99.9%	98.8%	15	7	8	0
32	ES318	15	Jay St A C F	98.1%	98.9%	98.1%	89.6%	13	5	8	0
33	ES319	17	Jay St A C F	98.8%	99.8%	100.0%	98.4%	11	3	8	0
	33	14.2	Escalator Subtotal:	92.8%	94.8%	92.5%	92.9%	1392	1002	390	0
*Note the number of entrapments are included in the non scheduled outage count.											

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2015

Borough:		Queens									
	Unit ID	Age (Yrs)	Station	2015 3rd Quarter Availability			2014 3rd Qtr. Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak		24 Hr	Total	Non Scheduled	
1	EL425	8	Junction Blvd 7	93.62%	95.49%	91.83%	96.78%	21	17	4	4
2	EL412	26	Jamaica Center E J Z	94.40%	96.46%	94.58%	94.76%	17	11	6	0
3	EL408	26	Jamaica-Van Wyck E	95.50%	96.25%	95.35%	97.71%	22	17	5	0
4	EL406	25	21 St-Queensbridge F	95.57%	97.23%	96.53%	98.60%	11	5	6	0
5	EL409	26	Jamaica-Van Wyck E	95.58%	96.55%	94.46%	98.70%	21	17	4	1
6	EL427	8	Junction Blvd 7	97.16%	97.87%	98.04%	94.33%	13	10	3	1
7	EL420	9	74 St-Broadway 7	97.25%	99.67%	98.10%	95.28%	32	27	5	0
8	EL422	9	Jackson Hts-Roosevelt Av E F M R	97.27%	98.10%	97.66%	98.08%	11	7	4	1
9	EL411	26	Sutphin Blvd-Archer Av-JFK E J Z	97.32%	95.96%	99.39%	96.71%	18	13	5	2
10	EL423	9	74 St-Broadway 7	97.46%	98.87%	97.54%	91.46%	11	8	3	0
11	EL413	26	Jamaica Center E J Z	97.53%	99.52%	97.08%	96.66%	15	8	7	1
12	EL405	25	21 St-Queensbridge F	97.82%	98.91%	99.04%	97.49%	8	2	6	0
13	EL433	10	Jamaica-179 St F	97.83%	99.65%	98.27%	97.22%	13	11	2	0
14	EL428	9	Queens Plaza E M R	97.85%	98.54%	97.37%	98.01%	10	8	2	0
15	EL437	1	Forest Hills E F M R	98.00%	98.91%	98.46%	91.15%	10	5	5	0
16	EL438	1	Forest Hills E F M R	98.01%	99.67%	97.16%	98.17%	14	12	2	1
17	EL407	25	21 St-Queensbridge F	98.17%	97.76%	97.20%	98.46%	10	10	0	0
18	EL414	15	Flushing-Main St 7	98.22%	99.34%	98.91%	98.08%	9	5	4	0
19	EL434	7	Kew Gardens-Union Tpke E F	98.23%	98.25%	97.54%	95.73%	12	10	2	0
20	EL498	3	Mott Avenue A	98.48%	96.48%	100.00%	96.92%	12	3	9	1
21	EL497	3	Mott Avenue A	98.57%	97.60%	98.98%	93.29%	14	4	10	0
22	EL429	9	Queens Plaza E M R	98.78%	99.43%	99.58%	98.96%	7	4	3	0
23	EL432	10	Jamaica-179 St F	98.93%	99.67%	99.51%	98.61%	7	3	4	0
24	EL446	4	CitiCorp/Court Square 7 E G	98.96%	100.00%	99.21%	98.78%	5	2	3	1
25	EL447	4	CitiCorp/Court Square 7 E G	99.05%	99.31%	99.40%	99.09%	7	4	3	0
26	EL421	9	Jackson Hts-Roosevelt Av E F M R	99.08%	100.00%	98.80%	96.63%	6	2	4	0
27	EL426	8	Junction Blvd 7	99.13%	100.00%	99.69%	94.34%	7	3	4	1
28	EL430	9	Queens Plaza E M R	99.18%	99.84%	99.43%	99.68%	5	2	3	0
29	EL431	10	Jamaica-179 St F	99.24%	100.00%	99.35%	98.43%	10	5	5	0
30	EL435	7	Kew Gardens-Union Tpke E F	99.49%	100.00%	99.30%	99.27%	4	4	0	0
31	EL436	7	Kew Gardens-Union Tpke E F	99.68%	100.00%	100.00%	98.38%	3	3	0	0
32	EL439	1	Forest Hills E F M R	99.90%	99.56%	99.86%	96.77%	4	3	1	0
	32	11.7	Elevator Subtotal:	97.9%	98.6%	98.1%	96.9%	369	245	124	14

Elevator and Escalator
Quarterly Performance By Borough
Third Quarter - 2015

Borough: Queens											
	Unit ID	Age (Yrs)	Station	2015 3rd Quarter Availability			2014 3rd Qtr. Availability	Outages			Entrapments
				24 Hr	AM Peak	PM Peak	24 Hr	Total	Non Scheduled	Scheduled	
1	ES427	26	Jamaica-Van Wyck E	91.31%	94.07%	87.96%	89.99%	60	58	2	0
2	ES430	7	Jamaica-Van Wyck E	93.70%	94.42%	92.92%	97.91%	18	12	6	0
3	ES450	16	74 St-Broadway 7	93.89%	96.34%	96.76%	87.48%	51	42	9	0
4	ES446	6	Jamaica Center E J Z	94.69%	95.36%	94.17%	95.74%	39	33	6	0
5	ES457	16	Flushing-Main St 7	95.15%	97.77%	95.03%	97.63%	25	12	13	0
6	ES439	7	Jamaica Center E J Z	95.24%	99.32%	98.43%	93.25%	50	32	18	0
7	ES431	7	Jamaica-Van Wyck E	95.34%	95.68%	94.60%	98.29%	32	26	6	0
8	ES423	26	21 St-Queensbridge F	95.35%	96.37%	96.83%	98.33%	23	14	9	0
9	ES421	26	21 St-Queensbridge F	95.42%	97.68%	97.70%	96.31%	38	26	12	0
10	ES456	16	Flushing-Main St 7	95.63%	97.52%	95.73%	87.39%	30	21	9	0
11	ES442	7	Jamaica Center E J Z	96.13%	97.52%	95.63%	97.26%	34	28	6	0
12	ES453	0	74 St-Broadway 7	96.15%	98.76%	96.82%	96.16%	41	29	12	0
13	ES451	17	74 St-Broadway 7	96.22%	98.38%	97.05%	97.70%	20	11	9	0
14	ES441	7	Jamaica Center E J Z	96.32%	95.63%	98.58%	97.62%	32	25	7	0
15	ES436	26	Sutphin Blvd-Archer Av-JFK E J Z	96.52%	97.04%	96.92%	98.07%	23	17	6	0
16	ES448	15	Woodside-61 St 7	96.60%	98.83%	98.09%	94.38%	32	16	16	0
17	ES422	26	21 St-Queensbridge F	96.62%	96.60%	97.27%	97.41%	21	15	6	0
18	ES429	6	Jamaica-Van Wyck E	96.70%	96.27%	98.05%	97.82%	26	16	10	0
19	ES443	7	Jamaica Center E J Z	96.88%	97.43%	98.19%	97.58%	19	15	4	0
20	ES424	26	21 St-Queensbridge F	97.01%	98.55%	98.91%	97.54%	19	11	8	0
21	ES445	6	Jamaica Center E J Z	97.10%	98.49%	97.02%	97.13%	21	15	6	0
22	ES428	6	Jamaica-Van Wyck E	97.23%	96.23%	99.75%	95.94%	26	18	8	0
23	ES447	7	Jamaica Center E J Z	97.65%	98.37%	99.59%	98.30%	20	16	4	0
24	ES438	7	Jamaica Center E J Z	97.65%	99.00%	97.37%	96.37%	24	24	0	0
25	ES455	16	Flushing-Main St 7	97.66%	99.86%	98.00%	94.46%	19	10	9	0
26	ES437	26	Sutphin Blvd-Archer Av-JFK E J Z	97.69%	98.15%	98.78%	96.57%	21	17	4	0
27	ES426	26	21 St-Queensbridge F	97.80%	98.28%	99.42%	98.59%	12	10	2	0
28	ES452	0	74 St-Broadway 7	98.09%	98.60%	97.84%	93.00%	18	11	7	0
29	ES425	26	21 St-Queensbridge F	98.29%	97.95%	100.00%	97.68%	12	7	5	0
30	ES434	26	Sutphin Blvd-Archer Av-JFK E J Z	98.54%	98.76%	98.91%	98.55%	9	6	3	0
31	ES435	26	Sutphin Blvd-Archer Av-JFK E J Z	98.63%	99.08%	98.64%	97.69%	12	8	4	0
32	ES444	7	Jamaica Center E J Z	98.66%	98.65%	99.64%	96.98%	14	11	3	0
33	ES440	6	Jamaica Center E J Z	98.75%	98.99%	99.82%	97.94%	14	10	4	0
34	ES449	16	74 St-Broadway 7	99.01%	100.00%	99.18%	96.93%	12	5	7	0
34	14.4		Escalator Subtotal:	96.6%	97.7%	97.3%	96.3%	867	627	240	0
*Note the number of entrapments are included in the non scheduled outage count.											

2015 3RD QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
MANHATTAN			
EL120	190 St A	65.35%	This elevator had several outages as a result of the car intermittently not leveling properly due to the antiquated condition of the elevator control equipment and selector unit. This elevator is scheduled for capital replacement in the 2015 - 2019 Capital Replacement Program. As a short term improvement plan, a purchase requisition was submitted for a replacement elevator controller and leveling unit. To return the machine to service while we await the arrival of the replacement components; control relay contacts in the door operating, car and hall call, elevator speed and leveling circuits were cleaned and adjusted. The elevator was tested and returned to service. The availability has increased from 53.7% in 2nd quarter to 65.35% in this quarter.
EL104	191 St 1	75.93%	The elevator was removed from customer service from 9/8/15 to 9/28/15 for a planned maintenance repair job. The compensating sheaves were refurbished and the compensating ropes were replaced. The control board was also repaired for a drive fault. All repairs were completed; the elevator was tested and returned to service. This elevator is scheduled for capital replacement in the 2015 - 2019 Capital Replacement Program.
EL115	190 St A	76.27%	This elevator had a few notable outages. Between 7/28/15 -7/30/15 the elevator was out of service for a door bracket repair. The bracket was repaired; the elevator was tested and returned to service. Between 8/3/15 and 8/4/15 the elevator was out of service due to ambient temperature problems. The controller was allowed to cool off. The air conditioner is operating and working as design ; the elevator was tested and returned to service. Between 8/17/15 to 8/25/15 the elevator was out of service due to drive fault problems. The sweo drive board was replaced, the VVC speed regular unit was replaced, the elevator speeds and leveling was fine tuned; the elevator was tested and returned to service. This elevator is scheduled for capital replacement in the 2015 - 2019 Capital Replacement Program.
EL117	181 St A	81.42%	This elevator experienced various outages throughout the quarter for brake failure issue. During 8/18/15 to 8/20/15 and 8/27/15 to 8/30/15 various components were replaced and loose connections were tightened on the controller. The elevator was tested and returned to service. The elevator will be monitored for the brake operations. Another notable outage between 8/5/15 to 8/6/15 was due to the reprogramming of the elevator parameters; the elevator was tested and returned to service. This elevator is scheduled for capital replacement in the 2015 - 2019 Capital Replacement Program.

2015 3RD QUARTER ELEVATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
EL119	181 St A	83.95%	This elevator like EL120 was out of service on numerous occasions as a result of the car intermittently not leveling properly due to the antiquated condition of the elevator control equipment and selector unit. This elevator is scheduled for capital replacement in the 2015 - 2019 Capital Replacement Program. As a short term improvement plan a purchase requisition was submitted for a replacement elevator controller and leveling unit. To return the machine to service while we await the arrival of the replacement components; control relay contacts in the door operating, loose wires were secured on the selector unit, elevator speed and leveling circuits were cleaned and adjusted. The elevator was tested and returned to service. The availability decreased slightly from 84.9% in 2nd quarter to 83.95% in this quarter.

2015 3RD QUARTER ESCALATORS WITH LESS THAN 85% AVAILABILITY			
Borough/ Unit	Location	24 Hr Availability	Comments
BRONX			
ES106	West Farms Sq-E Tremont Av ② ⑤	81.39%	This escalator was out from 7/27/15 to 8/2/15 due to handrail speed sensors, step-band speed sensors and PLC faults. The step-band speed sensors and handrail speed sensors were replaced. The PLC was repaired and a faulty connection to the "HSCE" card was found. The card was reseated, connections were checked ; the escalator was tested and returned to service.
ES114	161 St-Yankee Stadium ④	83.61%	This escalator was out of service form 7/15/15 to 7/17/15 due to the handrail chains needing adjusting and a defective handrail speed sensor. The chains were adjusted and the handrail speed sensor was replaced. The escalator was out from 9/3/15 to 9/9/15 due to a defective head shaft sensor and wiring issues. The head shaft sensor was replaced and the wring was corrected; the escalator was tested and returned to service.
ES120	Pelham Bay Park ⑥	82.30%	This escalator was out of service between 8/22/15 to 9/2/15 due to the handrail transmission gear-box not working correctly. The gear-box was removed and sent to a vendor for repairs. The gear-box was installed . The lower landing tracks were inspected, repaired and replaced as needed; the escalator was tested and returned to service.
BROOKLYN			
ES308	DeKalb Av ③ ④ ⑤ ⑥	83.47%	This escalator was out of service from 9-17-2015 thru 9-28-2015 for a scheduled step chain replacement
MANHATTAN			
ES101	125 St ①	33.73%	This escalator was out of service from 6/15/15 to 8/24/15 for a planned rehabilitation of the escalator major components. The bull gear was removed and sent to a vendor for repairs , the steps and step chain was also removed. The bull gear was installed and adjusted, a new step chain was installed, new steps were installed, Handrail chains and sprockets were replaced ; the escalator was tested and returned to service.
ES117	181 St ①	76.66%	This escalator was out of service from 7/3/15 to 7/6/15 due to brake problems. The hydraulic brake thrusters were replaced as well as the brake pads and timer; the escalator was tested and returned to service. There were multiple outages for the steps jamming into the lower landing area with the comb sections. These occurred from 7/19/15 to 7/21/15 , 8/8/15 to 8/9/15 and 8/11/15 to 8/21/15.. Up thrust tracks were ordered from the vendor and replaced. The landing plate support brackets was removed and sent to the vendor for repairs. Various other tracks were inspected and adjusted as necessary. The landing plate support brackets were installed and adjusted. The broken steps were replaced. The escalator was tested and returned to service.
ES119	181 St ①	64.42%	This escalator was out of service from 7/13/15 to 8/8/15 due to escalator steps getting jammed and breaking at the lower landing.. Various tracks were damaged as well. All the tracks at the lower section were inspected , repaired and adjusted as needed. The step chain wheels were replaced as needed. The damaged steps were also replaced; the escalator was tested and returned to service. The escalator was out of service between 8/28/15 to 9/1/15 due to electrical controller problems. The K20 brake relay was replaced as well as the brake timers; the escalator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
BRONX			
EL129	3rd Ave-149 St ②⑤	2	The entrapment that occurred on 7/9/15 was the result of the elevator not leveling correctly. The valve body screen was cleaned and the valve body was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/11/15 was the result of a defective hall call button. The hall call button was replaced, the elevator was inspected; the elevator was tested and returned to service.
EL130	3rd Ave-149 St ②⑤	1	The entrapment that occurred on 8/24/15 was the result of various relays that affected the operation of the doors. The relays were replaced; the elevator was tested and returned to service.
EL136	Pelham Pkwy ②⑤	5	The entrapment that occurred on 7/7/15 was the result of the lower landing release roller being out of adjustment. The release roller was adjusted; the elevator was tested and returned to service. The entrapments that occurred on 8/21/15, 8/24/15 and two on 8/25/15 were the result of various issues in the shaft way and controller. The door operator limits were adjusted, shaft way switches lubricated and loose wires on the soft-starter were tightened; the elevator was tested and returned to service.
EL183	Gun Hill Rd ②⑤	2	The entrapments that occurred on 7/20/15 and 8/16/15 were the result of debris in the lower landing door sill. The debris was removed, interlocks were cleaned and inspected; the elevator was tested and returned to service.
EL186	Fordham Rd ④	3	The entrapment that occurred on 7/6/15 was the result of door operator being out of adjustment. The door operator cams were adjusted, the door reopen relay was replaced; the elevator was tested and returned to service. The two entrapments that occurred on 7/29/15 were the result of the hydraulic oil getting too hot. The oil was allowed to cool off; the elevator was tested and returned to service.
EL194	233rd St ②⑤	1	The entrapment that occurred on 7/20/15 was the result of a defective door stop roller and release roller at the lower landing. The defective door stop roller and release roller were replaced; the elevator was tested and returned to service.
EL195	Hunts Point Av ⑥	2	The entrapment that occurred on 8/19/15 was due to debris on the door sill. The debris was cleaned, hatch door and car interlocks were inspected; the elevator was tested and returned to service. The entrapment that occurred on 9/8/15 was the result of a door operator fault. The door operator opening fault was reset; the elevator was tested and returned to service.
BROOKLYN			
EL301	Pacific St-Atlantic Av ③④⑤	3	The entrapment that occurred on 9-26-2015 was a result of debris holding upper landing hatch door open. Debris was removed, elevator tested and returned to service. Second entrapment occurred on 9-27-2015 as a result of a damaged hatch door interlock on the upper landing. The hatch interlock was replaced, the elevator was tested and returned to service. Third entrapment occurred on 9-28-2015 as a result of a broken upper landing door closer unit and out of adjustment door operator cams. The door closer was replaced, cams adjusted. The elevator was tested and returned to passenger service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL303	Pacific St-Atlantic Av D N R	1	The entrapment that occurred on 7-26-2015 was a result of metal debris at top landing preventing door from opening. The door sills were cleaned at all landings. In addition, all door locks were cleaned as a precautionary measure. The elevator was test ran and returned to service.
EL304	Atlantic Av 2 3	1	The entrapment that occurred on 9-02-2015 was a result of upper landing door equipment damage. The car door hanger rollers, door operator belt, stop rollers, and interlock contacts were changed. The door clutch was adjusted. The elevator was tested and returned to service.
EL305	Atlantic Av 4 5	1	The entrapment that occurred on 7-6-2015 was a result of take out food containers and food debris strewn all over car floor preventing the doors from closing properly. The car was cleaned up, debris removed from door tracks. The elevator was tested and returned to service.
EL307	Atlantic Av B Q	1	The entrapment that occurred on 7-11-2015 was a result of a mis- adjusted door hatch interlock, worn belt and 2 worn hanger rollers. All worn parts were replaced, the elevator was tested and returned to service.
EL309	Court St R	1	The entrapment that occurred on 7-20-2015 was a result of the controller power loss. The power was restored, emergency escape hatch was repaired, the elevator was tested; and the elevator was returned to service
EL310	Clark St 2 3	1	The entrapment that occurred on 7-25-2015 was due to burnt "M" relay contacts. The contacts were replaced. The elevator was tested and returned to service
EL319	Brooklyn College-Flatbush Av 2 5	2	The entrapment that occurred on 7-16-2015 was a result of leveling issues. The elevators up and down solenoids were adjusted. The elevator was test ran and returned to service. The entrapment that occurred on 7-17-2015 was a result of dirty valve filter screens. Screens were cleaned, the elevator test ran and returned to service.
EL322	Crown Hts-Utica Av 3 4	1	The entrapment that occurred on 7-29-2015 was a result of a defective soft-starter. The soft-starter was replaced and the elevator was tested and returned to service.
EL323	Crown Hts-Utica Av 3 4	2	The entrapment that occurred on 9-11-2015 was a result of a blown door operator fuse. The fuse was replaced; circuit tested and no electrical issues were detected. The elevator was tested and returned to service. The entrapment that occurred on 9-17-2015 was a result of 2 defective limit switches. The switches were replaced, the elevator was tested and returned to service.
EL341	Euclid Av A C	1	The entrapment that occurred on 7-01-2015 was a result of defective car door release rollers. The rollers were replaced, the elevator was tested and returned to service.
EL344	Utica Ave A C	1	The entrapment that occurred on 9-28-2015 was a result of mis-aligned door operator parts. The door chain tension, release rollers, and door cams were all adjusted. The elevator was tested and returned to service.
EL392	Marcy Av J M Z	1	The entrapment that occurred on 7-5-2015 was a result of a defective pump motor. The motor was replaced, The elevator was tested and returned to service.
EL397	Myrtle-Wyckoff Aves L	1	The entrapment that occurred on 7-03-2015 was a result of a blown door operator fuse. The fuse was replaced and door restrictor adjusted. No electrical issues were discovered. The elevator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL702	Coney Island-Stillwell Av D F N Q	1	The entrapment that occurred on 8-2-2015 was a result of a misaligned door gate switch and a mis-aligned door linkage arm. All parts were re-aligned. The elevator was tested and returned to service.
EL707	Jay St A C F R	1	The entrapment that occurred on 9-21-2015 was a result of slack in door operator chain. Slack was removed from the chain and the interlocks were checked as a precautionary measure. The elevator was tested and returned to service.
EL708	Jay St A C F R	1	This entrapment occurred on 8-27-2015. No defects were found that contributed to this entrapment. The elevator was tested and return to service
MANHATTAN			
EL103	191 St 1	3	The entrapment that occurred on 8/25/15 was the result of defective relays "RLX" and "BLF" on the control board and overload tripped. The relays were replaced and the overload was reset; the elevator was tested and returned to service. The entrapment that occurred on 9/17/15 was the result of the elevator brakes not operating correctly. The BKM2 relay was replaced, connections to the brake timer was secured and overload was added to Overload # 2; the elevator was tested and returned to service. The entrapment that occurred on 9/30/15 was the result of the brake relays failing causing the overload to trip. The brake relays were replaced, the overload was reset; the elevator was tested and returned to service.
EL104	191 St 1	1	The entrapment that occurred on 7/31/15 was the result of a blown fuse on the SCR drive board. The 800 amp fuse was replaced as well as a controller relay "SAFB2"; the elevator was tested and returned to service.
EL105	191 St 1	2	The entrapment that occurred on 7/28/15 was the result of two brake relay failures "BKM1" and "BKM2". This caused damage to the tach wheel. The relays and tach wheel were replaced; the elevator was tested and returned to service. The entrapment that occurred on 7/30/15 was the result a blown controller fuse F4 4amps and a defective BK relay. Both items were replaced; the elevator was tested and returned to service.
EL106	191 St 1	1	The entrapment that occurred on 8/6/15 was the result of a mechanical brake failure. The brakes were disassembled and the bushing bearings were replaced. The brakes were cleaned and the tach wheel was replaced; the elevator was tested and returned to service.
EL108	181 St 1	1	The entrapment that occurred on 8/15/15 was the result of the controller overheating. The controller was allowed to cool off. The elevator was tested and returned to service.
EL110	181 St 1	1	The entrapment that occurred on 9/12/15 was the result of a defective ambient temperature controller relay "FACIM". The relay was replaced, the hatch door interlocks and car gate switch was also inspected; the elevator was tested and returned to service.
EL111	168 St 1	1	The entrapment that occurred on 7/7/15 was the result of the shaft way and car door interlock contacts not making up correctly. They were cleaned ; the elevator was tested and returned to service.
EL113	168 St 1	1	The entrapment that occurred on 8/8/15 was the result of a defective door tensioning device. The door tensioning device was replaced; the elevator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL114	168 St ①	1	The cause for entrapment that occurred on 7/7/15 was not determined. The maintainers inspected car and hatch door interlocks. The release rollers and brakes were also inspected. No defects that contributed to the entrapment were found; the elevator was tested and returned to service.
EL115	190 St ①	1	The entrapment that occurred on 9/28/15 was the result of defective drive board control relays. The relays were replaced; the elevator was tested and returned to service.
EL118	181 St ①	1	The entrapment that occurred on 7/27/15 was the result of a wooden barricade jamming the doors causing the door operator to fail. The door operator was replaced and the door linages were also replaced; the elevator was tested and returned to service.
EL119	181 St ①	3	The entrapments that occurred on 8/6/15 and 8/11/15 were the result of the selector going out of sequence and a blown door operator fuse. Controller contacts were cleaned, the selector cam was adjusted and the fuse was replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/28/15 was the result of a blown fuse and dirty contacts on the XMC relay. The fuse was replaced , the XMC contacts were cleaned ; the elevator was tested and returned to service.
EL120	190 St ①	12	The excessive number entrapments and other malfunctions that this elevator has experienced are due to the obsolescence of the equipment, in particular the controller. Multiple intermittent failures in this elevator caused NYCT to bring in an outside contractor to assist in troubleshooting the equipment. Unfortunately, the outside expert was unable to help and he reiterated that the controller is obsolete and needs to be replaced. NYCT has started the process of procuring a new controller. The entrapments that occurred on 7/7/15, 7/31/15,8/1/15 and 8/14/15 were the result of the the selector going out of sequence as well as a speed relay not working correctly. Various contacts were cleaned and adjusted on the controller; the elevator was tested and returned to service. The entrapment that occurred on 8/23/15 was the result of a blown controller fuse and relays that did not drop out. Contacts on the relays were cleaned and the F4C fuse was replaced; the elevator was tested and returned to service. The entrapments that occurred on 8/28/15 , 9/10/15,9/11/15 and 9/12/15 were the result of the selector unit for leveling not operating correctly. Various relay contacts to control the selector unit for leveling were replaced, others were cleaned and adjusted, wiring to the tape reader was secured, a rail guide roller was replaced and adjusted. The circuit breaker for the selector was reset; the elevator was tested and returned to service. The entrapments that occurred on 9/17/15 and 9/19/15 were the result of the doors not operating correctly and hall calls not working. tThe door operator torque was adjusted, contacts to the call circuit were cleaned , the top landing hall call button was replaced, the fireman service switch was replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/24/15 was the result of the top of car operating cams being out of adjustment. The cams were adjusted and repairs were made to the timing circuit of the motor generator set; the elevator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL123	175 St A	1	The entrapment that occurred on 7/30/15 was the result of a defective in car stop switch. The switch was replaced, the doors and zones were adjusted as well; the elevator was tested and returned to service.
EL124	175 St A	2	The entrapment that occurred on 8/3/15 was the result of defective controller relays that did not allow the doors to operate correctly. Various relays were replaced, the door guide shoes were also replaced; the elevator was tested and returned to service. The entrapment that occurred on 8/22/15 was the result of debris stuck at the lower landing door sill. The debris was removed; the elevator was tested and returned to service.
EL125	125 St 4 5 6	3	The entrapments that occurred on 9/23/15 , 9/25/15 and 9/29/15 were the result of a defective traveler wires intermittently stopping the elevator. Spare wires were used to replace the open wires. The lower landing release rollers were also replaced and adjusted as well as the interlock contacts. The softies were inspected and found to be operating as design; the elevator was tested and returned to service.
EL145	96th St 231	1	The entrapment that occurred on 8/3/15 was the result of the oil overheating. The oil cooler filter was replaced; the elevator was tested and returned to service.
EL149	Inwood-207 St A	1	The entrapment that occurred on 9/26/15 was not determined. A post entrapment inspection showed that the valve body was out of adjustment. The valve body was adjusted; the elevator was tested and returned to service
EL180	135 St 2 3	2	The entrapment that occurred on 8/29/15 was the result of the car not leveling correctly. The up level was adjusted on the valve body hatch door and car gate contacts were also replaced; the elevator was tested and returned to service. The entrapment that occurred on 9/21/15 was the result of a defective top of car switch. The car stop switch contacts were cleaned, the hatch door interlocks and car gate switch were also inspected and cleaned , a blown fuse for the position indicator was also replaced ; the elevator was tested and returned to service.
EL181	135 St 2 3	1	The entrapment that occurred on 8/28/15 was the result of a defective lower landing release roller. The release roller assembly was replaced and adjusted, the hatch door and car door contacts were also replaced; the elevator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL201	51 St ⑥	9	The entrapment that occurred on 7/13/15 was the result of the lower landing release rollers and door clutch being out of adjustment. The door restrictor and safety edge were also damaged. These items were replaced and adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/29/15 was the result of leveling problems in the up direction. The valve body was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 8/5/15 was the result of door trouble. The car door restrictor was adjusted; the elevator was tested and returned to service. The entrapments that occurred on 8/12/15, 8/17/15 and 8/20/15 were the result of a defective car call button and valve body problems. The car call button was repaired, loose wires were tightened in the car call circuit, the valve body screens and ports were cleaned, the valve body was adjusted; the elevator was tested and returned to service. The entrapments that occurred on 8/29/15, 9/4/15 and 9/7/15 were the result of the valve body not working correctly during leveling. The valve body was replaced and adjusted, the elevator was tested successfully under load and was returned to service.
EL202	51 St ⑥	1	The entrapment that occurred on 7/29/15 was the result of a momentary power loss. Power was restored, the elevator was inspected; the elevator was tested and returned to service.
EL205	Grand Central-42 St ④⑤⑥	1	The entrapment that occurred on 7/14/15 was the result of a defective slowdown limit switch at the lower level. The lower level slowdown limit switch was replaced; the elevator was tested and returned to service.
EL210	34 St-Herald Sq ②③④⑤⑥	1	The entrapment that occurred on 7/12/15 was the result of a defective pump unit that did not allow the elevator to level correctly. The pump unit was replaced; the elevator was tested and returned to service.
EL212	34 St-Herald Sq ②③④	1	The entrapment that occurred on 7/13/15 was the result of a defective release roller assembly at the lower landing. The release roller assembly was replaced and adjusted; the elevator was tested and returned to service.
EL214	34 St-Penn Station ①	1	The entrapment that occurred on 7/7/15 was the result of a defective door operator close relay. The relay was replaced; the elevator was tested and returned to service.
EL215	34 St-Penn Station ②③	1	The entrapment that occurred on 8/23/2015 was the result of doors not opening at the upper landing. The D relay was replaced and the doors started to work as designed; the elevator was tested and returned to service.
EL218	14 St-Union Sq ②	1	The entrapment that occurred on 8/30/15 was the result of the emergency hatch switch not operating correctly. The escape hatch switch was repaired and adjusted; the elevator was tested and returned to service.
EL220	14 St-Union Sq ②③④	1	The entrapment that occurred on 9/23/15 was the result of the valve body not allowing the elevator to level correctly. The valve body screens were cleaned; the elevator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL224	8 Av L	8	The entrapments on 7/22/15, 7/29/15, 7/30/15, 8/1/15, 8/5/15, 8/10/15, and 8/14/15 were the result of multiple door related problems. The steadying support bracket for the cab was replaced, door release rollers were replaced, door operating relays were replaced, and the car doors were adjusted. The elevator was monitored for proper operation; the elevator was tested and returned to service. The entrapment that occurred on 9/16/15 was the result of door trouble at the lower landing. The lower landing release rollers were replaced and adjusted, the interlock hatch door latch was replaced and the car door zone restrictor was adjusted; the elevator was tested and returned to service.
EL225	34 St-Penn Station C E	1	The entrapment that occurred on 7/2/15 was the result of the car door clutch being out of adjustment. The car door clutch was adjusted as well as the release rollers; the elevator was tested and returned to service.
EL237	66 St-Lincoln Center 1	1	The entrapment that occurred on 7/31/15 was the result of dirty contacts on the interlocks at both landings and worn leveling actuator rollers. The interlocks at both landings were cleaned and the rollers were replaced; the elevator was tested and returned to service.
EL239	72 St 1 2 3	1	The entrapment that occurred on 9/28/15 was the result of a loose connection to the top of car stop in the controller. The connection was tightened, also the release roller at the lower landing was replaced; the elevator was tested and returned to service.
EL245	Lexington Av-53 St E M	5	The entrapment that occurred on 7/9/15 was the result of the lower landing interlock being out of adjustment. The entrapment on 7/22/15 was the result of the plank switch safety device tripping due to worn rail guide shoes. The rail guide shoes were replaced and the safety plank switch was reset; the elevator was tested and returned to service. The entrapment on 7/29/15 was the result of the leveling vane for the switches getting damaged in the shaft way. The leveling vane was repaired and the leveling switches were adjusted; the elevator was tested and returned to service. The entrapment on 9/8/15 was the result of the lower landing release rollers getting loose. The lower landing release rollers were adjusted and secured; the elevator was tested and returned to service. The entrapment that occurred on 9/27/15 was the result of the door operator belt breaking not allowing the doors to open. The door operator belt was replaced; the elevator was tested and returned to service.
EL277	59th St-Columbus Circle A B C D 1	2	The entrapment that occurred on 7/11/15 was the result of the car not leveling correctly. The up level valve was adjusted; the elevator was tested and returned to service. The entrapment that occurred on 7/19/15 was the result of the top landing hatch door getting stuck. The hatch door was adjusted; the elevator was tested and returned to service.
EL279	59th St-Columbus Circle A B C D 1	1	The entrapment that occurred on 7/25/15 was the result of a blown controller fuse. The fuse was replaced; the elevator was tested and returned to service.
EL280	59th St-Columbus Circle A B C D 1	1	The entrapment that occurred on 9/30/15 was the result of the car and hatch door interlocks not working correctly. The contacts were cleaned; the elevator was tested and returned to service.
EL330	Bleecker St D F B M 6	1	The entrapment that occurred on 7-24-2015 as a result of a defective PLC module #4. The module was replaced. The elevator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
EL402	Lexington Av-63 St F	4	The entrapment that occurred on 7-7-2015 was a result of a broken wire on down leveling slow down contact. The wire was replaced. The elevator was tested and returned to service. The entrapment that occurred on 7-31-2015 was a result of the leveling unit being out of sequence. The leveling unit was adjusted, the elevator was tested and returned to service. The entrapment that occurred on 8-4-2015 was a result of a defective door open limit switch. The switch was replaced as was a contact on the FF relay. the elevator was tested and returned to service. The entrapment that occurred on 9-19-2015 was a result of a mis-aligned door interlock and release roller assembly. Both the interlock and release rollers were re-aligned. The elevator was tested and returned to service.
EL404	Roosevelt Island F	1	The entrapment that occurred on 9-17-2015 was a result of a broken door operator bell crank. The bell crank was replaced. The elevator was tested and returned to service.
EL603	34 St-Hudson Yards 7	1	The entrapment that occurred on 9/13/15 was the result of the rupture valve tripping. The rupture valve was adjusted and the down acceleration on the valve body was also adjusted; the elevator was tested and returned to service.
EL710	Bowling Green 4 5	2	The first entrapment occurred on 8-13-15 for undetermined reasons. No contributing defects were found. The elevator was tested and returned to service. The entrapment that occurred on 9-05-2015 was a result of a CGS fault. The gate switch and corresponding relays were cleaned. The elevator was tested and returned to service.
EL721	Fulton St A C J Z 2 3 4 5	1	The entrapment that occurred on 7-21-2015 was a result of a blown door operator fuse. The fuse was replaced circuit was tested. The door open acceleration was adjusted. The elevator was tested and returned to service.
EL732	Fulton St 2 3	3	The entrapment that occurred on 7-14-2015 was a result of broken bearings on door linkage. The bearings were replaced, and tension added to the door operator chain. The elevator was tested and returned to service. The entrapment that occurred on 8-13-2015 was result of a worn clutch arm and roller. The worn items were replaced. The elevator was tested and returned to service. The entrapment that occurred on 9-28-2015 was a result of a mis-aligned clutch. the clutch was aligned, and door saddles cleaned. The elevator was tested and returned to service.

2015 2ND QUARTER ENTRAPMENT FINDINGS			
Borough/ Unit	Location	# of Entrapments	Comments
QUEENS			
EL409	Jamaica-Van Wyck E	1	The entrapment that occurred on 7-29-2015 was due to mis-aligned lower landing interlock. The interlock was adjusted, tension added to the door closer. The elevator was tested and returned to service.
EL411	Sutphin Blvd-Archer Av-JFK E J Z	2	The entrapment that occurred on 7-28-2015 was a result of a mis-adjusted gate switch and interlock assembly on the intermediate. The gate switch and interlock were re-adjusted. The elevator was tested and returned to service. The entrapment that occurred on 9-18-2015 was a result of debris in door sill on the intermediate level. The debris were cleared. The elevator was tested and returned to service.
EL413	Jamaica Center E J Z	1	The entrapment that occurred on 9-25-2015 was a result of dirty car saddles and dirty car door gate switch contacts. The saddles and gate switch were cleaned. The elevator tested and returned to service
EL422	Jackson Hts-Roosevelt Av E F M R	1	The entrapment that occurred on 7-6-2015 was a result of a worn car guide shoes. The shoes were replaced. The elevator was tested and returned to service.
EL425	Junction Blvd 7	4	The entrapment that occurred on 8-3-2015 was a result of a defective door restrictor. The restrictor was replaced. The elevator was tested and returned to service. The entrapment that occurred on 8-3-2015 was a result of overheated oil. The oil cooler circuit breaker was tripped due to a loose wire on thermostat; the wire was re-secured. The elevator was tested and returned to service. The entrapment that occurred on 8-28-2015 was a result of overheated oil, oil was allowed to cool. The elevator was tested and returned to passenger service. The entrapment that occurred on 9-6-2015 was again for overheated oil. Defective relay on cooler was replaced. The elevator was tested and returned to service.
EL426	Junction Blvd 7	1	The entrapment that occurred on 7-18-2015 was a result of debris in lower landing door sill. The debris was removed. The elevator was tested and returned to service.
EL427	Junction Blvd 7	1	The entrapment that occurred on 8-14-2015 was a result of a defective PLC board on the controller. The card was repaired. The elevator was tested and returned to service.
EL438	Forest Hills E F M R	1	The entrapment that occurred on 9-17-2015 was a result of debris in door saddles. The debris was cleared. The elevator was tested and returned to service.
EL446	CitiCorp/Court Square 7 E G	1	The entrapment that occurred on 7-9-2015 was a result of a loose door operator belt. The belt was adjusted, door saddle cleaned as a precautionary measure. The elevator was tested and returned to passenger service.
EL498	Mott Avenue A	1	The entrapment that occurred on 7-25-2015 was a result of worn guide shoes. The car shoes were replaced, and door sills cleaned of debris. The elevator was tested and returned to service.

2015 3RD QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
E&E Equip #	Original Equip #	Station Name:	Line	# of Inspections (07/01/15 to 9/30/15)	# Of Tours O-O-O
EL200X		34 St - Herald Square	6AV	276	11
EL203X	900490	Lexington Av - 53 St	QNS	276	22
EL207X		50 Street	8AV	276	2
EL208X		50 Street	8AV	276	0
EL231X	#25	Times Square - 42 St	7AV	276	1
EL268X	#26	49th Street (Uptown)	BWY	276	2
EL276X	IP42213	59 St - Columbus Circle	8AV	276	154
EL287X	TE46	42nd St - Bryant Park	6AV	276	14
EL288X	ELP6	42nd St - Port Authority Bus Terminal	8AV	276	3
EL289X	ELP7	42nd St - Port Authority Bus Terminal	8AV	276	0
EL290X	Lift	42nd St - Port Authority Bus Terminal	8AV	276	33
EL291X		42nd St - Port Authority Bus Terminal	8AV	276	6
EL300X		Atlantic Avenue - Barclays Center	EPK	276	1
EL415X		61 St - Woodside	FLU	276	237
EL416X		61 St - Woodside	FLU	276	0
EL417X		61 St - Woodside	FLU	276	0
EL418X		61 St - Woodside	FLU	276	0
EL419X		61 St - Woodside	FLU	276	1
EL445X		Court Square	FLU	276	26
EL448X	PE11	Sutphin Blvd - Archer Av JFK	ARC	276	0
EL449X		Sutphin Blvd - Archer Av JFK	ARC	276	0
EL450X		Sutphin Blvd - Archer Av JFK	ARC	276	0
EL490X	EL1	Howard Beach - JFK Airport	RKY	276	0
EL491X	EL2	Howard Beach - JFK Airport	RKY	276	1
EL492X	EL3	Howard Beach - JFK Airport	RKY	276	0
EL493X	EL4	Howard Beach - JFK Airport	RKY	276	0
EL494X	EL5	Howard Beach - JFK Airport	RKY	276	0
EL495X	EL6	Howard Beach - JFK Airport	RKY	276	1
EL700X		Atlantic Avenue - Barclays Center	EPK	276	159
EL717X	PE-53	Fulton Street	LEX	276	1
EL718X	PE-56	Fulton Street	LEX	276	0
EL726X	PE-01	Cortlandt Street	BWY	276	28

2015 3RD QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
E&E Equip #	Original Equip #	Station Name:	Line	# of Inspections (07/01/15 to 9/30/15)	# Of Tours O-O-O
EL727X	PE-02	Cortlandt Street	Bwy	276	18
EL728X		Fulton Street	NAS	276	6
EL729X	PE-05	Fulton Street	NAS	276	0
EL737X		Atlantic Avenue - Barclays Center	EPK	276	0
ES250X		59 St - Columbus Circle	8AV	276	4
ES251X		59 St - Columbus Circle	8AV	276	10
ES253X	1908 Otis	Lexington Av - 53 St	QNS	276	3
ES254X	E20759	Lexington Av - 53 St	QNS	276	144
ES257X	IE20859	14 St - Union Square	LEX	276	40
ES258X	IE20860	14 St - Union Square	LEX	276	68
ES261X	IE20313	Times Square - 42 St	7AV	276	20
ES262X	IE20312	Times Square - 42 St	7AV	276	17
ES263X	IE20663	50 Street	8AV	276	1
ES264X	IE20664	50 Street	8AV	276	1
ES265X	ES002X	Court Square	XTN	276	15
ES266X	ES001X	Court Square	XTN	276	6
ES267X	IE20079	Times Square - 42 St	7AV	276	2
ES268X	IE20080	Times Square - 42 St	7AV	276	2
ES358X		Atlantic Avenue - Barclays Center	EPK	276	72
ES359X		Atlantic Avenue - Barclays Center	EPK	276	71
ES360X	E-61	Fulton Street	LEX	276	1
ES361X	E-62	Fulton Street	LEX	276	5
ES362X	E-63	Fulton Street	LEX	276	4
ES363X	E-53	Fulton Street	LEX	276	4
ES365X	E-55	Fulton Street	LEX	276	10
ES366X	E-57	Fulton Street	LEX	276	20
ES376X	IE1342 Otis	Fulton Street	NAS	276	0
ES377X	IE1343 Otis	Fulton Street	NAS	276	0
ES378X	IE1552 Otis	Wall St	CLK	276	175
ES379X	IE1553 Otis	Wall St	CLK	276	178
ES380X	IE209111	Cortlandt Street	Bwy	276	0
ES383X	E-60	Fulton Street	LEX	276	0

2015 3RD QUARTER EQUIPMENT MAINTAINED BY OUTSIDE ENTITIES OR THIRD PARTIES					
E&E Equip #	Original Equip #	Station Name:	Line	# of Inspections (07/01/15 to 9/30/15)	# Of Tours O-O-O
ES432X	ES008X	Sutphin Blvd - Archer Av JFK	ARC	276	0
ES433X	ES009X	Sutphin Blvd - Archer Av JFK	ARC	276	0
ES457X		Court Square	XTN	276	0
ES461X	ES1	Court Square	FLU	276	0
ES462X		Court Square	FLU	276	0
ES496X	ES1	Howard Beach - JFK Airport	RKY	276	0
ES497X	ES2	Howard Beach - JFK Airport	RKY	276	0
ES498X	ES3	Howard Beach - JFK Airport	RKY	276	0
ES499X	ES4	Howard Beach - JFK Airport	RKY	276	0
ES600X		Lexington Av - 53 St	QNS	276	0
ES606X	IE20813	42nd St - Port Authority Bus Terminal	8AV	276	0
ES607X	ie20814	42nd St.. - Port Authority	8AV	276	0
ES608X	IE1208	Grand Central - 42nd St	LEX	276	0
ES609X	IE1209	Grand Central - 42nd St	LEX	276	0
ES610X	IE234	Grand Central - 42nd St	LEX	276	0
79		GRAND TOTALS		21804	1600



Department of Law – Transit Adjudication Bureau

177 Livingston Street – 4th Floor
Brooklyn, NY 11201

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

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

- Summons issuance decreased by 6.79% (from 40,349 in 2014 to 37,611 in 2015).
- TAB received 21,223 payments in 2015, a 13.47% decrease from the 24,526 received in 2014. Direct payments decreased by 14.14% (23,937 to 20,552) from the third quarter of 2014 and payments received from state tax refunds increased 13.92% from 589 to 671.
- Overall total revenue for the quarter totaled \$1,960,654, a 12.27% decrease from the 2014 third quarter revenue of \$2,234,830. This includes \$60,928 in receipts from state tax refunds relating to outstanding judgments from prior years and represents a 17.69% decrease from total state tax refunds of \$74,026 in 2014. Receipts from direct payments decreased by 12.47% to \$1,915,766 in 2015 as compared to \$2,188,734 in the third quarter of 2014.
- Expenses decreased by 5.76% (\$1,560,938 compared to \$1,471,100) from the third quarter of 2014.
- TAB revenue exceeded expenses by \$489,554 compared to \$673,892 for the third quarter of 2014.

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

MTA NEW YORK CITY TRANSIT
TRANSIT ADJUDICATION BUREAU
KEY INDICATORS
THIRD QUARTER 2015

INDICATOR	3rd QTR 2015	3rd QTR 2014	Y-T-D 2015	Y-T-D 2014
ISSUANCE DATA				
Violations Issued	37,611	40,349	102,545	115,401
% With Telephone Data	59.42%	61.00%	59.87%	62.32%
% With Employer Data	39.00%	32.00%	35.83%	29.95%
PAYMENT DATA				
Number of Payments	21,223	24,526	68,753	77,031
Regular	20,552	23,937	61,309	67,673
State Tax Refund	671	589	7,444	9,358
Amount Paid	\$1,976,694	\$2,262,760	\$6,686,923	\$7,484,088
Regular	\$1,915,766	\$2,188,734	\$5,725,680	\$6,261,502
State Tax Refund	\$60,928	\$74,026	\$961,243	\$1,222,586
Average Payment	\$93.14	\$92.26	\$97.26	\$97.16
Yield per NOV	\$52.56	\$56.08	\$65.21	\$64.85
REVENUE/EXPENSE DATA				
Revenue	\$1,960,654	\$2,234,830	\$6,650,757	\$7,526,945
Expenses	\$1,471,100	\$1,560,938	\$4,579,834	\$4,503,338
ADJUDICATIONS				
Total Cases Adjudicated	6,659	8,750	18,422	24,386
Admin Dismissals	466	569	1,215	1,806
Hearings	6,193	8,181	17,207	22,580

MTACC MONTHLY PROJECT STATUS REPORTS:

- **7 LINE EXTENSION**
- **SECOND AVENUE SUBWAY**

7 Line Extension Active and Future Construction Contracts

Report to the Transit Committee - November 2015

data thru October 2015; \$s in million

	Budget	Expenditures
Final Design	\$ 119.4	118.0
Construction	1,903.9	1,844.0
Construction Management	49.8	45.4
Subway Project Reserve	27.7	-
Total of HYDC-Funded Subway Work	\$ 2,100.8	\$ 2,007.4
HYDC-Funded Non-Subway Work [†]	266.0	242.7
Total of HYDC-Funded Subway and Non-Subway Work	\$ 2,366.8	\$ 2,250.1
MTA-Funded PE/EIS Work and Other	53.1	53.0
Total	\$ 2,419.9	\$ 2,303.2

	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	\$555.5	\$0.3	\$545.7	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	\$42.3	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.

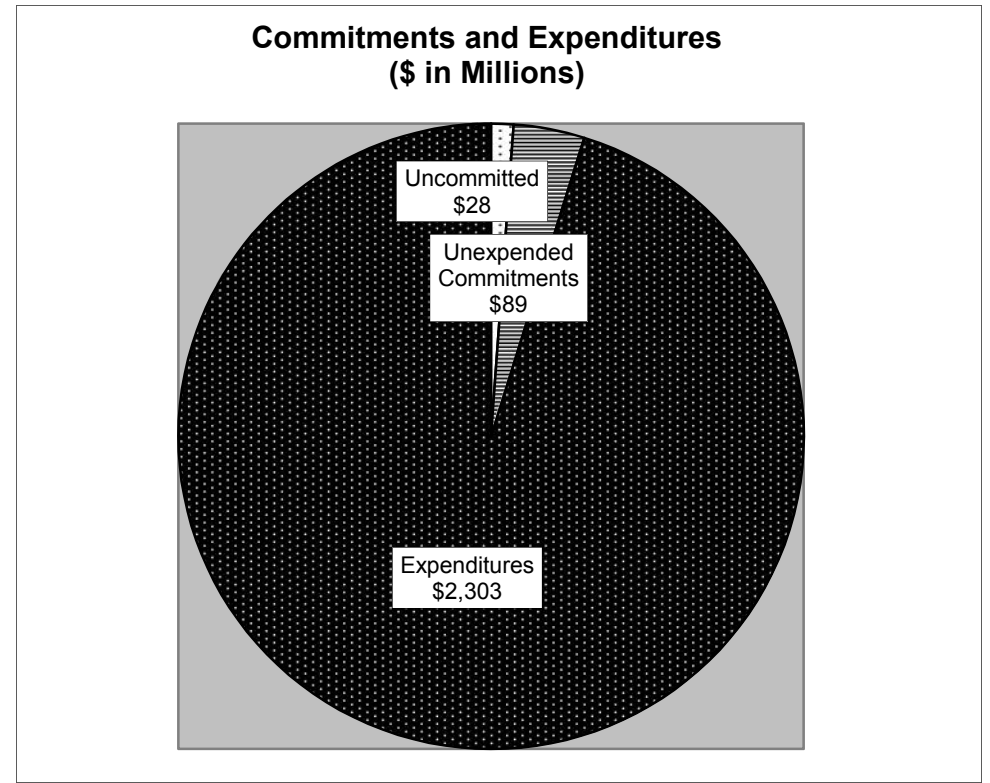
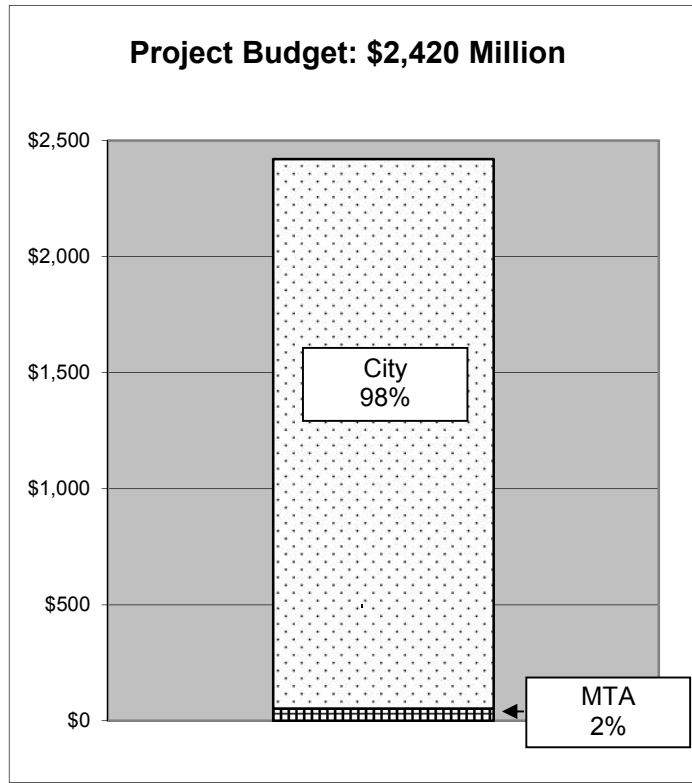
†† The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.

7 Line Extension Status

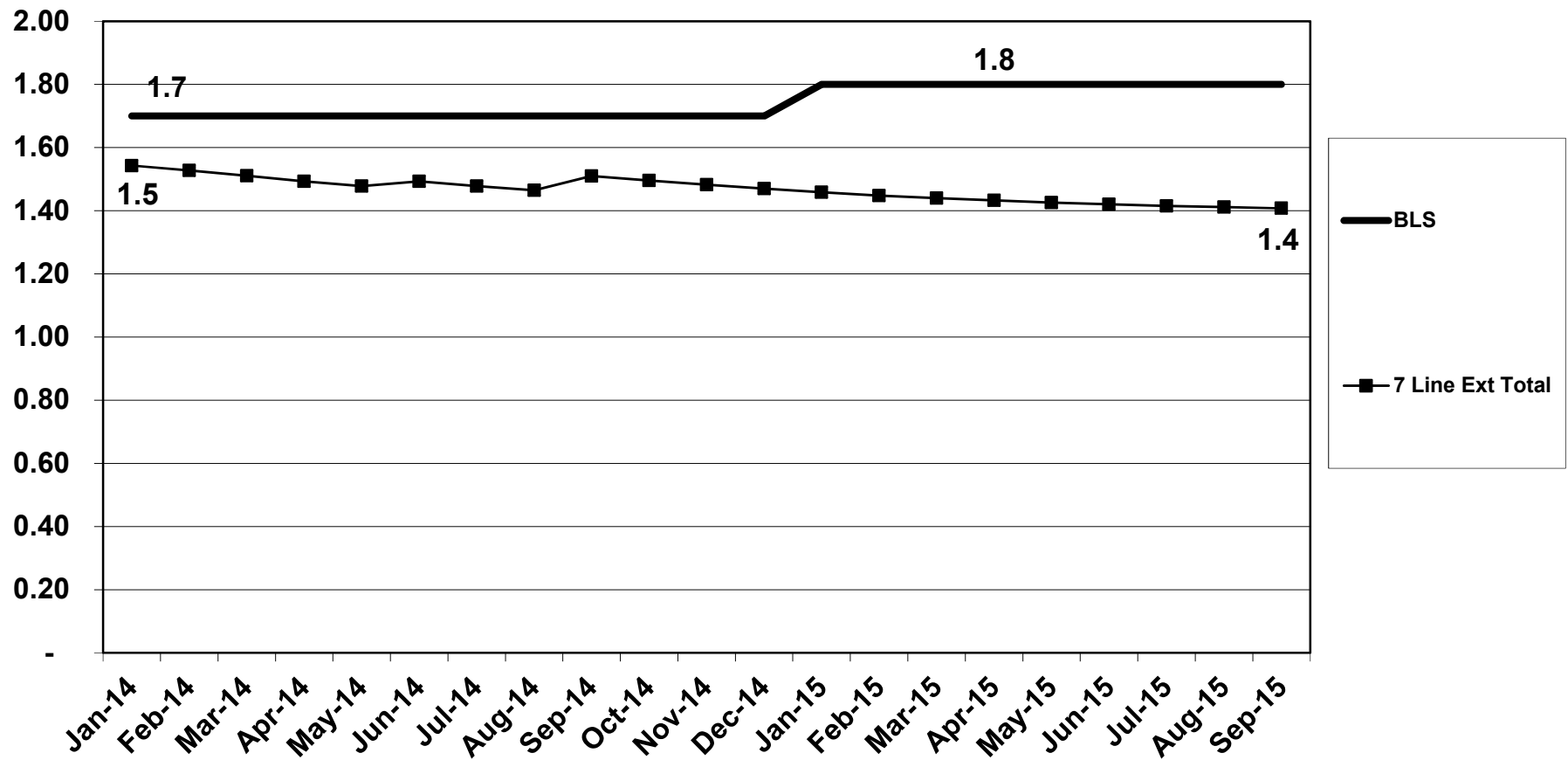
Report to the Transit Committee - November 2015
data thru October 2015

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	2,250
Total Authorized	\$ 2,420	\$ 53	\$ 2,367	\$ 2,339	\$ 2,392	\$ 28	\$ 2,303

* 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 - November 2015

data thru October 2015; \$s in million

	Budget	Expenditures
Construction	\$ 3,393.3	\$ 2,684.6
Design	\$ 508.2	490.1
Construction Management	\$ 268.0	181.9
Real Estate	\$ 281.5	233.8
Total	\$ 4,451.0	\$ 3,590.4

	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	\$201.7	\$4.1	\$181.3	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	\$169.1	Mar-2011	Jan-2012	Aug-2016	Nov-2016
96th St Station Finishes <i>EE Cruz & Tully, JV</i>	\$362.3	\$354.2	\$8.2	\$268.2	Mar-2011	Jun-2012	Dec-2015	Nov-2016
72nd St Station Finishes <i>Judlau Contracting</i>	\$289.3	\$287.2	\$2.0	\$184.6	Nov-2012	Feb-2013	Nov-2015	Sep-2016
86th St Station Finishes <i>Schiavone - Picone, JV</i>	\$223.0	\$215.3	\$7.7	\$107.2	Oct-2013	Jun-2013	May-2016	Sep-2016

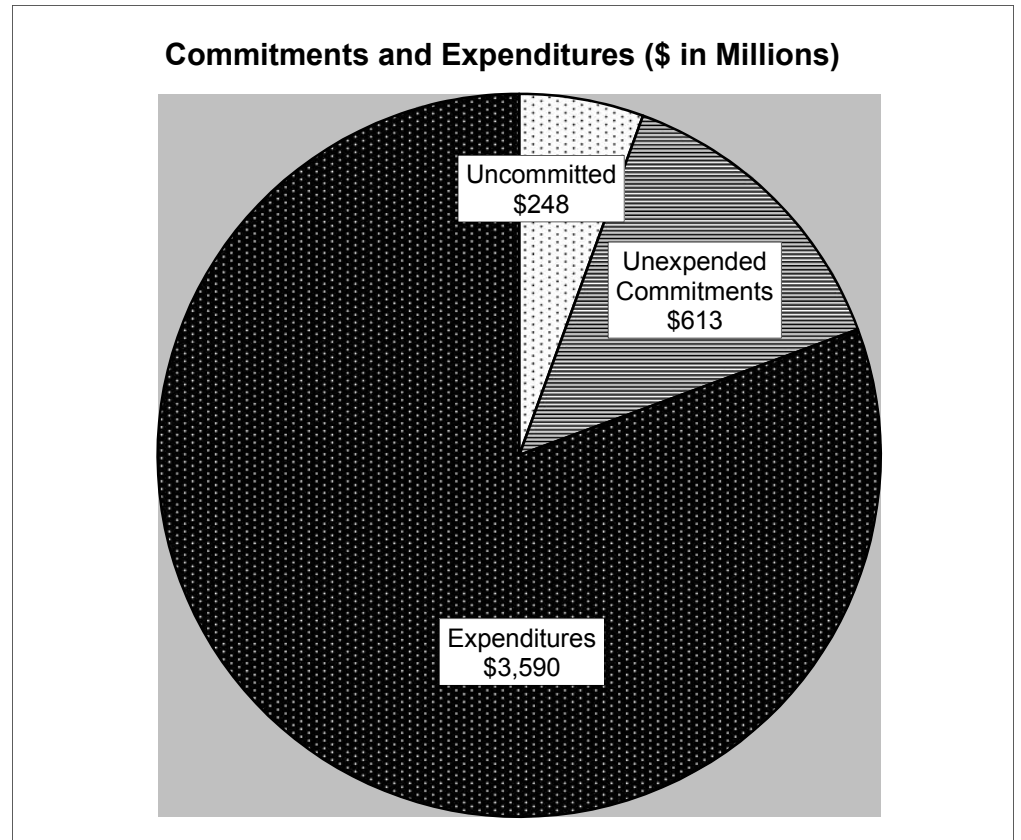
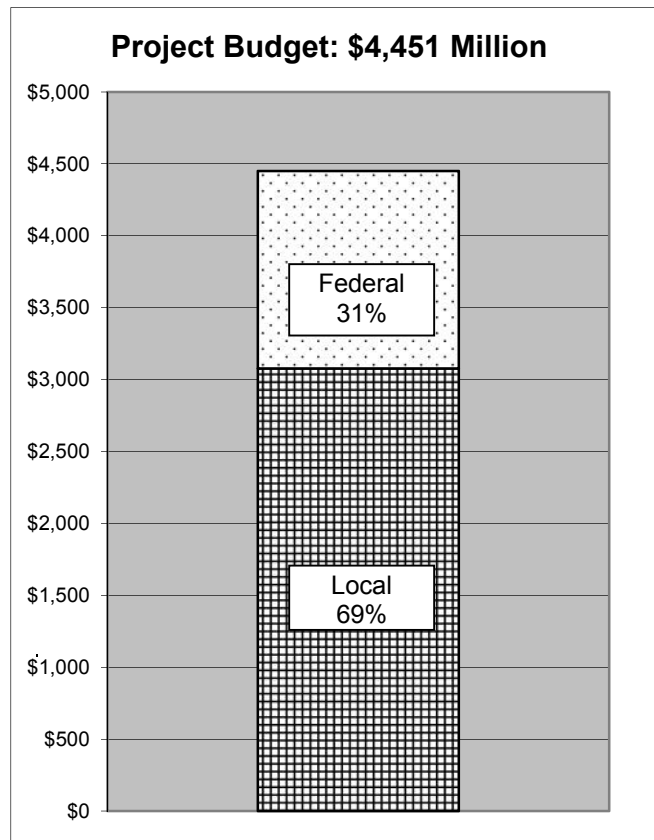
*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process

Second Avenue Subway (Phase 1) Status

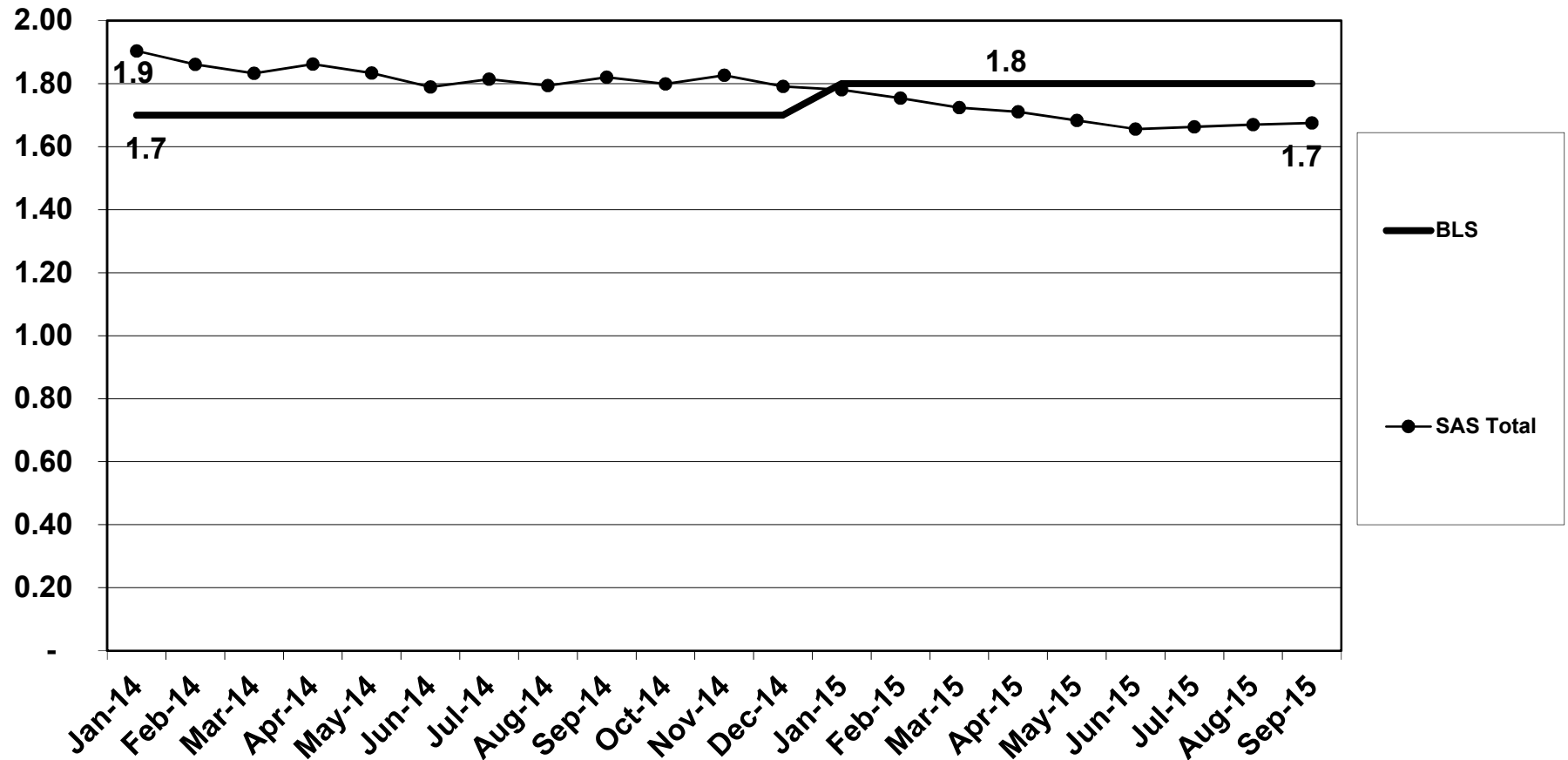
Report to the Transit Committee - November 2015

data thru October 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	\$ 1,041
2005-2009	1,914	846	1,068	944	1,876	38	1,667
2010-2014	1,487	1,487	-	-	1,277	210	882
Total	\$ 4,451	\$ 3,077	\$ 1,374	\$ 1,251	\$ 4,203	\$ 248	\$ 3,590



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)