1. PUBLIC COMMENT PERIOD

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3. COMMITTEE WORK PLAN
   Committee Workplan - Page 9

4. OPERATIONS PERFORMANCE SUMMARY
   a. May Operations Report
      May Operations Report - Page 18

5. FINANCIAL REPORTS
   a. May NYCT Financial & Ridership Report
      NYCT Financial Report - Page 55
   b. May SIR Financial & Ridership Report
      SIR Financial Report - Page 76
   c. May MTA Bus Financial & Ridership Report
      MTA Bus Financial Report - Page 87
   d. Capital Program Status Report
      Capital Program Status Report - Page 100

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      NYCT, MTA Bus Non-Competitive Actions - Page 113
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      NYCT Request for Public Hearing for Station Access Changes at Two Stations in Brooklyn - Page 142
8. SPECIAL REPORTS & PRESENTATIONS
   a. MetroCard Report
      MetroCard Report - Page 148

9. MTACC Report
   MTACC Report - Page 152
Minutes of Regular Meeting
Committee on Operations of the MTA New York City Transit Authority, Manhattan and
Bronx Surface Transit Operating Authority,
Staten Island Rapid Transit Operating Authority,
Capital Construction Company and Bus Company
June 22, 2015

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

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

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

Also present were:
Carmen Bianco, President, New York City Transit
Michael Chubak, Acting Executive Vice President
Joe Leader, Senior Vice President, Subways
Joseph Fox, Chief, NYPD Transit Bureau
Cheryl Kennedy, Vice President, Office of System Safety
Stephen Plochochi, Vice President, Materiel
Peter Cafiero, Chief, Operations Planning
Fred Smith, Senior Vice President, CPM
Darryl Irick, President, MTA Bus
Michael Horodniceanu, President, MTA Capital Construction
I. Chair Ferrer opened the meeting.

II. Public Speakers

There were no public speakers.

III. Minutes and Work Plan

Upon motion duly made and seconded, the Committee approved the Minutes of the May 18, 2015 meeting of the MTA New York City Transit Authority, Manhattan and Bronx Surface Transit Operating Authority, Staten Island Rapid Transit Operating Authority, Capital Construction Company and Bus Company. There were no changes to the Work Plan.

IV. Agenda Items

   A. Operations Report

President Bianco advised the Committee that progress was being made in implementing measures to improve subway service delivery, particularly on the 6, 7 and F lines.

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

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

In response to a question from Member Albert regarding the 2 line weekend on-time performance, SVP Leader noted that wait assessment statistics are better indicators of service quality, with President Bianco adding that a significant amount of weekend construction work requiring diversions of service was taking place on that line causing some delays.

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

Member Trottenberg noted that the City does not have independent revenue raising authority, as the State has, and that anything that is taken from the City’s Capital Plan is at the expense of other City projects.
Member Cappelli commented on the responsibility of the State to fund the Capital Program, and expressed his concern regarding the Legislature’s failure to acknowledge the potential impact of not doing so. He further added that the State and City should work together to develop a plan for providing the necessary funding.

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

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

VP Kennedy presented the Safety Report.

Chief Fox presented the NYPD Transit Bureau statistics.

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

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

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

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

### B. Financial Reports

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

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

President Irick reported to the Committee on MTA Bus’ finances.
SVP Smith presented Members with the Capital Program Status report.

Details on the following are provided in the Agenda materials:

- Financial and Ridership Report
- Capital Program Status

C. Procurements

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

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

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

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

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

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

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

NYCT’s competitive procurements requiring a majority vote (Schedules F, G, H, I and L in the Agenda) and its proposed ratifications requiring a two-thirds vote (Schedule D in the Agenda), were approved and forwarded to the full Board for consideration.

MTACC’s proposed ratifications of completed procurement actions requiring a majority vote (Schedule K in the Agenda) were also approved and forwarded to the full Board for consideration.
Details of the above items are set forth in staff summaries, copies of which are on file with the records of this meeting.

V. Service Changes

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

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

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

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

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

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

VI. Special Reports and Presentations

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

VII. MTA CC Project Report

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

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

Respectfully submitted,

Bettina Quintas
Assistant Secretary
# 2015 Transit & Bus Committee Work Plan

## I. RECURRING AGENDA ITEMS

<table>
<thead>
<tr>
<th>Responsibility</th>
</tr>
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<tbody>
<tr>
<td>Approval of Minutes</td>
</tr>
<tr>
<td>NYC Transit Committee Work Plan</td>
</tr>
<tr>
<td>Operations Performance Summary Presentation (including Financial/Ridership, Capital Program Status, Crime &amp; Safety)</td>
</tr>
<tr>
<td>Procurements</td>
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<tr>
<td>MTACC Projects Report</td>
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<tr>
<td>MetroCard Report</td>
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<tr>
<td>Service Changes (if any)</td>
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<tr>
<td>Tariff Changes (if any)</td>
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<tr>
<td>Capital Budget Modifications (if any)</td>
</tr>
<tr>
<td>Action Items (if any)</td>
</tr>
</tbody>
</table>

## II. SPECIFIC AGENDA ITEMS

### July 2015

- No Items

### August 2015

- No Meetings Held

### September 2015

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

### October 2015

- Public Comment/Committee review of budget
- 2016 Preliminary NYC Transit Budget Management & Budget
- 2016 Preliminary SIR Budget Management & Budget
- 2016 Preliminary MTA Bus Budget Management & Budget
II. SPECIFIC AGENDA ITEMS (con’t)

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

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

January 2016
Approval of 2016 NYC Transit Committee Work Plan

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

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

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

Responsibility
Law
Management & Budget
Management & Budget
Management & Budget
Subways
Law
Management & Budget
Management & Budget
Management & Budget
EEO & Human Resources
Committee Chair & Members
Management & Budget
Management & Budget
Management & Budget
Management & Budget
Operations Planning
Capital Program Management
Subways
Law
EEO & Human Resources
Management & Budget
Management & Budget
Management & Budget
Law
Subways
EEO & Human Resources
II. SPECIFIC AGENDA ITEMS (con't)  

June 2016  
No Items
2015 Transit & Bus Committee Work Plan

Detailed Summary

I. RECURRING

Approval of Minutes
An official record of proceedings which occurred during the previous month’s Committee meeting.

NYC Transit Work Plan
A monthly update of any edits and/or changes in the work plan.

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

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

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

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

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

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

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

Action Items
Staff summary documents presented to the Board for approval of items affecting business standards and practices.
II. SPECIFIC AGENDA ITEMS

JULY 2015
No Agenda Items

AUGUST 2015
No Meetings Held

SEPTEMBER 2015

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

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

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

2016 NYC Transit Preliminary Budget
Public comments will be accepted on the 2016 Preliminary Budget.

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

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

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

Elevator & Escalator Service Report, 2nd Qtr, 2015
Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

Transit Adjudication Bureau Report, 2nd Qtr, 2015
Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.

EEO & Diversity Report, 2nd Qtr, 2015
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT’s and MTA Bus’ Equal Employment Opportunity and Diversity efforts.
II. SPECIFIC AGENDA ITEMS (con’t)

OCTOBER 2015

2016 NYC Transit Preliminary Budget
Public comments will be accepted on the 2016 Preliminary Budget.

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

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

NOVEMBER 2015

2016 Preliminary NYC Transit Budget
Public comments will be accepted on the 2016 Preliminary Budget.

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

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

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

Elevator & Escalator Service Report
Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

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

DECEMBER 2015

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

SIR 2016 Adopted Budget/Financial Plan 2016-2019
NYC Transit will present SIR’s revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 by category.
III. SPECIFIC AGENDA ITEMS (con’t)

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

EEO & Diversity Report, 3rd Qtr, 2015
Quarterly report to the Committee providing data on key EEO and Human Resources indicators relating to NYCT’s and MTA Bus’ Equal Employment Opportunity and Diversity efforts.

JANUARY 2016

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

FEBRUARY 2016

Preliminary Review of NYC Transit’s 2015 Operating Results
NYC Transit will present a brief review of its 2015 Budget results.

Preliminary Review of SIR 2015 Operating Results
NYC Transit will present a brief review of SIR’s 2015 Budget results.

Preliminary Review of MTA Bus 2015 Operating Results
MTA Bus will present a brief review of its 2015 Budget results.

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

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

MTA Bus Adopted Budget/Financial Plan 2016-2019
MTA Bus will present its revised 2016-2019 Financial Plan. This plan will reflect the 2016 Adopted Budget and an updated Financial Plan for 2016-2019 reflecting the out-year impact of any changes incorporated into the 2016 Adopted Budget. The documents will also include a monthly allocation of planned expenditures for 2016 by category.
II. SPECIFIC AGENDA ITEMS (con’t)

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

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

Elevator & Escalator Service Report
Quarterly report to the Committee on system wide reliability and availability goal for elevators and escalators throughout the subway system.

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

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

MARCH 2016
No Agenda Items

APRIL 2016

Final Review of NYC Transit 2015 Operating Results
NYC Transit will review the prior year’s budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of SIR 2015 Operating Results
NYC Transit will review SIR’s prior year’s budget results and their implications for current and future budget performance will be presented to the Committee.

Final Review of MTA Bus 2015 Operating Results
MTA Bus will review its prior year’s budget results and their implications for current and future budget performance will be presented to the Committee.

MAY 2016

Transit Adjudication Bureau Report, 1st Qtr, 2016
Quarterly report to the Committee on Transit Adjudication Bureau financial and operating indicators including collection activities and data on revenue and expenses.
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
### Monthly Operations Report

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

#### Subway Monthly Operations Report Service Indicators

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Current Month: May 2015</th>
<th>12-Month Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>System Weekday Wait Assessment (Charts 1-2)</td>
<td>78.6%</td>
<td>78.3%</td>
</tr>
<tr>
<td>A Division Weekday Wait Assessment - ATS-A (1 thru 6 lines)</td>
<td>72.7%</td>
<td>73.3%</td>
</tr>
<tr>
<td>A Division Weekday Wait Assessment - (All Lines)</td>
<td>75.5%</td>
<td>76.3%</td>
</tr>
<tr>
<td>B Division Weekday Wait Assessment</td>
<td>77.4%</td>
<td>78.4%</td>
</tr>
<tr>
<td>System Weekend Wait Assessment (Charts 3)</td>
<td>85.6%</td>
<td>84.4%</td>
</tr>
<tr>
<td>A Division Weekend Wait Assessment - ATS-A (1 thru 6 lines)</td>
<td>79.8%</td>
<td>83.8%</td>
</tr>
<tr>
<td>A Division Weekend Wait Assessment - (All Lines)</td>
<td>84.3%</td>
<td>85.2%</td>
</tr>
<tr>
<td>B Division Weekend Wait Assessment</td>
<td>85.9%</td>
<td>88.7%</td>
</tr>
<tr>
<td>System Weekday Terminal On-Time Performance (Charts 4-5)</td>
<td>69.9%</td>
<td>72.6%</td>
</tr>
<tr>
<td>A Division Weekday Terminal On-Time Performance</td>
<td>66.4%</td>
<td>67.4%</td>
</tr>
<tr>
<td>B Division Weekday Terminal On-Time Performance</td>
<td>72.8%</td>
<td>76.8%</td>
</tr>
<tr>
<td>System Number of Terminal Delays (Charts 6)</td>
<td>46,884</td>
<td>45,444</td>
</tr>
<tr>
<td>System Weekend Terminal On-Time Performance (Charts 7-8)</td>
<td>72.2%</td>
<td>80.9%</td>
</tr>
<tr>
<td>A Division Weekend Terminal On-Time Performance</td>
<td>70.3%</td>
<td>81.5%</td>
</tr>
<tr>
<td>B Division Weekend Terminal On-Time Performance</td>
<td>73.5%</td>
<td>80.5%</td>
</tr>
<tr>
<td>System Number of Weekend Terminal Delays (Charts 9)</td>
<td>16,663</td>
<td>9,640</td>
</tr>
<tr>
<td>Mean Distance Between Failures (Charts 10-11)</td>
<td>161,720</td>
<td>140,518</td>
</tr>
<tr>
<td>A Division Mean Distance Between Failures</td>
<td>119,228</td>
<td>124,814</td>
</tr>
<tr>
<td>B Division Mean Distance Between Failures</td>
<td>220,863</td>
<td>154,755</td>
</tr>
<tr>
<td>System Weekday Service-KPI (Charts 12-13)</td>
<td>77.1%</td>
<td>76.8%</td>
</tr>
<tr>
<td>A Division Weekday Service-KPI</td>
<td>72.9%</td>
<td>72.9%</td>
</tr>
<tr>
<td>B Division Weekday Service-KPI</td>
<td>80.0%</td>
<td>79.6%</td>
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<tr>
<td>System Weekday PES-KPI (Charts 14-16)</td>
<td>91.2%</td>
<td>91.6%</td>
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#### Staten Island Railway

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Current Month: May 2015</th>
<th>12-Month Average</th>
</tr>
</thead>
<tbody>
<tr>
<td>24 Hour On-Time Performance</td>
<td>96.1%</td>
<td>93.0%</td>
</tr>
<tr>
<td>AM Rush On-Time Performance</td>
<td>98.9%</td>
<td>94.7%</td>
</tr>
<tr>
<td>PM Rush On-Time Performance</td>
<td>97.4%</td>
<td>97.7%</td>
</tr>
<tr>
<td>Percentage of Completed Trips</td>
<td>99.6%</td>
<td>99.8%</td>
</tr>
<tr>
<td>Mean Distance Between Failures</td>
<td>43,055</td>
<td>206,995</td>
</tr>
<tr>
<td>Staten Island Railway PES-KPI (Charts 17)</td>
<td>90.9%</td>
<td>90.6%</td>
</tr>
</tbody>
</table>
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**

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**Annual Results (Meets Standard)**

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

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*Headway Definitions*

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

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</table>

*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 |

---

**Chart 3**
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

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<td>(Jun '14-May '15)</td>
<td>(Jun '14-May '15)</td>
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Discussion of Results

In May 2015, Over Crowding (17,393 delays), ROW (8,804 delays), and Track Gangs (7,036 delays) were the highest categories of delays, representing 70.9% of the total 46,884 delays.
## Weekday Terminal On-Time Performance (24 hours)

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<td>-2.4%</td>
</tr>
<tr>
<td>2</td>
<td>48.5%</td>
<td>48.0%</td>
<td>+0.5%</td>
</tr>
<tr>
<td>3</td>
<td>68.6%</td>
<td>66.2%</td>
<td>+2.4%</td>
</tr>
<tr>
<td>4</td>
<td>46.7%</td>
<td>46.6%</td>
<td>+0.1%</td>
</tr>
<tr>
<td>5</td>
<td>43.7%</td>
<td>48.9%</td>
<td>-5.2%</td>
</tr>
<tr>
<td>6</td>
<td>50.8%</td>
<td>62.7%</td>
<td>-11.9%</td>
</tr>
<tr>
<td>7</td>
<td>85.4%</td>
<td>87.8%</td>
<td>-2.4%</td>
</tr>
<tr>
<td>S</td>
<td>42 St</td>
<td>98.3%</td>
<td>+0.6%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Subdivision A</th>
<th>Jun '14 - May '15</th>
<th>Jun '13 - May '14</th>
<th>% Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>69.7%</td>
<td>77.1%</td>
<td>-7.4%</td>
</tr>
<tr>
<td>B</td>
<td>75.8%</td>
<td>76.6%</td>
<td>-0.8%</td>
</tr>
<tr>
<td>C</td>
<td>82.7%</td>
<td>87.9%</td>
<td>-5.2%</td>
</tr>
<tr>
<td>D</td>
<td>74.7%</td>
<td>78.2%</td>
<td>-3.5%</td>
</tr>
<tr>
<td>E</td>
<td>72.3%</td>
<td>74.7%</td>
<td>-2.4%</td>
</tr>
<tr>
<td>F</td>
<td>57.4%</td>
<td>61.2%</td>
<td>-3.8%</td>
</tr>
<tr>
<td>S</td>
<td>Fkln</td>
<td>99.5%</td>
<td>+0.8%</td>
</tr>
<tr>
<td>G</td>
<td>72.6%</td>
<td>83.3%</td>
<td>-10.7%</td>
</tr>
<tr>
<td>S</td>
<td>Rock</td>
<td>95.5%</td>
<td>+0.1%</td>
</tr>
<tr>
<td>J</td>
<td>82.3%</td>
<td>91.1%</td>
<td>-8.8%</td>
</tr>
<tr>
<td>L</td>
<td>93.2%</td>
<td>93.6%</td>
<td>-0.4%</td>
</tr>
<tr>
<td>M</td>
<td>72.5%</td>
<td>80.7%</td>
<td>-8.2%</td>
</tr>
<tr>
<td>N</td>
<td>70.2%</td>
<td>77.5%</td>
<td>-7.3%</td>
</tr>
<tr>
<td>Q</td>
<td>73.8%</td>
<td>82.6%</td>
<td>-8.8%</td>
</tr>
<tr>
<td>R</td>
<td>72.2%</td>
<td>88.9%</td>
<td>-16.7%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Subdivision B</th>
<th>Jun '14 - May '15</th>
<th>Jun '13 - May '14</th>
<th>% Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systemwide</td>
<td>76.2%</td>
<td>82.2%</td>
<td>-6.0%</td>
</tr>
<tr>
<td></td>
<td>72.8%</td>
<td>77.4%</td>
<td>-4.6%</td>
</tr>
</tbody>
</table>
May 2015 Weekday Terminal Delays
Systemwide Summary

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

* Total may differ slightly due to rounding.
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

<table>
<thead>
<tr>
<th>Systemwide Monthly Results</th>
<th>Subdivision A Monthly Results</th>
<th>Subdivision B Monthly Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2015: 72.2%</td>
<td>May 2015: 70.3%</td>
<td>May 2015: 73.5%</td>
</tr>
<tr>
<td>May 2014: 80.9%</td>
<td>May 2014: 81.5%</td>
<td>May 2014: 80.5%</td>
</tr>
<tr>
<td>12-Mon Avg: 78.5%</td>
<td>12-Mon Avg: 75.4%</td>
<td>12-Mon Avg: 80.6%</td>
</tr>
<tr>
<td>(Jun '14-May '15)</td>
<td>(Jun '14-May '15)</td>
<td>(Jun '14-May '15)</td>
</tr>
</tbody>
</table>

Discussion of Results

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

(24 hours)

<table>
<thead>
<tr>
<th>Line</th>
<th>Jun '14 - May '15</th>
<th>Jun '13 - May '14</th>
<th>% Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>86.5%</td>
<td>89.8%</td>
<td>-3.3%</td>
</tr>
<tr>
<td>2</td>
<td>38.3%</td>
<td>54.3%</td>
<td>-16.0%</td>
</tr>
<tr>
<td>3</td>
<td>70.4%</td>
<td>81.3%</td>
<td>-10.9%</td>
</tr>
<tr>
<td>4</td>
<td>55.0%</td>
<td>67.7%</td>
<td>-12.7%</td>
</tr>
<tr>
<td>5</td>
<td>73.8%</td>
<td>74.7%</td>
<td>-0.9%</td>
</tr>
<tr>
<td>6</td>
<td>65.7%</td>
<td>71.4%</td>
<td>-5.7%</td>
</tr>
<tr>
<td>7</td>
<td>91.4%</td>
<td>92.1%</td>
<td>-0.7%</td>
</tr>
<tr>
<td>$42$ St</td>
<td>99.8%</td>
<td>99.1%</td>
<td>+0.7%</td>
</tr>
</tbody>
</table>

**Subdivision A**

<table>
<thead>
<tr>
<th>Line</th>
<th>Jun '14 - May '15</th>
<th>Jun '13 - May '14</th>
<th>% Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>A</td>
<td>67.9%</td>
<td>78.4%</td>
<td>-10.5%</td>
</tr>
<tr>
<td>C</td>
<td>72.1%</td>
<td>74.8%</td>
<td>-2.7%</td>
</tr>
<tr>
<td>D</td>
<td>75.1%</td>
<td>85.0%</td>
<td>-9.9%</td>
</tr>
<tr>
<td>E</td>
<td>67.1%</td>
<td>77.2%</td>
<td>-10.1%</td>
</tr>
<tr>
<td>F</td>
<td>55.4%</td>
<td>59.6%</td>
<td>-4.2%</td>
</tr>
<tr>
<td>S Fkln</td>
<td>99.5%</td>
<td>99.0%</td>
<td>+0.5%</td>
</tr>
<tr>
<td>G</td>
<td>86.5%</td>
<td>93.1%</td>
<td>-6.6%</td>
</tr>
<tr>
<td>S Rock</td>
<td>97.6%</td>
<td>97.3%</td>
<td>+0.3%</td>
</tr>
<tr>
<td>J Z</td>
<td>93.2%</td>
<td>95.8%</td>
<td>-2.6%</td>
</tr>
<tr>
<td>L</td>
<td>94.8%</td>
<td>95.7%</td>
<td>-0.9%</td>
</tr>
<tr>
<td>M</td>
<td>96.8%</td>
<td>97.7%</td>
<td>-0.9%</td>
</tr>
<tr>
<td>N</td>
<td>74.4%</td>
<td>79.6%</td>
<td>-5.2%</td>
</tr>
<tr>
<td>Q</td>
<td>82.7%</td>
<td>91.4%</td>
<td>-8.7%</td>
</tr>
<tr>
<td>R</td>
<td>75.2%</td>
<td>78.5%</td>
<td>-3.3%</td>
</tr>
</tbody>
</table>

**Subdivision B**

<table>
<thead>
<tr>
<th>Jun '14 - May '15</th>
<th>Jun '13 - May '14</th>
<th>% Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>80.6%</td>
<td>85.5%</td>
<td>-4.9%</td>
</tr>
</tbody>
</table>

**Systemwide**

<table>
<thead>
<tr>
<th>Jun '14 - May '15</th>
<th>Jun '13 - May '14</th>
<th>% Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>78.5%</td>
<td>83.6%</td>
<td>-5.1%</td>
</tr>
</tbody>
</table>
May 2015 Weekend Terminal Delays  
Systemwide Summary

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

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

**Monthly Results**
- May 2015: 161,720
- May 2014: 140,518

**12-Month Average**
- Jun 14 - May 15: 144,395
- Jun 13 - May 14: 135,472

**Annual Result**
- 2015 Goal: 150,000
- 2014 Actual: 141,202

**Discussion of Results**
MDBF in May 2015 increased 15% from May 2014. Over the past year, the MDBF 12-month average increased 6.6%.
# Car Reliability

## Mean Distance Between Failures (Miles)

### 12-Month Average MDBF

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

*Chart 11*
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:

<table>
<thead>
<tr>
<th>Weight</th>
<th>Description</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>60%</td>
<td>Wait Assessment (WA)</td>
<td>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.</td>
</tr>
<tr>
<td>30%</td>
<td>Terminal On-Time Performance (OTP)</td>
<td>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.</td>
</tr>
<tr>
<td>10%</td>
<td>Mean Distance Between Failures (MDBF)</td>
<td>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.</td>
</tr>
</tbody>
</table>

S-KPI Results

<table>
<thead>
<tr>
<th>Systemwide Monthly Results</th>
<th>Subdivision A Monthly Results</th>
<th>Subdivision B Monthly Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>May. 2015: 77.1%</td>
<td>May. 2015: 72.9%</td>
<td>May. 2015: 80.0%</td>
</tr>
<tr>
<td>May. 2014: 76.8%</td>
<td>May. 2014: 72.9%</td>
<td>May. 2014: 79.6%</td>
</tr>
<tr>
<td>12 Mon Avg: 78.1%</td>
<td>12 Mon Avg: 73.8%</td>
<td>12 Mon Avg: 81.0%</td>
</tr>
<tr>
<td>(Jun '14 - May '15)</td>
<td>(Jun '14 - May '15)</td>
<td>(Jun '14 - May '15)</td>
</tr>
</tbody>
</table>
## Service - Key Performance Indicator (S-KPI)

<table>
<thead>
<tr>
<th>Line</th>
<th>Jun '14 - May '15</th>
<th>Jun '13 - May '14</th>
<th>% Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>78.8%</td>
<td>79.2%</td>
<td>-0.4%</td>
</tr>
<tr>
<td>2</td>
<td>67.2%</td>
<td>64.2%</td>
<td>+3.0%</td>
</tr>
<tr>
<td>3</td>
<td>77.7%</td>
<td>75.9%</td>
<td>+1.8%</td>
</tr>
<tr>
<td>4</td>
<td>64.7%</td>
<td>63.4%</td>
<td>+1.3%</td>
</tr>
<tr>
<td>5</td>
<td>63.2%</td>
<td>64.4%</td>
<td>-1.2%</td>
</tr>
<tr>
<td>6</td>
<td>60.7%</td>
<td>68.1%</td>
<td>-7.4%</td>
</tr>
<tr>
<td>7</td>
<td>81.2%</td>
<td>82.1%</td>
<td>-0.9%</td>
</tr>
<tr>
<td>S</td>
<td>87.2%</td>
<td>84.7%</td>
<td>+2.5%</td>
</tr>
<tr>
<td>SubDivision A</td>
<td>73.8%</td>
<td>74.5%</td>
<td>-0.7%</td>
</tr>
</tbody>
</table>

| A    | 68.4%             | 70.2%             | -1.8%        |
| B    | 76.0%             | 77.1%             | -1.1%        |
| C    | 77.6%             | 77.6%             | +0.0%        |
| D    | 80.9%             | 81.0%             | -0.1%        |
| E    | 77.3%             | 75.9%             | +1.4%        |
| F    | 70.8%             | 71.6%             | -0.8%        |
| S    | 89.5%             | 91.0%             | -1.5%        |
| G    | 77.6%             | 74.9%             | +2.7%        |
| S    | 88.2%             | 86.8%             | +1.4%        |
| JZ   | 81.7%             | 83.2%             | -1.5%        |
| L    | 83.2%             | 80.1%             | +3.1%        |
| M    | 78.5%             | 81.2%             | -2.7%        |
| N    | 78.8%             | 81.0%             | -2.2%        |
| Q    | 80.0%             | 82.0%             | -2.0%        |
| R    | 77.7%             | 86.2%             | -8.5%        |
| SubDivision B | 81.0% | 81.2% | -0.2% |

| Systemwide | 78.1% | 78.4% | -0.3% |

---

Chart 13
**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)

<table>
<thead>
<tr>
<th></th>
<th>PES-KPI</th>
<th>Appearance</th>
<th>Equipment</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2015:</td>
<td>91.2%</td>
<td>86.0%</td>
<td>97.7%</td>
<td>90.6%</td>
</tr>
<tr>
<td>May 2014:</td>
<td>91.6%</td>
<td>88.5%</td>
<td>98.1%</td>
<td>88.7%</td>
</tr>
<tr>
<td>% Difference:</td>
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### PES-KPI - Subway Car

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<th>Equipment</th>
<th>Information</th>
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<tr>
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<td>89.0%</td>
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<td>97.3%</td>
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<tr>
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<td>96.4%</td>
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<td>99.8%</td>
<td>99.7%</td>
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<tr>
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<td>99.4%</td>
<td>97.1%</td>
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<tr>
<td></td>
<td><strong>SubDivision B</strong></td>
<td>94.5%</td>
<td>92.1%</td>
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<td>92.7%</td>
<td>97.6%</td>
<td>96.1%</td>
</tr>
<tr>
<td></td>
<td><strong>Systemwide</strong></td>
<td>94.7%</td>
<td>92.7%</td>
<td>96.5%</td>
<td>95.0%</td>
<td>95.4%</td>
<td>93.2%</td>
<td>97.5%</td>
<td>95.6%</td>
</tr>
</tbody>
</table>

Chart 15
# PES-KPI - Station

<table>
<thead>
<tr>
<th>Borough</th>
<th>May 2015</th>
<th>May 2014</th>
<th>% Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>KPI</td>
<td>Appearance</td>
<td>Equipment</td>
</tr>
<tr>
<td>Bronx</td>
<td>86.1%</td>
<td>77.0%</td>
<td>98.3%</td>
</tr>
<tr>
<td>Manhattan</td>
<td>86.8%</td>
<td>78.0%</td>
<td>99.1%</td>
</tr>
<tr>
<td>Brooklyn</td>
<td>87.7%</td>
<td>80.4%</td>
<td>98.3%</td>
</tr>
<tr>
<td>Queens</td>
<td>90.2%</td>
<td>84.5%</td>
<td>99.6%</td>
</tr>
<tr>
<td>Systemwide</td>
<td>87.7%</td>
<td>79.8%</td>
<td>99.0%</td>
</tr>
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</table>
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

<table>
<thead>
<tr>
<th></th>
<th>PES-KPI</th>
<th>Appearance</th>
<th>Equipment</th>
<th>Information</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2015:</td>
<td>90.9%</td>
<td>90.0%</td>
<td>93.2%</td>
<td>91.1%</td>
</tr>
<tr>
<td>May 2014:</td>
<td>90.6%</td>
<td>89.5%</td>
<td>94.4%</td>
<td>89.9%</td>
</tr>
<tr>
<td>% Difference:</td>
<td>+0.3%</td>
<td>+0.5%</td>
<td>-1.2%</td>
<td>+1.2%</td>
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</tbody>
</table>
Statistical results for the month of May 2015 are shown below.

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Current Month: May 2015</th>
<th></th>
<th></th>
<th>12-Month Average</th>
<th></th>
</tr>
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<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
<td>% Change</td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>System MDBF (chart 1)</td>
<td>4,708</td>
<td>4,376</td>
<td>+7.6%</td>
<td>4,654</td>
<td>4,561</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>4,497</td>
<td>4,188</td>
<td>+7.4%</td>
<td>4,414</td>
<td>4,406</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>5,548</td>
<td>5,124</td>
<td>+8.3%</td>
<td>5,633</td>
<td>5,139</td>
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<tr>
<td>System MDBSI (chart 2)</td>
<td>2,473</td>
<td>2,376</td>
<td>+4.1%</td>
<td>2,469</td>
<td>2,463</td>
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<tr>
<td>NYCT Bus</td>
<td>2,403</td>
<td>2,356</td>
<td>+2.0%</td>
<td>2,397</td>
<td>2,452</td>
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<tr>
<td>MTA Bus</td>
<td>2,727</td>
<td>2,444</td>
<td>+11.6%</td>
<td>2,730</td>
<td>2,497</td>
</tr>
<tr>
<td>System Trips Completed (chart 3)</td>
<td>98.90%</td>
<td>98.79%</td>
<td>+0.1%</td>
<td>98.82%</td>
<td>98.96%</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>99.00%</td>
<td>99.02%</td>
<td>-0.0%</td>
<td>98.93%</td>
<td>99.10%</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>98.51%</td>
<td>97.80%</td>
<td>+0.7%</td>
<td>98.36%</td>
<td>98.39%</td>
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<tr>
<td>System AM Pull Out (chart 4)</td>
<td>99.39%</td>
<td>99.07%</td>
<td>+0.3%</td>
<td>99.43%</td>
<td>99.34%</td>
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<tr>
<td>NYCT Bus</td>
<td>99.36%</td>
<td>99.39%</td>
<td>-0.0%</td>
<td>99.52%</td>
<td>99.56%</td>
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<td>MTA Bus</td>
<td>99.49%</td>
<td>97.92%</td>
<td>+1.6%</td>
<td>99.11%</td>
<td>98.58%</td>
</tr>
<tr>
<td>System PM Pull Out (chart 5)</td>
<td>99.62%</td>
<td>99.42%</td>
<td>+0.2%</td>
<td>99.64%</td>
<td>99.65%</td>
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<tr>
<td>NYCT Bus</td>
<td>99.81%</td>
<td>99.75%</td>
<td>+0.1%</td>
<td>99.84%</td>
<td>99.81%</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>98.96%</td>
<td>98.25%</td>
<td>+0.7%</td>
<td>98.92%</td>
<td>99.05%</td>
</tr>
<tr>
<td>System Buses&gt;=12 years</td>
<td>26%</td>
<td>26%</td>
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<tr>
<td>NYCT Bus</td>
<td>30%</td>
<td>30%</td>
<td></td>
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<td>30%</td>
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<tr>
<td>MTA Bus</td>
<td>13%</td>
<td>10%</td>
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<td>13%</td>
<td>10%</td>
</tr>
<tr>
<td>System Fleet Age</td>
<td>8.89</td>
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<td>8.45</td>
<td></td>
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<td>8.45</td>
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<tr>
<td>MTA Bus</td>
<td>8.68</td>
<td>7.66</td>
<td></td>
<td>8.68</td>
<td>7.66</td>
</tr>
<tr>
<td>Paratransit</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>% of Trips Completed</td>
<td>95.23%</td>
<td>94.13%</td>
<td>+1.1%</td>
<td>94.55%</td>
<td>93.92%</td>
</tr>
<tr>
<td>Trips Requested</td>
<td>668,717</td>
<td>676,064</td>
<td>-1.1%</td>
<td>650,743</td>
<td>657,538</td>
</tr>
<tr>
<td>Trips Scheduled</td>
<td>582,277</td>
<td>597,079</td>
<td>-2.5%</td>
<td>564,802</td>
<td>579,761</td>
</tr>
<tr>
<td>Trips Completed</td>
<td>554,493</td>
<td>562,002</td>
<td>-1.3%</td>
<td>534,048</td>
<td>544,540</td>
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<tr>
<td>Early Cancellations as a Percentage of Trips Requested</td>
<td>12.09%</td>
<td>10.78%</td>
<td>+1.3%</td>
<td>12.42%</td>
<td>11.04%</td>
</tr>
<tr>
<td>Late Cancellations as a Percentage of Trips Scheduled</td>
<td>2.77%</td>
<td>3.59%</td>
<td>-0.8%</td>
<td>3.21%</td>
<td>3.97%</td>
</tr>
<tr>
<td>No-Shows (Passenger) as a Percentage of Trips Scheduled</td>
<td>0.88%</td>
<td>1.43%</td>
<td>-0.6%</td>
<td>1.42%</td>
<td>1.49%</td>
</tr>
<tr>
<td>No-Shows (Carrier and No-Fault) as a Percentage of Trips Scheduled</td>
<td>1.12%</td>
<td>0.86%</td>
<td>+0.3%</td>
<td>0.82%</td>
<td>0.62%</td>
</tr>
<tr>
<td>Denials (Capacity) as a Percentage of Trips Requested</td>
<td>0.00%</td>
<td>0.00%</td>
<td>0.0%</td>
<td>0.00%</td>
<td>0.00%</td>
</tr>
<tr>
<td>Customer Refusals as a Percentage of Trips Requested</td>
<td>0.84%</td>
<td>0.90%</td>
<td>-0.1%</td>
<td>0.78%</td>
<td>0.79%</td>
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<tr>
<td>New Applications Received</td>
<td>3,271</td>
<td>3,143</td>
<td>+4.1%</td>
<td>3,057</td>
<td>3,026</td>
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</tbody>
</table>
**Bus Mean Distance Between Failures - System**

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

**Monthly Results**
- May 2015: 4,708
- May 2014: 4,376

**12-Month Average**
- June 14 - May 15: 4,654
- June 13 - May 14: 4,561

**Annual Results**
- 2015 Goal: 4,790
- 2014 Actual: 4,447

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

**Chart 1**
**Bus Mean Distance Between Service Interruptions - System**

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.

<table>
<thead>
<tr>
<th>Monthly Results</th>
<th>12-Month Average</th>
<th>Annual Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2015:</td>
<td>2,473</td>
<td>2015 YTD:</td>
</tr>
<tr>
<td></td>
<td>June 14 - May 15</td>
<td>2,469</td>
</tr>
<tr>
<td>May 2014:</td>
<td>2,376</td>
<td>2014 Actual:</td>
</tr>
<tr>
<td></td>
<td>June 13 - May 14</td>
<td>2,463</td>
</tr>
</tbody>
</table>

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

*Chart 2*
### Chart 3

**Definition**
The percent of trips completed system wide for the 12-month period.

<table>
<thead>
<tr>
<th>Monthly Results</th>
<th>12-Month Average</th>
<th>Annual Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2015: 98.90%</td>
<td>June 14 - May 15: 98.82%</td>
<td>2015 YTD: 98.51%</td>
</tr>
<tr>
<td>May 2014: 98.79%</td>
<td>June 13 - May 14: 98.96%</td>
<td>2014 Actual: 98.88%</td>
</tr>
</tbody>
</table>

* "System" refers to the combined results of NYCT Bus and MTA Bus
**Bus AM Weekday Pull Out Performance - System***

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

### Definition

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

<table>
<thead>
<tr>
<th>Monthly Results</th>
<th>12-Month Average</th>
<th>Annual Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2015: 99.39%</td>
<td>June 14 - May 15</td>
<td>99.43%</td>
</tr>
<tr>
<td>May 2014: 99.07%</td>
<td>June 13 - May 14</td>
<td>99.34%</td>
</tr>
</tbody>
</table>

*Chart 4*
**Bus PM Weekday Pull Out Performance - System**

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

<table>
<thead>
<tr>
<th>Monthly Results</th>
<th>12-Month Average</th>
<th>Annual Results</th>
</tr>
</thead>
<tbody>
<tr>
<td>May 2015: 99.62%</td>
<td>June 14 - May 15: 99.64%</td>
<td>2015 YTD: 99.65%</td>
</tr>
<tr>
<td>May 2014: 99.42%</td>
<td>June 13 - May 14: 99.65%</td>
<td>2014 Actual: 99.56%</td>
</tr>
</tbody>
</table>

* "System" refers to the combined results of NYCT Bus and MTA Bus
Statistical results for the month of May 2015 are shown below.

### Safety Report

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Current Month: May 2015</th>
<th>12-Month Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Subway Customer Accidents per Million Customers</td>
<td>2.26</td>
<td>2.18</td>
</tr>
<tr>
<td>Subway Customer Injuries per Million Customers</td>
<td>2.25</td>
<td>2.15</td>
</tr>
<tr>
<td>Subway Collisions</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Subway Derailments</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Subway Fires</td>
<td>97</td>
<td>76</td>
</tr>
<tr>
<td>Subway Employee On-Duty Lost-Time Accidents per 100 Employees</td>
<td>2.85</td>
<td>3.00</td>
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### Bus Collisions Per Million Miles (chart 7)

<table>
<thead>
<tr>
<th>Performance Indicator</th>
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<th>12-Month Average</th>
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</thead>
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<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Regional</td>
<td>52.12</td>
<td>46.16</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>54.53</td>
<td>45.75</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>44.33</td>
<td>47.49</td>
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</table>

### Bus Collision Injuries per Million Miles (chart 8)

<table>
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<th>Current Month: May 2015</th>
<th>12-Month Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Regional</td>
<td>7.46</td>
<td>7.88</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>7.43</td>
<td>7.41</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>7.55</td>
<td>9.43</td>
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### Bus Customer Accidents Per Million Customers (chart 9)

<table>
<thead>
<tr>
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<th>Current Month: May 2015</th>
<th>12-Month Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Regional</td>
<td>1.10</td>
<td>1.34</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>1.12</td>
<td>1.45</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>1.01</td>
<td>0.72</td>
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### Bus Customer Accident Injuries Per Million Customers (chart 10)

<table>
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<tr>
<th>Performance Indicator</th>
<th>Current Month: May 2015</th>
<th>12-Month Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Regional</td>
<td>1.15</td>
<td>1.42</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>1.17</td>
<td>1.55</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>1.01</td>
<td>0.72</td>
</tr>
</tbody>
</table>

### Bus Employee Lost Time Accidents per 100 Employees (chart 11)

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Current Month: May 2015</th>
<th>12-Month Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>6.42</td>
<td>6.26</td>
</tr>
<tr>
<td>MTA Bus</td>
<td>5.22</td>
<td>4.96</td>
</tr>
</tbody>
</table>

Total NYCT Employee Lost Time Accidents per 100 Employees (chart 12) | 3.64 | 3.80 | -4.2% | 3.31 | 3.40 | -2.6% |

### Subways Crime Report

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Current Month: June 2015</th>
<th>12-Month Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Major Felonies</td>
<td>187</td>
<td>179</td>
</tr>
<tr>
<td>Robberies</td>
<td>48</td>
<td>25</td>
</tr>
</tbody>
</table>

### SIR Crime Report

<table>
<thead>
<tr>
<th>Performance Indicator</th>
<th>Current Month: June 2015</th>
<th>12-Month Average</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>This Year</td>
<td>Last Year</td>
</tr>
<tr>
<td>Major Felonies</td>
<td>2</td>
<td>2</td>
</tr>
<tr>
<td>Robberies</td>
<td>1</td>
<td>2</td>
</tr>
</tbody>
</table>

---

1 Current month data are for April 2015.
2 12-month figures shown are totals rather than averages.
3 Excludes Elevator Entrapments (except for claimed injuries).
4 The table shows year-to-date figures rather than 12-month averages.
5 Current month data are for June 2015.
**Subway Customer Accidents/Injuries per Million Customers**

**Monthly Results**
- Apr 2015: 2.26
- Apr 2014: 2.18

**12-Month Average**
- May 14 – Apr 15: 2.67
- May 13 – Apr 14: 2.61

**Annual Results**
- 2015 YTD: 3.03
- 2014 Actual: 2.63

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

Monthly Results
Jun 2015: 0
Jun 2014: 0

12-Month Average
Jun 15: 0
Jul 14 – Jun 15: 0

Annual Results
2015 YTD: 0
2014 Actual: 1

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

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

Charts 3-4
**Monthly Results**

- May 2015: 97
- May 2014: 76

**12-Month Average**

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

**Annual Results**

- 2015 YTD: 543
- 2014 Actual: 949
Subway Fires

Fire severity is classified as follows:

<table>
<thead>
<tr>
<th>Severity</th>
<th>Criteria</th>
</tr>
</thead>
</table>
| 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:

<table>
<thead>
<tr>
<th>Severity</th>
<th>Percentage</th>
<th>Location</th>
</tr>
</thead>
<tbody>
<tr>
<td>Low</td>
<td>89.7%</td>
<td>Train</td>
</tr>
<tr>
<td>Average</td>
<td>10.3%</td>
<td>Right-of-way</td>
</tr>
<tr>
<td>Above Average</td>
<td>0.0%</td>
<td>Station</td>
</tr>
<tr>
<td>High</td>
<td>0.0%</td>
<td>Other</td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Location</th>
<th>Debris:</th>
<th>Tie:</th>
<th>Insulator:</th>
<th>Undetermined:</th>
<th>Cable:</th>
</tr>
</thead>
<tbody>
<tr>
<td>Train</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
</tr>
<tr>
<td>Right-of-Way</td>
<td>50</td>
<td>14</td>
<td>5</td>
<td>3</td>
<td>2</td>
</tr>
<tr>
<td>Station</td>
<td>9</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>

Chart 6
Regional Bus Collisions/Injuries
per Million Miles Traveled

Monthly Results
May 2015: 52.12
May 2014: 46.16

Monthly Results
May 2015: 7.46
May 2014: 7.88

12-Month Average
Jun 14 – May 15: 50.07
Jun 13 – May 14: 49.85

12-Month Average
Jun 14 – May 15: 6.32
Jun 13 – May 14: 7.21

Annual Results
2015 YTD: 51.21
2014 Actual: 49.33

Annual Results
2015 YTD: 6.09
2014 Actual: 6.29

Definitions
An incident involving a collision between a bus and another vehicle, an object, a person, or an animal, or an injury resulting there from.
Regional Bus Customer Accidents/Injuries per Million Customers

Monthly Results
May 2015: 1.10
May 2014: 1.34

12-Month Average
Jun 14 – May 15: 1.07
Jun 13 – May 14: 1.07

Annual Results
2015 YTD: 0.98
2014 Actual: 1.07

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.

Charts 9-10
NYCT Bus & MTA Bus
Employee On-Duty Lost-Time Accident Rate

Monthly Results 12-Month Average Annual Results
May 2014: 6.26 Jun 13 – May 14: 5.41 2014 Actual: 5.56

Definitions
A job-related incident that results in death or the inability or 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
May 2015: 3.64
May 2014: 3.80

12-Month Average
Jun 14 – May 15: 3.31
Jun 13 – May 14: 3.40

Annual Results
2015 Goal: 3.20
2014 Actual: 3.29

Definitions
A job-related incident that results in death or the inability or 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
### CRIME STATISTICS JUNE

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2014</th>
<th>Diff</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>MURDER</td>
<td>0</td>
<td>1</td>
<td>-1</td>
<td>-100.0%</td>
</tr>
<tr>
<td>RAPE</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0.0%</td>
</tr>
<tr>
<td>ROBBERY</td>
<td>48</td>
<td>25</td>
<td>23</td>
<td>92.0%</td>
</tr>
<tr>
<td>GL</td>
<td>111</td>
<td>132</td>
<td>-21</td>
<td>-15.9%</td>
</tr>
<tr>
<td>FELASSAULT</td>
<td>27</td>
<td>21</td>
<td>6</td>
<td>28.6%</td>
</tr>
<tr>
<td>BURGLARY</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>***.%</td>
</tr>
</tbody>
</table>

**TOTAL MAJOR FELONIES** 187 179 8 4.5%

During June, the daily Robbery average increased from 0.8 to 1.6
During June, the daily Major Felony average increased from 6 to 6.2

### CRIME STATISTICS JANUARY THRU JUNE

<table>
<thead>
<tr>
<th></th>
<th>2015</th>
<th>2014</th>
<th>Diff</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>MURDER</td>
<td>0</td>
<td>1</td>
<td>-1</td>
<td>-100.0%</td>
</tr>
<tr>
<td>RAPE</td>
<td>0</td>
<td>5</td>
<td>-5</td>
<td>-100.0%</td>
</tr>
<tr>
<td>ROBBERY</td>
<td>243</td>
<td>212</td>
<td>31</td>
<td>14.6%</td>
</tr>
<tr>
<td>GL</td>
<td>733</td>
<td>760</td>
<td>-27</td>
<td>-3.6%</td>
</tr>
<tr>
<td>FELASSAULT</td>
<td>126</td>
<td>99</td>
<td>27</td>
<td>27.3%</td>
</tr>
<tr>
<td>BURGLARY</td>
<td>7</td>
<td>7</td>
<td>0</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

**TOTAL MAJOR FELONIES** 1109 1084 25 2.3%

Year to date the daily Robbery average increased from 1.2 to 1.3
Year to date the daily Major Felony average increased from 6 to 6.1

*FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION*
### JUNE ACTIVITY

<table>
<thead>
<tr>
<th>Category</th>
<th>2015</th>
<th>2014</th>
<th>Diff</th>
<th>% Change</th>
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</thead>
<tbody>
<tr>
<td>Total Arrests</td>
<td>3899</td>
<td>4094</td>
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</tr>
<tr>
<td>TOS Arrests</td>
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<td>2010</td>
<td>305</td>
<td>15.2%</td>
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<tr>
<td>Summons</td>
<td>6724</td>
<td>7703</td>
<td>-979</td>
<td>-12.7%</td>
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</table>

### JANUARY THRU JUNE ACTIVITY

<table>
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<tr>
<th>Category</th>
<th>2015</th>
<th>2014</th>
<th>Diff</th>
<th>% Change</th>
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</thead>
<tbody>
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<tr>
<td>Summons</td>
<td>39821</td>
<td>50643</td>
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</tr>
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*FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION*
<table>
<thead>
<tr>
<th></th>
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<tbody>
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<td>0</td>
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<td>2</td>
<td>6</td>
<td>3</td>
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<td>Assault</td>
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<td>211</td>
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<td>94</td>
<td>99</td>
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<tr>
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<td>4</td>
<td>16</td>
<td>6</td>
<td>3</td>
<td>5</td>
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<td>7</td>
<td>7</td>
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<tr>
<td>GL</td>
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<td>1017</td>
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<td>640</td>
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<td>561</td>
<td>707</td>
<td>816</td>
<td>777</td>
<td>760</td>
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<tr>
<td>Total Major Felonies</td>
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<td>2221</td>
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<td>1169</td>
<td>1382</td>
<td>1199</td>
<td>1084</td>
<td>1109</td>
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</table>
## June 2015 vs. 2014

<table>
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<th>2015</th>
<th>2014</th>
<th>Diff</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Murder</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Rape</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Robbery</td>
<td>1</td>
<td>2</td>
<td>-1</td>
<td>-50%</td>
</tr>
<tr>
<td>Felony Assault</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>100%</td>
</tr>
<tr>
<td>Burglary</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Grand Larceny</td>
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<td>0%</td>
</tr>
<tr>
<td>Grand Larceny Auto</td>
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<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Total Major Felonies</td>
<td>2</td>
<td>2</td>
<td>0</td>
<td>0%</td>
</tr>
</tbody>
</table>

## Year to Date 2015 vs. 2014

<table>
<thead>
<tr>
<th>Crime</th>
<th>2015</th>
<th>2014</th>
<th>Diff</th>
<th>% Change</th>
</tr>
</thead>
<tbody>
<tr>
<td>Murder</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Rape</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Robbery</td>
<td>7</td>
<td>4</td>
<td>3</td>
<td>75%</td>
</tr>
<tr>
<td>Felony Assault</td>
<td>1</td>
<td>0</td>
<td>1</td>
<td>100%</td>
</tr>
<tr>
<td>Burglary</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Grand Larceny</td>
<td>3</td>
<td>3</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Grand Larceny Auto</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0%</td>
</tr>
<tr>
<td>Total Major Felonies</td>
<td>11</td>
<td>7</td>
<td>4</td>
<td>57%</td>
</tr>
</tbody>
</table>

*FIGURES ARE PRELIMINARY AND SUBJECT TO FURTHER ANALYSIS AND REVISION*
Preliminary financial results for May 2015 are presented in the table below and compared to the Adopted Budget (budget).

<table>
<thead>
<tr>
<th>Category</th>
<th>May Results</th>
<th></th>
<th>May Year-to-Date Results</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Variance</td>
<td>Budget</td>
<td>Prel Actual</td>
<td>Variance</td>
</tr>
<tr>
<td></td>
<td>$</td>
<td>$</td>
<td>$</td>
<td>$</td>
</tr>
<tr>
<td></td>
<td>%</td>
<td>%</td>
<td></td>
<td>%</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>2.3</td>
<td>1,757.7</td>
<td>1,733.3</td>
<td>(24.3)</td>
</tr>
<tr>
<td></td>
<td>0.6</td>
<td>(2.4)</td>
<td>(1.4)</td>
<td></td>
</tr>
<tr>
<td>Nonreimb. Exp. before Dep./OPEB</td>
<td>21.6</td>
<td>2,728.1</td>
<td>2,724.7</td>
<td>3.4</td>
</tr>
<tr>
<td></td>
<td>4.1</td>
<td>(0.1)</td>
<td>(0.1)</td>
<td></td>
</tr>
<tr>
<td>Net Cash Deficit*</td>
<td>(21.5)</td>
<td>(1,099.3)</td>
<td>(1,225.3)</td>
<td>(126.0)</td>
</tr>
<tr>
<td></td>
<td>(11.6)</td>
<td>(11.6)</td>
<td>(11.5)</td>
<td></td>
</tr>
</tbody>
</table>

*Excludes Subsidies and Debt Service

May 2015 farebox revenue was $368.7 million, $2.3 million (0.6 percent) above budget. Subway revenue was $2.9 million (1.0 percent) above budget, bus revenue was $0.7 million (0.8 percent) below budget, and paratransit revenue was $0.1 million (6.0 percent) above budget. Accrued fare media liability was equal to the budget. Year-to-date revenue of $1,733.3 million was $24.3 million (1.4 percent) below budget. The May 2015 non-student average fare of $1.860 increased 7.5¢ from May 2014; the subway fare also increased 7.5¢, the local bus fare increased 6.9¢, and the express bus fare increased 14.3¢. Total ridership in May 2015 of 209.3 million was 0.9 million trips (0.4 percent) below budget. Average weekday ridership in May 2015 was 8.1 million, an increase of 0.3 percent from May 2014. Average weekday ridership for the twelve months ending May 2015 was 7.8 million, an increase of 1.4 percent from the twelve months ending May 2014.

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

- For the month, labor expenses underran budget by $17.6 million (4.5 percent), due primarily to favorable results in payroll (timing) and reimbursable overhead credits, partly offset by the unfavorable timing of health & welfare/OPEB current expenses. Non-labor expenses were under by $4.0 million (2.8 percent), including favorable results in fuel (prices) and materials & supplies, partly offset by the unfavorable timing of electric power expenses.

- For the year-to-date, labor expenses exceeded budget by $4.9 million (0.2 percent), representing mostly higher overtime costs caused mainly by adverse weather and vacancy/absentee coverage requirements, partly offset by favorable payroll and reimbursable overhead credit results. Non-labor expenses were less than budget by $8.3 million (1.2 percent), due mostly to lower fuel prices and paratransit savings, partly offset by the unfavorable timing of professional service contract expenses and electric power billing adjustments.

The net cash deficit for May year-to-date was $1,225.3 million, an overrun from budget of $126.0 million (11.5 percent), due largely to the unfavorable timing of NYC partial reimbursement of paratransit expenses and professional service contract charge-backs to MTA, as well as increased overtime costs and higher payouts for public liability claims.
FINANCIAL RESULTS

Farebox Revenue

<table>
<thead>
<tr>
<th></th>
<th>Budget</th>
<th>Preliminary</th>
<th>Favorable/(Unfavorable)</th>
<th>May 2015 Farebox Revenue - ($ in millions)</th>
<th>May Year-to-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>Actual</td>
<td>Amount</td>
<td>Percent</td>
<td>Budget</td>
</tr>
<tr>
<td>Subway</td>
<td>277.7</td>
<td>280.6</td>
<td>2.9</td>
<td>1.0%</td>
<td>1,332.0</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>83.5</td>
<td>82.8</td>
<td>(0.7)</td>
<td>(0.8%)</td>
<td>399.7</td>
</tr>
<tr>
<td>Paratransit</td>
<td>1.5</td>
<td>1.6</td>
<td>0.1</td>
<td>6.0%</td>
<td>7.3</td>
</tr>
<tr>
<td>Subtotal</td>
<td>362.6</td>
<td>364.9</td>
<td>2.3</td>
<td>0.6%</td>
<td>1,739.0</td>
</tr>
<tr>
<td>Fare Media Liability</td>
<td>3.7</td>
<td>3.7</td>
<td>0.0</td>
<td>0.0%</td>
<td>18.7</td>
</tr>
<tr>
<td>Total - NYCT</td>
<td>366.3</td>
<td>368.7</td>
<td>2.3</td>
<td>0.6%</td>
<td>1,757.7</td>
</tr>
</tbody>
</table>

MTA Bus Company

<table>
<thead>
<tr>
<th></th>
<th>Budget</th>
<th>Preliminary</th>
<th>Favorable/(Unfavorable)</th>
<th>May 2015 Farebox Revenue - ($ in millions)</th>
<th>May Year-to-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>17.7</td>
<td>17.8</td>
<td>0.1</td>
<td>0.3%</td>
<td>84.7</td>
</tr>
<tr>
<td>Total - Regional Bus</td>
<td>101.2</td>
<td>100.6</td>
<td>(0.6)</td>
<td>(0.6%)</td>
<td>484.4</td>
</tr>
</tbody>
</table>

Note: Totals may not add due to rounding.

- The negative year-to-date revenue variances are mainly due to multiple snowstorms and lower-than-normal temperatures reducing ridership throughout the first quarter of 2015.
- The positive May Paratransit variance was due to a methodology change made after the budget was set to include revenue from taxi trips (previously classified as an offset to expenses) in farebox revenue.

Average Fare

<table>
<thead>
<tr>
<th></th>
<th>NYC Transit</th>
<th>MTA Bus Company</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subway</td>
<td>1.870</td>
<td>1.945</td>
</tr>
<tr>
<td>Local Bus</td>
<td>1.487</td>
<td>1.556</td>
</tr>
<tr>
<td>Subway &amp; Local Bus</td>
<td>1.769</td>
<td>1.845</td>
</tr>
<tr>
<td>Express Bus</td>
<td>4.952</td>
<td>5.095</td>
</tr>
<tr>
<td>Total</td>
<td>1.785</td>
<td>1.860</td>
</tr>
</tbody>
</table>

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

Other Operating Revenue

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

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

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

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

- Fuel expenses were below budget by $25.0 million (32.6 percent), due mostly to lower prices.

- Paratransit service contract expenses were less than budget by $5.5 million (3.4 percent), due mainly to lower trips, call center activity and vehicle rehabs.
- Maintenance contract expenses were under by $3.8 million (5.0 percent), primarily from the favorable timing of facility maintenance, uniform and painting expenses, and auto purchases, partly offset by the unfavorable timing of safety equipment and vehicle maintenance costs.

- Materials and supplies expenses were less by $1.6 million (1.3 percent), largely due to favorable inventory/obsolescence adjustments, and increased scrap/surplus sales, partly offset by the unfavorable timing of maintenance material requirements.

- Professional service contract expenses overran budget by $14.9 million (34.6 percent), principally from a delay in the charge-back to MTA of IT consolidated expenses, and the unfavorable timing of office-related expenses, partly offset by the favorable timing of bond service expenses.

- Electric power expenses were above budget by $11.8 million (9.6 percent), mostly due to unfavorable billing adjustments, partly offset by lower consumption.

- Other business expenses were over budget by $1.7 million (4.8 percent), caused largely by the unfavorable timing of reimbursable job closing adjustments.

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

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

**Net Cash Deficit**

The net cash deficit for May year-to-date was $1,225.3 million, an overrun from budget of $126.0 million (11.5 percent), due largely to the unfavorable timing of NYC partial reimbursement of paratransit expenses and professional service contract charge-backs to MTA, as well as increased overtime costs and higher payouts for public liability claims.

**Incumbents**

There were 46,770 full-time paid incumbents at the end of May, excluding 175 temporary incumbents resulting from sick leave payments. The 46,770 incumbents represent an increase of 205 from April and an increase of 29 from December 2014 (excluding 115 temporary December paid incumbents). This net increase of 29 included effective 1/1/15 a transfer of 409 IT consolidation incumbents to MTA.
RIDERSHIP RESULTS

May 2015 Ridership vs. Budget - (millions)

<table>
<thead>
<tr>
<th></th>
<th>Preliminary Budget</th>
<th>Actual</th>
<th>More/(Less)</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subway</td>
<td>150.8</td>
<td>151.4</td>
<td>0.7</td>
<td>0.4%</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>58.6</td>
<td>57.1</td>
<td>(1.5)</td>
<td>(2.6%)</td>
</tr>
<tr>
<td>Subtotal</td>
<td>209.4</td>
<td>208.5</td>
<td>(0.8)</td>
<td>(0.4%)</td>
</tr>
<tr>
<td>Paratransit</td>
<td>0.8</td>
<td>0.8</td>
<td>(0.0)</td>
<td>(5.9%)</td>
</tr>
<tr>
<td>Total - NYCT</td>
<td>210.2</td>
<td>209.3</td>
<td>(0.9)</td>
<td>(0.4%)</td>
</tr>
<tr>
<td>MTA Bus Company</td>
<td>10.9</td>
<td>10.9</td>
<td>(0.0)</td>
<td>(5.9%)</td>
</tr>
<tr>
<td>Total - Regional Bus</td>
<td>69.5</td>
<td>68.0</td>
<td>(1.5)</td>
<td>(2.2%)</td>
</tr>
</tbody>
</table>

May Year-to-Date

<table>
<thead>
<tr>
<th></th>
<th>Preliminary Budget</th>
<th>Actual</th>
<th>More/(Less)</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Subway</td>
<td>733.9</td>
<td>719.4</td>
<td>(14.5)</td>
<td>(2.0%)</td>
</tr>
<tr>
<td>NYCT Bus</td>
<td>281.7</td>
<td>266.8</td>
<td>(14.9)</td>
<td>(5.3%)</td>
</tr>
<tr>
<td>Subtotal</td>
<td>1,015.7</td>
<td>986.2</td>
<td>(29.4)</td>
<td>(2.9%)</td>
</tr>
<tr>
<td>Paratransit</td>
<td>4.0</td>
<td>3.6</td>
<td>(0.5)</td>
<td>(11.1%)</td>
</tr>
<tr>
<td>Total - NYCT</td>
<td>1,019.7</td>
<td>989.8</td>
<td>(29.9)</td>
<td>(2.9%)</td>
</tr>
<tr>
<td>MTA Bus Company</td>
<td>52.4</td>
<td>51.1</td>
<td>(1.4)</td>
<td>(2.6%)</td>
</tr>
<tr>
<td>Total - Regional Bus</td>
<td>334.2</td>
<td>317.9</td>
<td>(16.3)</td>
<td>(4.9%)</td>
</tr>
</tbody>
</table>

Notes: Totals may not add due to rounding.

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

May 2015 Ridership vs. Budget - (millions)

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

May Average Weekday and Weekend Ridership vs. Prior Year

- May 2015 average weekday subway ridership was the highest of any month in over forty-five years.
- Subway ridership exceeded 6 million riders on four weekdays in May 2015.
Average Weekday and Weekend Ridership
12-Month Rolling Averages

Subway

Paratransit
Ridership on New York Area Transit Services

From May 2014 to May 2015, weekday ridership increased on all area rail services, with the largest increase (4.5 percent) on the Staten Island Railway. Bus ridership decreased on all bus services except MTA Local Bus on weekdays, and on all bus services on weekends. The bus ridership decreases occurred despite virtually no weekday rain in May 2015, compared to 3.4 inches of rain on weekdays in May 2014.

Bridges and Tunnels traffic increased on both weekdays and weekends.

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

MTA Bridges and Tunnels (thousands)

| Average Weekday | 849 | 880 | +3.7% | +2.7% |
| Average Weekend | 1,586 | 1,641 | +3.5% | +2.8% |

Note: Percentages are based on unrounded data.
Economy

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

The chart below shows that, although New York City employment is still growing, the growth rate in recent months is lower than in May to October 2014, when total employment increased from the prior year by more than three percent each month. On the other hand, after several years of declines, government employment has increased from the prior year by approximately one-half percent each month since September 2014.
### Table 1

**MTA NEW YORK CITY TRANSIT**  
**FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**

**May 2015**  

($ in millions)

<table>
<thead>
<tr>
<th>Nonreimbursable</th>
<th>Reimbursable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Revenue</strong></td>
<td><strong>Favorable</strong></td>
<td><strong>Unfavorable</strong></td>
</tr>
<tr>
<td><strong>Farebox Revenue:</strong></td>
<td><strong>Favorable</strong></td>
<td><strong>Unfavorable</strong></td>
</tr>
<tr>
<td>Subway</td>
<td>$276.676</td>
<td>$280.556</td>
</tr>
<tr>
<td>Bus</td>
<td>83.496</td>
<td>82.812</td>
</tr>
<tr>
<td>Paratransit</td>
<td>1.472</td>
<td>1.561</td>
</tr>
<tr>
<td>Fare Media Liability</td>
<td>3.731</td>
<td>3.731</td>
</tr>
<tr>
<td><strong>Total Farebox Revenue</strong></td>
<td>366.375</td>
<td>368.660</td>
</tr>
<tr>
<td>Vehicle Toll Revenue</td>
<td>8.956</td>
<td>8.955</td>
</tr>
<tr>
<td><strong>Paratransit Reimbursement</strong></td>
<td>15.206</td>
<td>17.950</td>
</tr>
<tr>
<td>Other</td>
<td>12.717</td>
<td>13.398</td>
</tr>
<tr>
<td><strong>Total Other Operating Revenue</strong></td>
<td>36.879</td>
<td>40.303</td>
</tr>
<tr>
<td><strong>Capital and Other Reimbursements</strong></td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td><strong>Total Revenue</strong></td>
<td>$403.254</td>
<td>$408.963</td>
</tr>
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</table>

<table>
<thead>
<tr>
<th><strong>Expenses</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Labor:</strong></td>
</tr>
<tr>
<td>Payroll</td>
</tr>
<tr>
<td>Overtime</td>
</tr>
<tr>
<td>Total Salaries &amp; Wages</td>
</tr>
<tr>
<td>Health and Welfare</td>
</tr>
<tr>
<td>OPEB Current Payment</td>
</tr>
<tr>
<td>Pensions</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
</tr>
<tr>
<td><strong>Total Labor Expenses</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Non-Labor:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Electric Power</td>
</tr>
<tr>
<td>Fuel</td>
</tr>
<tr>
<td>Insurance</td>
</tr>
<tr>
<td>Claims</td>
</tr>
<tr>
<td>Paratransit Service Contracts</td>
</tr>
<tr>
<td>Meat, and Other Operating Contracts</td>
</tr>
<tr>
<td>Professional Service Contracts</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
</tr>
<tr>
<td>Reimbursable Overhead</td>
</tr>
<tr>
<td><strong>Total Non-Labor Expenses</strong></td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Other Expense Adjustments:</strong></th>
</tr>
</thead>
<tbody>
<tr>
<td>Other</td>
</tr>
<tr>
<td><strong>Total Other Expense Adjustments</strong></td>
</tr>
</tbody>
</table>

| **Total Expenses before Depreciation and OPEB** | $529.016     | $507.413 |
| **Depreciation** | 129.411      | 128.748 |
| **OPEB Account** | 0.000        | 0.000 |
| Environmental Remediation | 0.000       | 0.000 |
| **Total Expenses** | $658.427     | $636.161 |

| **Net Surplus/(Deficit)** | ($255.173)  | ($227.198) |

**NOTE:** Totals may not add due to rounding.
### Table 2

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

<table>
<thead>
<tr>
<th>Revenue</th>
<th>Nonreimbursable</th>
<th>Favorable</th>
<th>Reimbursable</th>
<th>Total</th>
<th>Favorable</th>
<th>Reimbursable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Budget</td>
<td>Actual</td>
<td>Variance</td>
<td>Percent</td>
<td>Budget</td>
<td>Actual</td>
<td>Variance</td>
</tr>
<tr>
<td>Farebox Revenue:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subway</td>
<td>$1,332.038</td>
<td>$1,321.854</td>
<td>($10.184)</td>
<td>(0.8)</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Bus</td>
<td>399.732</td>
<td>386.144</td>
<td>(13.588)</td>
<td>(3.4)</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Paratranst</td>
<td>7.257</td>
<td>6.688</td>
<td>(0.569)</td>
<td>(7.8)</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Fare Media Liability</td>
<td>18.655</td>
<td>18.655</td>
<td>0.000</td>
<td>0.0</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Total Farebox Revenue</td>
<td>$1,757.682</td>
<td>$1,733.341</td>
<td>($24.341)</td>
<td>(1.4)</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Vehicle Toll Revenue</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>-</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Other Operating Revenue:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fare Reimbursement</td>
<td>40.108</td>
<td>40.108</td>
<td>0.000</td>
<td>0.0</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Paratranst Reimbursement</td>
<td>76.030</td>
<td>86.110</td>
<td>(10.080)</td>
<td>(13.3)</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Other</td>
<td>63.585</td>
<td>68.196</td>
<td>4.611</td>
<td>7.3</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
</tr>
<tr>
<td>Total Other Operating Revenue</td>
<td>$179.723</td>
<td>$194.414</td>
<td>$14.691</td>
<td>8.2</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>-</td>
<td>395.062</td>
<td>461.554</td>
<td>$66.492</td>
</tr>
<tr>
<td>Total Revenue</td>
<td>$1,937.405</td>
<td>$1,927.755</td>
<td>($9.650)</td>
<td>(0.5)</td>
<td>$395.062</td>
<td>$461.554</td>
<td>$66.492</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Expenses</th>
<th>Nonreimbursable</th>
<th>Favorable</th>
<th>Reimbursable</th>
<th>Total</th>
<th>Favorable</th>
<th>Reimbursable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labor:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Payroll</td>
<td>1,264.905</td>
<td>1,255.911</td>
<td>8.994</td>
<td>0.7</td>
<td>168.829</td>
<td>182.893</td>
<td>($14.064)</td>
</tr>
<tr>
<td>Overtime</td>
<td>158.557</td>
<td>191.318</td>
<td>(32.761)</td>
<td>(20.7)</td>
<td>32.179</td>
<td>54.187</td>
<td>($22.008)</td>
</tr>
<tr>
<td>Total Labor Expenses</td>
<td>$2,015.068</td>
<td>$2,019.981</td>
<td>($4.913)</td>
<td>(0.2)</td>
<td>$358.716</td>
<td>$421.226</td>
<td>($62.510)</td>
</tr>
<tr>
<td>Non-Labor:</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electric Power</td>
<td>122.431</td>
<td>134.194</td>
<td>(11.763)</td>
<td>(9.6)</td>
<td>168.829</td>
<td>182.893</td>
<td>($14.064)</td>
</tr>
<tr>
<td>Fuel</td>
<td>76.626</td>
<td>51.638</td>
<td>24.988</td>
<td>32.6</td>
<td>168.829</td>
<td>182.893</td>
<td>($14.064)</td>
</tr>
<tr>
<td>Insurance</td>
<td>31.525</td>
<td>30.796</td>
<td>0.729</td>
<td>2.3</td>
<td>168.829</td>
<td>182.893</td>
<td>($14.064)</td>
</tr>
<tr>
<td>Claims</td>
<td>44.595</td>
<td>44.597</td>
<td>0.002</td>
<td>(0.0)</td>
<td>168.829</td>
<td>182.893</td>
<td>($14.064)</td>
</tr>
<tr>
<td>Paratranst Service Contracts</td>
<td>160.464</td>
<td>154.954</td>
<td>5.510</td>
<td>3.4</td>
<td>168.829</td>
<td>182.893</td>
<td>($14.064)</td>
</tr>
<tr>
<td>Miscellaneous Operating Contracts</td>
<td>76.780</td>
<td>72.952</td>
<td>3.828</td>
<td>5.0</td>
<td>168.829</td>
<td>182.893</td>
<td>($14.064)</td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>42.943</td>
<td>57.821</td>
<td>(14.878)</td>
<td>(34.6)</td>
<td>168.829</td>
<td>182.893</td>
<td>($14.064)</td>
</tr>
<tr>
<td>Total Non-Labor Expenses</td>
<td>$2,015.068</td>
<td>$2,019.981</td>
<td>($4.913)</td>
<td>(0.2)</td>
<td>$358.716</td>
<td>$421.226</td>
<td>($62.510)</td>
</tr>
<tr>
<td>Total Expenses</td>
<td>$3,768.596</td>
<td>$3,768.670</td>
<td>($0.074)</td>
<td>(0.0)</td>
<td>$395.062</td>
<td>$461.554</td>
<td>($66.492)</td>
</tr>
<tr>
<td>Net Surplus/(Deficit)</td>
<td>($1,831.191)</td>
<td>($1,840.915)</td>
<td>($9.724)</td>
<td>(0.5)</td>
<td>$0.000</td>
<td>$0.000</td>
<td>$0.000</td>
</tr>
</tbody>
</table>

**NOTE:** Totals may not add due to rounding.
### Table 3

MTA NEW YORK CITY TRANSIT

FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET

EXPLANATION OF VARIANCES BETWEEN ADOPTED BUDGET AND ACTUAL ACCRUAL BASIS

May 2015

($ in millions)

<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Nonreimb or Reimb</th>
<th>Favorable (Unfavorable)</th>
<th>Reason for Variance</th>
<th>$</th>
<th>%</th>
<th>Favorable (Unfavorable)</th>
<th>Reason for Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Farebox Revenue</td>
<td>NR</td>
<td>2.3 0.6</td>
<td>Mainly due to higher subway ridership</td>
<td></td>
<td></td>
<td>(24.3) (1.4)</td>
<td>Primarily due to the impact of adverse weather affecting ridership, partly offset by higher pass average fares</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>NR</td>
<td>3.4 9.3</td>
<td>Mostly higher paratransit Urban Tax and real estate revenues</td>
<td></td>
<td></td>
<td>14.7 8.2</td>
<td>Mostly higher paratransit Urban Tax revenue and the favorable timing of advertising revenues</td>
</tr>
<tr>
<td>Payroll</td>
<td>NR</td>
<td>11.9 4.7</td>
<td>Due primarily to the favorable timing of payroll payments, resulting in a catch-up of reimbursable expenses offset by a reduction in non-reimbursable expenses</td>
<td></td>
<td></td>
<td>9.0 0.7</td>
<td>Due primarily to vacancies, partly offset by higher employee earned separation payments</td>
</tr>
<tr>
<td>Overtime</td>
<td>NR</td>
<td>(3.0) (11.0)</td>
<td>Mainly due to vacancy/absentee coverage for bus operators and maintainers, signal maintainers and station agents, and additional maintenance requirements for an overage bus fleet and subway track</td>
<td></td>
<td></td>
<td>(32.8) (20.7)</td>
<td>Mainly due to adverse weather, vacancy/absentee coverage requirements, and service delays</td>
</tr>
<tr>
<td>Health &amp; Welfare (including OPEB current payment)</td>
<td>NR</td>
<td>(6.6) (7.2)</td>
<td>The unfavorable timing of expenses</td>
<td></td>
<td></td>
<td></td>
<td>Favorable direct overhead credits, resulting from higher reimbursable labor costs, partly offset by higher FICA costs</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>NR</td>
<td>5.2 21.6</td>
<td>Favorable direct overhead credits, resulting from higher reimbursable labor costs driven by the timing of payroll payments, partly offset by higher FICA costs</td>
<td></td>
<td></td>
<td>4.2 3.2</td>
<td>Favorable direct overhead credits, resulting from higher reimbursable labor costs, partly offset by higher FICA costs</td>
</tr>
<tr>
<td>Reimbursable Overhead</td>
<td>NR</td>
<td>8.9 37.2</td>
<td>Favorable overhead credits, resulting from higher reimbursable labor costs driven by the timing of payroll payments</td>
<td></td>
<td></td>
<td>12.0 13.8</td>
<td>Favorable overhead credits, resulting from higher reimbursable labor costs</td>
</tr>
<tr>
<td>Electric Power</td>
<td>NR</td>
<td>(5.7) (25.9)</td>
<td>Largely due to the unfavorable timing of expenses, partly offset by lower prices</td>
<td></td>
<td></td>
<td>(11.8) (9.6)</td>
<td>Largely due to unfavorable billing adjustments, partly offset by lower consumption</td>
</tr>
<tr>
<td>Fuel</td>
<td>NR</td>
<td>4.7 32.6</td>
<td>Primarily lower prices</td>
<td></td>
<td></td>
<td>25.0 32.6</td>
<td>Primarily lower prices</td>
</tr>
<tr>
<td>Paratransit Service Contracts</td>
<td>NR</td>
<td>0.6 1.7</td>
<td>Mostly due to lower trips</td>
<td></td>
<td></td>
<td>5.5 3.4</td>
<td>Mostly due to lower trips, call center activity and vehicle rehabs</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>NR</td>
<td>3.8 5.0</td>
<td>Mostly the favorable timing of facility maintenance, uniform and painting expenses, and auto purchases, partly offset by the unfavorable timing of safety equipment and vehicle maintenance costs</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
Table 3

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

<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Nonreimb or Reimb</th>
<th>Favorable (Unfavorable) Variance</th>
<th>Reason for Variance</th>
<th>Favorable (Unfavorable) Variance</th>
<th>Reason for Variance</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td>$</td>
<td>%</td>
<td></td>
<td>$</td>
</tr>
<tr>
<td><strong>MONTH</strong></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>NR</td>
<td>2.3</td>
<td>30.9</td>
<td>Due primarily to the favorable timing of office expense-related accrual adjustments</td>
<td>(14.9)</td>
</tr>
<tr>
<td>Materials and Supplies</td>
<td>NR</td>
<td>3.3</td>
<td>13.5</td>
<td>Due primarily to favorable inventory/obsolescence adjustments and the timing of maintenance material requirements, as well as increased scrap/surplus sales</td>
<td>1.6</td>
</tr>
<tr>
<td>Other Business Expenses</td>
<td>NR</td>
<td>(2.0)</td>
<td>(29.4)</td>
<td>Mainly the unfavorable timing of reimbursable job closing adjustments</td>
<td>(1.7)</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>R</td>
<td>35.8</td>
<td>36.4</td>
<td>Reimbursement increase consistent with higher reimbursable expenses</td>
<td>66.5</td>
</tr>
<tr>
<td>Payroll</td>
<td>R</td>
<td>(10.1)</td>
<td>(25.6)</td>
<td>Due primarily to the unfavorable timing of payroll payments, resulting in a catch-up of reimbursable expenses offset by a reduction in non-reimbursable expenses</td>
<td>(14.1)</td>
</tr>
<tr>
<td>Overtime</td>
<td>R</td>
<td>(7.5)</td>
<td>(72.4)</td>
<td>Mostly due to Subways Capital Track Program work which is concentrated on weekends to take advantage of track availability and other Capital Program support</td>
<td>(22.0)</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>R</td>
<td>(6.8)</td>
<td>(48.0)</td>
<td>Mostly higher direct overhead expenses, caused by higher reimbursable labor costs</td>
<td>(12.8)</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>R</td>
<td>(0.7)</td>
<td>(31.6)</td>
<td>Largely the unfavorable timing of building-related expenses, construction services and equipment rental expenses</td>
<td>(4.0)</td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>R</td>
<td>(0.4)</td>
<td>(69.5)</td>
<td>Mostly a delay in the charge-back to MTA of IT consolidated expenses</td>
<td>(1.6)</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>R</td>
<td>(2.9)</td>
<td>(62.9)</td>
<td>Mainly the unfavorable timing of non-vehicle maintenance material requirements</td>
<td>(4.1)</td>
</tr>
<tr>
<td>Other Business Expenses</td>
<td>R</td>
<td>2.9</td>
<td>over 100.0</td>
<td>Principally the favorable timing of reimbursable job closing adjustments</td>
<td>5.8</td>
</tr>
</tbody>
</table>
### Table 4: Cash Receipts and Expenditures

#### May 2015 ($ in millions)

<table>
<thead>
<tr>
<th>Month</th>
<th>Favorable</th>
<th>Unfavorable</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Receipts</strong></td>
<td>Budget</td>
<td>Actual</td>
<td>Variance</td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$364.728</td>
<td>$351.938</td>
<td>($12.790)</td>
</tr>
<tr>
<td>Vehicle Toll Revenue</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other Operating Revenue:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fare Reimbursement</td>
<td>0.000</td>
<td>6.313</td>
<td>6.313</td>
</tr>
<tr>
<td>Paratransit Reimbursement</td>
<td>38.765</td>
<td>6.247</td>
<td>(32.518)</td>
</tr>
<tr>
<td>Other</td>
<td>3.419</td>
<td>5.542</td>
<td>1.133</td>
</tr>
<tr>
<td>Total Other Operating Revenue</td>
<td>42.184</td>
<td>16.521</td>
<td>(25.663)</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>78.310</td>
<td>93.839</td>
<td>15.529</td>
</tr>
<tr>
<td><strong>Total Receipts</strong></td>
<td>$485.222</td>
<td>$462.298</td>
<td>($22.924)</td>
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</tbody>
</table>

<table>
<thead>
<tr>
<th><strong>Expenditures</strong></th>
<th>Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
</tr>
</thead>
<tbody>
<tr>
<td>Labor:</td>
<td></td>
<td></td>
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<td></td>
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<tr>
<td>Payroll</td>
<td>282.676</td>
<td>248.323</td>
<td>34.353</td>
<td>12.2</td>
</tr>
<tr>
<td>Overtime</td>
<td>36.699</td>
<td>62.953</td>
<td>(26.254)</td>
<td>(71.5)</td>
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<td>Total Salaries &amp; Wages</td>
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<td>34.571</td>
<td>(3.621)</td>
<td>(11.7)</td>
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<td>Pensions</td>
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<td>81.156</td>
<td>(2.487)</td>
<td>(3.0)</td>
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<td>33.655</td>
<td>33.579</td>
<td>0.076</td>
<td>0.2</td>
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<td>198.081</td>
<td>8.480</td>
<td>4.1</td>
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<td>0.000</td>
<td>0.000</td>
<td>0.0</td>
</tr>
<tr>
<td>Reimbursable Overhead</td>
<td>0.000</td>
<td>0.000</td>
<td>0.000</td>
<td>0.0</td>
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<tr>
<td><strong>Total Labor Expenditures</strong></td>
<td>$525.936</td>
<td>$509.357</td>
<td>($26.579)</td>
<td>(5.1)</td>
</tr>
</tbody>
</table>

| Non-Labor:        |           |             |         |         |
| Electric Power    | 22.051    | 29.768      | (7.717) | (35.0)  |
| Fuel              | 14.457    | 5.173       | 9.284   | 64.2    |
| Insurance         | 4.690     | 12.945      | (8.255) | (177.8) |
| Claims            | 8.033     | 6.522       | 1.511   | 18.8    |
| Paratransit Service Contracts | 32.165   | 29.110      | 3.055   | 9.5     |
| Mtce. and Other Operating Contracts | 18.779   | 19.561      | (0.782) | (4.2)   |
| Professional Service Contracts | 8.005    | 11.090      | (3.082) | (33.5)  |
| Materials & Supplies | 29.483   | 38.860      | (9.377) | (31.8)  |
| Other Business Expenditures | 7.136    | 6.853       | 0.283   | 4.0     |
| **Total Non-Labor Expenditures** | $144.772 | $159.882    | ($15.110) | (10.4)  |

| Other Expenditure Adjustments: |           |             |         |         |
| Other               | 0.000     | 0.000       | 0.000   | 0.0     |
| **Total Expenditures** | $670.708 | $669.239    | $1.469  | 0.2     |

| Net Surplus/(Deficit) | ($185.486) | ($206.941) | ($21.455) | (11.6) |

**NOTE:** Totals may not add due to rounding.
## Table 5

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

<table>
<thead>
<tr>
<th>Operating Receipts or Disbursements</th>
<th>MONTH</th>
<th>YEAR TO DATE</th>
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<tbody>
<tr>
<td></td>
<td>Favorable (Unfavorable) Variance</td>
<td>Reason for Variance</td>
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<td>Farebox Receipts</td>
<td>$12.8 (3.5)</td>
<td>Mostly the unfavorable timing of receipts</td>
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<tr>
<td>Other Operating Receipts</td>
<td>$25.7 (60.8)</td>
<td>Due mainly to the unfavorable timing of receipt of NYC partial reimbursement of paratransit expenses</td>
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<tr>
<td>Capital and Other Reimbursements</td>
<td>15.5 19.8</td>
<td>Mostly due to increased 2015 project expenses/billing, partly offset by the unfavorable timing of reimbursements</td>
</tr>
<tr>
<td>Salaries &amp; Wages</td>
<td>10.7 11.4</td>
<td>Mainly the favorable timing of payments</td>
</tr>
<tr>
<td>Health &amp; Welfare (including OPEB current payment)</td>
<td>15.6 9.4</td>
<td>Mostly the unfavorable timing of payments and higher FICA costs</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>7.7 (35.0)</td>
<td>Largely the unfavorable timing of expenses and payments</td>
</tr>
<tr>
<td>Fuel</td>
<td>9.3 64.2</td>
<td>Largely due to lower prices</td>
</tr>
<tr>
<td>Insurance</td>
<td>(8.3) over (100.0)</td>
<td>The unfavorable timing of interagency payments</td>
</tr>
<tr>
<td>Claims</td>
<td>1.5 18.8</td>
<td>The favorable timing of payments</td>
</tr>
<tr>
<td>Paratransit Service Contracts</td>
<td>3.1 9.5</td>
<td>Primarily the favorable timing of payments and lower trips</td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>3.1 (38.5)</td>
<td>Mostly the unfavorable timing of payments</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>(9.4) (31.8)</td>
<td>Due primarily to the unfavorable timing of payments</td>
</tr>
<tr>
<td>Month</td>
<td>Favorable (Unfavorable)</td>
<td>Year-to-Date</td>
</tr>
<tr>
<td>---------------</td>
<td>------------------------</td>
<td>--------------</td>
</tr>
<tr>
<td><strong>Receipts</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>($1.647) ($16.722) ($15.075) -</td>
<td>($0.039) $17.239 $17.278 -</td>
</tr>
<tr>
<td>Vehicle Toll Revenue</td>
<td>0.000 0.000 0.000 -</td>
<td>0.000 0.000 0.000 -</td>
</tr>
<tr>
<td>Other Operating Revenue:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Fare Reimbursement</td>
<td>(8.956) (2.642) 6.314 70.5</td>
<td>(33.796) (33.795) 0.001 0.0</td>
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<tr>
<td>Paratransit Reimbursement</td>
<td>23.559 (11.703) (35.262) (149.7)</td>
<td>12.785 (57.315) (70.110) (547.9)</td>
</tr>
<tr>
<td>Other</td>
<td>(9.298) (9.437) (0.139) (1.5)</td>
<td>(49.490) (51.864) (5.374) (11.5)</td>
</tr>
<tr>
<td><strong>Total Other Operating Revenue</strong></td>
<td>5.305 (23.782) (29.087) (548.3)</td>
<td>(67.491) (142.974) (75.483) (111.8)</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>(20.000) (40.229) (20.229) (101.1)</td>
<td>(20.000) (17.905) 2.095 10.5</td>
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<tr>
<td><strong>Total Receipts</strong></td>
<td>($16.342) ($80.733) ($64.391) (394.0)</td>
<td>($87.530) ($143.640) ($56.110) (64.1)</td>
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<tr>
<td><strong>Expenditures</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor: Payroll</td>
<td>9.178 41.785 32.607 355.3</td>
<td>56.205 69.916 13.711 24.4</td>
</tr>
<tr>
<td>Overtime</td>
<td>1.021 (14.713) (15.734) -</td>
<td>11.208 6.848 (4.360) (38.9)</td>
</tr>
<tr>
<td>Total Salaries &amp; Wages</td>
<td>10.199 27.072 16.873 165.4</td>
<td>67.413 76.764 9.351 13.9</td>
</tr>
<tr>
<td>Health and Welfare</td>
<td>0.000 16.646 16.646 -</td>
<td>(6.566) (19.091) (12.525) (190.8)</td>
</tr>
<tr>
<td>OPEB Current Payment</td>
<td>0.000 0.638 0.638 -</td>
<td>0.000 3.153 3.153 -</td>
</tr>
<tr>
<td>Pensions</td>
<td>(80.331) (62.836) (2.506) (4.2)</td>
<td>(301.655) (302.483) (0.828) (0.3)</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>4.066 5.955 1.889 46.5</td>
<td>21.587 14.555 (7.032) (32.6)</td>
</tr>
<tr>
<td>Total Fringe Benefits</td>
<td>(56.265) (39.597) 16.668 29.6</td>
<td>(286.634) (303.866) (17.232) (6.0)</td>
</tr>
<tr>
<td>GASB Account</td>
<td>0.000 0.000 0.000 -</td>
<td>0.000 0.000 0.000 -</td>
</tr>
<tr>
<td>Reimbursable Overhead</td>
<td>0.000 0.000 0.000 -</td>
<td>0.000 0.000 0.000 -</td>
</tr>
<tr>
<td><strong>Total Labor Expenditures</strong></td>
<td>($46.066) ($12.525) $33.541 72.8</td>
<td>($219.221) ($227.102) ($7.881) (3.6)</td>
</tr>
<tr>
<td>Non-Labor: Electric Power</td>
<td>0.000 (1.998) (1.998) -</td>
<td>0.000 (6.137) (6.137) -</td>
</tr>
<tr>
<td>Fuel</td>
<td>0.000 4.574 4.574 -</td>
<td>0.000 4.884 4.884 -</td>
</tr>
<tr>
<td>Insurance</td>
<td>2.048 (6.650) (8.698) (424.7)</td>
<td>(11.506) (12.056) (0.550) (4.8)</td>
</tr>
<tr>
<td>Claims</td>
<td>0.886 2.398 1.512 170.7</td>
<td>4.430 (22.883) (27.313) (616.5)</td>
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<tr>
<td>Paratransit Service Contracts</td>
<td>0.000 2.499 2.499 -</td>
<td>0.500 0.914 0.414 82.8</td>
</tr>
<tr>
<td>Mte. and Other Operating Contracts</td>
<td>0.000 (0.425) (0.425) -</td>
<td>0.000 1.756 1.756 -</td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>0.000 (4.960) (4.960) -</td>
<td>7.500 0.943 (6.557) (87.4)</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>(0.250) (10.093) (9.843) -</td>
<td>(2.750) (22.699) (19.949) (725.4)</td>
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<tr>
<td>Other Business Expenses</td>
<td>0.000 (0.578) (0.578) -</td>
<td>0.000 (2.326) (2.326) -</td>
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<tr>
<td><strong>Total Non-Labor Expenditures</strong></td>
<td>$2.684 ($15.233) ($17.917) (667.5)</td>
<td>($1.826) ($57.604) ($55.778) -</td>
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<tr>
<td><strong>Other Expenditure Adjustments:</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>0.000 0.000 0.000 -</td>
<td>0.000 0.000 0.000 -</td>
</tr>
<tr>
<td><strong>Total Other Expenditure Adjustments</strong></td>
<td>$0.000 $0.000 $0.000 -</td>
<td>$0.000 $0.000 $0.000 -</td>
</tr>
<tr>
<td><strong>Total Expenditures before Depreciation and OPEB</strong></td>
<td>($43.382) ($27.758) $15.624 36.0</td>
<td>($221.047) ($284.706) ($63.659) (28.8)</td>
</tr>
<tr>
<td>Depreciation</td>
<td>129.411 128.748 (0.663) (0.5)</td>
<td>636.447 639.409 2.962 0.5</td>
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<tr>
<td>OPEB Account</td>
<td>0.000 0.000 0.000 -</td>
<td>404.065 404.582 0.517 0.1</td>
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<tr>
<td>Environmental Remediation</td>
<td>0.000 0.000 0.000 -</td>
<td>0.000 0.000 0.000 -</td>
</tr>
<tr>
<td><strong>Total Expenditures</strong></td>
<td>$86.029 $100.990 $14.961 17.4</td>
<td>$819.465 $759.285 ($60.180) (7.3)</td>
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<tr>
<td><strong>Total Cash Conversion Adjustments</strong></td>
<td>$69.687 $20.257 ($49.430) (70.9)</td>
<td>$731.935 $615.645 ($116.290) (15.9)</td>
</tr>
</tbody>
</table>

NOTE: Totals may not add due to rounding.
<table>
<thead>
<tr>
<th>Function</th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Fav./(Unfav)</th>
<th>Explanation</th>
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<td><strong>Administration</strong></td>
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<td>Office of the President</td>
<td>62</td>
<td>72</td>
<td>(10)</td>
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<td>Law</td>
<td>277</td>
<td>280</td>
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<td>Human Resources</td>
<td>227</td>
<td>236</td>
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<td>38</td>
<td>3</td>
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<td>Non-Departmental</td>
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<td>-</td>
<td>(117)</td>
<td>Vacancy Provision</td>
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<td>Labor Relations</td>
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<td>91</td>
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<td>283</td>
<td>270</td>
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<td>Controller</td>
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<td>131</td>
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<td><strong>Total Administration</strong></td>
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<td>Subways Service Delivery</td>
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<td>378</td>
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<td><strong>Sub-total Subways</strong></td>
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<td>10,720</td>
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<td>Buses</td>
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<td>404</td>
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<td>Subways Operations Support/Admin</td>
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<td>Subways Engineering</td>
<td>342</td>
<td>348</td>
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<td>Subways Car Equipment</td>
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<td>4,253</td>
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<td>Mostly Hourly Car Inspectors</td>
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<td>Subways Infrastructure</td>
<td>1,475</td>
<td>1,489</td>
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<td>Subways Elevators &amp; Escalators</td>
<td>442</td>
<td>421</td>
<td>21</td>
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<td>Subways Track</td>
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<td>2,788</td>
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<td>Subways Power</td>
<td>603</td>
<td>617</td>
<td>(14)</td>
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<td>Subways Signals</td>
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<td>1,501</td>
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<td>Subways Electronic Maintenance</td>
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<td>1,478</td>
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<td>Mainly Hourly Maintainer Vacancies</td>
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<td>Buses</td>
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<td>Supply Logistics</td>
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<tr>
<td>System Safety</td>
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<td>85</td>
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<tr>
<td><strong>Total Maintenance</strong></td>
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<td>21,239</td>
<td>142</td>
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<td><strong>Engineering/Capital</strong></td>
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<td>Capital Program Management</td>
<td>1,319</td>
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<td><strong>Total Engineering/Capital</strong></td>
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<td>1,349</td>
<td>(30)</td>
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<td><strong>Public Safety</strong></td>
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<tr>
<td>Security</td>
<td>634</td>
<td>628</td>
<td>6</td>
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<tr>
<td><strong>Total Public Safety</strong></td>
<td>634</td>
<td>628</td>
<td>6</td>
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<td><strong>Total Positions</strong></td>
<td>47,254</td>
<td>47,211</td>
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<td>Non-Reimbursable</td>
<td>42,469</td>
<td>41,138</td>
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<tr>
<td>Reimbursable</td>
<td>4,785</td>
<td>6,073</td>
<td>(1,288)</td>
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</tr>
<tr>
<td><strong>Total Full-Time</strong></td>
<td>47,114</td>
<td>46,945</td>
<td>169</td>
<td></td>
</tr>
<tr>
<td><strong>Total Full-Time Equivalents</strong></td>
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<td>266</td>
<td>(126)</td>
<td></td>
</tr>
<tr>
<td>FUNCTION/OCCUPATION</td>
<td>Adopted Budget</td>
<td>Actual</td>
<td>Variance</td>
<td>Explanation</td>
</tr>
<tr>
<td>-------------------------</td>
<td>----------------</td>
<td>--------</td>
<td>----------</td>
<td>-------------</td>
</tr>
<tr>
<td></td>
<td></td>
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<td>Fav./(Unfav)</td>
<td></td>
</tr>
<tr>
<td>administration:</td>
<td></td>
<td></td>
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<tr>
<td>managers/supervisors</td>
<td>548</td>
<td>470</td>
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<tr>
<td>professional, technical, clerical</td>
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<tr>
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<td>339</td>
<td>340</td>
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<td>1,349</td>
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<td>247</td>
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<td>40</td>
<td>37</td>
<td>3</td>
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<td>operational hourlies</td>
<td>340</td>
<td>344</td>
<td>(4)</td>
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<td>total public safety</td>
<td>634</td>
<td>628</td>
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<td>managers/supervisors</td>
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<td>7,458</td>
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<td>professional, technical, clerical</td>
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<td>(127)</td>
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<td>NON-REIMBURSABLE OVERTIME</td>
<td>May</td>
<td>May Year-to-Date</td>
<td>Var. - Fav./(Unfav)</td>
<td>Adopted</td>
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<tr>
<td>------------------------------------------------------------------------------------------</td>
<td>---------</td>
<td>-----------------</td>
<td>---------------------</td>
<td>---------</td>
</tr>
<tr>
<td></td>
<td>Hours</td>
<td>$</td>
<td>Hours</td>
<td>$</td>
</tr>
<tr>
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<td>337,906</td>
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<td>333,424</td>
<td>$10.421</td>
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<td></td>
<td>-0.9%</td>
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<td>Unscheduled Service</td>
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<td>$8.334</td>
<td>234,441</td>
<td>$7.459</td>
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<td></td>
<td>10.5%</td>
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<tr>
<td>Programmatic/Routine Maintenance</td>
<td>178,803</td>
<td>$6.429</td>
<td>229,104</td>
<td>$7.773</td>
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<td></td>
<td>20.9%</td>
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<tr>
<td>Unscheduled Maintenance</td>
<td>0.000</td>
<td>$0.000</td>
<td>0.000</td>
<td>$0.000</td>
</tr>
<tr>
<td>Vacancy/Absentee Coverage</td>
<td>39,811</td>
<td>$1.264</td>
<td>91,873</td>
<td>$2.975</td>
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<td>Weather Emergencies</td>
<td>1,995</td>
<td>$0.086</td>
<td>4,597</td>
<td>$0.149</td>
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<td>Safety/Security/Law Enforcement</td>
<td>9,213</td>
<td>$0.293</td>
<td>7,869</td>
<td>$0.219</td>
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<tr>
<td></td>
<td>25.2%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>9,356</td>
<td>$0.627</td>
<td>58,895</td>
<td>$1.382</td>
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<tr>
<td></td>
<td>21.4%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Subtotal</td>
<td>856,905</td>
<td>$27.358</td>
<td>960,203</td>
<td>$30.377</td>
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<tr>
<td>Safety/Security/Law Enforcement</td>
<td>9,213</td>
<td>$0.293</td>
<td>7,869</td>
<td>$0.219</td>
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<tr>
<td></td>
<td>25.2%</td>
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</tr>
<tr>
<td>Other</td>
<td>9,356</td>
<td>$0.627</td>
<td>58,895</td>
<td>$1.382</td>
</tr>
<tr>
<td></td>
<td>21.4%</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Subtotal</td>
<td>856,905</td>
<td>$27.358</td>
<td>960,203</td>
<td>$30.377</td>
</tr>
<tr>
<td>REIMBURSABLE OVERTIME</td>
<td>195,756</td>
<td>$10.362</td>
<td>524,847</td>
<td>$17.861</td>
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<tr>
<td></td>
<td>72.4%</td>
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<tr>
<td>TOTAL OVERTIME</td>
<td>1,052,661</td>
<td>$37.720</td>
<td>1,485,050</td>
<td>$48.238</td>
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<td></td>
<td>27.9%</td>
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</tr>
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</table>

Totals may not add due to rounding

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

* Exceeds 100%
<table>
<thead>
<tr>
<th>NON-REIMBURSABLE OVERTIME</th>
<th>May</th>
<th>Var. - Fav./(Unfav)</th>
<th>May Year to Date</th>
<th>Var. - Fav./(Unfav)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hours $</td>
<td>Explanations</td>
<td>Hours $</td>
<td>Explanations</td>
</tr>
<tr>
<td>Scheduled Service</td>
<td>4,482 ($0.1)</td>
<td>70,954 $0.6 Favorable YTD results in scheduled service due to vacancies/availability underruns.</td>
<td>3.1% (1.9%)</td>
<td></td>
</tr>
<tr>
<td>Unscheduled Service</td>
<td>45,379 $0.9</td>
<td>(99,558) ($2.8) Unfavorable variance due to subway service delays and overcrowding and Buses traffic and ramp delays.</td>
<td>(99.0%) 8.7%</td>
<td></td>
</tr>
<tr>
<td>Programmatic/Routine Maintenance</td>
<td>(50,301) ($1.3)</td>
<td>66,089 $1.8 Favorable results due to vacancies in bus maintainer.</td>
<td>44.5% (5.6%)</td>
<td></td>
</tr>
<tr>
<td>Unscheduled Maintenance</td>
<td>0 $0.0</td>
<td>0 $0.0</td>
<td>.0% .0%</td>
<td></td>
</tr>
<tr>
<td>Vacancy/Absentee Coverage</td>
<td>(52,062) ($1.7)</td>
<td>(557,666) ($18.1) Mainly due to vacancy / absentee coverage for bus operators and maintainers, signal maintainers, station agents.</td>
<td>56.6% 55.1%</td>
<td></td>
</tr>
<tr>
<td>Weather Emergencies</td>
<td>(2,602) ($0.1)</td>
<td>(506,083) ($15.2) Unfavorable results for weather due to significant cold weather and snowfall, mainly in February.</td>
<td>2.1% 46.4%</td>
<td></td>
</tr>
<tr>
<td>Safety/Security/Law Enforcement</td>
<td>1,344 $0.1</td>
<td>4,681 $0.2</td>
<td>(2.4%) (0.6%)</td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>(49,539) ($0.8)</td>
<td>(55,634) $0.7 Favorable results due to timing of expenses.</td>
<td>25.0% (2.1%)</td>
<td></td>
</tr>
<tr>
<td>Subtotal</td>
<td>(103,298) ($3.0)</td>
<td>(1,077,218) ($32.8) Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.</td>
<td>28.7% 59.8%</td>
<td></td>
</tr>
<tr>
<td>REIMBURSABLE OVERTIME</td>
<td>(329,091) ($7.5)</td>
<td>(714,874) ($22.0) Mainly due to Subways Capital Track Program work is concentrated on the weekends to take advantage of track availability, and other capital program support.</td>
<td>71.3% 40.2%</td>
<td></td>
</tr>
<tr>
<td>TOTAL OVERTIME</td>
<td>(432,389) ($10.5)</td>
<td>(1,792,092) ($54.8)</td>
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<td></td>
</tr>
</tbody>
</table>

Totals may not add due to rounding.
NOTE: Percentages are based on each type of overtime and not on total overtime.
* Exceeds 100%
## Overtime Legend

<table>
<thead>
<tr>
<th>Type</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scheduled Service</strong></td>
<td>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 &amp; Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).</td>
</tr>
<tr>
<td><strong>Unscheduled Service</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Programmatic/Routine Maintenance</strong></td>
<td>Program Maintenance 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 not resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.</td>
</tr>
<tr>
<td><strong>Unscheduled Maintenance</strong></td>
<td>Resulting from an extraordinary event (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.</td>
</tr>
<tr>
<td><strong>Vacancy/Absentee Coverage</strong></td>
<td>Provides coverage for an absent employee or a vacant position.</td>
</tr>
<tr>
<td><strong>Weather Emergencies</strong></td>
<td>Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.</td>
</tr>
<tr>
<td><strong>Safety/Security/Law Enforcement</strong></td>
<td>Coverage required to provide additional customer &amp; employee protection and to secure MTA fleet facilities, transportation routes, and security training.</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>Includes overtime coverage for clerical, administrative positions that are eligible for overtime, and miscellaneous overtime.</td>
</tr>
<tr>
<td><strong>Reimbursable Overtime</strong></td>
<td>Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.</td>
</tr>
</tbody>
</table>
FINANCIAL AND RIDERSHIP REPORT

May 2015

(All data are preliminary and subject to audit)

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

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

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

Depreciation expenses of $3.2 million year-to-date were $0.2 million (6.9 percent) below budget.

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

The operating cash deficit (excluding subsidies) was $17.4 million year-to-date, $2.4 million (16.2 percent) above budget, due mostly to the timing of capital projects/reimbursements and higher public liability claims payouts.
### MTA STATEN ISLAND RAILWAY
FEBRUARY FINANCIAL PLAN - 2015 ADOPTED BUDGET
ACCRUAL STATEMENT OF OPERATIONS by CATEGORY
May 2015
($ in millions)

#### Table 1

<table>
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<tr>
<th></th>
<th>Nonreimbursable</th>
<th>Reimbursable</th>
<th>Total</th>
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<td>Budget</td>
<td>Actual</td>
<td>Variance</td>
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<td><strong>Revenue</strong></td>
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<tr>
<td>Farebox Revenue</td>
<td>0.520</td>
<td>0.538</td>
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<td>Other Operating Revenue</td>
<td>0.239</td>
<td>0.245</td>
<td>0.006</td>
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<td>Capital and Other Reimbursements</td>
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<td>-</td>
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<td><strong>Total Revenue</strong></td>
<td><strong>0.759</strong></td>
<td><strong>0.783</strong></td>
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#### Expenses

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<th>Reimbursable</th>
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<tr>
<td></td>
<td>Budget</td>
<td>Actual</td>
<td>Variance</td>
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<td><strong>Labor:</strong></td>
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<td>Payroll</td>
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<td>Overtime</td>
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<td><strong>Total Salaries &amp; Wages</strong></td>
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<td>Health and Welfare</td>
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<td>0.278</td>
<td>0.052</td>
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<td>OPEB Current Portion</td>
<td>0.110</td>
<td>0.172</td>
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<td>Pensions</td>
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<td>0.500</td>
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<td>Other Fringe Benefits</td>
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<td><strong>Total Fringe Benefits</strong></td>
<td><strong>1.155</strong></td>
<td><strong>1.194</strong></td>
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<td>Reimbursable Overhead</td>
<td>(0.146)</td>
<td>(0.119)</td>
<td>(0.027)</td>
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<td><strong>Total Labor Expenses</strong></td>
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<td><strong>3.171</strong></td>
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<td><strong>Non-Labor:</strong></td>
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<tr>
<td>Electric Power</td>
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<td>Paratransit Service Contracts</td>
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<td>Mta. and Other Operating Contracts</td>
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<td>Professional Service Contracts</td>
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<td>Materials &amp; Supplies</td>
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<td>0.024</td>
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<tr>
<td>Other Business Expenses</td>
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<td>0.018</td>
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<td><strong>Total Non-Labor Expenses</strong></td>
<td><strong>1.080</strong></td>
<td><strong>0.505</strong></td>
<td><strong>0.575</strong></td>
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#### Other Expenses Adjustments:

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<tr>
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<td>Budget</td>
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<td>Variance</td>
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<td>Other</td>
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<td>-</td>
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<tr>
<td><strong>Total Other Expense Adjustments</strong></td>
<td><strong>-$</strong></td>
<td><strong>-$</strong></td>
<td><strong>-$</strong></td>
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#### Total Expenses:

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Net Surplus/(Deficit) | **-$ (4.506)** | **-$ (3.530)** | **-$ 0.976** | **21.7** | **-$** | **-$** | **-$** | **-$** | **-$ (4.506)** | **-$ (3.530)** | **-$ 0.976** | **21.7** |
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<td>Health and Welfare (including OPEB current payment)</td>
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<td>The unfavorable timing of expenses</td>
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**YEAR-TO-DATE**

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## Table 6
### MTA STATEN ISLAND RAILWAY
FEbruary Financial plan - 2015 Adopted Budget
Cash Conversion (Cash Flow Adjustments)
May 2015
($ in millions)

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<th>Month</th>
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<th>Unfavorable</th>
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<td>(0.004)</td>
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<td>(0.001)</td>
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<td>-</td>
<td>0.000</td>
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<td><strong>$0.000</strong></td>
<td><strong>$0.000</strong></td>
<td>-</td>
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<td><strong>$2.825</strong></td>
<td>(187.8)</td>
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<td><strong>$2.332</strong></td>
<td>(155.1)</td>
<td><strong>$4.847</strong></td>
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<td>Favorable (Unfavorable) Variance</td>
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<tr>
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<td>----------------</td>
<td>--------</td>
<td>---------------------------------</td>
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<tr>
<td><strong>Administration</strong></td>
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<td>General Office</td>
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<td>25</td>
<td>22</td>
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<td>Transportation</td>
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<tr>
<td><strong>Total Operations</strong></td>
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<td>109</td>
<td>(6)</td>
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<tr>
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<td><strong>Total Maintenance</strong></td>
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<td>149</td>
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<td><strong>Engineering/Capital</strong></td>
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<td>Sandy Recovery</td>
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<tr>
<td><strong>Total Engineering Capital</strong></td>
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<td>26</td>
<td>19</td>
<td>7</td>
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**Total Positions**

<p>| | | | |</p>
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<thead>
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<tr>
<td><strong>Total</strong></td>
<td>309</td>
<td>299</td>
<td>10</td>
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<td><strong>Total Full-Time</strong></td>
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<td>Favorable Variance</td>
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</tr>
<tr>
<td>Administration</td>
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</tr>
<tr>
<td>Managers/Supervisors</td>
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<td>5</td>
</tr>
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<td>0</td>
<td>0</td>
</tr>
<tr>
<td>Total Administration</td>
<td>25</td>
<td>22</td>
<td>3</td>
</tr>
<tr>
<td>Operations</td>
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<tr>
<td>Managers/Supervisors</td>
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<td>3</td>
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<td>103</td>
<td>(8)</td>
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<tr>
<td>Total Operations</td>
<td>103</td>
<td>109</td>
<td>(6)</td>
</tr>
<tr>
<td>Maintenance</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Managers/Supervisors</td>
<td>8</td>
<td>13</td>
<td>(5)</td>
</tr>
<tr>
<td>Professional, Technical, Clerical</td>
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<td>1</td>
</tr>
<tr>
<td>Operational Hourlies</td>
<td>144</td>
<td>134</td>
<td>10</td>
</tr>
<tr>
<td>Total Maintenance</td>
<td>155</td>
<td>149</td>
<td>6</td>
</tr>
<tr>
<td>Engineering/Capital (Sandy Recovery)</td>
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<td>3</td>
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<td>Professional, Technical, Clerical</td>
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<td>14</td>
<td>6</td>
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<td>Total Engineering/Capital</td>
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<td>19</td>
<td>7</td>
</tr>
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<td>Total Positions</td>
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<td>Managers/Supervisors</td>
<td>31</td>
<td>34</td>
<td>(3)</td>
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<tr>
<td>Professional, Technical, Clerical</td>
<td>19</td>
<td>14</td>
<td>5</td>
</tr>
<tr>
<td>Operational Hourlies</td>
<td>259</td>
<td>251</td>
<td>8</td>
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<tr>
<td>Total Positions</td>
<td>309</td>
<td>299</td>
<td>10</td>
</tr>
</tbody>
</table>
### MTA STATEN ISLAND RAILWAY
RIDERSHIP/TRAFFIC VOLUME (UTILIZATION)
2015 BUDGET VERSUS 2015 PRELIMINARY ACTUAL
(in millions)

<table>
<thead>
<tr>
<th>Month of May</th>
<th>Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Amount</th>
<th>Percent</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>0.380</td>
<td>0.389</td>
<td></td>
<td>0.009</td>
<td>2.4%</td>
<td></td>
</tr>
</tbody>
</table>

| Year-to-Date | 1.869  | 1.807  |          | (0.062) | (3.3%)  | Mostly due to colder than normal temperatures and multiple snowstorms |

Note: SIR ridership includes estimated non-turnstile student riders.
### MTA Staten Island Railway

**Ridership/Traffic Volume (Utilization)**

#### 2014 Actual versus 2015 Preliminary Actual

(in millions)

<table>
<thead>
<tr>
<th>Month of May</th>
<th>2014</th>
<th>2015</th>
<th>Variance</th>
<th>Percent</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday</td>
<td>0.016</td>
<td>0.017</td>
<td>0.001</td>
<td>4.5%</td>
<td>Mostly due to no rainfall on weekdays in 2015 and 3.4 inches of rain in 2014, return to higher ridership growth trend</td>
</tr>
<tr>
<td>Average Weekend</td>
<td>0.009</td>
<td>0.009</td>
<td>0.000</td>
<td>3.1%</td>
<td>Return to higher ridership growth trend</td>
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#### 12-Month Rolling Average

<table>
<thead>
<tr>
<th>12-Month Rolling Average</th>
<th>2014</th>
<th>2015</th>
<th>Variance</th>
<th>Percent</th>
<th>Explanation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Average Weekday</td>
<td>0.015</td>
<td>0.016</td>
<td>0.000</td>
<td>2.9%</td>
<td>Higher ridership growth trend</td>
</tr>
<tr>
<td>Average Weekend</td>
<td>0.007</td>
<td>0.008</td>
<td>0.001</td>
<td>8.0%</td>
<td>Weekend service suspensions in 2013</td>
</tr>
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</table>

Note: SIR ridership includes estimated non-turnstile student riders.
FINANCIAL AND RIDERSHIP REPORT

May 2015
(All data are preliminary and subject to audit)

Preliminary Actual Results Compared to the Adopted Budget (budget)

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

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

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

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

The operating cash deficit (excluding subsidies) was $167.2 million year-to-date, $2.0 million (1.2 percent) above budget.
### TABLE 1

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**May 2015**  
($ in millions)

<table>
<thead>
<tr>
<th>Category</th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
<th>Favorable (Unfavorable)</th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
<th>Favorable (Unfavorable)</th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Variance</th>
<th>Percent</th>
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<tr>
<td><strong>Reimburseable</strong></td>
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<tr>
<td>Farebox Revenue</td>
<td>$17.697</td>
<td>$17.751</td>
<td>$0.054</td>
<td>0.3%</td>
<td>$17.697</td>
<td>$17.751</td>
<td>$0.054</td>
<td>0.3%</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Other Operating Income</td>
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<td>(0.017)</td>
<td>(0.8)</td>
<td>2.022</td>
<td>2.023</td>
<td>(0.017)</td>
<td>(0.8)</td>
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<td>$19.774</td>
<td>(0.055)</td>
<td>(0.3)</td>
<td>$19.719</td>
<td>$19.774</td>
<td>(0.055)</td>
<td>(0.3)</td>
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<td><strong>Non-Reimbursable</strong></td>
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<td>Payroll</td>
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<td>$20.438</td>
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<tr>
<td>Overtime</td>
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<td>0.8%</td>
<td>4.175</td>
<td>4.175</td>
<td>0.031</td>
<td>0.8%</td>
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<td>Health and Welfare</td>
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<td>4.452</td>
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<td>0.019</td>
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<td>1.758</td>
<td>1.758</td>
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<td>3.874</td>
<td>3.874</td>
<td>0.016</td>
<td>0.4%</td>
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<td>(1.7)</td>
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<td>(0.650)</td>
<td>(1.7)</td>
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<tr>
<td>Total Other Expense Adjustments</td>
<td>$13.777</td>
<td>$14.245</td>
<td>(0.468)</td>
<td>(3.4)</td>
<td>$13.777</td>
<td>$14.245</td>
<td>(0.468)</td>
<td>(3.4)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>Total Expenses before Non-Cash Liability Adj.</td>
<td>$52.241</td>
<td>$53.395</td>
<td>(1.118)</td>
<td>(2.1)</td>
<td>$52.241</td>
<td>$53.395</td>
<td>(1.118)</td>
<td>(2.1)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Depreciation</td>
<td>3.479</td>
<td>4.058</td>
<td>0.579</td>
<td>16.6%</td>
<td>4.058</td>
<td>4.058</td>
<td>0.579</td>
<td>16.6%</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>OPEB Obligation</td>
<td>8.346</td>
<td>8.349</td>
<td>(0.003)</td>
<td>(0.0)</td>
<td>8.349</td>
<td>8.349</td>
<td>(0.003)</td>
<td>(0.0)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Expenses</td>
<td>$64.666</td>
<td>$65.766</td>
<td>(1.100)</td>
<td>(2.7)</td>
<td>$64.666</td>
<td>$65.766</td>
<td>(1.100)</td>
<td>(2.7)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Net Surplus/(Deficit)</td>
<td>($44.167)</td>
<td>($45.992)</td>
<td>(1.825)</td>
<td>(4.1)</td>
<td>($44.167)</td>
<td>($45.992)</td>
<td>(1.825)</td>
<td>(4.1)</td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

**NOTE:** Totals may not add due to rounding
## TABLE 2

**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET**  
**ACCRUAL STATEMENT of OPERATIONS by CATEGORY**  
**May 2015 Year-To-Date**  

($ in millions)

<table>
<thead>
<tr>
<th></th>
<th>Nonreimbursable</th>
<th>Reimbursable</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Adopted Budget</td>
<td>Actual</td>
<td>Variance</td>
</tr>
<tr>
<td><strong>Revenue</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$84,676</td>
<td>$83,623</td>
<td>($1,053)</td>
</tr>
<tr>
<td>Other Operating Income</td>
<td>10,987</td>
<td>9,411</td>
<td>($1,576)</td>
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<tr>
<td>Capital and Other Reimbursements</td>
<td>-</td>
<td>2,358</td>
<td>2,051</td>
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<tr>
<td><strong>Total Revenue</strong></td>
<td>$95,663</td>
<td>$93,034</td>
<td>($2,629)</td>
</tr>
<tr>
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<td></td>
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<td></td>
</tr>
<tr>
<td><strong>Expenses</strong></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Labor</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Payroll</td>
<td>$102,420</td>
<td>$104,833</td>
<td>($2,413)</td>
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<tr>
<td>Health and Welfare</td>
<td>22,119</td>
<td>22,323</td>
<td>($0.204)</td>
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<tr>
<td>OPEB Current Payment</td>
<td>8,710</td>
<td>8,243</td>
<td>(0.467)</td>
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<tr>
<td>Pensions</td>
<td>18,772</td>
<td>19,401</td>
<td>(0.629)</td>
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<tr>
<td>Other Fringe Benefits</td>
<td>19,251</td>
<td>17,828</td>
<td>1.423</td>
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<td>GASB Account</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Reimbursable Overhead</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Labor Expenses</strong></td>
<td>$192,077</td>
<td>$197,226</td>
<td>($5,149)</td>
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<tr>
<td>Non-Labor</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Electric Power</td>
<td>$0.742</td>
<td>$0.666</td>
<td>$0.076</td>
</tr>
<tr>
<td>Fuel</td>
<td>14,688</td>
<td>10,129</td>
<td>4,529</td>
</tr>
<tr>
<td>Insurance</td>
<td>2,266</td>
<td>1,450</td>
<td>0,816</td>
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<tr>
<td>Claims</td>
<td>11,507</td>
<td>11,268</td>
<td>0,239</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>11,839</td>
<td>8,124</td>
<td>3,715</td>
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<tr>
<td>Professional Service Contracts</td>
<td>11,270</td>
<td>8,463</td>
<td>2,807</td>
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<tr>
<td>Materials &amp; Supplies</td>
<td>15,438</td>
<td>19,078</td>
<td>(3,640)</td>
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<tr>
<td>Other Business Expense</td>
<td>1,027</td>
<td>1,455</td>
<td>(0,428)</td>
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<td><strong>Total Non-Labor Expenses</strong></td>
<td>$68,746</td>
<td>$60,633</td>
<td>8,113</td>
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<td>Other Expense Adjustments:</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>-</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Other Expense Adjustments</strong></td>
<td>$</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td><strong>Total Expenses before Non-Cash Liability Adj.</strong></td>
<td>$260,823</td>
<td>$257,859</td>
<td>2,964</td>
</tr>
<tr>
<td>Depreciation</td>
<td>17,359</td>
<td>20,290</td>
<td>(2,931)</td>
</tr>
<tr>
<td>OPEB Obligation</td>
<td>41,730</td>
<td>41,751</td>
<td>(0,022)</td>
</tr>
<tr>
<td>Environmental Remediation</td>
<td>-</td>
<td>0.004</td>
<td>(0,004)</td>
</tr>
<tr>
<td><strong>Total Expenses</strong></td>
<td>$319,912</td>
<td>$319,904</td>
<td>0.008</td>
</tr>
<tr>
<td><strong>Net Surplus/(Deficit)</strong></td>
<td>$ (224,249)</td>
<td>$ (226,870)</td>
<td>(2,621)</td>
</tr>
</tbody>
</table>

**NOTE:** Totals may not add due to rounding
# TABLE 3

## MTA BUS COMPANY

**FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET**

**EXPLANATION OF VARIANCES BETWEEN BUDGET AND ACTUAL ACCRUAL BASIS**

($ in millions)

<table>
<thead>
<tr>
<th>Generic Revenue or Expense Category</th>
<th>Favorable (Unfavorable) Variance</th>
<th>Reason for Variance</th>
<th>$</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Fanbox Revenue</td>
<td>NR</td>
<td>(a)</td>
<td>0.054</td>
<td>0.3</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>NR</td>
<td>(a)</td>
<td>(0.179)</td>
<td>(8.1)</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>R</td>
<td>88.2</td>
<td>0.417</td>
<td>98.2</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Reimbursement receivables from prior periods</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total Revenue Variance</td>
<td></td>
<td></td>
<td>0.292</td>
<td>1.4</td>
</tr>
<tr>
<td>Payroll</td>
<td>NR</td>
<td>(a)</td>
<td>0.087</td>
<td>0.4</td>
</tr>
<tr>
<td>Overtime</td>
<td>NR</td>
<td>(a)</td>
<td>(0.456)</td>
<td>(11.0)</td>
</tr>
<tr>
<td>Health and Welfare (including OPEB)</td>
<td>NR</td>
<td>(a)</td>
<td>(0.622)</td>
<td>(10.1)</td>
</tr>
<tr>
<td>Pension</td>
<td>NR</td>
<td>(a)</td>
<td>(0.037)</td>
<td>(1.0)</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>NR</td>
<td>(a)</td>
<td>0.378</td>
<td>9.8</td>
</tr>
<tr>
<td>Electric Power</td>
<td>NR</td>
<td>(a)</td>
<td>(0.008)</td>
<td>(5.4)</td>
</tr>
<tr>
<td>Fuel</td>
<td>NR</td>
<td>(a)</td>
<td>0.913</td>
<td>31.1</td>
</tr>
<tr>
<td>Insurance</td>
<td>NR</td>
<td>(a)</td>
<td>0.170</td>
<td>37.4</td>
</tr>
<tr>
<td>Claims</td>
<td>NR</td>
<td>(a)</td>
<td>(0.962)</td>
<td>(41.7)</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>NR</td>
<td>(a)</td>
<td>0.596</td>
<td>25.1</td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>NR</td>
<td>(a)</td>
<td>0.578</td>
<td>25.6</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>NR</td>
<td>(a)</td>
<td>(1.669)</td>
<td>(53.9)</td>
</tr>
<tr>
<td>Other Business Expense</td>
<td>NR</td>
<td>(a)</td>
<td>(0.084)</td>
<td>(40.8)</td>
</tr>
<tr>
<td>Depreciation</td>
<td>NR</td>
<td>(a)</td>
<td>(0.579)</td>
<td>(16.6)</td>
</tr>
<tr>
<td>Other Post Employment Benefits</td>
<td>NR</td>
<td>(a)</td>
<td>(0.003)</td>
<td>(0.0)</td>
</tr>
<tr>
<td>Environmental Remediation</td>
<td></td>
<td></td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Payroll</td>
<td>R</td>
<td>(a)</td>
<td>(0.216)</td>
<td>(96.4)</td>
</tr>
<tr>
<td>Health and Welfare</td>
<td>R</td>
<td>(a)</td>
<td>(0.064)</td>
<td>(75.3)</td>
</tr>
<tr>
<td>Pension</td>
<td>R</td>
<td>(a)</td>
<td>(0.035)</td>
<td>(89.7)</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>R</td>
<td>(a)</td>
<td>(0.036)</td>
<td>(94.7)</td>
</tr>
<tr>
<td>Reimbursable Overhead</td>
<td>R</td>
<td>(a)</td>
<td>(0.145)</td>
<td>* Prior period expenses</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>R</td>
<td>(a)</td>
<td>0.019</td>
<td>* Timing of charges</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>R</td>
<td>(a)</td>
<td>0.060</td>
<td>* Timing of charges</td>
</tr>
<tr>
<td>Total Expense Variance</td>
<td></td>
<td></td>
<td>(2.117)</td>
<td>(3.3)</td>
</tr>
<tr>
<td>Net Variance</td>
<td></td>
<td></td>
<td>(1.825)</td>
<td>(4.1)</td>
</tr>
</tbody>
</table>

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

* Prior period expenses.

Lower ridership due to the snow storm shutdown of Jan 26-27 and adverse weather.

Delays in miscellaneous recoveries including Sandy.

Delayed funding, timing of reimbursement receipts, and vacancies.

Demographic progression rate changes in the representative groups not budgeted and court judgment for back pay, partially offset by vacancies.

Mainly due to the impact of inclement weather, the aging bus fleet’s impact on bus maintenance, vacancy and absentee coverage requirements.

Timing of expenses.

Greater than budgeted expenses.

Favorable timing of workers’ compensation payments and associated vacancies.

Timing of expenses.

Non cash expense. 

Higher Automatic Collection Fees.

Non cash expense.

Higher Automatic Collection Fees.

Prior period expenses.

Prior period expenses.

Timing of charges.

Timing of charges.

Prior period expenses.

Prior period expenses.

Timing of charges.
### TABLE 4

#### MTA BUS COMPANY
#### FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET
#### CASH RECEIPTS AND EXPENDITURES

($ in millions)

<table>
<thead>
<tr>
<th></th>
<th>May 2015</th>
<th>Year-To-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Favorable (Unfavorable)</td>
<td>Favorable (Unfavorable)</td>
</tr>
<tr>
<td></td>
<td>Adopted Budget</td>
<td>Actual</td>
</tr>
<tr>
<td><strong>Receipts</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$17.697</td>
<td>$17.101</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>2.228</td>
<td>1.903</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>0.883</td>
<td>0.515</td>
</tr>
<tr>
<td><strong>Total Receipts</strong></td>
<td>$20.807</td>
<td>$19.519</td>
</tr>
</tbody>
</table>

| **Expenditures**     |          |          |          |         |            |          |          |         |
| Labor:               |          |          |          |         |            |          |          |         |
| Payroll              | $19.170  | $18.815  | 0.355    | 1.9     | $105.437   | $102.921 | 2.516    | 2.4     |
| Overtime             | 4.144    | 4.600    | (0.456)  | (11.0)  | 20.805     | 24.598   | 3.793    | (18.2)  |
| Health and Welfare   | 4.537    | 4.540    | (0.003)  | (0.1)   | 22.686     | 24.181   | 1.495    | (6.6)   |
| OPEB Current Payment | 1.742    | 2.243    | (0.501)  | (28.8)  | 8.710      | 6.743    | 1.967    | 22.6    |
| Pensions             | 3.831    | 3.800    | 0.031    | 0.8     | 19.155     | 19.402   | 0.247    | 1.3     |
| Other Fringe Benefits| 3.679    | 3.848    | (0.169)  | (4.6)   | 20.235     | 18.795   | 1.440    | 7.1     |
| GASB Account         | -        | -        | -        | -       | -          | -        | -        | -       |
| Reimbursable Overhead | -       | -        | -        | -       | -          | -        | -        | -       |
| **Total Labor Expenditures** | $37.104 | $37.846 | $(0.742) | (2.0)   | $197.029   | $196.640 | 0.389    | 0.2     |

| Non-Labor:           |          |          |          |         |            |          |          |         |
| Electric Power       | $1.500   | $0.157   | $(0.007) | (4.7)   | $0.750     | $0.666   | 0.084    | 11.2    |
| Fuel                 | 2.972    | 1.890    | 1.082    | 36.4    | 14.862     | 8.711    | 6.151    | 41.4    |
| Insurance            | 0.460    | -        | 0.460    | 100.0   | 2.300      | 0.719    | 1.581    | 68.7    |
| Claims               | 2.000    | 0.757    | 1.243    | 62.2    | 10.000     | 14.333   | (4.333)  | (43.3)  |
| Maintenance and Other Operating Contracts | 2.419 | (0.220) | 2.639 | * | 12.097 | 6.027 | 6.070 | 50.2 |
| Professional Service Contracts | 2.285 | 1.250 | 1.035 | 45.3 | 11.425 | 10.073 | 1.352 | 11.8 |
| Materials & Supplies | 3.199    | 3.536    | (0.337)  | (10.5)  | 15.995     | 21.478   | (5.483)  | (34.3)  |
| Other Business Expenses | 0.208 | 0.243 | (0.035) | (16.8) | 1.040 | 1.213 | (0.173) | (16.6) |
| **Total Non-Labor Expenditures** | $13.694 | $7.613 | $6.081 | 44.4 | $68.469 | $63.220 | 5.249 | 7.7 |

| Other Expenditure Adjustments: |          |          |          |         |            |          |          |         |
| Other                  | -        | -        | -        | -       | -          | -        | -        | -       |
| **Total Other Expenditure Adjustments** | - | - | - | - | - | - | - | - |

| **Total Expenditures** | $50.798  | $45.459  | $5.339   | 10.5    | $265.498   | $259.860 | 5.638    | 2.1     |

| Operating Cash Surplus/(Deficit) | $(29.990) | $(25.940) | $4.050  | 13.5    | $(165.269) | $(167.242) | $(1.973) | (1.2)   |

NOTE: Totals may not add due to rounding
**MTA BUS COMPANY**  
**FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET**

**EXPLANATION OF VARIANCES BETWEEN ACTUAL CASH BASIS**

($ in millions)

<table>
<thead>
<tr>
<th>Operating Receipts or Disbursements</th>
<th>May 2015</th>
<th>Year-To-Date</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Favorable</td>
<td>Favorable</td>
</tr>
<tr>
<td></td>
<td>(Unfavorable)</td>
<td>Reason for Variance</td>
</tr>
<tr>
<td>Farebox Revenue</td>
<td>$ (0.596)</td>
<td>(3.4) Lower ridership</td>
</tr>
<tr>
<td>Other Operating Revenue</td>
<td>(0.325)</td>
<td>(14.6) Delays in miscellaneous recoveries including Sandy</td>
</tr>
<tr>
<td>Capital and Other Reimbursements</td>
<td>(0.368)</td>
<td>(41.7) Delayed funding, timing of reimbursement receipts, and vacancies.</td>
</tr>
<tr>
<td><strong>Total Receipts</strong></td>
<td>$ (1.288)</td>
<td>(6.2)</td>
</tr>
<tr>
<td>Payroll</td>
<td>$ 0.355</td>
<td>1.9 Vacancies</td>
</tr>
<tr>
<td>Overtime</td>
<td>(0.456)</td>
<td>(11.0) Mainly due to the aging bus fleet's impact on bus maintenance, vacancy and absentee coverage requirements</td>
</tr>
<tr>
<td>Health and Welfare (including OPEB)</td>
<td>(0.504)</td>
<td>(8.0) Payment of prior period expenses</td>
</tr>
<tr>
<td>Pension</td>
<td>0.031</td>
<td>0.8</td>
</tr>
<tr>
<td>Other Fringe Benefits</td>
<td>(0.169)</td>
<td>(4.6)</td>
</tr>
<tr>
<td>GASB</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>Electric Power</td>
<td>(0.007)</td>
<td>(4.7)</td>
</tr>
<tr>
<td>Fuel</td>
<td>1.082</td>
<td>36.4 Lower rates</td>
</tr>
<tr>
<td>Insurance</td>
<td>0.460</td>
<td>100.0 Timing of payments</td>
</tr>
<tr>
<td>Claims</td>
<td>1.243</td>
<td>62.2 Timing of payments</td>
</tr>
<tr>
<td>Maintenance and Other Operating Contracts</td>
<td>2.639</td>
<td>* Timing of payments</td>
</tr>
<tr>
<td>Professional Service Contracts</td>
<td>1.035</td>
<td>45.3 Timing of payments</td>
</tr>
<tr>
<td>Materials &amp; Supplies</td>
<td>(0.337)</td>
<td>(10.5) Greater than budgeted expenses</td>
</tr>
<tr>
<td>Other Business Expenditure</td>
<td>(0.035)</td>
<td>(16.8) Greater than budgeted expenses</td>
</tr>
<tr>
<td><strong>Total Expenditures</strong></td>
<td>$ 5.339</td>
<td>10.5</td>
</tr>
<tr>
<td><strong>Net Cash Variance</strong></td>
<td>$ 4.050</td>
<td>13.5</td>
</tr>
</tbody>
</table>

(a) - Variance less than 10K or 5%
TABLE 6  
MTA BUS COMPANY  
FEBRUARY FINANCIAL PLAN 2015 ADOPTED BUDGET  
CASH CONVERSION (CASH FLOW ADJUSTMENTS)  
($ in millions)  

<table>
<thead>
<tr>
<th>May 2015</th>
<th>Favorable</th>
<th>Unfavorable</th>
<th></th>
<th>Year-To-Date</th>
<th>Favorable</th>
<th>Unfavorable</th>
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<td>Percent</td>
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<td>$ (0.650)</td>
<td>$ (0.650)</td>
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<td>(0.146)</td>
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NOTE: Totals may not add due to rounding
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<td>Actual</td>
<td>Favorable/ (Unfavorable) Variance</td>
<td>Adopted Budget</td>
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<tr>
<td>Farebox Revenue</td>
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<tr>
<td>Fixed Route</td>
<td>$ 17.697</td>
<td>$ 17.751</td>
<td>$ 0.054</td>
<td>$ 84.676</td>
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<tr>
<td>Total Farebox Revenue</td>
<td>$ 17.697</td>
<td>$ 17.751</td>
<td>$ 0.054</td>
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<td>$ 2.023</td>
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<td>$ 98.021</td>
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## MTA BUS COMPANY
### Non-Reimbursable and Reimbursable by Function and Department
### Full-Time Positions and Full-Time Equivalents
### MAY 2015

<table>
<thead>
<tr>
<th>FUNCTION/DEPARTMENT</th>
<th>Adopted Budget</th>
<th>Favorable (Unfavorable) Variance</th>
<th>Explanation of Variances</th>
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<tbody>
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<td><strong>Administration</strong></td>
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<td>10</td>
<td>(1)</td>
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<td>11</td>
<td>5</td>
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<tr>
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<td>-</td>
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<td>Material</td>
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<td>3</td>
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<tr>
<td>Controller</td>
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<tr>
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<td>4</td>
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<tr>
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<td>3</td>
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<tr>
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<td>27</td>
<td>-</td>
<td>27</td>
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<tr>
<td><strong>Total Administration</strong></td>
<td>141</td>
<td>103</td>
<td>38</td>
</tr>
</tbody>
</table>

**Vacancies to be filled**

| **Operations**                       |                |                                  |                          |
| Buses                                | 2,226          | 2,191                            | 35                       |
| Office of the Executive VP           | 1              | 4                                | (3)                      |
| Safety & Training                    | 31             | 57.00                            | (26)                     |
| Road Operations                      | 119            | 114                              | 5                        |
| Transportation Support               | 20             | 23                               | (3)                      |
| Operations Planning                  | 31             | 30                               | 1                        |
| Revenue Control                      | 27             | 25                               | 2                        |
| **Total Operations**                 | 2,455          | 2,444                            | 11                       |

**Vacancies to be filled**

| **Maintenance**                      |                |                                  |                          |
| Buses                                | 754            | 751                              | 3                        |
| Maintenance Support/CMF              | 176            | 172                              | 4                        |
| Facilities                           | 73             | 67                               | 6                        |
| Supply Logistics                     | 92             | 92                               | -                        |
| **Total Maintenance**                | 1,095          | 1,082                            | 13                       |

**Vacancies to be filled**

| **Capital Program Management**       |                |                                  |                          |
|                                      | 37             | 25                               | 12                       |
| **Total Engineering/Capital**        | 37             | 25                               | 12                       |

**Vacancies to be filled**

| **Security**                         |                |                                  |                          |
|                                      | 18             | 16                               | 2                        |
| **Total Public Safety**              | 18             | 16                               | 2                        |

| **Total Positions**                  | 3,746          | 3,670                            | 76                       |

| Non-Reimbursable                     | 3,708          | 3,636                            | 72                       |
| Reimbursable                         | 38             | 34                               | 4                        |
| **Total Full-Time**                  | 3,731          | 3,656                            | 75                       |
| **Total Full-Time Equivalents**      | 15             | 14                               | 1                        |
## MTA BUS COMPANY

Non-Reimbursable and Reimbursable by Function and Department

TOTAL FULL - TIME POSITIONS AND FTE'S BY FUNCTION AND OCCUPATION

MAY 2015

<table>
<thead>
<tr>
<th>FUNCTION/OCCUPATIONAL GROUP</th>
<th>Adopted Budget</th>
<th>Actual</th>
<th>Favorable (Unfavorable) Variance</th>
<th>Explanation of Variances</th>
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<td><strong>Total Administration</strong></td>
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<td>38</td>
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<td><strong>Total Engineering/Capital</strong></td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Vacancy/Absentee Coverage</strong></td>
<td>15,420</td>
<td>$0.7</td>
<td>24,886</td>
<td>$1.1</td>
</tr>
<tr>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Weather Emergencies</strong></td>
<td>3,308</td>
<td>$0.1</td>
<td>56</td>
<td>$0.0</td>
</tr>
<tr>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Safety/Security/Law Enforcement</strong></td>
<td>232</td>
<td>$0.0</td>
<td>199</td>
<td>$0.0</td>
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<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Other</td>
<td>323</td>
<td>$0.0</td>
<td>621</td>
<td>$0.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>98,574</td>
<td>$4.1</td>
<td>107,929</td>
<td>$4.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>REIMBURSABLE OVERTIME</strong></td>
<td>0</td>
<td>$0.0</td>
<td>0</td>
<td>$0.0</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL OVERTIME</strong></td>
<td>98,574</td>
<td>$4.1</td>
<td>107,929</td>
<td>$4.6</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Totals may not add due to rounding.

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

* Exceeds 100%
<table>
<thead>
<tr>
<th></th>
<th>May</th>
<th>0</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Hours</td>
<td>$</td>
</tr>
<tr>
<td><strong>NON-REIMBURSABLE OVERTIME</strong></td>
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<td></td>
</tr>
<tr>
<td>Scheduled Service</td>
<td>3,199</td>
<td>$0.2</td>
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<tr>
<td></td>
<td>6.0%</td>
<td>7.3%</td>
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<tr>
<td>Unscheduled Service</td>
<td>503</td>
<td>$0.0</td>
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<tr>
<td></td>
<td>4.6%</td>
<td>8.1%</td>
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<tr>
<td>Programmatic/Routine Maintenance</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>(6,579)</td>
<td>($0.3)</td>
</tr>
<tr>
<td></td>
<td>-</td>
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</tr>
<tr>
<td>Unscheduled Maintenance</td>
<td>-</td>
<td>$0.0</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td>Vacancy/Absentee Coverage</td>
<td>(9,466)</td>
<td>($0.5)</td>
</tr>
<tr>
<td></td>
<td>-</td>
<td>-100.0%</td>
</tr>
<tr>
<td>Weather Emergencies</td>
<td>3,252</td>
<td>$0.1</td>
</tr>
<tr>
<td></td>
<td>14.3%</td>
<td>24.8%</td>
</tr>
<tr>
<td>Safety/Security/Law Enforcement</td>
<td>33</td>
<td>$0.0</td>
</tr>
<tr>
<td></td>
<td>14.3%</td>
<td>24.8%</td>
</tr>
<tr>
<td>Other</td>
<td>(298)</td>
<td>($0.0)</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>Subtotal</strong></td>
<td>(9,355)</td>
<td>($0.5)</td>
</tr>
<tr>
<td></td>
<td>-9.5%</td>
<td>-11.0%</td>
</tr>
<tr>
<td><strong>REIMBURSABLE OVERTIME</strong></td>
<td>0</td>
<td>$0.0</td>
</tr>
<tr>
<td></td>
<td>0.0%</td>
<td>0.0%</td>
</tr>
<tr>
<td><strong>TOTAL OVERTIME</strong></td>
<td>(9,355)</td>
<td>($0.5)</td>
</tr>
</tbody>
</table>
## Revised Overtime Decomposition Legend Definitions

<table>
<thead>
<tr>
<th>Type</th>
<th>Definition</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Scheduled Service</strong></td>
<td>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 &amp; Engineers, as well as non-transportation workers whose work is directly related to providing service (includes coverage for holidays).</td>
</tr>
<tr>
<td><strong>Unscheduled Service</strong></td>
<td>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.</td>
</tr>
<tr>
<td><strong>Programmatic/Routine Maintenance</strong></td>
<td>Program Maintenance 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 not resulting from extraordinary events, including running repairs. Program/Routine maintenance work is usually performed during hours that are deemed more practical in order to minimize service disruptions, and includes contractual scheduled pay over 8 hours.</td>
</tr>
<tr>
<td><strong>Unscheduled Maintenance</strong></td>
<td>Resulting from an extraordinary event (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.</td>
</tr>
<tr>
<td><strong>Vacancy/Absentee Coverage</strong></td>
<td>Provides coverage for an absent employee or a vacant position.</td>
</tr>
<tr>
<td><strong>Weather Emergencies</strong></td>
<td>Coverage necessitated by extreme weather conditions (e.g. snow, flooding, hurricane, and tornadoes), as well as preparatory and residual costs.</td>
</tr>
<tr>
<td><strong>Safety/Security/Law Enforcement</strong></td>
<td>Coverage required to provide additional customer &amp; employee protection and to secure MTA fleet facilities, transportation routes, and security training.</td>
</tr>
<tr>
<td><strong>Other</strong></td>
<td>Includes overtime coverage for clerical, administrative positions that are eligible for overtime.</td>
</tr>
<tr>
<td><strong>Reimbursable Overtime</strong></td>
<td>Overtime incurred to support projects that are reimbursed from the MTA Capital Program and other funding sources.</td>
</tr>
</tbody>
</table>
FINANCIAL REPORTS: CAPITAL PROGRAM STATUS

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

<table>
<thead>
<tr>
<th></th>
<th>Planned</th>
<th>Achieved</th>
<th>%</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Starts</td>
<td>$17.3</td>
<td>$57.5</td>
<td>332</td>
</tr>
<tr>
<td>Design Completions</td>
<td>79.0</td>
<td>28.9</td>
<td>37</td>
</tr>
<tr>
<td>Awards</td>
<td>884.6</td>
<td>737.3</td>
<td>83</td>
</tr>
<tr>
<td>Substantial Completions</td>
<td>679.5</td>
<td>531.8</td>
<td>78</td>
</tr>
<tr>
<td>Closeouts</td>
<td>2,593.5</td>
<td>432.8</td>
<td>17</td>
</tr>
</tbody>
</table>

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

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

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

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

Also during May, NYCT started 12 design projects for $15.5 million, completed seven designs for $7.6 million, and closed out seven projects for $62.8 million.
Capital Program Status
July 2015
(May 2015)

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

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

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

During May, NYCT substantially completed projects totaling $28.3 million including the $10 million fifth phase of an ongoing safety initiative to modernize the entire signal system. Phase five of the initiative addressed approximately 92 locations and included the extension of control and operation of wayside equipment, installation of grade timing and station timing, modification of signal control lines, or installation of new signal locations.

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

Also during May, NYCT started 12 design projects for $15.5 million, completed seven designs for $7.6 million, and closed out seven projects for $62.8 million.
The following table presents the base and final budget, closeout target date, and schedule variance for the seven projects that NYCT closed out in May.

### Projects Closed During May 2015

($ in millions)

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

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

## 2015

(THROUGH MAY 31, 2015)

<table>
<thead>
<tr>
<th>MILESTONES</th>
<th>MILESTONES</th>
<th>PERCENT</th>
</tr>
</thead>
<tbody>
<tr>
<td>PLANNED</td>
<td>ACCOMPLISHED</td>
<td>PERFORMANCE</td>
</tr>
<tr>
<td>$M</td>
<td>$M</td>
<td>%($)</td>
</tr>
</tbody>
</table>

## May

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Planned</th>
<th>Accomplished</th>
<th>%($)</th>
<th>%(#)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Starts</td>
<td>$0.0</td>
<td>$15.5</td>
<td>N/A</td>
<td>N/A</td>
</tr>
<tr>
<td>Design Completions</td>
<td>4.7</td>
<td>7.6</td>
<td>164.2</td>
<td>175.0</td>
</tr>
<tr>
<td>Construction Awards</td>
<td>47.7</td>
<td>51.2</td>
<td>107.3</td>
<td>100.0</td>
</tr>
<tr>
<td>Substantial Completions</td>
<td>56.5</td>
<td>28.3</td>
<td>50.0</td>
<td>55.6</td>
</tr>
<tr>
<td>Closeouts</td>
<td>239.6</td>
<td>62.8</td>
<td>26.2</td>
<td>63.6</td>
</tr>
</tbody>
</table>

## 2015 Year-To-Date

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Planned</th>
<th>Accomplished</th>
<th>%($)</th>
<th>%(#)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Starts</td>
<td>$17.3</td>
<td>$57.5</td>
<td>332.1</td>
<td>258.8</td>
</tr>
<tr>
<td>Design Completions</td>
<td>79.0</td>
<td>28.9</td>
<td>36.6</td>
<td>64.3</td>
</tr>
<tr>
<td>Construction Awards</td>
<td>884.6</td>
<td>737.3</td>
<td>83.3</td>
<td>78.2</td>
</tr>
<tr>
<td>Substantial Completions</td>
<td>679.5</td>
<td>531.8</td>
<td>78.3</td>
<td>76.3</td>
</tr>
<tr>
<td>Closeouts</td>
<td>2,593.5</td>
<td>432.8</td>
<td>16.7</td>
<td>53.1</td>
</tr>
</tbody>
</table>

## 2015 Projected To-Year-End

<table>
<thead>
<tr>
<th>Milestone</th>
<th>Initial Plan</th>
<th>Current Forecast</th>
<th>%($)</th>
<th>%(#)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Design Starts</td>
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<td>$68.9</td>
<td>344.2</td>
<td>285.0</td>
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<tr>
<td>Design Completions</td>
<td>188.2</td>
<td>191.5</td>
<td>101.8</td>
<td>111.5</td>
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<tr>
<td>Construction Awards</td>
<td>1,822.1</td>
<td>2,391.9</td>
<td>131.3</td>
<td>110.1</td>
</tr>
<tr>
<td>Substantial Completions</td>
<td>1,672.9</td>
<td>1,768.0</td>
<td>105.7</td>
<td>100.0</td>
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<tr>
<td>Closeouts</td>
<td>8,149.3</td>
<td>8,041.1</td>
<td>98.7</td>
<td>99.2</td>
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</table>

Totals do not include contingency, emergency funds and miscellaneous reserves; performance percentages include early accomplishments.
2015 Design Starts Charts
As of May 2015

### Number of Design Starts

<table>
<thead>
<tr>
<th></th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
<th>JUL</th>
<th>AUG</th>
<th>SEP</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORECAST (NON-CUM.)</td>
<td>6</td>
<td>10</td>
<td>3</td>
<td>13</td>
<td>12</td>
<td>7</td>
<td>1</td>
<td>2</td>
<td>0</td>
<td>0</td>
<td>2</td>
<td>1</td>
</tr>
<tr>
<td>ACTUAL (NON-CUM.)</td>
<td>7</td>
<td>1</td>
<td>4</td>
<td>5</td>
<td>0</td>
<td>2</td>
<td>1</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>PLAN (NON-CUM.)</td>
<td>6</td>
<td>16</td>
<td>19</td>
<td>32</td>
<td>44</td>
<td>51</td>
<td>52</td>
<td>54</td>
<td>54</td>
<td>54</td>
<td>56</td>
<td>57</td>
</tr>
<tr>
<td>FORECAST (CUM.)</td>
<td>11</td>
<td>24</td>
<td>26</td>
<td>42</td>
<td>57</td>
<td>63</td>
<td>64</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>67</td>
<td>68</td>
</tr>
<tr>
<td>ACTUAL (CUM.)</td>
<td>11</td>
<td>24</td>
<td>26</td>
<td>42</td>
<td>57</td>
<td>63</td>
<td>64</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>67</td>
<td>68</td>
</tr>
<tr>
<td>PLAN (CUM.)</td>
<td>11</td>
<td>24</td>
<td>26</td>
<td>42</td>
<td>57</td>
<td>63</td>
<td>64</td>
<td>66</td>
<td>66</td>
<td>66</td>
<td>67</td>
<td>68</td>
</tr>
</tbody>
</table>

### Cost ($Millions)

<table>
<thead>
<tr>
<th></th>
<th>JAN</th>
<th>FEB</th>
<th>MAR</th>
<th>APR</th>
<th>MAY</th>
<th>JUN</th>
<th>JUL</th>
<th>AUG</th>
<th>SEP</th>
<th>OCT</th>
<th>NOV</th>
<th>DEC</th>
</tr>
</thead>
<tbody>
<tr>
<td>FORECAST (NON-CUM.)</td>
<td>11.0</td>
<td>13.2</td>
<td>2.6</td>
<td>15.3</td>
<td>15.5</td>
<td>5.8</td>
<td>1.6</td>
<td>1.3</td>
<td>0.0</td>
<td>0.0</td>
<td>1.7</td>
<td>1.0</td>
</tr>
<tr>
<td>ACTUAL (NON-CUM.)</td>
<td>10.4</td>
<td>0.2</td>
<td>3.5</td>
<td>3.2</td>
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<td>1.9</td>
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<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td>PLAN (NON-CUM.)</td>
<td>11.0</td>
<td>24.2</td>
<td>26.8</td>
<td>42.0</td>
<td>57.5</td>
<td>63.4</td>
<td>64.9</td>
<td>66.2</td>
<td>66.2</td>
<td>66.2</td>
<td>67.9</td>
<td>68.9</td>
</tr>
<tr>
<td>FORECAST (CUM.)</td>
<td>11.0</td>
<td>24.2</td>
<td>26.8</td>
<td>42.0</td>
<td>57.5</td>
<td>63.4</td>
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2015 Design Completions Charts
As of May 2015

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2015 Awards Charts
As of May 2015
## 2015 Substantial Completions Charts

As of May 2015

### Table 1: Substantial Completions

<table>
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<th></th>
<th>JAN</th>
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### Table 2: Substantial Completions (CUM.)

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### Diagram 1: Substantial Completions (COST)

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### 2015 Closeouts Charts

**As of May 2015**

**Forecasts (Non-Cumulative)**

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**Forecasts (Cumulative)**

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PROCUREMENTS

The Procurement Agenda this month includes 15 actions for a proposed expenditure of $276.9M.
Request for Authorization to Award Various Procurements

Department: Materiel Division – NYCT
Department Head Name: Stephen M. Plochocki

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

Discussion:

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

Procurements Requiring Two Thirds Vote:

Schedule A: Non-Competitive Purchases and Public Work Contracts
- Motor Coach Industries $8.0 M
  Service Parts

Schedule B: Miscellaneous Procurement Contracts
- Motorola, Inc. $1.2 M

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

Schedules Requiring Majority Vote:

Schedule E: Miscellaneous Procurement Contracts
- Motorola, Inc. $1.2 M

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

### Procurements Requiring Two-Thirds Vote:

<table>
<thead>
<tr>
<th>Schedule</th>
<th>Category</th>
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<tr>
<td>Schedule B</td>
<td>Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)</td>
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<td>TBD M</td>
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<tr>
<td>Schedule C</td>
<td>Competitive Requests for Proposals (Award of Purchase and Public Work Contracts)</td>
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<td>207.0 M</td>
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### Schedules Requiring Majority Vote:

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<td>Schedule F</td>
<td>Personal Service Contracts</td>
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<td>Schedule G</td>
<td>Miscellaneous Service Contracts</td>
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**SUBTOTAL** 8 $251.2 M

MTA Capital Construction proposes to award Competitive procurements in the following categories:

### Schedules Requiring Majority Vote:

<table>
<thead>
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<th>Category</th>
<th># of Actions</th>
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<td>Schedule I</td>
<td>Modifications to Purchase and Public Works Contracts</td>
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**SUBTOTAL** 1 $0.8 M

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

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

NYC Transit proposes to award Ratifications in the following categories:

### Schedules Requiring Majority Vote:

<table>
<thead>
<tr>
<th>Schedule</th>
<th>Category</th>
<th># of Actions</th>
<th>$ Amount</th>
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<tr>
<td>Schedule K</td>
<td>Ratification of Completed Procurement Actions</td>
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<td>9.3 M</td>
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**SUBTOTAL** 2 $9.3 M

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

### Schedules Requiring Majority Vote:

<table>
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<td>Schedule K</td>
<td>Ratification of Completed Procurement Actions</td>
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<td>6.4 M</td>
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</table>

**SUBTOTAL** 2 $6.4 M

**TOTAL** 15 $276.9 M

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

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

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

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

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

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

NOW, the Board resolves as follows:
1. As to each purchase and public work contract set forth in annexed Schedule A, the Board declares competitive bidding to be impractical or inappropriate for the reasons specified therein and authorizes the execution of each such contract.
2. As to each request for proposals (for purchase and public work contracts) set forth in Schedule B for which authorization to solicit proposals is requested, for the reasons specified therein, the Board declares competitive bidding to be impractical or inappropriate, declares it is in the public interest to solicit competitive request for proposals, and authorizes the solicitation of such proposals.
3. As to each request for proposals (for purchase and public work contracts) set forth in Schedule C for which a recommendation is made to award the contract, the Board authorizes the execution of said contract.
4. As to each action set forth in Schedule D, the Board declares competitive bidding impractical or inappropriate for the reasons specified therein, and ratifies each action for which ratification is requested.
5. The Board authorizes the execution of each of the following for which Board authorization is required: i) the miscellaneous procurement contracts set forth in Schedule E; ii) the personal service contracts set forth in Schedule F; iii) the miscellaneous service contracts set forth in Schedule G; iv) the modifications to personal/miscellaneous service contracts set forth in Schedule H; v) the contract modifications to purchase and public work contracts set forth in Schedule I; and vi) the modifications to miscellaneous procurement contracts set forth in Schedule J.
6. The Board ratifies each action taken set forth in Schedule K for which ratification is requested.
7. The Board authorizes the budget adjustments to estimated contracts set forth in Schedule L.
JULY 2015

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

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

1. Motor Coach Industries
   Service Parts
   Sole Source - Three-year omnibus
   Purchase of inventory and non-inventory replacement bus parts.

   $8,000,000 (Est.)

   Staff Summary Attached
Item Number: 1

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

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

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

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

An analysis was performed on 80 (33 NYC Transit, 47 MTABC) contracts issued during the term of the existing omnibus approval that exceeded the $15,000 threshold, which represents a total contract value of $6,283,197 ($1,785,381 NYC Transit, $4,497,816 MTABC). Of the 80 contracts, 64 (28 NYC Transit, 36 MTABC) have comparative history. A price analysis of the 64 sole source contracts revealed an annual weighted average price increase of 1.31%. These 64 contracts total a total of $3,605,452 ($1,628,707 NYC Transit, $1,976,745), or 57.4% of the $6,283,197 of contracts issued under the existing omnibus approval. Procurement reviewed the corresponding Producer Price Indices that showed a combined annual weighted average price increase of 1.62%, which compares favorably to the 1.31% annual weighted price increase under the existing omnibus approval.
Based on an analysis of the fleet composition, it is anticipated that NYC Transit and MTABC will require approximately $2,000,000 and $6,000,000 respectively for sole source items from MCISP during the term of this new omnibus approval request. Procurement believes that the amount requested will be sufficient to procure all sole source materials from MCISP for the next three-year period. Procurement, DOB, and MTABC will continue to research alternate sources of supply wherever possible. Under this new omnibus approval, pricing for any procurement is established by requesting a quotation for each item from MCISP on an as-required basis. Each item to be purchased under this new approval will be subject to a cost and/or price analysis and determination that the price is found to be fair and reasonable.
JULY 2015

LIST OF NON-COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

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

1. Motorola, Inc. $1,184,058 (NTE)  Staff Summary Attached
   Contract# MSS152386
   Lease and maintenance of 900MHz frequencies and all ancillary equipment for the MTA Bus Company’s Bus Radio Communication System.
### Schedule E: Miscellaneous Procurement Contracts

<table>
<thead>
<tr>
<th>Item Number: 1</th>
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<tbody>
<tr>
<td><strong>Vendor Name (&amp; Location)</strong></td>
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<tr>
<td><strong>Description</strong></td>
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<tr>
<td><strong>Contract Term (including Options, if any)</strong></td>
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### Discussion:

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

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

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

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

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

This contract is subject to the review and approval of the Office of the NY State Comptroller (OSC) and an award will not be made until approval has been received. Therefore, in order to not impact the operation of MTABC’s Bus Radio Communication System, MTABC negotiated an extension of up to 90 days with Motorola, in the event that the OSC review period requires 90 days.
JULY 2015

LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Two-Thirds Vote:

B. Competitive Requests for Proposals (Solicitation of Purchase and Public Work Contracts)
(Staff Summaries required for items estimated to be greater than $1M.)

1. Contractor To Be Determined
Contract Term To Be Determined
Contract# B-40663
Cost To Be Determined
Staff Summary Attached
RFP Authorizing Resolution for the purchase of 138 low floor 40-foot Compressed Natural Gas buses.

2. Contractor To Be Determined
Contract# C-82004
Cost To Be Determined
Staff Summary Attached
RFP Authorizing Resolution for the design and construction of the Clifton Car Repair Shop in Staten Island.

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

3. Mitsubishi Electric Power Products, Inc. $1,200,000 (NTE)
Three-Proposals – Three-year contract
Contract# S-48002
Staff Summary Attached
Contract for Communications Based Train Control Equipment Supplier Interoperability.

4. Siemens Industry, Inc.
$205,780,452 (Aggregate)
Staff Summary Attached

Two-Proposals – Sixty-seven-month contract
Contract# S-48004
Contract for Signal System modernization for Communications Based Train Control on the Queens Boulevard Line.

Procurements Requiring Majority Vote:

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

6. Jacobs Civil Consultants, Inc.
Five-Proposals – Four-year contract
Contract# CM-1559
$1,000,000 (Est.)
Staff Summary Attached
Indefinite quantity value engineering consultant services.
LIST OF COMPETITIVE PROCUREMENTS FOR BOARD APPROVAL

Procurements Requiring Majority Vote con’t:

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

7. Bay Crane Service, Inc. $42,807,271 (Est.)
   Two Bids/Low Bidder – Five-year contract
   RFQ# 89516
   Leasing of cranes with operators.

8. Northeast Lamp Recycling, Inc. $417,720 (Est.)
   Four Bids/Low Bidder – Five-year contract
   RFQ# 102758
   Multi-agency contract for the handling, removal, transportation and recycling of various types of bulbs and lamps.
PURPOSE:

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

DISCUSSION:

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

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

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

IMPACT ON FUNDING:

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

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

RECOMMENDATION:

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

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SUMMARY INFORMATION

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<th>Description</th>
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PURPOSE:

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

DISCUSSION:

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

The new Clifton Shop will include resiliency measures such as exterior walls that can sustain Category 2, plus three feet storm conditions as well as protection for all exterior openings and enhanced site drainage. Also included are overhead cranes to lift rail car air conditioners, a wheel truing machine, shop machines, parts storage, administrative space, state of the art fire alarm and security systems, while still retaining most of the existing shop equipment used to service rail cars.
NYC Transit contemplates a very aggressive project schedule to complete this new facility. NYC Transit intends to award overlapping design and construction responsibilities to a single contract entity – a Design-Build contractor. A conceptual design along with an Owner’s Project Requirements document are being prepared by CPM and will be the basis for soliciting proposals to complete the design and perform the construction of the new facility.

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

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

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

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

**RECOMMENDATION:**
It is recommended that the Board adopt a resolution declaring that competitive bidding is impractical or inappropriate and that it is in the public interest to use the competitive Request for Proposal process, pursuant to Subdivision 9(f) of Section 1209 of the Public Authorities Law for the design and construction of the new Clifton Shop in the Borough of Staten Island.
To obtain Board approval to award a competitively negotiated contract for the Communication Based Train Control (CBTC) Equipment Supplier Interoperability Project to qualify an additional CBTC Supplier, Mitsubishi Electric Power Products Inc. (Mitsubishi), in the not-to-exceed amount of $1,200,000 with a duration of thirty-six months.

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

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

An RFP Authorizing Resolution for the use of a competitive Request for Proposal (RFP) procurement process and the use of a stipend as compensation was approved by the Board in December 2013. This is a highly specialized field and extensive outreach efforts were made to the industry to encourage competition for this RFP. These efforts included an International CBTC Forum in 2011 attended by major transit agencies and suppliers in the industry and a Request for Information (RFI) in 2012 where all known potential suppliers were invited to participate. The participants in the Forum and the responders to the RFI were contacted directly for this RFP. The RFP was advertised in April 2014. Selection was accomplished through the use of a one-step RFP process in which prospective Proposers submitted technical and cost proposals that were reviewed by a Selection Committee (SC) in accordance with pre-established criteria, which included: previous experience with CBTC systems functionally similar to NYC Transit systems, ability to meet NYC Transit Interoperability Interface Specifications (12S), proposed duration needed to complete the project, and overall project cost. Of the nine firms that purchased the RFP package, six firms did not propose for one or more of the following reasons: they were previously qualified as suppliers; they were not CBTC suppliers; they could not meet the specifications; or, through mergers and acquisitions, they were combining with other suppliers/proposers. The three remaining firms submitted their technical and stipend proposals as follows: Ansaldo STS USA Inc. (Ansaldo) $27,521,042, GE Transportation Systems Global Signaling (GE) $16,417,412, and Mitsubishi Electric Power Products, Inc. (Mitsubishi) $1,000,000. The internal estimate was $20,202,899.
Due to the complexity of the project, a Technical Committee (TC) comprised of members from various NYC Transit departments was established in order to conduct an evaluation of the technical proposals and report its findings to the Selection Committee (SC). All three proposers were invited for oral presentations. After oral presentations, the TC deemed two teams, Ansaldo and Mitsubishi, to be technically qualified. The SC, considering the evaluation criteria, unanimously recommended the two teams for negotiations. GE was not recommended for negotiations because their technical proposal had the widest gap for complying with NYC Transit requirements, and their product is still at an early stage of development. Negotiations with Ansaldo and Mitsubishi focused on the contract terms and conditions, and on the proposed completion schedule, ensuring that there was a unified understanding as to what type of commitment was required by the proposer and the support NYC Transit would be providing during the contract. Negotiations also focused on the proposed cost and scope of work.

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

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

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

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

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

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

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

**Summary Information**

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<tr>
<td>Siemens Industry, Inc.</td>
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<th>Description</th>
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**Purpose:**

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

**Discussion:**

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

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

QBL provides crosstown service across Manhattan under 53rd Street and east through Queens to Jamaica. The QBL project will provide a CBTC signal system overlay from north of Union Turnpike to north of 47th-50th Street Station/6th Avenue Line and south of 50th Street/6th Avenue Line. It is among the busiest lines in the transit system and is served by the E, F, M and R lines. This project will provide centralized traffic control through Automatic Train Supervision (ATS) at designated locations and at the Rail Control Center, the prototype installation of carborne equipment on four trains in order to verify installation procedures and a data communication system (DCS) network and radio transponders. Also included in the work is the provision of equipment for the retrofitting of 309 R160 car sets consisting of either 4-car or 5-car units, 301 of which will be installed by NYC Transit employees. Installation of wayside equipment will be performed under a separate contract that will be competitively bid for award in 2016. Both the car and wayside equipment installation, which are integral parts of the project, are projected to be funded by the pending 2015-19 Capital Plan.
An Authorizing Resolution requesting the use of a competitive RFP procurement process was approved by the Board in December 2013. The one-step RFP required proposers to submit technical and cost proposals to be reviewed by a Selection Committee (SC) in accordance with pre-established selection criteria, which included: proposer’s plans and approach to implement changes in accordance with the latest I2S, project management approach including, phasing and staging plans, project schedules reflecting on time completion and cost.

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

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

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

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

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

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

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

A background check performed by Materiel on Thales revealed no “Significant Adverse Information” (SAI) within the meaning of the All Agency Responsibility Guidelines. In connection with a previous contract awarded, Siemens was found to have SAI. However, the Chairman approved a recommendation that Siemens be found responsible for future awards provided that no new SAI
was found. No new SAI has been found by Materiel’s background checks and investigations. After consideration of all relevant information, Siemens and Thales have been found fully responsible for award.

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

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

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

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

RECOMMENDATION:
That the Board approve the award of contract S-48004 for the Communication Based Train Control (CBTC) Queens Boulevard Line (QBL) West Phase I to Siemens and Thales in the total amount of $205,780,452 ($156,172,932 for Siemens and $49,607,520 for Thales) with a duration of 67 months.
Purposes
To obtain Board approval to award an Indefinite Quantity (IQ) contract to Jacobs Civil Consultants, Inc. (Jacobs) to perform Value Engineering Consultant Services (VE) in the total estimated amount of $1 million over a four year contract term.

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

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

This RFP was solicited using a one-step procurement process. In response to NYC Transit’s advertisements, five firms submitted proposals. They were: Henningson, Durham & Richardson Architecture and Engineering, PC (HDR), Jacobs, NCE Value Consultants, Inc. (NCE), PMA Consultants, LLC (PMA), and Value Management Strategies, Inc. (VMS). The Selection Committee (SC) reviewed and evaluated the written technical proposals in accordance with the established evaluation criteria, which included: plan of approach, experience in relevant areas, experience of project team and key personnel, current workload, past performance on similar projects, management and quality assurance plans and also conducted oral presentations with the respondents to the RFP. The SC recommended the following three consultant firms for negotiations: HDR, Jacobs and NCE.
PMA was not recommended because they lacked sufficient qualifications and experience to successfully perform the required services under the contract based on the information provided in their technical proposal submission. VMS, a California-based company lacked the required certifications to perform professional engineering work in New York State.

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

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

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

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

M/W/DBE:

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

ALTERNATIVES:

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

CAPITAL PROGRAM REPORTING:

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

IMPACT ON FUNDING:

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

RECOMMENDATION

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

<table>
<thead>
<tr>
<th>Item Number:</th>
<th>7</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vendor Name (&amp; Location)</strong></td>
<td>Bay Crane Service, Inc. (Long Island City, NY)</td>
</tr>
<tr>
<td><strong>Description</strong></td>
<td>Leasing of cranes with operators</td>
</tr>
<tr>
<td><strong>Contract Term (including Options, if any)</strong></td>
<td>Five years</td>
</tr>
<tr>
<td><strong>Option(s) included in Total Amount?</strong></td>
<td>Yes ☐  No ☐  n/a ☑</td>
</tr>
<tr>
<td><strong>Procurement Type</strong></td>
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<tr>
<td><strong>Solicitation Type</strong></td>
<td>☐ RFP  ☑ Bid  ☐ Other:</td>
</tr>
<tr>
<td><strong>Contract Number</strong></td>
<td>RFQ 89516</td>
</tr>
<tr>
<td><strong>Renewal?</strong></td>
<td>☑ Yes  ☐ No</td>
</tr>
<tr>
<td><strong>Total Amount:</strong></td>
<td>$42,807,271 (Est.)</td>
</tr>
<tr>
<td><strong>Funding Source</strong></td>
<td>☑ Operating  ☐ Capital  ☐ Federal  ☐ Other:</td>
</tr>
<tr>
<td><strong>Requesting Dept/Div &amp; Dept/Div Head Name:</strong></td>
<td>Department of Subways, Joseph Leader</td>
</tr>
</tbody>
</table>

**Discussion:**

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

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

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

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

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

**Item Number:** 8

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

**Discussion:**

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

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

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

Procurements Requiring Majority Vote

1. Modifications to Purchase and Public Work Contracts
   (Staff Summaries required for individual change orders greater than $250K. Approval without Staff Summary required for change orders greater than 15% of the adjusted contract amount which are also at least $50K.)

1. Skanska USA Civil Northeast, Inc.  $805,000
   Contract# A-36138.93
   Staff Summary Attached
   Modification to the contract for the Dey Street Concourse, the R Line Underpass and Platform Finishes at the Cortlandt Street Station on the R Line; in order to address impact costs associated with a previously granted excusable and impactable time extension.
**Schedule I: Modifications to Purchase and Public Work Contracts**

| Item Number: | 1 |
| Vendor Name (& Location) | Skanska USA Civil Northeast, Inc. (Whitestone, NY) |
| Description | Dey Street Concourse, R/W Underpass and Platform Finishes |
| Contract Term (including Options, if any) | March 30, 2010- December 31, 2012 |
| Option(s) included in Total Amount? | ☒ Yes ☐ No ☐ n/a |
| Procurement Type | ☒ Competitive ☐ Non-competitive |
| Solicitation Type | ☐ RFP ☐ Bid ☒ Other: Modification |
| Funding Source | ☒ Operating ☒ Capital ☒ Federal ☐ Other: |
| Requesting Dept/Div & Dept/Div Head Name: | MTA Capital Construction, Michael Horodniceanu |

| Contract Number | A-36138 |
| AWO/Mod. # | 93 |

| Original Amount: | $17,093,000 |
| Prior Modifications: | $6,357,425 |
| Prior Budgetary Increases: | $0 |
| Current Amount: | $23,450,425 |
| This Request: | $805,000 |
| % of This Request to Current Amount: | 3.4% |
| % of Modifications (including This Request) to Original Amount: | 42.0% |

**Discussion:**

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

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

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

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

The contractor’s impact cost proposal was $1,725,564; MTACC’s revised estimate is $739,446. Following review by MTA Audit, negotiations resulted in the agreed upon price of $805,000, which is considered fair and reasonable. Savings of $920,564 were achieved.
JULY 2015

LIST OF RATIFICATIONS FOR BOARD APPROVAL

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
   (Staff Summaries required for items requiring Board approval.)

1. Forte/Emis JV
   Contract# A-36308.3 $9,116,550 (Est.)
   Modification to the contract for station renewal at five locations on the Liberty Line in Queens, in order to provide additional steel repair and a time extensions of 29 work days, excusable and non-impactable.

2. Lucius Pitkin, Inc.
   Contract# 104666
   Emergency Declaration $160,303 (Est.)
   Provide engineering consultant services to investigate and recommend corrective action to address failures of the Energy Guidance System spine for the 2010 and 2012-13 Nova articulated bus fleets.
### Schedule K: Ratification of Completed Procurement Actions

| Item Number:  | 1 |
| Vendor Name (& Location) | Forte/Emis JV (Holbrook, NY) |
| Station Renewal at Five Locations on the Liberty Line in Queens |
| **Contract Term (including Options, if any)** | December 6, 2013 – March 4, 2016 |
| **Option(s) included in Total Amount?** | ☑ Yes ☐ No ☑ n/a |
| **Procurement Type** | ☑ Competitive ☐ Non-competitive |
| **Solicitation Type** | ☐ RFP ☑ Bid ☑ Other: Modification |
| **Funding Source** | ☑ Operating ☑ Capital ☐ Federal ☐ Other: |
| **Requesting Dept/Div & Dept/Div Head Name:** | Capital Program Management, Frederick E. Smith |
| **Contract Number** | A-36308 |
| **AWO/Mod. #** | 3 |
| **Original Amount:** | $39,339,000 |
| **Prior Modifications:** | $216,160 |
| **Prior Budgetary Increases:** | $0 |
| **Current Amount:** | $39,555,160 |
| **This Request:** | $9,116,550 (Est.) |
| **% of This Request to Current Amount:** | 23.0% |
| **% of Modifications (including This Request) to Original Amount:** | 23.7% |

### Discussion:

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

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

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

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

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

The contractor’s bid included a unit price of $35,000 per ton for the contractual estimated quantity of 11.94 tons of platform steel repairs, total for all five stations. Unit price negotiations were conducted by negotiating the price of the additional work actually performed at two stations (88th and 104th) in 2014. For those two stations, a total of 89.53 tons of platform steel repairs were completed, of which 77.59 tons were additional work, since the estimated 11.94 tons intended for all five stations was exhausted.
even before finishing repairs on the first two stations. The contractor’s final proposal was $4,453,666, or $57,400 per ton. NYC Transit’s revised estimate was $3,445,012, or $44,400 per ton. Negotiations, conducted after coordination with MTA Audit, resulted in the agreed lump sum of $3,491,550 and in the agreed unit price $45,000 per ton, which was found to be fair and reasonable for all additional platform steel repairs. At the agreed unit price, the estimated additional 202.59 tons total will cost an estimated total of $9,116,550.

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

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

<table>
<thead>
<tr>
<th>Item Number:</th>
<th>2</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vendor Name (&amp; Location)</strong></td>
<td>Lucius Pitkin, Inc. (New York, NY)</td>
</tr>
<tr>
<td><strong>Description</strong></td>
<td>Engineering consultant services</td>
</tr>
<tr>
<td><strong>Contract Term (including Options, if any)</strong></td>
<td>One Year</td>
</tr>
<tr>
<td><strong>Option(s) included in Total Amount?</strong></td>
<td>☐ Yes ☐ No ☒ n/a</td>
</tr>
<tr>
<td><strong>Procurement Type</strong></td>
<td>☒ Competitive ☐ Non-competitive</td>
</tr>
<tr>
<td><strong>Solicitation Type</strong></td>
<td>☐ RFP ☒ Bid ☐ Other: Emergency Declaration</td>
</tr>
</tbody>
</table>

| **Contract Number** | 104666 |
| **Renewal?** | ☐ Yes ☒ No |
| **Total Amount:** | $160,303 (Est.) |

| **Funding Source** | Operating ☐ Capital ☐ Federal ☒ Other: |

| **Requesting Dept/Div & Dept/Div Head Name:** | Department of Buses, Darryl C. Irick |

**Discussion:**

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

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

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

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

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

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

Procurements Requiring Majority Vote:

K. Ratification of Completed Procurement Actions (Involving Schedule E-J)
   (Staff Summaries required for items requiring Board approval.)

1. 86th Street Constructors, JV $1,640,000  Staff Summary Attached
   Contract# C-26012.14
   Modification to the contract for the construction of the Second Avenue Subway – 86th Street
   Station Finishes, in order to address changes to the station facility power at the 86th Street Station
   resulting from Con Edison’s comments.

2. Judlau Contracting, Inc. $4,750,000  Staff Summary Attached
   Contract# C-26006.102
   Modification to the contract for the construction of the Second Avenue Subway – 63rd
   Street/Lexington Avenue Station Reconstruction, in order to address additional structural steel
   work performed at the 63rd Street/Lexington Avenue Station.
**Discussion:**

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

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

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

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

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

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

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

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

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

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

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

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

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

The Contractor’s proposal was $6,207,095; MTACC’s estimate is $4,427,760. Negotiations resulted in a lump sum price of $4,750,000, which is considered fair and reasonable. Savings of $1,457,095 were achieved. The schedule impact of this work was addressed in a prior modification. Related impact costs will be addressed in a future modification.
REQUEST FOR PUBLIC HEARING: Station Access Changes at 7 Av F G and Borough Hall 4 5 Stations in Brooklyn

PUBLIC HEARING TO OCCUR FALL 2015

Service Issue

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

Recommendation

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

Budget Impact

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

Proposed Implementation Date

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

To obtain approval to hold a public hearing on station access at the 7 Av F6 station and the Borough Hall 46 station, both in Brooklyn. If approved, the hearing would be held in the fall of 2015. The access changes would then go to the Board for approval in late 2015 or early 2016.

Discussion

Station access changes are proposed at the 7 Av F6 station in Park Slope, Brooklyn and at the Borough Hall 46 station in downtown Brooklyn. These changes would improve customer service in several ways as described below. However, the changes would preclude access to the staffed station agent booth from one end of each station mezzanine; passengers will still be able to fully access all platforms, but at one end of the station they would have to walk at street level to access the station agent.

7 Av F6 Station

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

It is proposed to relocate the station agent booth to the 7th Avenue end of the station, which is used by 65% of the station's ridership. The free-zone passageways, which are about 550 feet end-to-end would be closed. Free-zone area would be limited to only the ends of the mezzanine at 7th and 8th Avenues. With the center of mezzanine closed to passengers, the existing center platform stairs would be converted to emergency-exit only.
Passengers entering the station at 8th Avenue would not have access to the station agent; to reach the agent, passengers would have to walk 700 feet at street level to enter the station at 7th Avenue. However, 8th Avenue passengers would have access to an intercom to speak with the station agent, as well as fare vending machines. High entry-exit turnstiles would be replaced by arrays of low turnstiles. Low turnstiles would also replace high entry-exit turnstiles at the 7th Avenue end of the station, increasing passenger access capacity.

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

**Borough Hall 46 Station**

The center mezzanine over the Lexington line 46 platforms at Borough Hall station in downtown Brooklyn has street stairs on both the north and south sides of Joralemon Street. There are three track overpasses connecting the north and south sides of the mezzanine, with the center overpass currently part of the station’s free-zone. This free-zone overpass allows customers who have entered on the northside of Joralemon Street to access the station agent in the booth on the southside of the mezzanine. It is proposed to convert the free-zone overpass to paid-zone to allow for expanded fare control lines. Passengers on the northside of Joralemon Street who need to access the station agent would have to cross Joralemon Street at street-level and enter the station on the southside. See the attached diagram.

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

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

Authorize a public hearing on the proposed station access changes at the 7 Av FG and Borough Hall AS stations in Brooklyn.

Alternative to the Proposed Service Change

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

Budget Impact

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

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

Proposed Implementation Date

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

Approved:

Carmen Bianco
President, NYCT

Thomas F. Prendergast
Chairman, MTA
7th AVENUE F G

Existing Station Mezzanine Layout
(Station Agent Booth in Center)

Proposed Station Mezzanine Layout
(Station Agent Booth Shifted to 7th Ave End of Mezzanine)

KEY
- STAIRS
- STATION AGENT BOOTH
- FREE ZONE
- PAID ZONE/PROGRAM SPACE
- TURNSTILES
- HIGH WHEELS
- EMERGENCY EXIT STAIRS
SPECIAL REPORTS AND PRESENTATIONS:
MetroCard Report

MetroCard Market Share

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

<table>
<thead>
<tr>
<th>Fare Media</th>
<th>May 2014</th>
<th>May 2015*</th>
<th>Difference</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cash</td>
<td>2.7%</td>
<td>2.2%</td>
<td>(0.5%)</td>
</tr>
<tr>
<td>Single-Ride Ticket</td>
<td>0.9%</td>
<td>0.8%</td>
<td>(0.1%)</td>
</tr>
<tr>
<td>Bonus Pay-Per-Ride</td>
<td>43.1%</td>
<td>39.5%</td>
<td>(3.6%)</td>
</tr>
<tr>
<td>Non-Bonus Pay-Per-Ride</td>
<td>3.3%</td>
<td>5.5%</td>
<td>2.2%</td>
</tr>
<tr>
<td>7-Day Farecard</td>
<td>21.0%</td>
<td>22.6%</td>
<td>1.6%</td>
</tr>
<tr>
<td>30-Day Farecard</td>
<td>29.0%</td>
<td>29.4%</td>
<td>0.4%</td>
</tr>
<tr>
<td>Total</td>
<td>100.0%</td>
<td>100.0%</td>
<td>0.0%</td>
</tr>
</tbody>
</table>

* Preliminary

Note: Percentages may not add due to rounding.

Balance-Protection Program

MetroCard customers who purchase a 30-day Unlimited MetroCard or a 7-day Unlimited Express Bus Plus MetroCard using a debit or credit card at either a MetroCard Vending Machine or MetroCard Express Machine are protected from the loss or theft of their farecard. This program provides customers with a refund, on a pro-rated basis, for the unused value on their farecard. The number of validated balance-protection claims in May 2015 was 4,370, a 3.08 percent decrease from the same period last year. The average value of a credit issued was $70.58.
MetroCard Extended Sales

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

Retail Sales

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

Employer-based Sales of Pre-tax Transportation Benefits

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

Mobile Sales Program

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

During May 2015 enrollment in the Reduced-Fare Program increased by 6,573 new customers, while 565 customers left the program. The total number of customers in the program is 962,645. Seniors account for 788,152 or 82 percent of the total reduced-fare customer base. Persons with disabilities comprise the remaining 18 percent or 174,493 customers. Of those, a total of 37,574 customers were enrolled in the program under the criterion of persons diagnosed with serious mental illness who receive Supplemental Security Income (SSI) benefits. Active Reduced-fare customers added approximately $8.3 million in value to their farecards during the month.

EasyPay Reduced Fare Program

In May 2015, the EasyPay Reduced Fare program enrollment totaled 148,167 accounts. During the month, active EasyPay customers accounted for approximately 2.3 million subway and bus rides with $2.3 million charged to their accounts. Each active account averaged 28 trips per month, with an average monthly bill of $15.

EasyPay Xpress Pay-Per-Ride Program

In May 2015, the EasyPay Xpress PPR program enrollment totaled 75,973 accounts. During this month, active Xpress PPR customers accounted for approximately 1.4 million subway, express bus and local bus rides with $3.6 million charged to their accounts. Each active account averaged 22 trips per month, with an average monthly bill of $60.

EasyPay Xpress Unlimited Program

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

In-System Automated Sales

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

- FULTON CENTER
- 7 LINE WEST EXTENSION
- SECOND AVENUE SUBWAY
## Fulton Center Active and Future Construction Contracts

### Report to the Transit Committee - July 2015

data thru June 2015; $s in million

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Budget (Bid + Contingency)</th>
<th>Expenditures</th>
<th>Current Contract (Bid + Approved AWOs)*</th>
<th>Remaining Contingency</th>
<th>Re-Baseline Award Date</th>
<th>Actual/ Forecast Award Date</th>
<th>Planned Completion at Award</th>
<th>Customer Benefit Milestone</th>
<th>Forecast Substantial Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Plaza - Schiavone, JV</td>
<td>$221.4</td>
<td>$196.8</td>
<td>$208.3</td>
<td>January-2011</td>
<td>August-2010</td>
<td>June-2014</td>
<td>November-2014</td>
<td>Dec-2015</td>
<td></td>
</tr>
<tr>
<td>R to E Connector</td>
<td>To be Coordinated with Port Authority</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
<td>TBD</td>
</tr>
</tbody>
</table>

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

### Budget vs. Expenditures

<table>
<thead>
<tr>
<th>Category</th>
<th>Budget</th>
<th>Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Construction</td>
<td>$927.5</td>
<td>$871.3</td>
</tr>
<tr>
<td>Design</td>
<td>106.7</td>
<td>104.8</td>
</tr>
<tr>
<td>Construction Mgmt</td>
<td>144.9</td>
<td>122.4</td>
</tr>
<tr>
<td>Real Estate</td>
<td>220.9</td>
<td>207.2</td>
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<tr>
<td><strong>Total</strong></td>
<td><strong>$1,400.0</strong></td>
<td><strong>$1,305.7</strong></td>
</tr>
</tbody>
</table>

### Schedule

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

---

*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process*
## Fulton Center Status
**Report to the Transit Committee - July 2015**
data thru June 2015

### MTA Capital Program

<table>
<thead>
<tr>
<th></th>
<th>Budgeted</th>
<th>Local Funding</th>
<th>Federal Funding</th>
<th>Federal Received</th>
<th>Status of Commitments</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000-2004</td>
<td>$977</td>
<td>$130</td>
<td>$847</td>
<td>$847</td>
<td>Committed $961, Uncommitted $16, Expended $882</td>
</tr>
<tr>
<td>ARRA (Federal Stimulus)</td>
<td>423</td>
<td>-</td>
<td>423</td>
<td>423</td>
<td>Committed 423, Uncommitted - Expenditure 423</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td>$1,400</td>
<td>$130</td>
<td>$1,270</td>
<td>$1,270</td>
<td>Committed 1,384, Uncommitted 16, Expended 1,306</td>
</tr>
</tbody>
</table>

### Funding Sources

- **Local** 9%
- **Federal** 91%

### Status of Commitments

- **Uncommitted** $16
- **Unexpended Commitments** $79
- **Expenditures** $1,306

---

![Project Budget: $1,400 Million](image)

![Commitments and Expenditures ($ in Millions)](image)
Lost Time Injury Rate
Fulton Center Project, 2014-2015
vs. US BLS National Standard for Heavy & Civil Construction

Note:
Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)
7 Line Extension Active and Future Construction Contracts

Report to the Transit Committee - July 2015

data thru June 2015; $s in million

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Budget (Bid + Contingency)</th>
<th>Current Contract (Bid + Approved AWOs)*</th>
<th>Remaining Contingency</th>
<th>Expenditures</th>
<th>Actual/Forecast at Award Date</th>
<th>Planned Completion at Award</th>
<th>Forecast Substantial Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>Systems, Finishes, and Core &amp; Shell of Site A (Vent Building) Skanska/Railworks JV</td>
<td>$555.8</td>
<td>$553.0</td>
<td>$2.8</td>
<td>$536.9</td>
<td>Aug-2011</td>
<td>Jun-2014</td>
<td>Q3-2015</td>
</tr>
<tr>
<td>Site P Secondary Station Entrance Core &amp; Shell and Building Systems/Finishes†† John P. Picone Inc.</td>
<td>$92.3</td>
<td>$85.1</td>
<td>$7.2</td>
<td>$38.5</td>
<td>Sep-2012</td>
<td>Apr-2016</td>
<td>Dec-2016</td>
</tr>
</tbody>
</table>

*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process
† Non-subway work includes design, construction management, and construction tasks.
†† The scope of work in the Secondary Station Entrance Core & Shell and Building Systems/Finishes (Site P) contract package is not required for revenue service.
7 Line Extension Status
Report to the Transit Committee - July 2015
data thru June 2015

<table>
<thead>
<tr>
<th>MTA Capital Program</th>
<th>Budgeted</th>
<th>MTA Funds*</th>
<th>City Funds</th>
<th>City Funds Received</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000-2004</td>
<td>$ 53</td>
<td>$ 53</td>
<td>-</td>
<td>-</td>
</tr>
<tr>
<td>2005-2009</td>
<td>2,367</td>
<td>-</td>
<td>2,367</td>
<td>2,337</td>
</tr>
<tr>
<td>Total Authorized</td>
<td>$ 2,420</td>
<td>$ 53</td>
<td>2,367</td>
<td>2,337</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Status of Commitments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Committed</td>
</tr>
<tr>
<td>$ 2,390 $ 30</td>
</tr>
</tbody>
</table>

* MTA funding was for preliminary engineering and environmental review work.

Project Budget: $2,420 Million

Commitments and Expenditures ($ in Millions)

- Uncommitted
  - $30
- Unexpended Commitments
  - $108
- Expenditures
  - $2,282
Note:
Lost Time Injury Rate = Number of Lost Time Injuries per 200,000 Workhours (equivalent to 100 full-time workers)
## Second Ave Subway (Ph I) Active & Future Construction Contracts

*Report to the Transit Committee - July 2015*

*data thru June 2015; $s in million*

<table>
<thead>
<tr>
<th>Project Description</th>
<th>Budget (Bid + Contingency)</th>
<th>Current Contract (Bid + Approved + Pending AWOs)*</th>
<th>Remaining Contingency</th>
<th>Expenditures</th>
<th>Re-Baseline Award Date</th>
<th>Actual/Forecast Award Date</th>
<th>Planned Completion at Award</th>
<th>Forecast Substantial Completion</th>
</tr>
</thead>
<tbody>
<tr>
<td>63rd St Station Upgrade</td>
<td>$205.9</td>
<td>$199.1</td>
<td>$6.7</td>
<td>$169.6</td>
<td>Jul-2010</td>
<td>Jan-2011</td>
<td>May-2014</td>
<td>Dec-2015</td>
</tr>
<tr>
<td>Judlau Contracting</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Track, Signals, Power and Communications Systems</td>
<td>$282.9</td>
<td>$268.9</td>
<td>$14.0</td>
<td>$145.2</td>
<td>Mar-2011</td>
<td>Jan-2012</td>
<td>Aug-2016</td>
<td>Nov-2016</td>
</tr>
<tr>
<td>Comstock/Skanska, JV</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>96th St Station Finishes</td>
<td>$362.3</td>
<td>$352.6</td>
<td>$9.8</td>
<td>$228.7</td>
<td>Mar-2011</td>
<td>Jun-2012</td>
<td>Dec-2015</td>
<td>Nov-2016</td>
</tr>
<tr>
<td>EE Cruz &amp; Tully, JV</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>72nd St Station Finishes</td>
<td>$289.3</td>
<td>$283.9</td>
<td>$5.4</td>
<td>$153.5</td>
<td>Nov-2012</td>
<td>Feb-2013</td>
<td>Nov-2015</td>
<td>Sep-2016</td>
</tr>
<tr>
<td>Judlau Contracting</td>
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<td></td>
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</tr>
<tr>
<td>86th St Station Finishes</td>
<td>$223.0</td>
<td>$213.4</td>
<td>$9.5</td>
<td>$77.8</td>
<td>Oct-2013</td>
<td>Jun-2013</td>
<td>May-2016</td>
<td>Aug-2016</td>
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<tr>
<td>Schiavone - Picone, JV</td>
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</tr>
</tbody>
</table>

*Current Contract value includes forecast pending change orders, both debit and credit, still in approval process*
## Second Avenue Subway (Phase 1) Status

*Report to the Transit Committee - July 2015*

data thru June 2015

### MTA Capital Program

<table>
<thead>
<tr>
<th>Year</th>
<th>Budgeted $</th>
<th>Local Funding $</th>
<th>Federal Funding $</th>
<th>Federal Received $</th>
<th>Committed $</th>
<th>Uncommitted $</th>
<th>Expended $</th>
</tr>
</thead>
<tbody>
<tr>
<td>2000-2004</td>
<td>1,050</td>
<td>744</td>
<td>306</td>
<td>306</td>
<td>1,049</td>
<td>1</td>
<td>1,040</td>
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<tr>
<td>2005-2009</td>
<td>1,914</td>
<td>846</td>
<td>1,068</td>
<td>944</td>
<td>1,873</td>
<td>41</td>
<td>1,628</td>
</tr>
<tr>
<td>2010-2014</td>
<td>1,487</td>
<td>1,487</td>
<td>-</td>
<td>-</td>
<td>1,272</td>
<td>215</td>
<td>759</td>
</tr>
<tr>
<td>Total</td>
<td>4,451</td>
<td>3,077</td>
<td>1,374</td>
<td>1,251</td>
<td>4,195</td>
<td>256</td>
<td>3,426</td>
</tr>
</tbody>
</table>

### Funding Sources

- Local: 69%
- Federal: 31%

### Status of Commitments

- Uncommitted: $256
- Unexpended Commitments: $768
- Expenditures: $3,426

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Master Page # 160 of 161 - New York City Transit and Bus Committee Meeting 7/20/2015
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)